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72-Hour Bi-Directional Vehicle Classification Counts
72-Hour Bi-Directional Volume Counts

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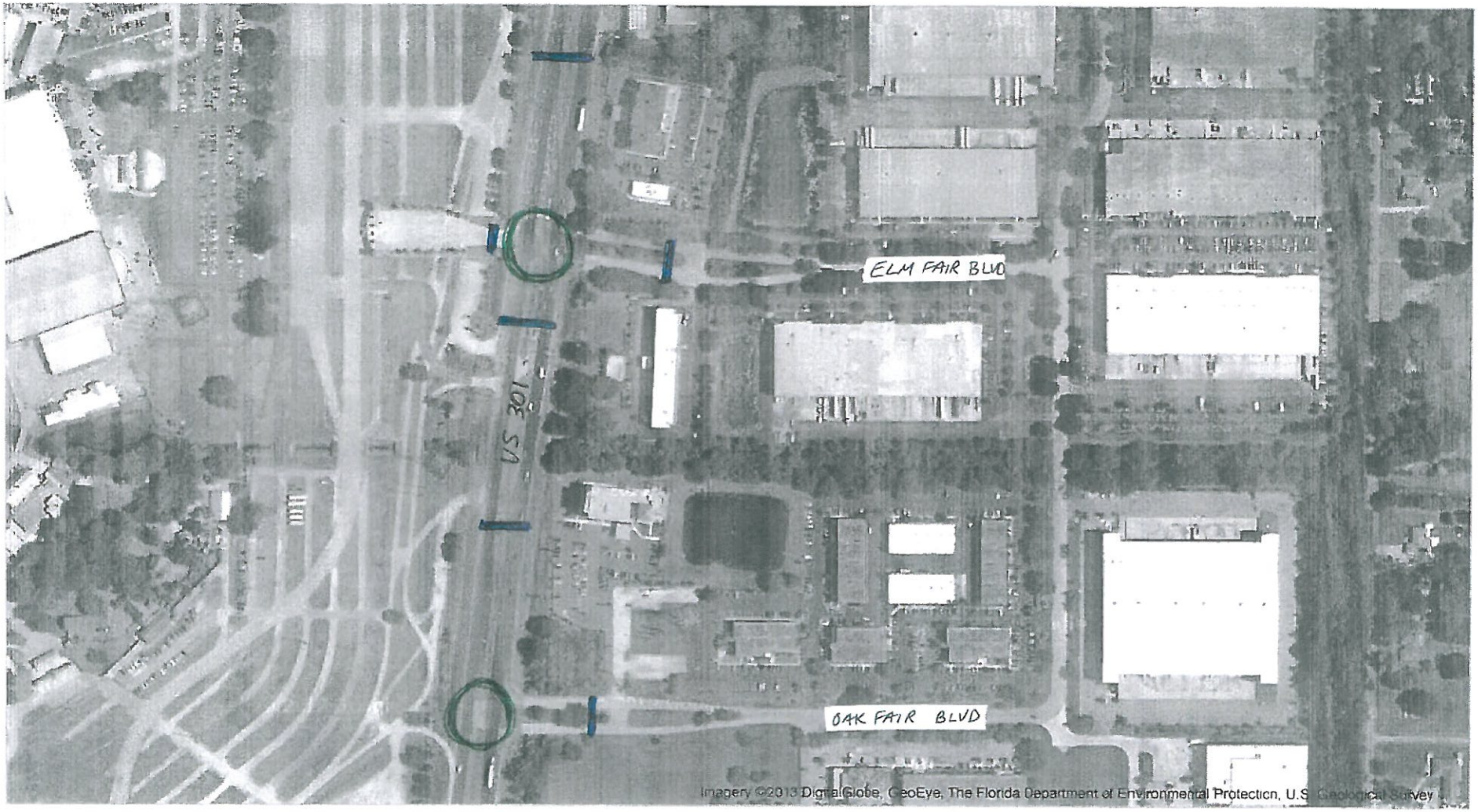
APPENDIX A

72-Hour Bi-Directional Volume and Vehicle Classification Counts

Traffic Count Locations

Google

US 301 PD&E - SR 60 to I-4
Count Locations

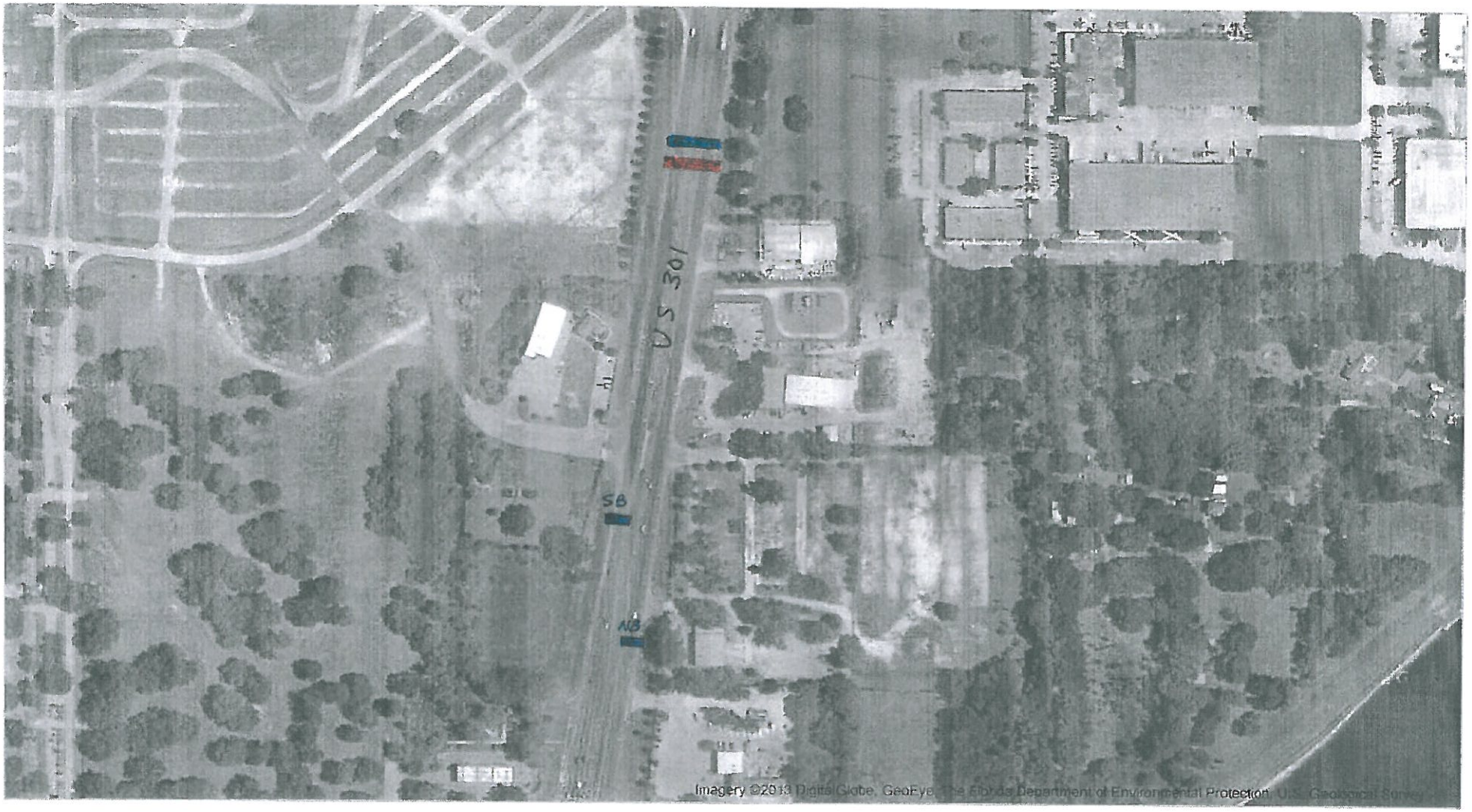


72-hr bi-directional volume count

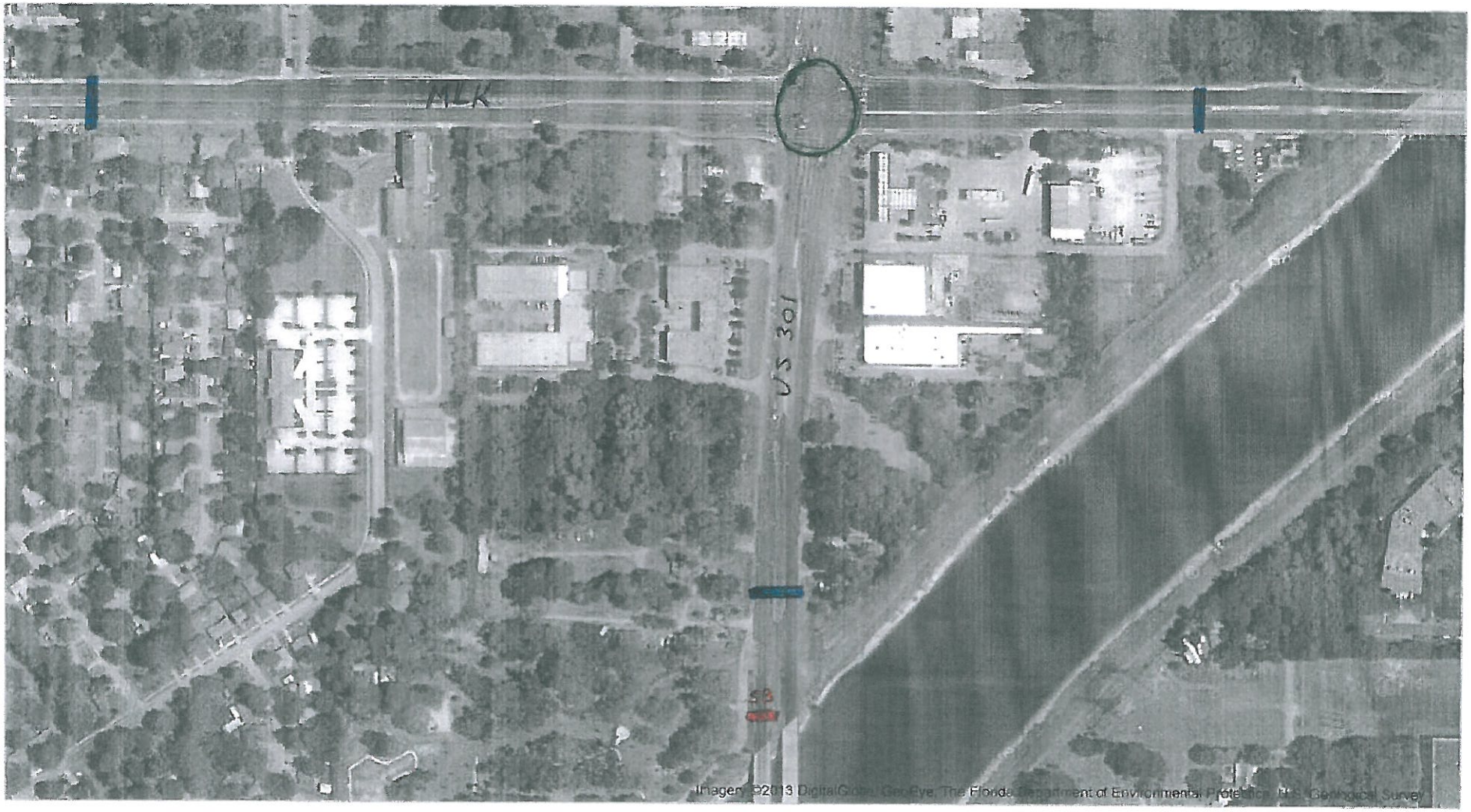
72-hr bi-directional class count

AM/PM TMC

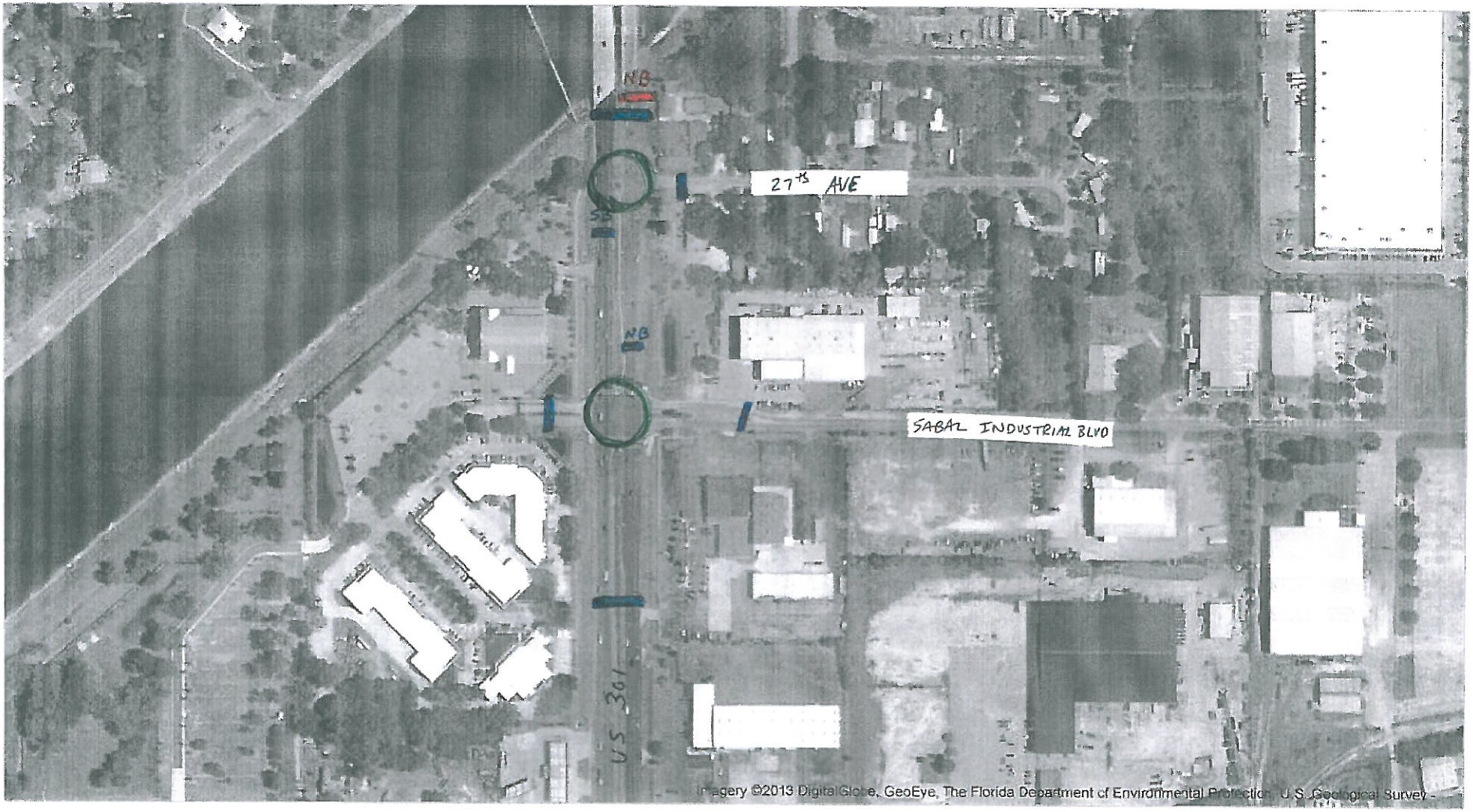
Google


US 301
SB
NB
Imagery ©2013 DigitalGlobe, GeoEye, The Florida Department of Environmental Protection, U.S. Geological Survey

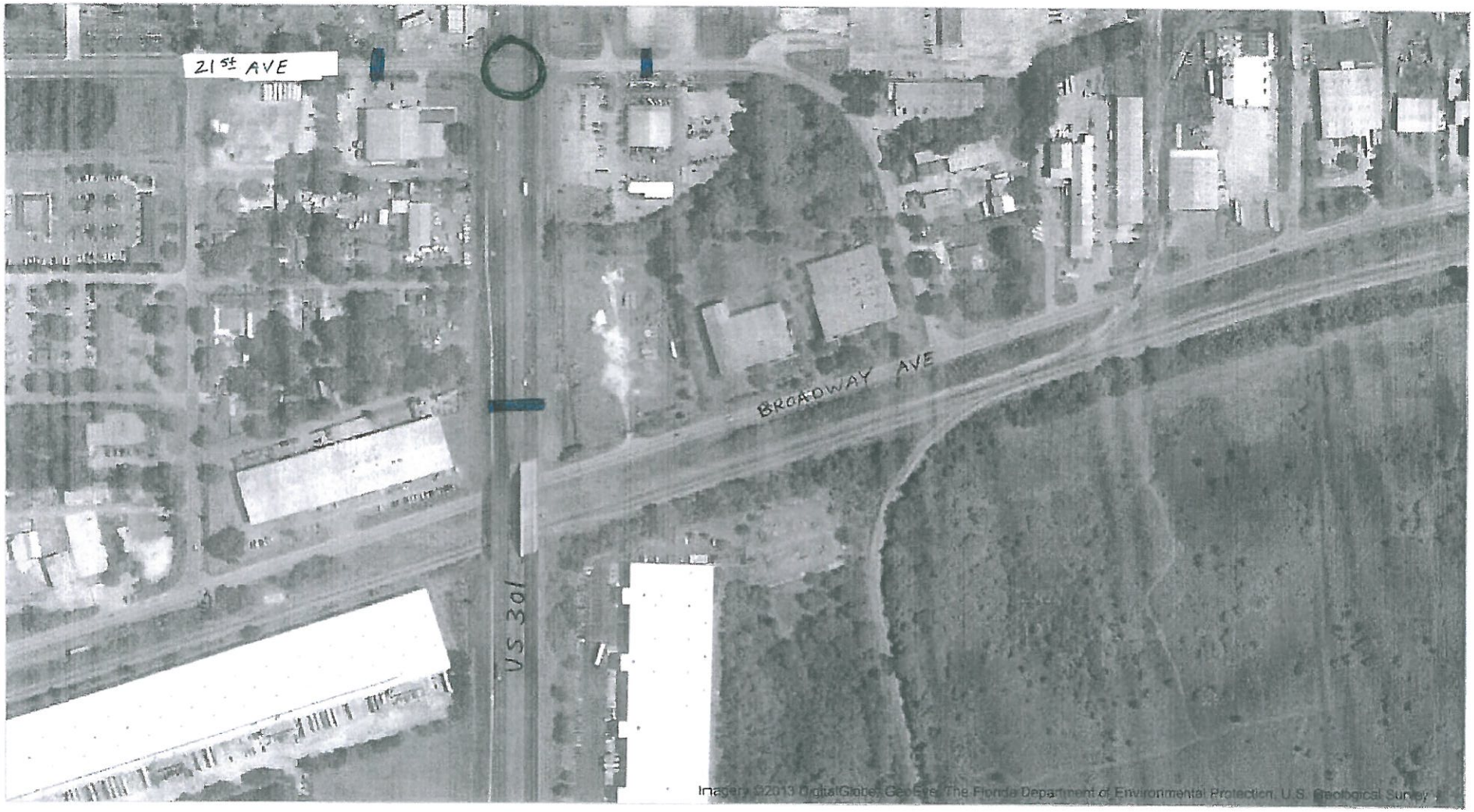
Google


MLK
US 301
Imagery ©2013 DigitalGlobe, GeoEye, The Florida Department of Environmental Protection, U.S. Geological Survey

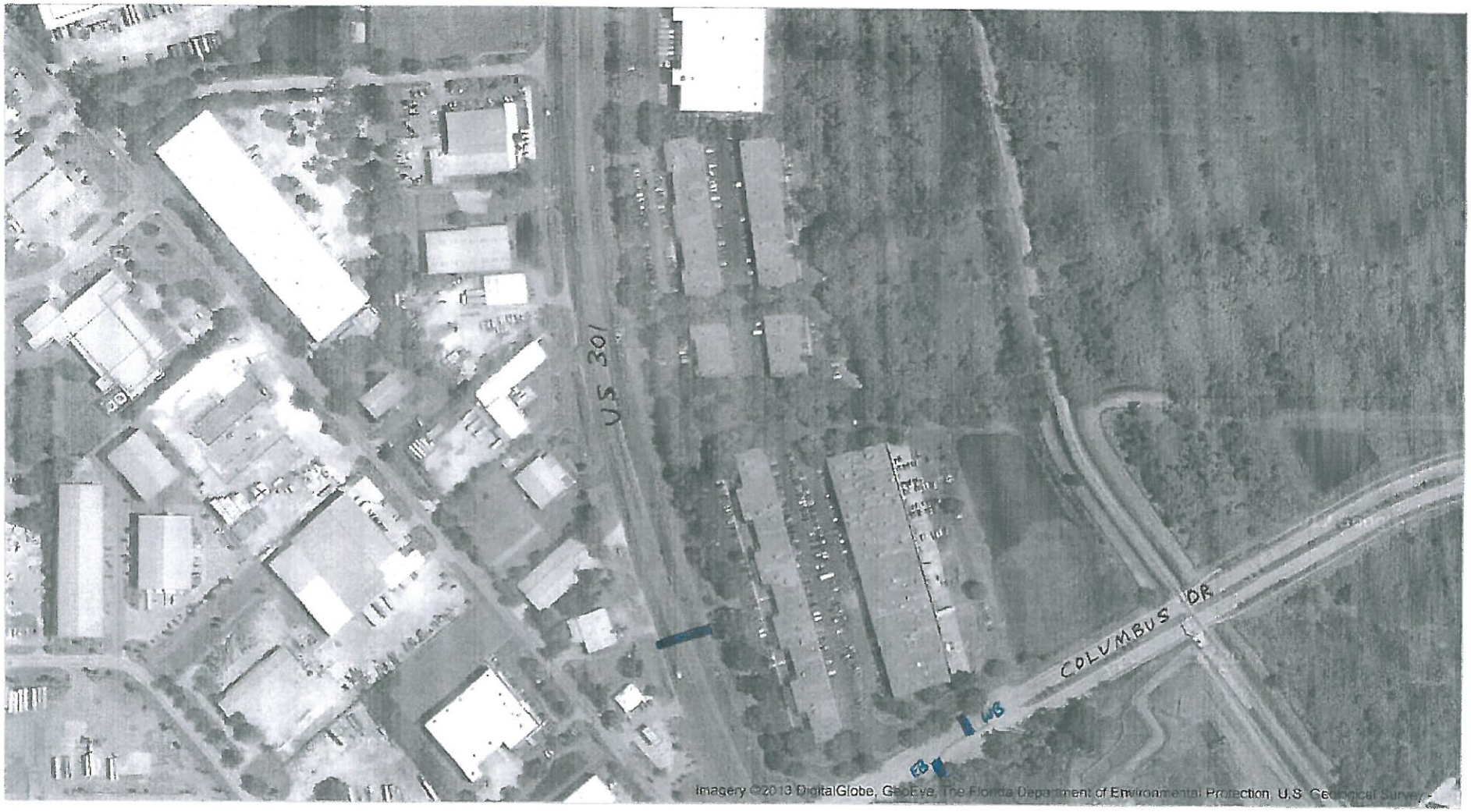
Google


NB
27TH AVE
SB
NB
SABAL INDUSTRIAL BLVD
US 301
Imagery ©2013 DigitalGlobe, GeoEye, The Florida Department of Environmental Protection, U.S. Geological Survey

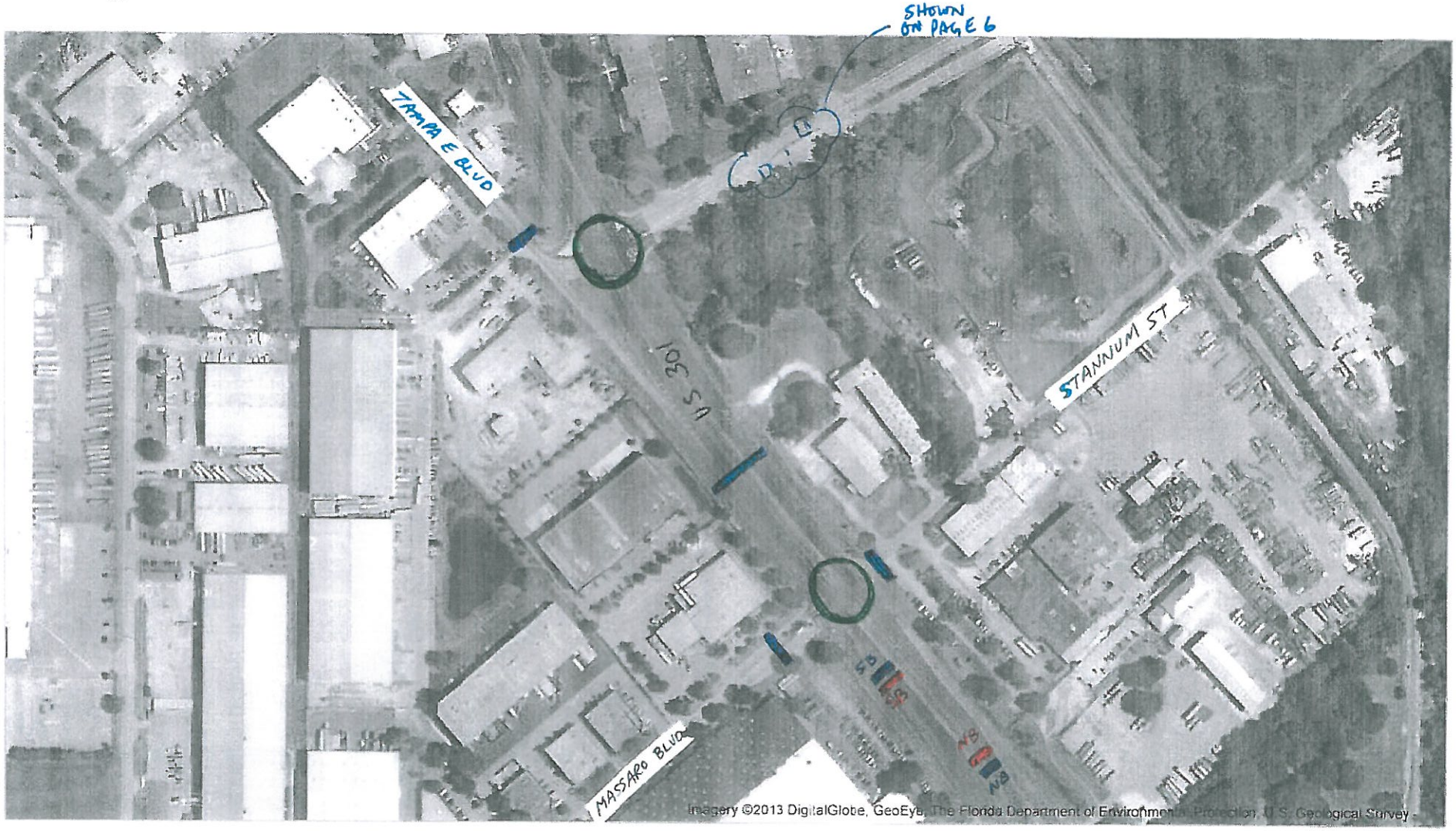
Google


21st AVE
US 301
BROADWAY AVE
Imagery ©2013 DigitalGlobe, GeoEye, The Florida Department of Environmental Protection, U.S. Geological Survey

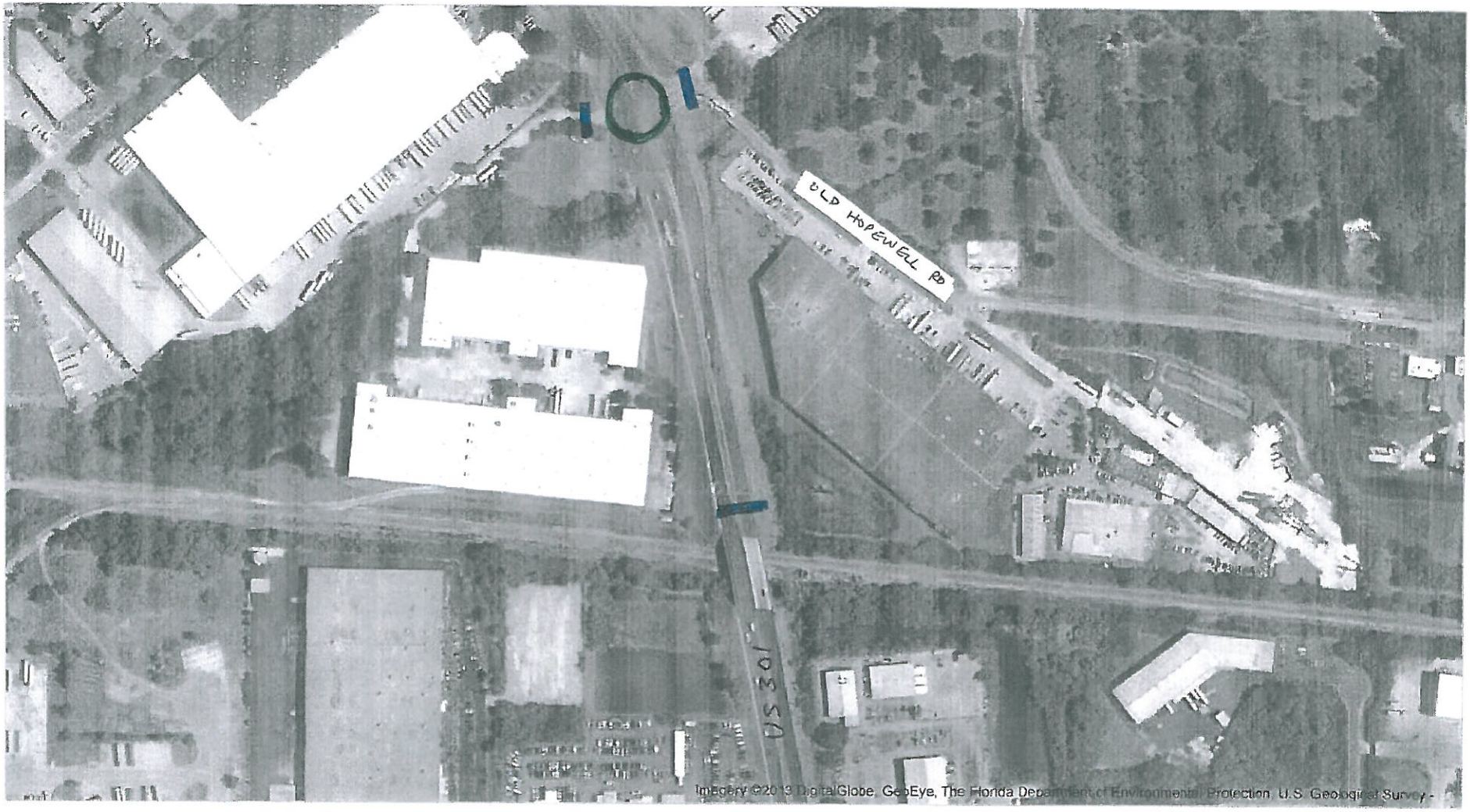
Google


US 301
COLUMBUS DR
MW
EB
Imagery ©2013 DigitalGlobe, GRUVE, The Florida Department of Environmental Protection, U.S. Geological Survey

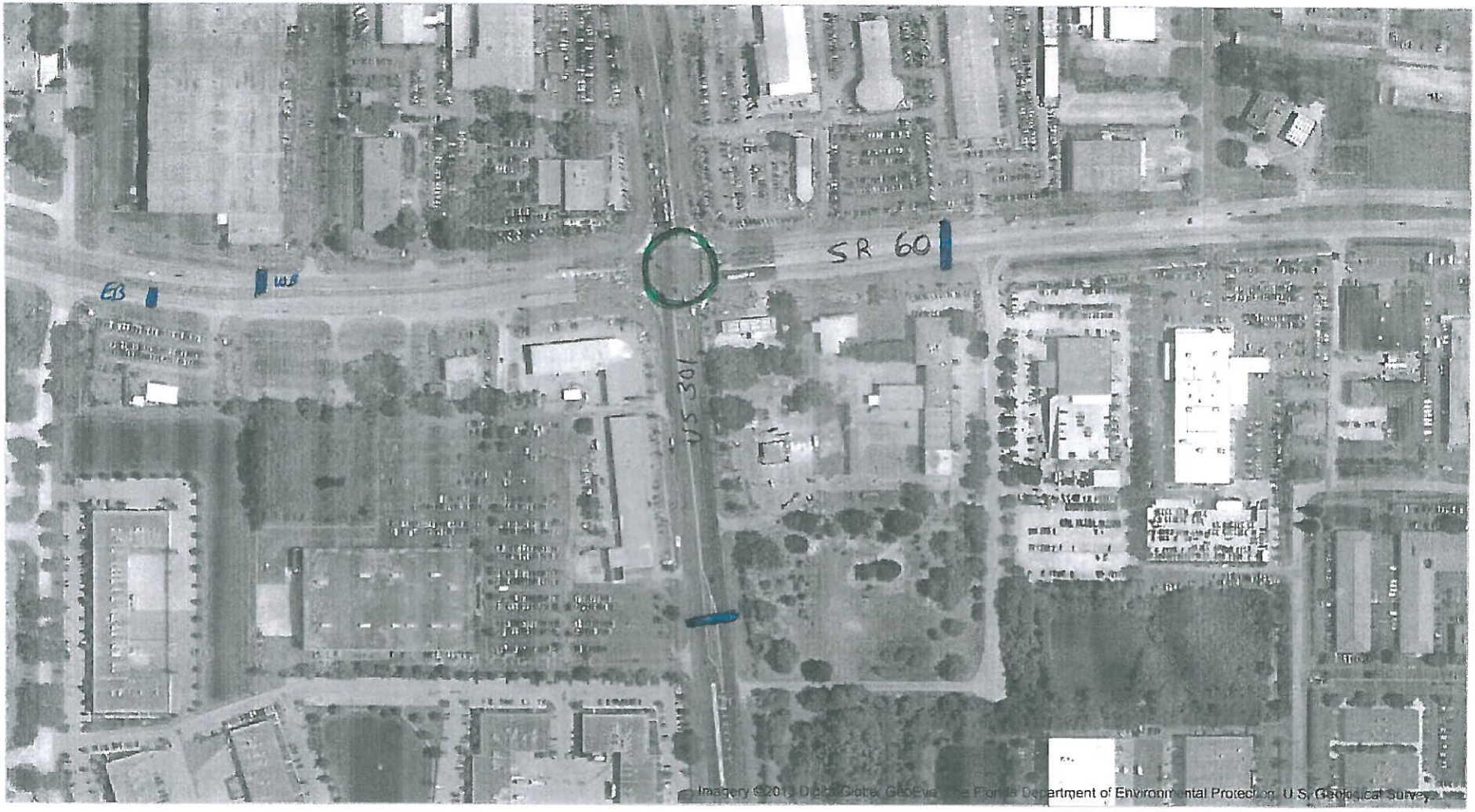
Google


SHOWN ON PAGE 6
TAMPA E BLVD
US 301
STANNUM ST
MASSARO BLVD
SB
NB
Imagery ©2013 DigitalGlobe, GeoEye, The Florida Department of Environmental Protection, U.S. Geological Survey

Google


101
OLD HOPEWELL RD
US 301
Imagery ©2013 DigitalGlobe, GeoEye, The Florida Department of Environmental Protection, U.S. Geological Survey -

Google


SR 60
EB
US 301
Imagery © 2013 DigitalGlobe, GeoEye, The Florida Department of Environmental Protection, U.S. Geological Survey

72-Hour Bi-Directional Vehicle Classification Counts

CLASS COUNT REPORT

Adams Traffic, Inc.

Location: US 301 south of Massaro Boulevard
City/County: Tampa/Hillsborough
Direction: Northbound
Date/Day: 3/5/2013 Tuesday

END TIME	CLASS TYPE															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	37	3	0	1	0	0	0	1	0	0	0	0	0	1	43
30	1	12	2	0	1	0	0	0	2	0	0	0	0	0	0	18
45	1	20	2	0	0	1	0	0	2	0	0	0	0	0	1	27
100	1	13	5	0	1	1	0	2	1	0	0	0	0	0	0	24
Hourly Total	**3**	**82**	**12**	**0**	**3**	**2**	**0**	**2**	**6**	**0**	**0**	**0**	**0**	**0**	**2**	**112**
115	0	11	5	0	0	0	0	0	4	0	0	0	0	0	1	21
130	0	12	4	0	3	0	0	0	0	0	0	0	0	0	0	19
145	0	19	1	0	1	1	0	1	2	0	0	0	0	0	2	27
200	1	18	5	0	0	0	0	0	2	0	0	0	0	0	0	26
Hourly Total	**1**	**60**	**15**	**0**	**4**	**1**	**0**	**1**	**8**	**0**	**0**	**0**	**0**	**0**	**3**	**93**
215	0	17	4	0	1	0	0	0	1	0	0	0	0	0	0	23
230	0	15	4	0	2	0	0	0	3	0	0	0	0	0	1	25
245	0	14	2	0	0	1	0	1	2	0	0	0	0	0	1	21
300	1	13	6	0	1	1	0	0	0	0	0	0	0	0	0	22
Hourly Total	**1**	**59**	**16**	**0**	**4**	**2**	**0**	**1**	**6**	**0**	**0**	**0**	**0**	**0**	**2**	**91**
315	1	22	4	0	2	1	0	1	1	0	0	0	0	0	0	32
330	0	16	8	0	1	0	0	1	1	0	0	0	0	0	3	30
345	2	18	8	0	1	1	0	0	1	0	0	0	0	0	1	32
400	1	20	4	0	1	0	0	1	0	0	0	0	0	0	0	27
Hourly Total	**4**	**76**	**24**	**0**	**5**	**2**	**0**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**4**	**121**
415	2	12	11	0	1	1	0	1	2	0	0	0	0	0	0	30
430	0	15	7	0	5	1	0	0	0	0	0	0	0	0	0	28
445	0	32	12	0	0	2	0	0	2	0	0	0	0	0	0	48
500	0	29	10	0	0	2	0	0	4	0	0	0	0	0	0	45
Hourly Total	**2**	**88**	**40**	**0**	**6**	**6**	**0**	**1**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**151**
515	2	41	15	1	1	3	0	1	1	0	0	0	0	0	0	65
530	2	56	23	0	3	1	0	1	0	0	0	0	0	0	0	86
545	1	68	21	0	2	0	0	2	0	0	0	0	0	0	1	95
600	1	90	49	1	6	0	0	2	1	1	0	0	0	0	1	152
Hourly Total	**6**	**255**	**108**	**2**	**12**	**4**	**0**	**6**	**2**	**1**	**0**	**0**	**0**	**0**	**2**	**398**
615	3	104	37	0	4	0	0	1	1	0	0	0	0	0	5	155
630	0	135	58	1	7	0	0	2	4	0	0	0	0	0	4	211
645	1	187	67	0	7	4	0	1	2	0	0	0	0	0	6	275
700	4	268	104	1	8	1	0	2	1	0	0	0	0	0	2	391
Hourly Total	**8**	**694**	**266**	**2**	**26**	**5**	**0**	**6**	**8**	**0**	**0**	**0**	**0**	**0**	**17**	**1032**
715	1	318	105	1	11	3	0	2	1	0	0	0	0	0	3	445
730	1	330	114	1	10	0	0	3	6	0	0	0	0	0	6	471
745	2	321	95	0	11	11	0	2	5	0	0	0	0	0	10	457
800	0	363	122	2	13	4	0	4	6	0	0	0	0	0	10	524

Hourly Total	**4**	**1332**	**436**	**4**	**45**	**18**	**0**	**11**	**18**	**0**	**0**	**0**	**0**	**0**	**29**	**1897**
815	4	358	123	0	17	4	1	5	10	1	0	0	0	0	5	528
830	3	311	112	0	23	5	0	5	9	0	0	1	0	0	11	480
845	5	301	88	2	11	9	0	7	6	0	0	0	0	0	8	437
900	1	343	112	0	14	6	0	3	7	0	0	0	0	0	10	496
Hourly Total	**13**	**1313**	**435**	**2**	**65**	**24**	**1**	**20**	**32**	**1**	**0**	**1**	**0**	**0**	**34**	**1941**
915	3	257	89	2	15	6	0	6	5	1	0	0	0	0	2	386
930	4	183	105	1	9	8	0	5	10	0	0	0	0	0	5	330
945	5	176	67	2	11	11	0	3	5	0	0	0	0	0	4	284
1000	3	127	83	0	12	4	0	6	9	1	0	0	0	0	4	249
Hourly Total	**15**	**743**	**344**	**5**	**47**	**29**	**0**	**20**	**29**	**2**	**0**	**0**	**0**	**0**	**15**	**1249**
1015	6	129	63	0	15	4	0	5	7	1	0	0	0	0	0	230
1030	3	139	74	2	10	5	0	0	7	0	0	0	0	0	3	243
1045	2	136	71	0	13	2	0	4	7	0	0	0	0	0	1	236
1100	4	153	87	0	25	6	0	3	8	0	0	0	0	0	2	288
Hourly Total	**15**	**557**	**295**	**2**	**63**	**17**	**0**	**12**	**29**	**1**	**0**	**0**	**0**	**0**	**6**	**997**
1115	0	99	78	0	15	4	0	3	4	0	0	0	0	0	1	204
1130	6	144	65	0	13	6	0	1	8	0	0	0	0	0	1	244
1145	6	184	80	1	14	6	0	4	8	0	0	0	0	0	4	307
1200	2	128	81	0	15	3	0	6	4	0	0	0	0	0	3	242
Hourly Total	**14**	**555**	**304**	**1**	**57**	**19**	**0**	**14**	**24**	**0**	**0**	**0**	**0**	**0**	**9**	**997**
1215	9	157	80	1	11	6	0	2	9	0	0	0	0	0	3	278
1230	2	131	81	2	18	4	0	3	7	0	0	0	0	0	4	252
1245	4	174	83	1	12	5	0	5	3	0	0	0	0	0	5	292
1300	7	168	73	2	16	9	0	3	9	0	0	0	0	0	1	288
Hourly Total	**22**	**630**	**317**	**6**	**57**	**24**	**0**	**13**	**28**	**0**	**0**	**0**	**0**	**0**	**13**	**1110**
1315	3	145	87	1	12	5	0	2	7	0	0	0	0	0	0	262
1330	7	172	71	1	14	3	0	2	7	0	0	0	0	0	7	284
1345	7	178	67	1	12	6	0	2	6	0	0	0	0	0	2	281
1400	4	181	78	1	19	8	0	1	6	0	0	0	0	0	5	303
Hourly Total	**21**	**676**	**303**	**4**	**57**	**22**	**0**	**7**	**26**	**0**	**0**	**0**	**0**	**0**	**14**	**1130**
1415	9	180	97	3	12	5	0	3	6	0	0	0	0	0	0	315
1430	3	164	86	1	13	11	0	1	6	0	0	0	0	0	2	287
1445	2	171	86	0	17	3	0	1	6	0	0	0	0	0	3	289
1500	3	141	81	0	17	2	0	3	9	0	0	0	0	0	2	258
Hourly Total	**17**	**656**	**350**	**4**	**59**	**21**	**0**	**8**	**27**	**0**	**0**	**0**	**0**	**0**	**7**	**1149**
1515	5	155	74	0	16	2	0	1	4	0	0	0	1	0	1	259
1530	4	176	98	0	10	6	0	2	6	0	0	0	0	0	2	304
1545	4	171	90	1	19	5	0	2	5	0	0	0	0	0	1	298
1600	1	181	83	0	16	5	0	4	5	0	0	0	0	0	2	297
Hourly Total	**14**	**683**	**345**	**1**	**61**	**18**	**0**	**9**	**20**	**0**	**0**	**0**	**1**	**0**	**6**	**1158**
1615	5	190	78	0	14	6	0	0	6	0	0	0	0	0	2	301
1630	3	169	74	0	13	3	0	4	2	0	0	0	0	0	2	270
1645	3	191	88	1	17	3	0	4	2	0	0	0	0	0	7	316
1700	10	186	72	0	12	2	0	3	6	0	0	0	0	0	7	298
Hourly Total	**21**	**736**	**312**	**1**	**56**	**14**	**0**	**11**	**16**	**0**	**0**	**0**	**0**	**0**	**18**	**1185**
1715	5	300	81	0	5	3	0	2	7	0	0	0	0	0	8	411
1730	4	250	74	0	11	8	0	3	3	0	0	0	0	0	6	359

1745	3	267	77	0	9	4	0	0	3	0	0	0	0	0	5	368
1800	5	212	60	0	12	0	0	1	5	0	0	0	0	0	2	297
Hourly Total	**17**	**1029**	**292**	**0**	**37**	**15**	**0**	**6**	**18**	**0**	**0**	**0**	**0**	**0**	**21**	**1435**
1815	5	218	50	0	10	1	0	3	2	0	0	0	0	0	6	295
1830	4	204	41	0	6	5	0	0	2	0	0	0	0	0	0	262
1845	2	185	57	0	6	1	0	1	0	0	0	0	0	0	4	256
1900	2	173	40	0	6	2	0	4	3	0	0	0	0	0	2	232
Hourly Total	**13**	**780**	**188**	**0**	**28**	**9**	**0**	**8**	**7**	**0**	**0**	**0**	**0**	**0**	**12**	**1045**
1915	3	133	41	0	6	0	0	3	4	0	0	0	0	0	3	193
1930	0	139	34	0	3	2	0	0	2	1	0	0	0	0	0	181
1945	3	117	33	0	4	3	0	2	0	0	0	0	0	0	0	162
2000	2	98	24	0	4	2	0	0	1	0	0	0	0	0	0	131
Hourly Total	**8**	**487**	**132**	**0**	**17**	**7**	**0**	**5**	**7**	**1**	**0**	**0**	**0**	**0**	**3**	**667**
2015	1	94	23	0	0	2	0	0	2	0	0	0	0	0	4	126
2030	2	72	22	0	2	1	0	1	0	0	0	0	0	0	1	101
2045	3	92	19	0	0	2	0	0	0	0	0	0	0	0	0	116
2100	1	74	18	0	1	0	0	0	1	0	0	0	0	0	0	95
Hourly Total	**7**	**332**	**82**	**0**	**3**	**5**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**5**	**438**
2115	2	110	20	0	0	0	0	1	1	0	0	0	0	0	2	136
2130	0	62	19	0	1	1	0	0	1	0	0	0	0	0	0	84
2145	2	69	19	0	1	0	0	0	0	0	0	0	0	0	1	92
2200	2	47	17	0	2	0	0	0	0	0	0	0	0	0	0	68
Hourly Total	**6**	**288**	**75**	**0**	**4**	**1**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	**380**
2215	2	62	4	0	3	1	0	0	2	0	0	0	0	0	0	74
2230	1	47	10	0	3	0	0	0	1	0	0	0	0	0	0	62
2245	2	44	18	0	1	0	0	0	0	0	0	0	0	0	1	66
2300	2	41	12	0	1	0	0	0	1	0	0	0	0	0	0	57
Hourly Total	**7**	**194**	**44**	**0**	**8**	**1**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**1**	**259**
2315	2	39	11	1	1	1	0	0	0	0	1	0	0	0	0	56
2330	1	36	5	0	1	0	0	0	0	0	0	0	0	0	1	44
2345	2	27	13	0	0	0	0	0	1	0	0	0	0	0	0	43
2400	1	31	9	0	0	1	0	0	0	0	0	0	0	0	0	42
Hourly Total	**6**	**133**	**38**	**1**	**2**	**2**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**1**	**185**
DAILY TOTAL	**245**	**12438**	**4773**	**35**	**726**	**268**	**1**	**166**	**332**	**6**	**1**	**1**	**1**	**0**	**227**	**19220**
Percentages	**1.27%**	**64.71%**	**24.83%**	**0.18%**	**3.78%**	**1.39%**	**0.01%**	**0.86%**	**1.73%**	**0.03%**	**0.01%**	**0.01%**	**0.01%**	**0.00%**	**1.18%**	
AM Peak																
7:30-8:30	9	1353	452	2	64	24	1	16	30	1	0	1	0	0	36	1989
% Daily Class	3.67%	10.88%	9.47%	5.71%	8.82%	8.96%	100.00%	9.64%	9.04%	16.67%	0.00%	100.00%	0.00%	0.00%	15.86%	10.35%
PM Peak																
16:45-17:45	22	1003	304	0	37	17	0	8	19	0	0	0	0	0	26	1436
% Daily Class	8.98%	8.06%	6.37%	0.00%	5.10%	6.34%	0.00%	4.82%	5.72%	0.00%	0.00%	0.00%	0.00%	0.00%	11.45%	7.47%

CLASS COUNT REPORT

Adams Traffic, Inc.

Location: US 301 south of Massaro Boulevard
City/County: Tampa/Hillsborough
Direction: Southbound
Date/Day: 3/5/2013 Tuesday

END TIME	CLASS TYPE															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	41	12	0	0	0	0	0	0	0	0	0	0	0	0	53
30	1	22	6	0	2	0	0	0	3	0	0	0	0	0	0	34
45	1	33	8	0	1	1	0	1	0	0	0	0	0	0	0	45
100	0	23	5	0	1	0	0	0	0	0	0	0	0	0	0	29
Hourly Total	**2**	**119**	**31**	**0**	**4**	**1**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**161**
115	1	18	9	0	1	1	0	1	2	0	0	0	0	0	0	33
130	1	9	10	0	0	2	0	1	1	0	0	0	0	0	0	24
145	3	27	7	0	2	1	0	0	0	0	0	0	0	0	0	40
200	2	17	7	0	3	1	0	1	4	0	0	0	0	0	0	35
Hourly Total	**7**	**71**	**33**	**0**	**6**	**5**	**0**	**3**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**132**
215	2	16	6	1	1	1	0	0	2	0	0	0	0	0	2	31
230	3	16	4	0	1	2	0	0	5	0	0	0	0	0	0	31
245	0	16	4	1	1	0	0	1	2	0	0	0	0	0	2	27
300	1	20	6	0	1	1	0	1	0	0	0	0	0	0	1	31
Hourly Total	**6**	**68**	**20**	**2**	**4**	**4**	**0**	**2**	**9**	**0**	**0**	**0**	**0**	**0**	**5**	**120**
315	2	21	10	0	3	1	0	1	2	0	0	0	0	0	0	40
330	2	24	14	1	3	1	0	0	2	1	0	0	0	0	0	48
345	2	25	13	0	2	2	0	0	2	0	0	0	0	0	0	46
400	2	21	9	0	5	1	0	1	2	0	0	0	0	0	1	42
Hourly Total	**8**	**91**	**46**	**1**	**13**	**5**	**0**	**2**	**8**	**1**	**0**	**0**	**0**	**0**	**1**	**176**
415	3	18	14	1	2	4	0	1	3	0	0	0	0	0	0	46
430	1	19	3	1	0	2	0	0	2	0	0	0	0	0	0	28
445	1	23	10	1	3	4	0	1	0	0	0	0	0	0	2	45
500	0	24	13	1	3	1	0	0	1	0	0	0	0	0	4	47
Hourly Total	**5**	**84**	**40**	**4**	**8**	**11**	**0**	**2**	**6**	**0**	**0**	**0**	**0**	**0**	**6**	**166**
515	2	22	13	5	5	3	0	0	1	0	0	0	0	0	2	53
530	2	27	16	2	7	3	0	1	2	0	0	0	0	0	2	62
545	2	54	26	1	6	0	0	1	1	0	0	0	0	0	1	92
600	3	70	26	0	9	3	0	1	3	0	0	0	0	0	5	120
Hourly Total	**9**	**173**	**81**	**8**	**27**	**9**	**0**	**3**	**7**	**0**	**0**	**0**	**0**	**0**	**10**	**327**
615	0	54	32	0	7	1	0	4	3	0	0	0	0	0	1	102
630	3	71	45	0	7	3	0	1	2	1	0	0	0	0	2	135
645	2	122	75	1	8	2	2	3	1	0	0	0	0	0	4	220
700	4	171	95	2	7	5	0	3	3	0	0	0	0	0	4	294
Hourly Total	**9**	**418**	**247**	**3**	**29**	**11**	**2**	**11**	**9**	**1**	**0**	**0**	**0**	**0**	**11**	**751**
715	2	146	68	5	16	5	1	4	3	0	0	0	0	0	2	252
730	4	177	111	2	19	7	1	6	2	2	0	0	0	0	9	340
745	6	175	96	3	22	3	0	3	8	0	0	0	0	0	8	324
800	5	201	107	1	20	7	0	3	5	0	0	0	0	0	6	355

Hourly Total	**17**	**699**	**382**	**11**	**77**	**22**	**2**	**16**	**18**	**2**	**0**	**0**	**0**	**0**	**25**	**1271**
815	2	156	106	4	21	5	0	6	2	1	0	0	0	0	11	314
830	4	156	93	0	11	9	0	2	4	2	0	0	0	0	5	286
845	5	185	103	1	20	5	0	4	6	0	0	0	0	0	1	330
900	3	180	91	2	14	7	0	2	8	1	0	0	0	0	3	311
Hourly Total	**14**	**677**	**393**	**7**	**66**	**26**	**0**	**14**	**20**	**4**	**0**	**0**	**0**	**0**	**20**	**1241**
915	4	136	74	4	8	10	0	3	4	1	0	0	0	0	0	244
930	4	135	87	3	19	5	0	7	5	4	0	0	0	0	3	272
945	0	130	91	0	19	3	0	1	5	1	0	0	0	0	0	250
1000	3	127	82	3	20	12	0	3	9	2	0	0	0	0	2	263
Hourly Total	**11**	**528**	**334**	**10**	**66**	**30**	**0**	**14**	**23**	**8**	**0**	**0**	**0**	**0**	**5**	**1029**
1015	2	118	81	1	17	4	1	6	5	0	0	0	0	0	0	235
1030	1	128	74	2	13	4	1	4	3	2	0	0	0	0	1	233
1045	3	135	71	1	21	7	0	2	6	0	0	0	0	0	0	246
1100	4	129	80	1	17	4	1	4	4	1	0	0	0	0	1	246
Hourly Total	**10**	**510**	**306**	**5**	**68**	**19**	**3**	**16**	**18**	**3**	**0**	**0**	**0**	**0**	**2**	**960**
1115	4	150	93	1	23	5	1	4	6	1	0	0	0	0	1	289
1130	3	145	77	0	18	7	1	0	6	0	0	0	0	0	4	261
1145	4	184	78	2	17	8	0	5	7	0	0	0	0	0	3	308
1200	4	170	76	0	14	5	0	2	9	0	0	0	0	0	0	280
Hourly Total	**15**	**649**	**324**	**3**	**72**	**25**	**2**	**11**	**28**	**1**	**0**	**0**	**0**	**0**	**8**	**1138**
1215	5	152	99	0	22	4	1	1	2	0	0	0	0	0	0	286
1230	8	191	83	0	20	2	0	5	5	0	0	0	0	0	0	314
1245	6	154	71	2	16	8	0	3	4	0	0	0	0	0	2	266
1300	5	154	76	1	18	6	0	2	10	0	0	0	0	0	4	276
Hourly Total	**24**	**651**	**329**	**3**	**76**	**20**	**1**	**11**	**21**	**0**	**0**	**0**	**0**	**0**	**6**	**1142**
1315	2	170	85	3	15	6	0	3	3	1	0	0	0	0	1	289
1330	7	136	86	1	16	10	0	3	6	0	0	0	0	0	2	267
1345	4	156	94	1	17	3	0	3	11	1	0	0	0	0	1	291
1400	4	159	85	1	14	6	0	2	4	0	0	0	0	0	0	275
Hourly Total	**17**	**621**	**350**	**6**	**62**	**25**	**0**	**11**	**24**	**2**	**0**	**0**	**0**	**0**	**4**	**1122**
1415	5	186	104	2	14	4	0	1	4	1	0	0	0	0	0	321
1430	7	166	73	0	17	5	0	0	3	1	0	0	0	0	2	274
1445	4	176	94	0	18	2	0	5	4	1	0	0	0	0	0	304
1500	4	164	108	0	21	7	0	2	5	0	0	0	0	0	2	313
Hourly Total	**20**	**692**	**379**	**2**	**70**	**18**	**0**	**8**	**16**	**3**	**0**	**0**	**0**	**0**	**4**	**1212**
1515	4	205	106	1	19	9	0	3	2	0	0	0	0	0	2	351
1530	5	205	100	0	19	3	0	0	9	0	0	0	0	0	3	344
1545	6	266	127	0	20	7	0	4	0	0	0	0	0	0	4	434
1600	6	223	99	2	17	3	0	4	4	1	0	0	0	0	1	360
Hourly Total	**21**	**899**	**432**	**3**	**75**	**22**	**0**	**11**	**15**	**1**	**0**	**0**	**0**	**0**	**10**	**1489**
1615	1	268	118	0	19	4	0	7	5	0	0	0	0	0	5	427
1630	6	245	115	2	22	4	0	3	1	0	0	0	0	0	0	398
1645	4	300	121	2	10	2	0	1	1	0	0	0	0	0	3	444
1700	3	302	106	1	13	2	0	1	0	0	0	0	0	0	2	430
Hourly Total	**14**	**1115**	**460**	**5**	**64**	**12**	**0**	**12**	**7**	**0**	**0**	**0**	**0**	**0**	**10**	**1699**
1715	6	423	108	1	18	2	0	3	2	0	0	0	0	0	11	574
1730	8	349	104	2	9	1	0	3	2	0	0	0	0	0	3	481

1745	0	355	124	2	8	0	0	1	5	0	0	0	0	0	2	497
1800	1	302	83	0	8	2	0	1	2	0	0	0	0	0	1	400
Hourly Total	**15**	**1429**	**419**	**5**	**43**	**5**	**0**	**8**	**11**	**0**	**0**	**0**	**0**	**0**	**17**	**1952**
1815	1	296	71	0	7	0	0	2	0	0	0	0	0	0	1	378
1830	3	257	87	1	10	1	0	3	1	0	0	0	0	0	3	366
1845	9	281	85	1	17	3	0	2	0	0	0	0	0	0	0	398
1900	2	201	53	1	12	1	0	3	0	1	0	0	0	0	0	274
Hourly Total	**15**	**1035**	**296**	**3**	**46**	**5**	**0**	**10**	**1**	**1**	**0**	**0**	**0**	**0**	**4**	**1416**
1915	0	171	71	0	7	0	0	1	1	0	0	0	0	0	1	252
1930	1	157	42	0	5	1	0	0	1	1	0	0	0	0	0	208
1945	3	140	34	0	8	1	0	1	0	0	0	0	0	0	0	187
2000	3	122	46	0	8	2	0	0	3	0	0	0	0	0	0	184
Hourly Total	**7**	**590**	**193**	**0**	**28**	**4**	**0**	**2**	**5**	**1**	**0**	**0**	**0**	**0**	**1**	**831**
2015	3	125	35	0	4	2	0	0	0	0	0	0	0	0	0	169
2030	1	125	38	0	2	2	0	0	2	0	0	0	0	0	1	171
2045	1	100	31	1	3	1	0	0	1	0	0	0	0	0	0	138
2100	0	85	38	1	2	0	0	0	0	0	0	0	0	0	0	126
Hourly Total	**5**	**435**	**142**	**2**	**11**	**5**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**604**
2115	1	103	32	1	0	0	0	0	0	0	0	0	0	0	1	138
2130	1	116	25	0	2	1	0	0	1	0	0	0	0	0	1	147
2145	1	99	22	0	1	0	0	1	0	0	0	0	0	0	1	125
2200	0	95	24	0	0	0	0	0	0	0	0	0	0	0	0	119
Hourly Total	**3**	**413**	**103**	**1**	**3**	**1**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**529**
2215	2	76	17	0	2	0	0	0	1	0	0	0	0	0	0	98
2230	0	78	22	0	2	1	0	0	1	0	0	0	0	0	0	104
2245	1	64	21	0	0	0	0	0	0	0	0	0	0	0	0	86
2300	0	58	12	0	3	0	0	0	3	0	0	0	0	0	0	76
Hourly Total	**3**	**276**	**72**	**0**	**7**	**1**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**364**
2315	0	78	16	0	0	0	0	0	0	0	0	0	0	0	0	94
2330	1	54	14	0	1	0	0	0	0	0	0	0	0	0	0	70
2345	0	38	11	0	1	1	0	1	1	0	0	0	0	0	0	53
2400	1	42	8	0	1	0	0	0	2	0	0	0	0	0	0	54
Hourly Total	**2**	**212**	**49**	**0**	**3**	**1**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**271**
DAILY TOTAL	**259**	**12455**	**5461**	**84**	**928**	**287**	**10**	**170**	**268**	**28**	**0**	**0**	**0**	**0**	**153**	**20103**
Percentages	**1.29%**	**61.96%**	**27.17%**	**0.42%**	**4.62%**	**1.43%**	**0.05%**	**0.85%**	**1.33%**	**0.14%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.76%**	
AM Peak																
7:15-8:15	17	709	420	10	82	22	1	18	17	3	0	0	0	0	34	1333
% Daily Class	6.56%	5.69%	7.69%	11.90%	8.84%	7.67%	10.00%	10.59%	6.34%	10.71%	0.00%	0.00%	0.00%	0.00%	22.22%	6.63%
PM Peak																
16:45-17:45	17	1429	442	6	48	5	0	8	9	0	0	0	0	0	18	1982
% Daily Class	6.56%	11.47%	8.09%	7.14%	5.17%	1.74%	0.00%	4.71%	3.36%	0.00%	0.00%	0.00%	0.00%	0.00%	11.76%	9.86%

CLASS COUNT REPORT

Adams Traffic, Inc.

Location: US 301 south of Massaro Boulevard
City/County: Tampa/Hillsborough
Direction: Northbound
Date/Day: 3/6/2013 Wednesday

END TIME	CLASS TYPE															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	1	37	0	0	0	1	0	0	1	0	0	0	0	0	0	40
30	0	20	6	0	0	0	0	0	2	0	0	0	0	0	1	29
45	0	13	4	0	0	0	0	0	1	0	0	0	0	0	0	18
100	1	11	4	0	0	0	0	0	3	0	0	0	0	0	1	20
Hourly Total	**2**	**81**	**14**	**0**	**0**	**1**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**2**	**107**
115	1	12	1	0	0	0	0	0	0	0	0	0	0	0	0	14
130	0	13	4	0	1	0	0	1	2	0	0	0	0	0	1	22
145	0	23	7	0	1	0	0	1	1	0	0	0	0	0	0	33
200	0	12	1	0	1	1	0	0	0	0	0	0	0	0	0	15
Hourly Total	**1**	**60**	**13**	**0**	**3**	**1**	**0**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**84**
215	1	16	5	0	0	0	0	0	3	0	0	0	0	0	1	26
230	0	21	3	0	0	1	0	0	2	0	0	0	0	0	1	28
245	0	20	6	0	1	0	0	0	1	0	0	0	0	0	0	28
300	1	25	9	0	0	0	0	0	1	0	0	0	0	0	1	37
Hourly Total	**2**	**82**	**23**	**0**	**1**	**1**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**3**	**119**
315	0	14	4	0	0	0	0	0	2	0	0	0	0	0	0	20
330	1	15	6	0	0	1	0	0	3	0	0	0	0	0	0	26
345	0	19	6	0	0	0	0	1	1	0	0	0	0	0	0	27
400	1	16	8	0	0	0	0	1	1	0	0	0	0	0	0	27
Hourly Total	**2**	**64**	**24**	**0**	**0**	**1**	**0**	**2**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**100**
415	0	15	9	0	0	1	0	0	1	0	0	0	0	0	0	26
430	2	30	6	0	0	0	0	0	0	0	0	0	0	0	1	39
445	0	27	13	0	0	2	0	0	0	0	0	0	0	0	0	42
500	1	49	10	0	4	4	0	1	0	0	0	0	0	0	1	70
Hourly Total	**3**	**121**	**38**	**0**	**4**	**7**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**177**
515	0	37	19	1	2	3	0	1	1	0	0	0	0	0	0	64
530	1	53	24	0	4	1	0	0	1	1	0	0	0	0	0	85
545	1	61	32	0	7	1	0	0	3	1	0	0	1	0	0	107
600	2	89	36	2	8	2	0	0	0	0	0	0	0	0	3	142
Hourly Total	**4**	**240**	**111**	**3**	**21**	**7**	**0**	**1**	**5**	**2**	**0**	**0**	**1**	**0**	**3**	**398**
615	1	95	41	0	3	4	0	1	2	0	0	0	0	0	3	150
630	3	138	60	3	5	2	0	1	3	0	0	0	0	0	6	221
645	1	194	92	0	4	0	0	1	3	1	0	0	0	0	9	305
700	6	283	108	1	7	2	0	0	1	0	0	0	0	0	1	409
Hourly Total	**11**	**710**	**301**	**4**	**19**	**8**	**0**	**3**	**9**	**1**	**0**	**0**	**0**	**0**	**19**	**1085**
715	0	270	103	1	8	2	0	2	4	2	0	0	0	0	3	395
730	1	305	98	0	10	10	0	2	7	1	0	0	0	0	5	439
745	0	324	106	0	10	7	0	3	3	0	0	0	0	0	4	457
800	1	359	114	0	10	3	0	2	6	0	0	0	0	0	7	502

Hourly Total	**2**	**1258**	**421**	**1**	**38**	**22**	**0**	**9**	**20**	**3**	**0**	**0**	**0**	**0**	**19**	**1793**
815	2	306	109	1	19	2	1	3	3	0	0	0	0	0	4	450
830	5	254	92	0	19	13	0	3	11	2	0	1	0	0	3	403
845	5	243	79	0	16	8	1	1	5	0	0	0	0	0	6	364
900	5	242	87	2	16	6	0	5	7	0	0	0	0	0	4	374
Hourly Total	**17**	**1045**	**367**	**3**	**70**	**29**	**2**	**12**	**26**	**2**	**0**	**1**	**0**	**0**	**17**	**1591**
915	4	171	66	0	17	4	0	2	7	1	0	0	0	0	6	278
930	3	144	76	2	8	4	0	0	7	0	0	0	0	0	4	248
945	3	157	82	1	16	6	0	4	12	2	0	0	0	0	3	286
1000	4	144	68	2	9	4	2	3	6	0	0	0	0	0	5	247
Hourly Total	**14**	**616**	**292**	**5**	**50**	**18**	**2**	**9**	**32**	**3**	**0**	**0**	**0**	**0**	**18**	**1059**
1015	1	123	73	2	3	5	1	4	7	1	0	0	0	0	2	222
1030	5	140	72	0	8	7	1	1	5	0	0	0	0	0	1	240
1045	1	118	62	0	14	3	0	0	5	0	0	0	0	0	3	206
1100	6	139	60	0	7	2	0	3	10	0	0	0	0	0	4	231
Hourly Total	**13**	**520**	**267**	**2**	**32**	**17**	**2**	**8**	**27**	**1**	**0**	**0**	**0**	**0**	**10**	**899**
1115	2	123	68	0	16	2	0	1	6	0	0	0	0	0	0	218
1130	4	158	66	3	17	3	0	6	5	0	0	0	0	0	4	266
1145	1	144	78	0	11	8	1	4	3	0	0	0	0	0	0	250
1200	6	143	83	0	17	3	0	3	5	0	0	0	0	0	3	263
Hourly Total	**13**	**568**	**295**	**3**	**61**	**16**	**1**	**14**	**19**	**0**	**0**	**0**	**0**	**0**	**7**	**997**
1215	1	169	82	1	12	1	3	4	8	0	0	0	0	0	1	282
1230	2	161	89	1	14	9	0	4	4	0	0	0	0	0	4	288
1245	8	183	77	1	15	4	0	4	5	0	0	0	0	0	2	299
1300	3	153	88	0	12	5	0	2	6	0	0	0	1	0	2	272
Hourly Total	**14**	**666**	**336**	**3**	**53**	**19**	**3**	**14**	**23**	**0**	**0**	**0**	**1**	**0**	**9**	**1141**
1315	1	183	90	3	12	7	1	3	6	0	0	0	0	0	6	312
1330	6	187	76	0	18	4	0	6	3	0	0	0	0	0	3	303
1345	2	165	69	0	17	2	0	2	5	1	0	0	0	0	4	267
1400	2	164	95	1	7	1	1	3	7	2	0	0	0	0	3	286
Hourly Total	**11**	**699**	**330**	**4**	**54**	**14**	**2**	**14**	**21**	**3**	**0**	**0**	**0**	**0**	**16**	**1168**
1415	3	134	76	2	14	6	1	3	5	0	0	0	0	0	3	247
1430	5	152	70	0	10	6	0	3	2	0	0	0	0	0	2	250
1445	5	192	76	0	13	4	0	2	2	0	0	0	0	0	3	297
1500	3	155	67	0	21	3	0	7	7	0	0	0	0	0	4	267
Hourly Total	**16**	**633**	**289**	**2**	**58**	**19**	**1**	**15**	**16**	**0**	**0**	**0**	**0**	**0**	**12**	**1061**
1515	7	169	83	2	22	4	0	1	5	0	0	0	0	0	2	295
1530	4	168	86	0	9	3	0	3	7	0	0	0	0	0	2	282
1545	5	202	97	0	11	3	0	3	6	0	0	0	0	0	2	329
1600	6	156	79	0	12	5	0	5	5	0	0	0	0	0	3	271
Hourly Total	**22**	**695**	**345**	**2**	**54**	**15**	**0**	**12**	**23**	**0**	**0**	**0**	**0**	**0**	**9**	**1177**
1615	3	221	86	0	16	5	0	4	7	0	0	0	0	0	2	344
1630	3	175	55	0	13	6	0	3	5	0	0	0	0	0	2	262
1645	3	227	71	0	12	5	0	3	7	0	0	0	0	0	1	329
1700	2	222	67	1	5	1	0	3	5	0	0	0	0	0	4	310
Hourly Total	**11**	**845**	**279**	**1**	**46**	**17**	**0**	**13**	**24**	**0**	**0**	**0**	**0**	**0**	**9**	**1245**
1715	7	262	97	0	13	3	0	1	4	0	0	0	0	0	4	391
1730	5	236	90	0	10	2	0	1	4	0	0	0	0	0	3	351

1745	0	249	65	0	7	1	0	3	6	0	0	0	0	0	3	334
1800	8	245	75	0	4	2	1	2	3	0	0	0	0	0	1	341
Hourly Total	**20**	**992**	**327**	**0**	**34**	**8**	**1**	**7**	**17**	**0**	**0**	**0**	**0**	**0**	**11**	**1417**
1815	1	201	53	0	5	2	0	1	2	0	0	0	0	0	3	268
1830	1	190	60	0	5	0	0	3	1	0	0	0	0	0	1	261
1845	2	175	57	0	9	1	1	2	4	0	0	0	0	0	0	251
1900	2	154	35	0	7	4	0	1	3	0	0	0	0	0	1	207
Hourly Total	**6**	**720**	**205**	**0**	**26**	**7**	**1**	**7**	**10**	**0**	**0**	**0**	**0**	**0**	**5**	**987**
1915	1	129	42	0	5	0	0	1	4	0	0	0	0	0	1	183
1930	1	154	35	0	12	0	0	2	2	0	0	0	0	0	2	208
1945	0	113	38	0	1	0	0	2	0	0	0	0	0	0	1	155
2000	3	78	28	0	5	3	0	0	1	0	0	0	0	0	0	118
Hourly Total	**5**	**474**	**143**	**0**	**23**	**3**	**0**	**5**	**7**	**0**	**0**	**0**	**0**	**0**	**4**	**664**
2015	3	103	28	0	0	1	0	2	2	0	0	0	0	0	0	139
2030	0	85	32	0	0	0	0	2	0	0	0	0	0	0	1	120
2045	1	73	17	0	0	1	0	0	2	0	0	0	0	0	0	94
2100	3	86	22	0	1	1	0	0	2	0	0	0	0	0	0	115
Hourly Total	**7**	**347**	**99**	**0**	**1**	**3**	**0**	**4**	**6**	**0**	**0**	**0**	**0**	**0**	**1**	**468**
2115	1	96	25	0	3	0	0	0	0	0	0	0	0	0	0	125
2130	0	88	13	0	1	0	0	0	1	0	0	0	0	0	0	103
2145	2	80	15	0	3	0	0	0	1	0	0	0	0	0	0	101
2200	0	71	13	0	1	0	0	0	2	0	0	0	0	0	0	87
Hourly Total	**3**	**335**	**66**	**0**	**8**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**416**
2215	2	66	17	0	2	1	0	0	5	0	0	0	0	0	0	93
2230	0	48	10	0	0	0	0	0	1	0	0	0	0	0	1	60
2245	0	46	12	0	0	0	0	1	0	0	0	0	0	0	0	59
2300	1	43	9	0	2	0	0	0	5	0	0	0	0	0	0	60
Hourly Total	**3**	**203**	**48**	**0**	**4**	**1**	**0**	**1**	**11**	**0**	**0**	**0**	**0**	**0**	**1**	**272**
2315	3	35	8	1	0	0	0	0	0	0	0	0	0	0	0	47
2330	2	30	8	0	1	2	0	0	0	0	0	0	0	0	0	43
2345	3	37	9	0	0	0	0	0	0	0	0	0	0	0	0	49
2400	0	27	3	0	0	0	0	1	2	0	0	0	0	0	0	33
Hourly Total	**8**	**129**	**28**	**1**	**1**	**2**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**172**
DAILY TOTAL	**210**	**12103**	**4661**	**34**	**661**	**236**	**15**	**154**	**327**	**15**	**0**	**1**	**2**	**0**	**178**	**18597**
Percentages	**1.13%**	**65.08%**	**25.06%**	**0.18%**	**3.55%**	**1.27%**	**0.08%**	**0.83%**	**1.76%**	**0.08%**	**0.00%**	**0.01%**	**0.01%**	**0.00%**	**0.96%**	
AM Peak																
7:15-8:15	4	1294	427	1	49	22	1	10	19	1	0	0	0	0	20	1848
% Daily Class	1.90%	10.69%	9.16%	2.94%	7.41%	9.32%	6.67%	6.49%	5.81%	6.67%	0.00%	0.00%	0.00%	0.00%	11.24%	9.94%
PM Peak																
17:00-18:00	20	992	327	0	34	8	1	7	17	0	0	0	0	0	11	1417
% Daily Class	9.52%	8.20%	7.02%	0.00%	5.14%	3.39%	6.67%	4.55%	5.20%	0.00%	0.00%	0.00%	0.00%	0.00%	6.18%	7.62%

CLASS COUNT REPORT

Adams Traffic, Inc.

Location: US 301 south of Massaro Boulevard
City/County: Tampa/Hillsborough
Direction: Southbound
Date/Day: 3/6/2013 Wednesday

END TIME	CLASS TYPE															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	1	38	8	0	0	1	0	0	1	0	0	0	0	0	0	49
30	1	40	6	0	0	0	0	0	0	0	0	0	0	0	0	47
45	1	21	4	0	2	1	0	0	0	0	0	0	0	0	0	29
100	2	20	11	0	2	2	0	0	2	0	1	0	0	0	0	40
Hourly Total	**5**	**119**	**29**	**0**	**4**	**4**	**0**	**0**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**165**
115	1	35	6	0	1	0	0	1	0	0	1	0	0	0	0	45
130	1	11	9	0	1	0	0	0	3	0	0	0	0	0	0	25
145	3	13	2	0	3	1	0	1	1	0	0	0	0	0	1	25
200	3	22	10	0	1	2	0	0	1	0	0	0	0	0	0	39
Hourly Total	**8**	**81**	**27**	**0**	**6**	**3**	**0**	**2**	**5**	**0**	**1**	**0**	**0**	**0**	**1**	**134**
215	0	14	4	0	3	1	0	0	1	0	0	0	0	0	1	24
230	0	13	6	0	1	0	0	0	1	0	0	0	0	0	1	22
245	1	22	5	0	0	2	0	0	2	0	0	0	0	0	0	32
300	2	27	9	2	1	1	0	0	2	0	0	0	0	0	4	48
Hourly Total	**3**	**76**	**24**	**2**	**5**	**4**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**6**	**126**
315	0	29	9	1	1	0	0	0	2	0	0	0	0	0	0	42
330	0	18	8	0	0	0	0	0	4	0	0	0	0	0	0	30
345	2	27	8	0	1	2	0	1	5	0	0	0	0	0	0	46
400	2	28	9	0	2	0	0	1	2	0	0	0	0	0	0	44
Hourly Total	**4**	**102**	**34**	**1**	**4**	**2**	**0**	**2**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**162**
415	1	17	7	0	2	2	0	1	0	0	0	0	0	0	0	30
430	1	21	7	1	0	5	0	0	1	0	0	0	0	0	0	36
445	0	30	11	0	0	0	0	2	1	0	0	0	0	0	0	44
500	1	32	10	3	3	1	0	0	1	0	0	0	0	0	1	52
Hourly Total	**3**	**100**	**35**	**4**	**5**	**8**	**0**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**162**
515	2	22	12	3	6	2	0	0	2	0	0	0	0	0	1	50
530	4	39	11	2	6	4	0	1	0	1	0	0	0	0	1	69
545	2	55	24	2	3	8	0	0	3	0	0	0	0	0	2	99
600	1	54	26	0	6	6	0	1	5	0	0	0	0	0	3	102
Hourly Total	**9**	**170**	**73**	**7**	**21**	**20**	**0**	**2**	**10**	**1**	**0**	**0**	**0**	**0**	**7**	**320**
615	0	67	36	1	12	1	0	0	5	0	0	0	0	0	1	123
630	1	75	47	1	4	4	0	1	5	1	0	0	0	0	3	142
645	5	142	70	0	19	10	1	5	1	0	0	0	0	0	2	255
700	1	191	85	2	8	5	0	3	3	0	0	0	0	0	2	300
Hourly Total	**7**	**475**	**238**	**4**	**43**	**20**	**1**	**9**	**14**	**1**	**0**	**0**	**0**	**0**	**8**	**820**
715	1	153	69	1	22	6	0	4	4	1	0	0	0	0	3	264
730	3	190	90	6	16	1	0	2	5	0	0	0	0	0	1	314
745	2	207	87	1	11	3	0	2	5	0	0	0	0	0	1	319
800	6	173	85	2	11	11	0	8	4	0	0	0	1	0	4	305

Hourly Total	**12**	**723**	**331**	**10**	**60**	**21**	**0**	**16**	**18**	**1**	**0**	**0**	**1**	**0**	**9**	**1202**
815	5	147	90	1	17	7	0	5	2	1	0	0	0	0	1	276
830	4	159	76	3	32	5	0	10	3	0	0	0	0	0	2	294
845	2	160	98	1	29	7	0	2	0	1	0	0	0	0	3	303
900	4	178	90	1	22	8	0	1	6	1	0	0	0	0	4	315
Hourly Total	**15**	**644**	**354**	**6**	**100**	**27**	**0**	**18**	**11**	**3**	**0**	**0**	**0**	**0**	**10**	**1188**
915	1	153	87	0	17	6	0	1	7	1	0	0	0	0	5	278
930	2	144	98	2	13	2	0	6	3	0	0	0	0	0	2	272
945	3	124	76	0	13	4	0	3	10	0	0	0	0	0	7	240
1000	3	108	79	4	18	5	0	4	4	0	0	0	0	0	2	227
Hourly Total	**9**	**529**	**340**	**6**	**61**	**17**	**0**	**14**	**24**	**1**	**0**	**0**	**0**	**0**	**16**	**1017**
1015	2	117	76	1	14	7	0	2	6	0	0	0	0	0	1	226
1030	5	112	69	4	19	6	0	0	8	2	0	0	0	0	1	226
1045	9	132	86	3	14	7	0	5	5	0	0	0	0	0	3	264
1100	4	121	74	4	11	10	0	5	7	1	0	0	0	0	1	238
Hourly Total	**20**	**482**	**305**	**12**	**58**	**30**	**0**	**12**	**26**	**3**	**0**	**0**	**0**	**0**	**6**	**954**
1115	2	142	95	1	15	7	0	1	8	0	0	0	0	0	1	272
1130	7	179	71	1	11	7	0	2	4	1	0	0	0	0	0	283
1145	5	161	91	1	15	2	1	0	5	0	0	0	0	0	2	283
1200	2	187	101	0	17	9	0	1	3	2	0	0	0	0	1	323
Hourly Total	**16**	**669**	**358**	**3**	**58**	**25**	**1**	**4**	**20**	**3**	**0**	**0**	**0**	**0**	**4**	**1161**
1215	2	163	89	2	13	4	0	0	2	1	0	0	0	0	1	277
1230	6	157	96	2	13	8	0	2	4	0	0	0	0	0	0	288
1245	3	169	85	4	17	4	0	6	3	1	0	0	0	0	1	293
1300	3	159	70	0	18	13	0	3	2	0	0	0	0	0	1	269
Hourly Total	**14**	**648**	**340**	**8**	**61**	**29**	**0**	**11**	**11**	**2**	**0**	**0**	**0**	**0**	**3**	**1127**
1315	5	200	110	3	13	9	0	0	5	0	0	0	0	0	0	345
1330	5	155	81	2	14	3	0	0	4	0	0	0	0	0	2	266
1345	11	168	78	3	26	4	0	4	4	1	0	0	0	0	1	300
1400	6	147	72	1	15	6	0	4	4	1	0	0	0	0	1	257
Hourly Total	**27**	**670**	**341**	**9**	**68**	**22**	**0**	**8**	**17**	**2**	**0**	**0**	**0**	**0**	**4**	**1168**
1415	4	154	77	1	15	7	0	2	3	1	0	0	0	0	2	266
1430	4	176	93	1	15	6	0	1	3	3	0	0	0	0	0	302
1445	2	173	84	2	14	5	1	6	3	0	0	0	0	0	4	294
1500	1	175	86	4	24	8	0	2	7	1	0	0	0	0	3	311
Hourly Total	**11**	**678**	**340**	**8**	**68**	**26**	**1**	**11**	**16**	**5**	**0**	**0**	**0**	**0**	**9**	**1173**
1515	3	187	89	0	19	4	0	1	4	0	0	0	0	0	3	310
1530	6	186	110	0	16	3	0	3	3	1	0	0	0	0	6	334
1545	5	276	98	0	15	2	0	4	2	0	0	0	0	0	3	405
1600	5	216	109	1	25	3	0	3	5	0	0	0	0	0	1	368
Hourly Total	**19**	**865**	**406**	**1**	**75**	**12**	**0**	**11**	**14**	**1**	**0**	**0**	**0**	**0**	**13**	**1417**
1615	6	274	131	0	22	4	0	3	3	2	0	0	0	0	5	450
1630	2	253	96	1	14	1	0	5	3	0	0	0	0	0	3	378
1645	5	286	125	1	7	2	0	4	4	0	0	0	0	0	3	437
1700	2	289	90	3	9	6	0	2	4	0	0	0	0	0	1	406
Hourly Total	**15**	**1102**	**442**	**5**	**52**	**13**	**0**	**14**	**14**	**2**	**0**	**0**	**0**	**0**	**12**	**1671**
1715	6	433	122	0	13	5	0	4	0	0	0	0	0	0	5	588
1730	12	285	86	8	14	11	0	4	1	0	0	0	0	0	64	485

1745	15	206	68	10	10	14	0	1	2	1	0	0	3	0	138	468
1800	13	132	30	15	11	23	0	6	0	0	0	0	3	0	189	422
Hourly Total	**46**	**1056**	**306**	**33**	**48**	**53**	**0**	**15**	**3**	**1**	**0**	**0**	**6**	**0**	**396**	**1963**
1815	5	303	100	2	7	3	0	1	2	0	0	0	0	0	22	445
1830	1	293	82	0	12	0	0	2	1	0	0	0	0	0	4	395
1845	2	288	84	1	15	1	0	0	3	0	0	0	0	0	5	399
1900	2	277	77	2	6	0	0	2	2	0	0	0	0	0	4	372
Hourly Total	**10**	**1161**	**343**	**5**	**40**	**4**	**0**	**5**	**8**	**0**	**0**	**0**	**0**	**0**	**35**	**1611**
1915	4	223	76	1	9	2	0	1	3	0	0	0	0	0	3	322
1930	0	179	62	1	4	1	0	2	1	0	0	0	0	0	6	256
1945	2	130	32	1	9	1	0	3	0	0	0	0	0	0	0	178
2000	2	133	29	0	2	3	0	0	0	0	0	0	0	0	1	170
Hourly Total	**8**	**665**	**199**	**3**	**24**	**7**	**0**	**6**	**4**	**0**	**0**	**0**	**0**	**0**	**10**	**926**
2015	0	127	38	0	2	0	0	0	1	0	0	0	0	0	0	168
2030	1	123	37	0	4	1	0	1	1	0	0	0	0	0	0	168
2045	0	120	40	0	3	0	0	0	2	0	0	0	0	0	0	165
2100	2	105	26	0	5	2	0	0	0	0	0	0	0	0	0	140
Hourly Total	**3**	**475**	**141**	**0**	**14**	**3**	**0**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**641**
2115	0	104	24	0	0	1	0	0	1	0	0	0	0	0	0	130
2130	3	103	32	0	1	4	0	0	2	0	0	0	0	0	0	145
2145	0	114	33	0	3	0	0	0	0	0	0	0	0	0	0	150
2200	1	90	27	0	2	0	0	0	0	0	0	0	0	0	1	121
Hourly Total	**4**	**411**	**116**	**0**	**6**	**5**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**546**
2215	2	94	20	0	1	0	0	0	0	0	0	0	0	0	1	118
2230	0	56	25	0	0	0	0	0	1	0	0	0	0	0	0	82
2245	0	64	18	0	1	0	0	0	0	0	0	0	0	0	0	83
2300	0	55	23	0	0	0	0	0	0	0	0	0	0	0	1	79
Hourly Total	**2**	**269**	**86**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**362**
2315	0	55	13	0	1	0	0	0	0	0	0	0	0	0	0	69
2330	0	49	10	0	2	1	0	0	0	0	0	0	0	0	0	62
2345	0	48	12	0	2	1	0	1	0	0	0	0	0	0	0	64
2400	4	50	12	0	0	1	0	0	2	0	0	0	0	0	2	71
Hourly Total	**4**	**202**	**47**	**0**	**5**	**3**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**266**
DAILY TOTAL	**274**	**12372**	**5255**	**127**	**888**	**358**	**3**	**165**	**250**	**26**	**2**	**0**	**7**	**0**	**555**	**20282**
Percentages	**1.35%**	**61.00%**	**25.91%**	**0.63%**	**4.38%**	**1.77%**	**0.01%**	**0.81%**	**1.23%**	**0.13%**	**0.01%**	**0.00%**	**0.03%**	**0.00%**	**2.74%**	
AM Peak																
7:15-8:15	16	717	352	10	55	22	0	17	16	1	0	0	1	0	7	1214
% Daily Class	5.84%	5.80%	6.70%	7.87%	6.19%	6.15%	0.00%	10.30%	6.40%	3.85%	0.00%	0.00%	14.29%	0.00%	1.26%	5.99%
PM Peak																
17:00-18:00	46	1056	306	33	48	53	0	15	3	1	0	0	6	0	396	1963
% Daily Class	16.79%	8.54%	5.82%	25.98%	5.41%	14.80%	0.00%	9.09%	1.20%	3.85%	0.00%	0.00%	85.71%	0.00%	71.35%	9.68%

CLASS COUNT REPORT

Adams Traffic, Inc.

Location: US 301 south of Massaro Boulevard
City/County: Tampa/Hillsborough
Direction: Northbound
Date/Day: 3/7/2013 Thursday

END TIME	CLASS TYPE															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	39	7	0	0	0	0	0	3	0	0	0	0	0	1	50
30	0	14	3	0	0	0	0	0	1	0	0	0	0	0	0	18
45	0	20	6	0	0	0	0	0	0	0	0	0	0	0	0	26
100	1	14	1	0	0	0	0	1	1	0	0	0	0	0	0	18
Hourly Total	**1**	**87**	**17**	**0**	**0**	**0**	**0**	**1**	**5**	**0**	**0**	**0**	**0**	**0**	**1**	**112**
115	0	9	3	0	0	0	0	0	2	0	0	0	0	0	0	14
130	0	12	6	0	1	1	0	1	1	0	0	0	0	0	0	22
145	0	12	5	0	1	1	0	0	3	0	0	0	0	0	1	23
200	0	14	3	0	0	0	0	0	2	0	0	0	0	0	0	19
Hourly Total	**0**	**47**	**17**	**0**	**2**	**2**	**0**	**1**	**8**	**0**	**0**	**0**	**0**	**0**	**1**	**78**
215	0	25	5	0	1	0	0	1	0	0	0	0	0	0	1	33
230	0	21	3	0	0	0	0	1	3	0	0	0	0	0	0	28
245	0	22	7	0	1	0	0	0	1	0	0	0	0	0	0	31
300	0	18	8	0	3	0	0	0	1	0	0	0	0	0	0	30
Hourly Total	**0**	**86**	**23**	**0**	**5**	**0**	**0**	**2**	**5**	**0**	**0**	**0**	**0**	**0**	**1**	**122**
315	1	15	9	0	1	1	0	1	0	0	0	0	0	0	2	30
330	0	13	10	0	2	0	0	0	1	0	0	0	0	0	1	27
345	1	19	9	0	1	0	0	0	0	0	0	0	0	0	0	30
400	0	26	12	0	2	1	0	1	3	0	0	0	0	0	1	46
Hourly Total	**2**	**73**	**40**	**0**	**6**	**2**	**0**	**2**	**4**	**0**	**0**	**0**	**0**	**0**	**4**	**133**
415	2	14	7	0	4	1	0	1	2	0	0	0	0	0	1	32
430	2	20	10	0	0	1	0	0	3	0	1	0	0	0	1	38
445	0	35	9	0	2	2	0	1	2	0	0	0	0	0	1	52
500	0	40	10	0	1	1	0	0	0	0	0	0	0	0	0	52
Hourly Total	**4**	**109**	**36**	**0**	**7**	**5**	**0**	**2**	**7**	**0**	**1**	**0**	**0**	**0**	**3**	**174**
515	0	46	17	1	2	1	0	0	2	0	0	0	0	0	1	70
530	1	55	20	0	4	2	0	1	0	0	0	0	0	0	1	84
545	5	63	33	0	2	3	0	0	4	0	0	0	0	0	4	114
600	1	72	42	1	2	5	0	1	0	0	0	0	0	0	1	125
Hourly Total	**7**	**236**	**112**	**2**	**10**	**11**	**0**	**2**	**6**	**0**	**0**	**0**	**0**	**0**	**7**	**393**
615	4	110	44	0	1	3	0	0	3	0	0	0	0	0	1	166
630	1	138	64	0	7	3	0	2	3	0	0	0	0	0	8	226
645	2	205	70	0	8	1	0	2	2	1	0	0	0	0	2	293
700	4	269	107	0	9	1	0	2	1	0	0	0	0	0	2	395
Hourly Total	**11**	**722**	**285**	**0**	**25**	**8**	**0**	**6**	**9**	**1**	**0**	**0**	**0**	**0**	**13**	**1080**
715	2	315	100	0	17	1	0	1	3	0	1	0	0	0	3	443
730	0	303	94	0	14	2	0	4	3	0	0	0	1	0	8	429
745	1	333	88	1	13	10	0	1	7	0	0	0	0	0	4	458
800	2	390	106	0	16	7	0	4	5	0	0	0	0	0	9	539

Hourly Total	**5**	**1341**	**388**	**1**	**60**	**20**	**0**	**10**	**18**	**0**	**1**	**0**	**1**	**0**	**24**	**1869**
815	5	333	98	0	15	7	0	3	6	0	0	0	0	0	7	474
830	2	268	75	0	13	6	0	2	8	0	0	0	0	0	6	380
845	2	236	73	0	14	7	0	2	7	0	0	0	0	0	4	345
900	7	239	81	1	18	8	0	4	10	0	0	0	0	0	7	375
Hourly Total	**16**	**1076**	**327**	**1**	**60**	**28**	**0**	**11**	**31**	**0**	**0**	**0**	**0**	**0**	**24**	**1574**
915	2	164	70	0	17	6	0	3	6	0	0	0	0	0	1	269
930	4	154	67	2	16	8	0	5	6	0	0	0	0	0	7	269
945	2	146	58	3	18	3	0	3	6	0	0	0	0	0	1	240
1000	1	155	76	0	9	5	0	2	6	0	0	0	0	0	0	254
Hourly Total	**9**	**619**	**271**	**5**	**60**	**22**	**0**	**13**	**24**	**0**	**0**	**0**	**0**	**0**	**9**	**1032**
1015	2	125	64	0	13	3	0	3	7	0	0	0	0	0	3	220
1030	5	107	62	1	11	10	1	1	8	0	0	0	1	0	1	208
1045	1	138	68	1	17	9	0	2	2	0	0	0	0	0	2	240
1100	6	131	80	0	14	4	0	9	12	0	0	0	0	0	4	260
Hourly Total	**14**	**501**	**274**	**2**	**55**	**26**	**1**	**15**	**29**	**0**	**0**	**0**	**1**	**0**	**10**	**928**
1115	3	151	67	0	9	4	0	2	8	0	0	0	0	0	4	248
1130	3	163	85	0	17	5	1	3	7	0	0	0	0	0	1	285
1145	2	142	72	0	14	6	0	6	8	2	0	0	0	0	2	254
1200	4	144	81	3	14	1	0	3	14	2	0	0	1	0	1	268
Hourly Total	**12**	**600**	**305**	**3**	**54**	**16**	**1**	**14**	**37**	**4**	**0**	**0**	**1**	**0**	**8**	**1055**
1215	4	165	67	2	17	11	0	11	7	0	0	0	0	0	3	287
1230	1	183	71	0	18	1	0	0	6	0	0	0	0	0	2	282
1245	8	185	86	0	13	5	1	1	5	0	0	0	0	0	1	305
1300	1	175	93	0	8	6	0	4	3	0	0	0	0	0	5	295
Hourly Total	**14**	**708**	**317**	**2**	**56**	**23**	**1**	**16**	**21**	**0**	**0**	**0**	**0**	**0**	**11**	**1169**
1315	7	171	78	2	19	5	0	2	5	0	0	0	0	0	4	293
1330	2	185	77	0	11	7	0	7	6	0	0	0	0	0	2	297
1345	2	164	71	0	12	4	0	2	7	1	0	0	0	0	2	265
1400	1	163	96	1	19	6	0	1	4	1	0	0	0	0	0	292
Hourly Total	**12**	**683**	**322**	**3**	**61**	**22**	**0**	**12**	**22**	**2**	**0**	**0**	**0**	**0**	**8**	**1147**
1415	3	158	96	2	13	4	0	6	18	0	0	0	0	0	2	302
1430	6	182	63	2	11	7	1	4	7	1	0	0	0	0	1	285
1445	4	182	84	0	13	5	0	3	4	0	0	0	0	0	4	299
1500	2	159	88	1	20	4	1	3	5	0	0	0	0	0	3	286
Hourly Total	**15**	**681**	**331**	**5**	**57**	**20**	**2**	**16**	**34**	**1**	**0**	**0**	**0**	**0**	**10**	**1172**
1515	2	167	73	0	16	5	0	4	2	0	0	0	0	0	2	271
1530	5	159	81	1	14	5	0	1	6	1	0	0	0	0	6	279
1545	2	187	96	0	13	5	0	3	4	0	0	0	0	0	3	313
1600	3	170	93	0	17	3	0	5	8	0	1	0	0	0	4	304
Hourly Total	**12**	**683**	**343**	**1**	**60**	**18**	**0**	**13**	**20**	**1**	**1**	**0**	**0**	**0**	**15**	**1167**
1615	2	212	99	1	16	3	0	8	4	1	0	0	0	0	3	349
1630	8	196	86	0	16	8	0	4	4	0	0	0	0	0	3	325
1645	3	213	86	2	11	1	1	3	2	0	0	0	1	0	2	325
1700	9	231	66	0	12	9	0	1	5	0	0	0	0	0	1	334
Hourly Total	**22**	**852**	**337**	**3**	**55**	**21**	**1**	**16**	**15**	**1**	**0**	**0**	**1**	**0**	**9**	**1333**
1715	3	285	86	0	10	4	0	2	4	0	0	0	0	0	5	399
1730	7	259	85	0	10	2	0	1	3	0	0	0	0	0	4	371

1745	3	273	63	0	11	2	0	1	6	0	0	0	0	0	5	364
1800	4	252	92	0	4	1	0	3	1	0	0	0	0	0	2	359
Hourly Total	**17**	**1069**	**326**	**0**	**35**	**9**	**0**	**7**	**14**	**0**	**0**	**0**	**0**	**0**	**16**	**1493**
1815	2	214	58	0	7	0	0	2	2	0	0	0	0	0	3	288
1830	3	178	70	0	7	2	0	3	4	0	0	0	0	0	3	270
1845	3	137	51	0	5	2	0	3	2	0	0	0	0	0	0	203
1900	3	144	43	0	3	3	0	3	2	0	0	0	0	0	3	204
Hourly Total	**11**	**673**	**222**	**0**	**22**	**7**	**0**	**11**	**10**	**0**	**0**	**0**	**0**	**0**	**9**	**965**
1915	3	142	42	0	4	3	0	2	0	0	0	0	0	0	1	197
1930	3	123	28	1	4	3	0	2	3	0	0	0	0	0	2	169
1945	1	121	26	0	4	1	0	2	0	0	0	0	0	0	3	158
2000	2	111	33	2	3	3	0	0	2	0	0	0	0	0	2	158
Hourly Total	**9**	**497**	**129**	**3**	**15**	**10**	**0**	**6**	**5**	**0**	**0**	**0**	**0**	**0**	**8**	**682**
2015	1	95	23	0	5	0	0	0	2	0	0	0	0	0	4	130
2030	2	102	19	0	1	0	0	1	3	0	0	0	0	0	1	129
2045	0	79	24	0	1	3	0	0	0	0	0	0	0	0	1	108
2100	0	93	26	0	1	1	0	0	0	0	0	0	0	0	0	121
Hourly Total	**3**	**369**	**92**	**0**	**8**	**4**	**0**	**1**	**5**	**0**	**0**	**0**	**0**	**0**	**6**	**488**
2115	2	105	25	0	1	1	0	1	1	0	0	0	0	0	1	137
2130	2	84	23	0	1	0	0	0	3	0	0	0	0	0	1	114
2145	0	73	17	0	4	0	0	0	0	0	0	0	0	0	0	94
2200	2	74	19	0	0	1	0	1	0	0	0	0	0	0	0	97
Hourly Total	**6**	**336**	**84**	**0**	**6**	**2**	**0**	**2**	**4**	**0**	**0**	**0**	**0**	**0**	**2**	**442**
2215	0	69	12	0	0	0	0	0	1	0	0	0	0	0	1	83
2230	0	68	23	0	2	0	0	0	2	0	0	0	0	0	0	95
2245	1	80	23	0	1	0	0	0	0	0	0	0	0	0	0	105
2300	0	52	14	0	1	0	0	1	0	0	0	0	0	0	0	68
Hourly Total	**1**	**269**	**72**	**0**	**4**	**0**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**351**
2315	1	56	15	0	1	1	0	3	0	0	0	0	0	0	0	77
2330	1	58	13	0	1	0	0	0	0	0	0	0	0	0	0	73
2345	2	44	19	1	1	0	0	1	1	0	0	0	0	0	2	71
2400	2	38	8	0	0	0	0	0	0	0	0	0	0	0	0	48
Hourly Total	**6**	**196**	**55**	**1**	**3**	**1**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**269**
DAILY TOTAL	**209**	**12513**	**4725**	**32**	**726**	**277**	**6**	**184**	**337**	**10**	**3**	**0**	**4**	**0**	**202**	**19228**
Percentages	**1.09%**	**65.08%**	**24.57%**	**0.17%**	**3.78%**	**1.44%**	**0.03%**	**0.96%**	**1.75%**	**0.05%**	**0.02%**	**0.00%**	**0.02%**	**0.00%**	**1.05%**	
AM Peak																
7:15-8:15	8	1359	386	1	58	26	0	12	21	0	0	0	1	0	28	1900
% Daily Class	3.83%	10.86%	8.17%	3.13%	7.99%	9.39%	0.00%	6.52%	6.23%	0.00%	0.00%	0.00%	25.00%	0.00%	13.86%	9.88%
PM Peak																
17:00-18:00	17	1069	326	0	35	9	0	7	14	0	0	0	0	0	16	1493
% Daily Class	8.13%	8.54%	6.90%	0.00%	4.82%	3.25%	0.00%	3.80%	4.15%	0.00%	0.00%	0.00%	0.00%	0.00%	7.92%	7.76%

CLASS COUNT REPORT

Adams Traffic, Inc.

Location: US 301 south of Massaro Boulevard
City/County: Tampa/Hillsborough
Direction: Southbound
Date/Day: 3/7/2013 Thursday

END TIME	CLASS TYPE															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	3	46	15	0	2	0	0	1	0	0	0	0	0	0	1	68
30	1	43	10	0	0	1	0	0	2	0	0	0	0	0	0	57
45	0	36	8	0	0	0	0	0	1	0	0	0	0	0	0	45
100	0	18	6	0	0	0	0	1	0	0	0	0	0	0	0	25
Hourly Total	**4**	**143**	**39**	**0**	**2**	**1**	**0**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**195**
115	1	21	3	0	0	1	0	1	1	0	0	0	0	0	0	28
130	1	28	6	0	1	0	0	1	3	0	0	0	0	0	0	40
145	2	22	8	0	1	1	0	1	0	0	0	0	0	0	1	36
200	0	17	8	1	1	0	0	0	3	0	0	0	0	0	0	30
Hourly Total	**4**	**88**	**25**	**1**	**3**	**2**	**0**	**3**	**7**	**0**	**0**	**0**	**0**	**0**	**1**	**134**
215	1	15	5	0	2	0	0	0	3	0	0	0	0	0	0	26
230	3	12	3	0	4	0	0	0	1	0	0	0	0	0	0	23
245	0	15	4	0	0	0	0	0	5	0	0	0	0	0	0	24
300	1	26	10	0	2	0	0	1	1	0	0	0	0	0	1	42
Hourly Total	**5**	**68**	**22**	**0**	**8**	**0**	**0**	**1**	**10**	**0**	**0**	**0**	**0**	**0**	**1**	**115**
315	0	24	9	2	1	0	0	0	2	0	0	0	0	0	1	39
330	2	25	9	0	2	2	0	1	0	0	0	0	0	0	1	42
345	1	29	11	0	2	0	0	0	3	0	0	0	0	0	1	47
400	0	24	9	0	3	2	0	0	3	0	0	0	0	0	2	43
Hourly Total	**3**	**102**	**38**	**2**	**8**	**4**	**0**	**1**	**8**	**0**	**0**	**0**	**0**	**0**	**5**	**171**
415	1	32	12	0	4	1	0	0	2	0	0	0	0	0	0	52
430	1	12	6	1	3	5	0	1	0	0	0	0	0	0	3	32
445	1	31	7	1	4	2	0	0	4	0	0	0	0	0	0	50
500	1	24	13	1	3	2	0	3	2	0	0	0	0	0	1	50
Hourly Total	**4**	**99**	**38**	**3**	**14**	**10**	**0**	**4**	**8**	**0**	**0**	**0**	**0**	**0**	**4**	**184**
515	4	21	15	3	7	2	0	0	3	0	0	0	0	0	0	55
530	1	30	12	2	2	5	0	1	3	0	0	0	0	0	4	60
545	3	51	26	3	5	7	0	0	2	1	0	0	0	0	2	100
600	1	73	23	0	8	3	0	1	1	1	0	0	0	0	2	113
Hourly Total	**9**	**175**	**76**	**8**	**22**	**17**	**0**	**2**	**9**	**2**	**0**	**0**	**0**	**0**	**8**	**328**
615	6	59	31	0	11	5	0	0	2	0	0	0	0	0	2	116
630	0	88	49	2	18	2	2	1	1	0	0	0	0	0	4	167
645	2	124	47	0	16	8	0	5	1	0	0	0	0	0	4	207
700	3	184	76	2	16	6	0	3	3	0	0	0	0	0	3	296
Hourly Total	**11**	**455**	**203**	**4**	**61**	**21**	**2**	**9**	**7**	**0**	**0**	**0**	**0**	**0**	**13**	**786**
715	2	149	76	1	8	9	0	2	2	1	0	0	0	0	3	253
730	2	192	70	2	13	5	0	0	4	0	1	0	0	0	5	294
745	8	235	95	2	17	7	0	1	4	0	0	0	0	0	7	376
800	5	201	91	1	20	8	0	5	5	0	0	0	0	0	1	337

Hourly Total	**17**	**777**	**332**	**6**	**58**	**29**	**0**	**8**	**15**	**1**	**1**	**0**	**0**	**0**	**16**	**1260**
815	1	168	84	1	19	5	0	8	5	1	0	0	0	0	3	295
830	2	169	99	0	14	1	0	3	6	3	0	0	0	0	0	297
845	3	168	74	3	14	4	1	8	5	0	0	0	0	0	2	282
900	3	167	84	0	14	8	0	4	2	0	0	0	0	0	2	284
Hourly Total	**9**	**672**	**341**	**4**	**61**	**18**	**1**	**23**	**18**	**4**	**0**	**0**	**0**	**0**	**7**	**1158**
915	2	132	79	1	20	8	0	3	7	2	0	0	0	0	2	256
930	3	111	79	2	19	6	0	2	4	0	0	0	0	0	9	235
945	5	115	91	1	14	6	0	5	10	4	0	0	1	0	3	255
1000	3	153	76	1	15	9	1	4	5	1	0	0	0	0	2	270
Hourly Total	**13**	**511**	**325**	**5**	**68**	**29**	**1**	**14**	**26**	**7**	**0**	**0**	**1**	**0**	**16**	**1016**
1015	3	123	72	0	17	6	0	3	9	0	0	0	0	0	1	234
1030	3	120	81	1	19	6	1	9	4	2	0	0	0	0	2	248
1045	2	129	84	3	23	3	0	1	7	0	0	0	0	0	0	252
1100	6	157	83	2	25	7	0	4	7	0	0	0	0	0	4	295
Hourly Total	**14**	**529**	**320**	**6**	**84**	**22**	**1**	**17**	**27**	**2**	**0**	**0**	**0**	**0**	**7**	**1029**
1115	3	159	77	0	24	7	0	1	1	1	0	0	0	0	0	273
1130	3	145	88	1	19	3	0	2	7	0	0	0	0	0	6	274
1145	3	169	84	1	23	11	1	2	8	0	0	0	0	0	0	302
1200	3	182	101	1	20	4	0	6	2	1	0	0	0	0	4	324
Hourly Total	**12**	**655**	**350**	**3**	**86**	**25**	**1**	**11**	**18**	**2**	**0**	**0**	**0**	**0**	**10**	**1173**
1215	12	243	112	3	22	7	0	3	6	0	0	0	0	0	4	412
1230	6	200	66	1	16	10	1	0	8	1	0	0	0	0	7	316
1245	3	190	93	3	17	8	1	5	6	0	0	0	0	0	1	327
1300	5	181	97	2	13	5	0	3	1	1	0	0	0	0	1	309
Hourly Total	**26**	**814**	**368**	**9**	**68**	**30**	**2**	**11**	**21**	**2**	**0**	**0**	**0**	**0**	**13**	**1364**
1315	2	174	88	3	18	9	0	1	1	1	0	0	0	0	2	299
1330	8	186	97	0	20	8	0	1	9	2	0	0	0	0	0	331
1345	3	165	87	1	19	7	0	5	1	0	0	0	0	0	3	291
1400	2	162	79	1	13	4	0	3	9	0	0	0	0	0	4	277
Hourly Total	**15**	**687**	**351**	**5**	**70**	**28**	**0**	**10**	**20**	**3**	**0**	**0**	**0**	**0**	**9**	**1198**
1415	3	189	90	2	22	7	0	0	6	0	0	0	0	0	1	320
1430	5	178	119	2	24	5	0	5	4	0	0	0	0	0	5	347
1445	1	169	74	1	15	2	0	5	5	0	0	0	0	0	3	275
1500	2	161	85	1	24	8	0	7	2	0	0	0	0	0	1	291
Hourly Total	**11**	**697**	**368**	**6**	**85**	**22**	**0**	**17**	**17**	**0**	**0**	**0**	**0**	**0**	**10**	**1233**
1515	1	191	87	0	17	6	1	2	8	1	0	0	0	0	1	315
1530	2	210	108	0	16	2	0	2	3	0	0	0	0	0	2	345
1545	4	250	113	3	19	3	0	5	2	1	0	0	0	0	5	405
1600	6	230	103	3	22	2	0	4	6	0	0	0	0	0	3	379
Hourly Total	**13**	**881**	**411**	**6**	**74**	**13**	**1**	**13**	**19**	**2**	**0**	**0**	**0**	**0**	**11**	**1444**
1615	2	252	135	0	8	2	0	4	3	0	0	0	0	0	4	410
1630	2	283	118	0	13	4	0	0	7	2	0	0	0	0	2	431
1645	6	319	127	1	16	1	0	3	2	0	0	0	0	0	4	479
1700	1	328	109	0	12	3	0	2	0	0	0	0	0	0	7	462
Hourly Total	**11**	**1182**	**489**	**1**	**49**	**10**	**0**	**9**	**12**	**2**	**0**	**0**	**0**	**0**	**17**	**1782**
1715	4	390	129	4	17	5	0	4	3	0	0	0	0	0	30	586
1730	11	143	38	12	4	17	0	6	1	0	0	0	3	0	174	409

1745	16	151	30	5	5	24	0	3	1	1	0	0	3	0	202	441
1800	16	117	24	5	9	9	0	6	0	0	1	0	9	0	204	400
Hourly Total	**47**	**801**	**221**	**26**	**35**	**55**	**0**	**19**	**5**	**1**	**1**	**0**	**15**	**0**	**610**	**1836**
1815	13	136	32	8	19	16	0	4	2	1	0	0	8	0	172	411
1830	4	273	88	1	19	1	0	2	1	0	0	0	0	0	16	405
1845	3	262	71	2	9	1	0	2	2	0	0	0	0	0	6	358
1900	3	216	81	0	8	4	0	2	4	0	0	0	0	0	2	320
Hourly Total	**23**	**887**	**272**	**11**	**55**	**22**	**0**	**10**	**9**	**1**	**0**	**0**	**8**	**0**	**196**	**1494**
1915	3	200	64	0	9	4	0	5	1	0	0	0	0	0	3	289
1930	0	169	48	0	3	0	0	2	2	0	0	0	0	0	1	225
1945	2	157	43	0	4	2	0	1	0	0	0	0	0	0	2	211
2000	3	137	44	0	4	4	0	0	2	0	0	0	0	0	6	200
Hourly Total	**8**	**663**	**199**	**0**	**20**	**10**	**0**	**8**	**5**	**0**	**0**	**0**	**0**	**0**	**12**	**925**
2015	2	120	33	0	3	1	0	0	0	0	0	0	0	0	1	160
2030	4	117	25	0	3	1	0	0	3	0	0	0	0	0	0	153
2045	3	122	41	0	2	1	0	0	0	0	0	0	0	0	2	171
2100	0	128	24	1	2	0	0	3	0	0	0	0	0	0	0	158
Hourly Total	**9**	**487**	**123**	**1**	**10**	**3**	**0**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**3**	**642**
2115	2	108	27	0	0	2	0	2	0	0	0	0	0	0	1	142
2130	0	102	32	0	1	1	0	0	1	0	0	0	0	0	1	138
2145	1	128	35	0	4	0	0	0	0	0	0	0	0	0	0	168
2200	1	90	21	0	3	1	0	1	0	0	0	0	0	0	0	117
Hourly Total	**4**	**428**	**115**	**0**	**8**	**4**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**565**
2215	0	91	30	0	0	1	0	0	0	0	0	0	0	0	3	125
2230	0	84	24	0	1	0	0	0	0	0	0	0	0	0	0	109
2245	0	85	17	1	1	0	0	0	1	0	0	0	0	0	1	106
2300	0	66	10	0	0	0	0	0	2	0	0	0	0	0	2	80
Hourly Total	**0**	**326**	**81**	**1**	**2**	**1**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**6**	**420**
2315	0	55	17	0	0	0	0	1	0	0	0	0	0	0	1	74
2330	0	52	11	0	0	0	0	1	0	0	0	0	0	0	0	64
2345	2	46	15	0	0	2	0	0	1	0	0	0	0	0	2	68
2400	0	47	15	0	0	0	0	0	2	0	0	0	0	0	2	66
Hourly Total	**2**	**200**	**58**	**0**	**0**	**2**	**0**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**5**	**272**
DAILY TOTAL	**274**	**12327**	**5165**	**108**	**951**	**378**	**9**	**200**	**274**	**29**	**2**	**0**	**24**	**0**	**983**	**20724**
Percentages	**1.32%**	**59.48%**	**24.92%**	**0.52%**	**4.59%**	**1.82%**	**0.04%**	**0.97%**	**1.32%**	**0.14%**	**0.01%**	**0.00%**	**0.12%**	**0.00%**	**4.74%**	
AM Peak																
7:15-8:15	16	796	340	6	69	25	0	14	18	1	1	0	0	0	16	1302
% Daily Class	5.84%	6.46%	6.58%	5.56%	7.26%	6.61%	0.00%	7.00%	6.57%	3.45%	50.00%	0.00%	0.00%	0.00%	1.63%	6.28%
AM Peak (Mid-day peak higher than AM peak)																
11:30-12:30	24	794	363	6	81	32	2	11	24	2	0	0	0	0	15	1354
% Daily Class	8.76%	6.44%	7.03%	5.56%	8.52%	8.47%	22.22%	5.50%	8.76%	6.90%	0.00%	0.00%	0.00%	0.00%	1.53%	6.53%
PM Peak																
16:15-17:15	13	1320	483	5	58	13	0	9	12	2	0	0	0	0	43	1958
% Daily Class	4.74%	10.71%	9.35%	4.63%	6.10%	3.44%	0.00%	4.50%	4.38%	6.90%	0.00%	0.00%	0.00%	0.00%	4.37%	9.45%

CLASS COUNT REPORT

Adams Traffic, Inc.

Location: US 301 north of 27th Avenue
City/County: Tampa/Hillsborough
Direction: Northbound
Date/Day: 2/26/2013 Tuesday

END TIME	CLASS TYPE															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	1	36	4	0	0	0	0	1	0	0	0	0	0	0	0	42
30	0	22	2	1	0	0	0	0	0	0	0	0	0	0	0	25
45	0	21	5	0	0	0	0	0	0	0	0	0	0	0	0	26
100	1	22	2	0	2	1	0	0	1	0	0	1	0	0	0	30
Hourly Total	**2**	**101**	**13**	**1**	**2**	**1**	**0**	**1**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**123**
115	2	9	3	0	0	1	0	0	3	0	0	0	0	0	0	18
130	1	7	5	0	0	0	0	0	1	0	0	0	0	0	1	15
145	0	11	4	0	3	0	0	0	0	0	0	0	0	0	0	18
200	1	8	3	0	1	1	0	2	4	0	0	0	0	0	0	20
Hourly Total	**4**	**35**	**15**	**0**	**4**	**2**	**0**	**2**	**8**	**0**	**0**	**0**	**0**	**0**	**1**	**71**
215	1	13	3	0	1	0	0	0	2	0	0	0	0	0	0	20
230	1	16	1	0	0	1	0	0	1	0	0	0	0	0	1	21
245	0	18	0	0	0	0	0	0	2	0	0	0	0	0	0	20
300	1	11	3	0	2	1	0	0	2	0	0	0	0	0	0	20
Hourly Total	**3**	**58**	**7**	**0**	**3**	**2**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**1**	**81**
315	0	17	4	0	2	0	0	0	1	0	0	0	0	0	0	24
330	0	15	3	0	2	1	0	0	0	0	0	0	0	0	0	21
345	1	19	8	0	0	0	0	0	4	0	0	0	0	0	0	32
400	0	12	5	0	1	1	0	0	0	0	0	0	0	0	0	19
Hourly Total	**1**	**63**	**20**	**0**	**5**	**2**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**96**
415	1	13	3	0	2	2	0	1	3	0	0	0	0	0	0	25
430	1	16	5	0	2	2	0	1	7	0	0	0	0	0	0	34
445	0	22	2	0	0	1	0	0	2	0	0	0	0	0	0	27
500	0	21	4	1	1	4	0	2	4	0	0	0	0	0	1	38
Hourly Total	**2**	**72**	**14**	**1**	**5**	**9**	**0**	**4**	**16**	**0**	**0**	**0**	**0**	**0**	**1**	**124**
515	2	29	8	0	2	2	0	0	5	0	0	0	0	0	1	49
530	1	30	12	0	1	2	0	0	2	0	0	0	0	0	0	48
545	0	42	19	0	1	0	0	1	0	0	0	0	0	0	1	64
600	1	64	28	3	4	1	0	1	4	1	0	0	0	0	0	107
Hourly Total	**4**	**165**	**67**	**3**	**8**	**5**	**0**	**2**	**11**	**1**	**0**	**0**	**0**	**0**	**2**	**268**
615	3	105	31	1	6	4	0	1	3	0	0	0	1	0	0	155
630	3	106	29	0	11	6	0	2	5	0	0	0	0	0	3	165
645	0	145	46	2	5	4	0	0	5	0	0	0	0	0	3	210
700	7	208	44	0	3	4	0	0	3	0	0	0	0	0	4	273
Hourly Total	**13**	**564**	**150**	**3**	**25**	**18**	**0**	**3**	**16**	**0**	**0**	**0**	**1**	**0**	**10**	**803**
715	1	224	49	1	4	3	0	1	8	0	0	0	1	0	2	294
730	1	237	53	0	12	4	0	4	7	1	0	0	0	0	3	322
745	1	277	60	0	15	5	0	0	4	0	0	0	0	0	12	374
800	1	243	71	2	15	7	0	1	4	0	0	0	0	0	1	345

Hourly Total	**4**	**981**	**233**	**3**	**46**	**19**	**0**	**6**	**23**	**1**	**0**	**0**	**1**	**0**	**18**	**1335**
815	6	230	59	0	14	9	0	4	8	0	0	0	0	0	6	336
830	3	191	73	1	14	3	0	3	7	0	0	0	0	0	2	297
845	2	195	73	0	12	11	0	2	8	0	0	0	0	0	4	307
900	2	181	61	0	9	3	0	5	8	0	0	0	0	0	4	273
Hourly Total	**13**	**797**	**266**	**1**	**49**	**26**	**0**	**14**	**31**	**0**	**0**	**0**	**0**	**0**	**16**	**1213**
915	1	144	55	0	11	4	0	3	4	0	0	0	0	0	0	222
930	2	113	63	0	6	5	0	5	7	0	0	0	0	0	1	202
945	2	131	66	0	4	5	0	3	6	0	0	0	0	0	2	219
1000	1	123	70	2	15	9	0	4	4	0	0	0	0	0	1	229
Hourly Total	**6**	**511**	**254**	**2**	**36**	**23**	**0**	**15**	**21**	**0**	**0**	**0**	**0**	**0**	**4**	**872**
1015	0	122	66	1	8	4	0	2	4	0	0	0	0	0	4	211
1030	2	116	72	0	16	3	1	0	14	0	0	0	0	0	0	224
1045	1	131	70	0	11	8	0	2	3	1	0	0	0	0	1	228
1100	0	116	60	0	14	6	0	2	6	1	0	0	0	0	0	205
Hourly Total	**3**	**485**	**268**	**1**	**49**	**21**	**1**	**6**	**27**	**2**	**0**	**0**	**0**	**0**	**5**	**868**
1115	5	117	66	0	4	4	0	0	8	0	0	0	0	0	0	204
1130	3	139	62	0	9	5	0	5	4	0	0	0	0	0	0	227
1145	0	139	64	2	9	5	0	3	12	0	0	0	0	0	5	239
1200	0	140	79	0	7	5	0	2	4	0	0	0	0	0	2	239
Hourly Total	**8**	**535**	**271**	**2**	**29**	**19**	**0**	**10**	**28**	**0**	**0**	**0**	**0**	**0**	**7**	**909**
1215	8	127	60	1	6	7	0	0	6	0	0	0	0	0	3	218
1230	1	122	71	0	15	3	0	4	7	0	0	0	0	0	1	224
1245	3	154	61	1	8	6	0	1	1	1	0	0	0	0	1	237
1300	2	137	55	2	8	6	1	5	8	1	0	0	0	0	1	226
Hourly Total	**14**	**540**	**247**	**4**	**37**	**22**	**1**	**10**	**22**	**2**	**0**	**0**	**0**	**0**	**6**	**905**
1315	0	154	70	0	12	1	0	3	5	0	0	0	0	0	1	246
1330	1	140	68	0	8	9	0	2	2	0	0	0	0	0	1	231
1345	1	160	67	1	17	2	0	3	9	0	0	0	0	0	2	262
1400	1	151	68	1	12	7	0	2	8	0	0	0	0	0	1	251
Hourly Total	**3**	**605**	**273**	**2**	**49**	**19**	**0**	**10**	**24**	**0**	**0**	**0**	**0**	**0**	**5**	**990**
1415	1	165	79	2	6	2	0	1	3	0	0	0	0	0	2	261
1430	0	153	69	1	13	3	0	1	4	0	0	0	0	0	2	246
1445	1	162	73	1	10	7	0	1	8	0	0	0	0	0	4	267
1500	2	162	84	0	8	7	0	2	3	0	0	0	0	0	0	268
Hourly Total	**4**	**642**	**305**	**4**	**37**	**19**	**0**	**5**	**18**	**0**	**0**	**0**	**0**	**0**	**8**	**1042**
1515	2	178	75	0	15	5	0	0	3	0	0	0	0	0	2	280
1530	4	162	66	0	7	5	0	3	5	0	0	0	1	0	7	260
1545	2	237	99	0	10	3	0	5	2	0	0	0	0	0	7	365
1600	1	199	66	0	13	2	0	3	6	0	0	0	0	0	1	291
Hourly Total	**9**	**776**	**306**	**0**	**45**	**15**	**0**	**11**	**16**	**0**	**0**	**0**	**1**	**0**	**17**	**1196**
1615	5	234	87	1	11	2	0	0	4	0	0	0	0	0	6	350
1630	6	190	76	1	6	6	0	3	7	0	0	0	0	0	3	298
1645	2	261	91	0	7	2	0	1	4	0	0	0	0	0	6	374
1700	5	248	105	0	11	2	0	2	7	0	0	0	0	0	3	383
Hourly Total	**18**	**933**	**359**	**2**	**35**	**12**	**0**	**6**	**22**	**0**	**0**	**0**	**0**	**0**	**18**	**1405**
1715	3	398	89	0	3	1	0	3	1	0	0	0	0	0	5	503
1730	4	317	73	0	12	2	0	1	6	0	0	0	0	0	3	418

1745	6	310	86	0	7	1	0	2	6	0	0	0	0	0	3	421
1800	6	252	65	1	2	2	0	2	0	0	0	0	0	0	2	332
Hourly Total	**19**	**1277**	**313**	**1**	**24**	**6**	**0**	**8**	**13**	**0**	**0**	**0**	**0**	**0**	**13**	**1674**
1815	4	234	60	0	3	4	0	1	4	0	0	0	0	0	4	314
1830	2	214	39	0	2	0	0	3	2	0	0	0	0	0	5	267
1845	0	174	32	0	1	3	0	1	2	0	0	0	0	0	2	215
1900	2	151	34	0	4	1	0	0	3	0	0	0	0	0	0	195
Hourly Total	**8**	**773**	**165**	**0**	**10**	**8**	**0**	**5**	**11**	**0**	**0**	**0**	**0**	**0**	**11**	**991**
1915	1	152	30	0	4	0	0	1	1	0	0	0	0	0	2	191
1930	2	124	19	0	3	1	0	0	1	0	0	0	0	0	2	152
1945	3	111	22	0	4	1	0	2	3	0	0	0	0	0	1	147
2000	0	78	19	0	3	1	0	1	0	0	0	0	0	0	0	102
Hourly Total	**6**	**465**	**90**	**0**	**14**	**3**	**0**	**4**	**5**	**0**	**0**	**0**	**0**	**0**	**5**	**592**
2015	1	99	15	0	2	0	0	0	1	0	0	0	0	0	2	120
2030	0	86	20	0	1	0	0	1	0	0	0	0	0	0	0	108
2045	1	79	11	0	2	0	0	0	0	0	0	0	0	0	0	93
2100	1	76	9	0	1	0	0	0	2	0	0	0	0	0	1	90
Hourly Total	**3**	**340**	**55**	**0**	**6**	**0**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**3**	**411**
2115	0	93	18	0	0	0	0	0	0	0	0	0	0	0	0	111
2130	0	82	10	0	1	0	0	0	0	0	0	0	0	0	0	93
2145	1	60	15	0	1	0	0	1	0	0	0	0	0	0	0	78
2200	1	51	11	0	2	1	0	0	1	0	0	0	0	0	1	68
Hourly Total	**2**	**286**	**54**	**0**	**4**	**1**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**350**
2215	0	55	7	0	1	0	0	0	0	0	0	0	0	0	0	63
2230	1	55	5	0	0	0	0	0	3	0	0	0	0	0	0	64
2245	0	39	15	0	0	0	0	0	1	0	0	0	0	0	0	55
2300	1	45	6	0	0	1	0	0	0	0	1	0	0	0	1	55
Hourly Total	**2**	**194**	**33**	**0**	**1**	**1**	**0**	**0**	**4**	**0**	**1**	**0**	**0**	**0**	**1**	**237**
2315	0	45	7	0	1	0	0	0	2	0	1	0	0	0	0	56
2330	0	30	5	1	0	0	0	0	3	0	0	0	0	0	0	39
2345	0	52	4	0	2	0	0	0	0	0	0	0	0	0	0	58
2400	0	29	4	0	0	0	0	0	0	0	0	0	0	0	0	33
Hourly Total	**0**	**156**	**20**	**1**	**3**	**0**	**0**	**0**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**186**
DAILY TOTAL	**151**	**11354**	**3798**	**31**	**526**	**253**	**2**	**124**	**338**	**6**	**2**	**1**	**3**	**0**	**153**	**16742**
Percentages	**0.90%**	**67.82%**	**22.69%**	**0.19%**	**3.14%**	**1.51%**	**0.01%**	**0.74%**	**2.02%**	**0.04%**	**0.01%**	**0.01%**	**0.02%**	**0.00%**	**0.91%**	
AM Peak																
7:15-8:15	9	987	243	2	56	25	0	9	23	1	0	0	0	0	22	1377
% Daily Class	5.96%	8.69%	6.40%	6.45%	10.65%	9.88%	0.00%	7.26%	6.80%	16.67%	0.00%	0.00%	0.00%	0.00%	14.38%	8.22%
PM Peak																
16:45-17:45	18	1273	353	0	33	6	0	8	20	0	0	0	0	0	14	1725
% Daily Class	11.92%	11.21%	9.29%	0.00%	6.27%	2.37%	0.00%	6.45%	5.92%	0.00%	0.00%	0.00%	0.00%	0.00%	9.15%	10.30%

CLASS COUNT REPORT

Adams Traffic, Inc.

Location: US 301 north of 27th Avenue
City/County: Tampa/Hillsborough
Direction: Southbound
Date/Day: 2/26/2013 Tuesday

END TIME	CLASS TYPE															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	28	6	0	2	0	0	0	2	0	0	0	0	0	0	38
30	2	33	5	0	0	1	0	0	1	0	0	0	0	0	0	42
45	1	16	6	0	0	1	0	0	1	0	0	0	0	0	0	25
100	0	23	3	0	0	0	0	0	0	0	0	0	0	0	0	26
Hourly Total	**3**	**100**	**20**	**0**	**2**	**2**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**131**
115	2	22	4	0	0	0	0	0	0	0	0	0	0	0	1	29
130	1	19	7	0	0	1	0	1	0	0	0	0	0	0	0	29
145	0	17	7	0	5	1	0	0	3	0	0	0	0	0	1	34
200	0	21	3	0	1	0	0	0	1	0	0	0	0	0	0	26
Hourly Total	**3**	**79**	**21**	**0**	**6**	**2**	**0**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**2**	**118**
215	0	15	4	0	0	0	0	1	1	0	0	0	0	0	0	21
230	0	16	5	0	1	1	0	0	2	0	0	0	0	0	0	25
245	0	25	7	0	0	0	0	0	1	0	0	0	0	0	0	33
300	0	25	8	0	0	0	0	0	0	0	0	0	0	0	0	33
Hourly Total	**0**	**81**	**24**	**0**	**1**	**1**	**0**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**112**
315	0	16	2	0	1	0	0	0	0	0	0	0	0	0	0	19
330	0	12	6	0	1	1	0	0	1	0	0	0	0	0	0	21
345	0	18	7	0	0	1	0	1	2	0	0	0	0	0	0	29
400	1	24	7	0	0	3	0	1	1	0	0	0	0	0	1	38
Hourly Total	**1**	**70**	**22**	**0**	**2**	**5**	**0**	**2**	**4**	**0**	**0**	**0**	**0**	**0**	**1**	**107**
415	0	21	15	0	0	0	0	0	0	0	0	0	0	0	0	36
430	1	21	15	1	0	2	0	0	1	0	0	0	0	0	0	41
445	1	43	12	0	3	2	0	1	1	0	0	0	0	0	0	63
500	0	33	20	2	1	0	0	0	0	0	0	0	0	0	0	56
Hourly Total	**2**	**118**	**62**	**3**	**4**	**4**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**196**
515	0	26	16	3	5	2	0	2	2	0	0	0	0	0	0	56
530	1	38	12	1	2	2	0	2	3	0	0	0	0	0	0	61
545	0	56	32	1	4	1	0	0	1	0	0	0	0	0	0	95
600	5	104	36	0	7	4	0	1	4	0	0	0	0	0	1	162
Hourly Total	**6**	**224**	**96**	**5**	**18**	**9**	**0**	**5**	**10**	**0**	**0**	**0**	**0**	**0**	**1**	**374**
615	2	68	38	1	7	1	0	1	1	1	0	0	0	0	0	120
630	2	148	68	0	8	3	0	0	3	0	0	0	0	0	3	235
645	3	210	93	0	9	1	0	4	4	0	0	0	0	0	0	324
700	3	244	109	0	6	3	0	6	3	0	0	0	0	0	1	375
Hourly Total	**10**	**670**	**308**	**1**	**30**	**8**	**0**	**11**	**11**	**1**	**0**	**0**	**0**	**0**	**4**	**1054**
715	4	241	92	0	16	5	2	2	5	0	0	0	0	0	5	372
730	3	259	105	0	15	5	0	3	2	1	0	0	0	0	3	396
745	3	260	105	0	8	7	2	2	2	0	0	0	0	0	2	391
800	3	263	89	0	13	2	0	5	6	0	0	0	0	0	3	384

Hourly Total	**13**	**1023**	**391**	**0**	**52**	**19**	**4**	**12**	**15**	**1**	**0**	**0**	**0**	**0**	**13**	**1543**
815	4	215	71	1	12	7	0	3	8	0	0	0	0	0	7	328
830	2	213	83	0	12	3	0	3	4	0	0	0	0	0	3	323
845	3	210	107	0	20	5	0	2	4	0	0	0	0	0	3	354
900	1	182	82	0	18	5	0	5	5	0	0	0	0	0	4	302
Hourly Total	**10**	**820**	**343**	**1**	**62**	**20**	**0**	**13**	**21**	**0**	**0**	**0**	**0**	**0**	**17**	**1307**
915	2	157	96	0	20	3	0	1	5	0	0	0	0	0	1	285
930	2	144	90	0	16	4	1	1	5	0	0	0	0	0	3	266
945	2	116	77	1	16	7	2	2	7	0	0	0	0	0	3	233
1000	2	127	80	0	6	5	0	2	6	1	0	0	1	0	3	233
Hourly Total	**8**	**544**	**343**	**1**	**58**	**19**	**3**	**6**	**23**	**1**	**0**	**0**	**1**	**0**	**10**	**1017**
1015	4	106	73	1	15	4	0	5	7	7	0	0	0	0	0	222
1030	3	114	60	0	9	4	0	7	18	0	0	0	0	0	0	215
1045	2	108	70	1	11	5	1	0	11	0	0	0	0	0	3	212
1100	1	148	60	0	9	3	0	1	5	2	0	0	0	0	0	229
Hourly Total	**10**	**476**	**263**	**2**	**44**	**16**	**1**	**13**	**41**	**9**	**0**	**0**	**0**	**0**	**3**	**878**
1115	2	116	70	0	15	10	0	3	4	1	0	0	0	0	0	221
1130	4	119	64	0	8	4	1	3	7	0	0	0	0	0	0	210
1145	4	125	72	1	12	7	0	3	8	1	0	0	0	0	1	234
1200	5	144	87	1	15	4	1	6	8	1	0	0	0	0	0	272
Hourly Total	**15**	**504**	**293**	**2**	**50**	**25**	**2**	**15**	**27**	**3**	**0**	**0**	**0**	**0**	**1**	**937**
1215	4	169	60	0	12	5	0	2	9	0	0	0	0	0	0	261
1230	1	133	63	0	7	3	0	2	8	0	0	0	0	0	0	217
1245	6	138	68	0	14	6	0	4	3	0	0	0	0	0	2	241
1300	1	145	73	0	20	4	0	2	3	0	0	0	0	0	1	249
Hourly Total	**12**	**585**	**264**	**0**	**53**	**18**	**0**	**10**	**23**	**0**	**0**	**0**	**0**	**0**	**3**	**968**
1315	2	140	66	2	15	3	0	0	8	0	0	0	0	0	0	236
1330	1	150	63	1	9	4	2	1	6	0	0	0	0	0	0	237
1345	2	148	65	0	19	3	0	2	5	0	0	0	0	0	1	245
1400	2	164	66	3	6	8	1	3	6	0	0	0	0	0	1	260
Hourly Total	**7**	**602**	**260**	**6**	**49**	**18**	**3**	**6**	**25**	**0**	**0**	**0**	**0**	**0**	**2**	**978**
1415	3	167	91	0	19	1	1	1	6	1	0	0	0	0	2	292
1430	3	160	52	1	12	6	0	3	8	0	0	0	0	0	1	246
1445	4	168	69	1	9	5	0	2	5	0	0	0	0	0	3	266
1500	0	149	69	0	20	7	0	2	5	0	0	0	0	0	1	253
Hourly Total	**10**	**644**	**281**	**2**	**60**	**19**	**1**	**8**	**24**	**1**	**0**	**0**	**0**	**0**	**7**	**1057**
1515	4	163	81	0	14	3	1	3	8	0	0	0	0	0	1	278
1530	2	242	88	1	7	5	0	3	7	0	0	0	0	0	4	359
1545	5	200	85	1	9	3	0	4	6	0	0	0	0	0	2	315
1600	1	206	79	0	11	4	0	1	9	0	0	0	0	0	0	311
Hourly Total	**12**	**811**	**333**	**2**	**41**	**15**	**1**	**11**	**30**	**0**	**0**	**0**	**0**	**0**	**7**	**1263**
1615	2	215	79	0	8	3	0	1	7	0	0	0	0	0	2	317
1630	4	243	73	0	11	1	1	1	4	1	0	0	0	0	3	342
1645	3	228	80	2	9	2	0	0	5	0	0	0	0	0	1	330
1700	3	262	76	1	8	1	0	2	5	0	0	0	0	0	2	360
Hourly Total	**12**	**948**	**308**	**3**	**36**	**7**	**1**	**4**	**21**	**1**	**0**	**0**	**0**	**0**	**8**	**1349**
1715	1	288	72	1	10	1	0	1	1	0	0	0	0	0	0	375
1730	4	278	67	1	10	4	0	1	3	0	0	0	0	0	3	371

CLASS COUNT REPORT

Adams Traffic, Inc.

Location: US 301 north of 27th Avenue
City/County: Tampa/Hillsborough
Direction: Northbound
Date/Day: 2/27/2013 Wednesday

END TIME	CLASS TYPE															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	1	33	3	0	0	1	0	0	1	0	0	0	0	0	1	40
30	2	21	3	0	0	1	0	0	1	0	0	0	0	0	0	28
45	0	19	4	0	0	0	0	0	0	0	0	0	0	0	0	23
100	1	11	5	0	1	1	0	0	2	0	0	0	0	0	0	21
Hourly Total	**4**	**84**	**15**	**0**	**1**	**3**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**1**	**112**
115	1	16	3	0	0	1	0	0	0	0	0	0	0	0	0	21
130	0	15	5	0	1	1	0	0	0	0	0	0	0	0	0	22
145	2	9	4	0	0	1	0	0	4	0	0	0	0	0	0	20
200	0	7	2	0	0	0	0	0	2	0	0	0	0	0	0	11
Hourly Total	**3**	**47**	**14**	**0**	**1**	**3**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**74**
215	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	11
230	1	17	1	0	1	1	0	0	0	0	0	0	0	0	0	21
245	1	11	4	0	0	0	0	0	3	0	0	0	0	0	0	19
300	0	9	3	0	1	0	0	0	3	0	0	0	0	0	0	16
Hourly Total	**2**	**45**	**11**	**0**	**2**	**1**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**67**
315	0	15	4	0	1	0	0	0	2	0	0	0	0	0	0	22
330	0	14	7	0	0	0	0	0	3	0	0	0	0	0	0	24
345	0	19	8	0	2	0	0	0	0	0	0	0	0	0	0	29
400	0	16	7	0	0	0	0	0	3	0	0	0	0	0	0	26
Hourly Total	**0**	**64**	**26**	**0**	**3**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**101**
415	3	15	8	0	0	3	0	0	1	0	0	0	0	0	1	31
430	2	18	13	0	1	3	0	0	3	0	0	0	0	0	0	40
445	0	24	5	0	1	1	0	0	3	0	0	0	0	0	1	35
500	1	17	8	0	3	1	0	1	4	0	0	0	0	0	0	35
Hourly Total	**6**	**74**	**34**	**0**	**5**	**8**	**0**	**1**	**11**	**0**	**0**	**0**	**0**	**0**	**2**	**141**
515	0	21	8	3	0	2	0	1	4	0	0	0	0	0	2	41
530	2	35	9	0	1	3	0	0	2	0	0	0	0	0	0	52
545	2	50	20	1	3	3	0	2	0	0	0	0	0	0	0	81
600	1	54	21	1	4	3	0	1	6	0	0	0	0	0	2	93
Hourly Total	**5**	**160**	**58**	**5**	**8**	**11**	**0**	**4**	**12**	**0**	**0**	**0**	**0**	**0**	**4**	**267**
615	2	93	33	2	5	6	0	1	3	0	0	0	0	0	1	146
630	3	107	36	0	6	3	0	0	9	0	0	0	0	0	3	167
645	6	152	43	0	6	3	0	0	4	0	0	0	0	0	2	216
700	1	174	49	1	8	2	0	2	1	0	0	0	0	0	5	243
Hourly Total	**12**	**526**	**161**	**3**	**25**	**14**	**0**	**3**	**17**	**0**	**0**	**0**	**0**	**0**	**11**	**772**
715	3	238	55	0	7	4	0	4	8	0	0	0	0	0	4	323
730	3	260	52	0	9	3	0	1	5	0	0	0	0	0	8	341
745	5	245	85	0	14	11	0	2	5	1	0	0	0	0	6	374
800	2	243	61	0	16	5	0	2	6	0	0	0	0	0	3	338

Hourly Total	**13**	**986**	**253**	**0**	**46**	**23**	**0**	**9**	**24**	**1**	**0**	**0**	**0**	**0**	**21**	**1376**
815	1	203	70	1	10	4	0	2	11	0	0	0	0	0	2	304
830	4	190	64	0	14	5	0	1	6	0	0	0	0	0	5	289
845	2	248	74	0	13	8	0	3	9	0	0	0	0	0	4	361
900	5	203	64	0	16	5	0	3	7	0	0	0	0	0	11	314
Hourly Total	**12**	**844**	**272**	**1**	**53**	**22**	**0**	**9**	**33**	**0**	**0**	**0**	**0**	**0**	**22**	**1268**
915	4	168	64	1	14	6	1	6	6	0	0	0	0	0	5	275
930	4	130	56	0	14	5	0	4	6	0	0	0	0	0	1	220
945	3	158	60	1	9	11	0	3	8	0	0	0	0	0	4	257
1000	4	135	71	0	11	4	0	3	6	0	0	0	0	0	2	236
Hourly Total	**15**	**591**	**251**	**2**	**48**	**26**	**1**	**16**	**26**	**0**	**0**	**0**	**0**	**0**	**12**	**988**
1015	1	110	66	2	8	6	0	2	7	0	0	0	0	0	2	204
1030	1	128	67	0	12	3	0	2	4	0	0	0	0	0	0	217
1045	2	114	63	0	10	5	1	4	4	0	0	0	0	0	1	204
1100	3	131	62	1	11	3	1	7	8	0	0	0	0	0	1	228
Hourly Total	**7**	**483**	**258**	**3**	**41**	**17**	**2**	**15**	**23**	**0**	**0**	**0**	**0**	**0**	**4**	**853**
1115	2	150	79	0	6	8	0	1	8	0	0	0	0	0	3	257
1130	4	127	62	2	9	5	1	4	7	0	0	0	0	0	1	222
1145	2	137	73	0	11	5	0	4	12	0	0	0	0	0	2	246
1200	3	161	60	0	10	6	1	4	2	4	0	0	0	0	3	254
Hourly Total	**11**	**575**	**274**	**2**	**36**	**24**	**2**	**13**	**29**	**4**	**0**	**0**	**0**	**0**	**9**	**979**
1215	0	142	59	0	5	4	0	3	5	0	0	0	0	0	2	220
1230	1	147	71	0	13	5	1	4	5	0	0	0	0	0	1	248
1245	7	132	65	1	13	7	1	3	2	0	0	0	0	0	3	234
1300	2	135	65	0	9	2	0	2	7	0	0	0	0	0	6	228
Hourly Total	**10**	**556**	**260**	**1**	**40**	**18**	**2**	**12**	**19**	**0**	**0**	**0**	**0**	**0**	**12**	**930**
1315	6	184	62	4	13	7	0	0	2	0	0	0	0	0	3	281
1330	2	149	74	0	10	6	3	4	2	0	0	0	0	0	2	252
1345	0	141	68	0	7	2	0	3	6	0	0	0	0	0	1	228
1400	6	140	69	1	6	6	0	0	3	1	0	0	0	0	4	236
Hourly Total	**14**	**614**	**273**	**5**	**36**	**21**	**3**	**7**	**13**	**1**	**0**	**0**	**0**	**0**	**10**	**997**
1415	5	153	60	2	7	10	0	3	3	0	0	0	0	0	2	245
1430	7	157	75	1	9	6	0	1	4	1	0	0	0	0	1	262
1445	5	200	66	1	11	8	0	1	5	0	0	0	0	0	5	302
1500	4	153	74	0	12	10	0	4	8	0	0	0	0	0	2	267
Hourly Total	**21**	**663**	**275**	**4**	**39**	**34**	**0**	**9**	**20**	**1**	**0**	**0**	**0**	**0**	**10**	**1076**
1515	2	169	95	0	14	4	0	0	4	0	0	0	0	0	2	290
1530	2	165	84	0	6	0	0	1	5	0	0	0	0	0	2	265
1545	10	223	95	0	15	3	0	7	5	0	0	0	0	0	9	367
1600	5	206	67	0	14	2	0	2	8	2	0	0	0	0	3	309
Hourly Total	**19**	**763**	**341**	**0**	**49**	**9**	**0**	**10**	**22**	**2**	**0**	**0**	**0**	**0**	**16**	**1231**
1615	8	248	89	0	11	4	0	6	3	0	0	0	0	0	4	373
1630	9	191	65	0	6	8	0	4	5	0	0	0	0	0	4	292
1645	6	253	93	0	9	9	1	3	4	0	0	0	0	0	6	384
1700	3	269	88	1	8	3	0	2	1	0	0	0	0	0	6	381
Hourly Total	**26**	**961**	**335**	**1**	**34**	**24**	**1**	**15**	**13**	**0**	**0**	**0**	**0**	**0**	**20**	**1430**
1715	5	399	85	0	10	3	0	3	5	0	0	0	0	0	10	520
1730	7	328	74	0	4	2	0	3	2	0	0	0	0	0	3	423

1745	4	313	94	1	8	2	0	2	5	0	0	0	0	0	7	436
1800	4	245	68	0	3	2	0	0	0	0	0	0	0	0	4	326
Hourly Total	**20**	**1285**	**321**	**1**	**25**	**9**	**0**	**8**	**12**	**0**	**0**	**0**	**0**	**0**	**24**	**1705**
1815	4	269	54	0	2	2	0	1	3	0	0	0	0	0	2	337
1830	2	223	45	0	5	3	0	1	2	0	0	0	0	0	2	283
1845	1	192	36	0	3	0	0	2	0	0	0	0	0	0	0	234
1900	4	141	43	0	5	4	0	1	0	0	0	0	0	0	0	198
Hourly Total	**11**	**825**	**178**	**0**	**15**	**9**	**0**	**5**	**5**	**0**	**0**	**0**	**0**	**0**	**4**	**1052**
1915	1	130	39	0	0	0	0	0	0	0	0	0	0	0	1	171
1930	3	131	31	0	9	2	0	1	1	0	0	0	0	0	1	179
1945	0	118	24	0	7	0	0	5	0	0	0	0	0	0	2	156
2000	4	107	18	0	3	0	0	0	2	0	0	0	0	0	0	134
Hourly Total	**8**	**486**	**112**	**0**	**19**	**2**	**0**	**6**	**3**	**0**	**0**	**0**	**0**	**0**	**4**	**640**
2015	2	105	24	0	0	0	0	1	1	0	0	0	0	0	1	134
2030	1	87	30	0	4	2	0	0	3	0	0	0	0	0	0	127
2045	2	88	18	0	4	0	0	1	2	0	0	0	0	0	0	115
2100	4	91	11	0	3	1	0	0	2	0	0	0	0	0	0	112
Hourly Total	**9**	**371**	**83**	**0**	**11**	**3**	**0**	**2**	**8**	**0**	**0**	**0**	**0**	**0**	**1**	**488**
2115	2	91	26	0	0	1	0	1	1	0	0	0	0	0	2	124
2130	2	94	15	1	0	1	0	1	1	0	0	0	0	0	0	115
2145	0	65	14	0	0	1	0	1	1	0	0	0	0	0	2	84
2200	2	61	25	0	0	0	0	0	0	0	0	0	0	0	1	89
Hourly Total	**6**	**311**	**80**	**1**	**0**	**3**	**0**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**5**	**412**
2215	1	71	14	0	1	0	0	1	2	0	0	0	0	0	3	93
2230	3	63	6	0	1	3	0	0	1	0	0	0	0	0	0	77
2245	2	47	13	0	1	1	0	0	3	0	0	0	0	0	0	67
2300	1	46	4	0	0	1	0	0	2	0	0	0	0	0	0	54
Hourly Total	**7**	**227**	**37**	**0**	**3**	**5**	**0**	**1**	**8**	**0**	**0**	**0**	**0**	**0**	**3**	**291**
2315	1	48	8	0	1	0	0	0	1	0	0	0	0	0	0	59
2330	2	36	6	0	1	1	0	0	2	0	0	0	0	0	0	48
2345	2	37	9	0	1	0	0	0	1	0	0	0	0	0	1	51
2400	0	35	7	0	1	0	0	0	0	0	0	0	0	0	0	43
Hourly Total	**5**	**156**	**30**	**0**	**4**	**1**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**1**	**201**
DAILY TOTAL	**246**	**11697**	**3952**	**29**	**544**	**290**	**11**	**148**	**329**	**9**	**0**	**0**	**0**	**0**	**196**	**17451**
Percentages	**1.41%**	**67.03%**	**22.65%**	**0.17%**	**3.12%**	**1.66%**	**0.06%**	**0.85%**	**1.89%**	**0.05%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**1.12%**	
AM Peak																
7:00-8:00	13	986	253	0	46	23	0	9	24	1	0	0	0	0	21	1376
% Daily Class	5.28%	8.43%	6.40%	0.00%	8.46%	7.93%	0.00%	6.08%	7.29%	11.11%	0.00%	0.00%	0.00%	0.00%	10.71%	7.88%
PM Peak																
16:45-17:45	19	1309	341	2	30	10	0	10	13	0	0	0	0	0	26	1760
% Daily Class	7.72%	11.19%	8.63%	6.90%	5.51%	3.45%	0.00%	6.76%	3.95%	0.00%	0.00%	0.00%	0.00%	0.00%	13.27%	10.09%

CLASS COUNT REPORT

Adams Traffic, Inc.

Location: US 301 north of 27th Avenue
City/County: Tampa/Hillsborough
Direction: Southbound
Date/Day: 2/27/2013 Wednesday

END TIME	CLASS TYPE															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	1	32	5	0	0	1	0	0	4	0	0	0	0	0	1	44
30	0	23	3	0	0	1	0	0	1	0	0	0	0	0	0	28
45	2	28	3	0	1	1	0	0	1	0	0	0	0	0	1	37
100	0	16	5	0	0	1	0	0	1	0	0	0	0	0	1	24
Hourly Total	**3**	**99**	**16**	**0**	**1**	**4**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**3**	**133**
115	0	25	5	0	1	0	0	0	2	0	0	0	0	0	1	34
130	0	22	3	0	0	0	0	0	1	0	0	0	0	0	0	26
145	0	14	3	0	0	1	0	0	1	0	0	0	0	0	0	19
200	0	20	7	0	1	1	0	0	0	0	0	0	0	0	0	29
Hourly Total	**0**	**81**	**18**	**0**	**2**	**2**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**1**	**108**
215	1	12	9	0	0	1	0	0	1	0	0	0	0	0	0	24
230	0	19	9	0	1	1	0	0	2	0	0	0	0	0	0	32
245	0	26	4	0	0	0	0	0	0	0	0	0	0	0	0	30
300	0	19	5	0	0	0	0	0	0	0	0	0	0	0	0	24
Hourly Total	**1**	**76**	**27**	**0**	**1**	**2**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**110**
315	0	19	9	0	0	0	0	0	2	0	0	0	0	0	0	30
330	0	15	5	0	1	0	0	0	0	0	0	0	0	0	0	21
345	1	21	6	0	0	0	0	0	3	0	0	0	0	0	0	31
400	0	21	6	0	0	0	0	0	1	0	0	0	0	0	0	28
Hourly Total	**1**	**76**	**26**	**0**	**1**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**110**
415	0	22	4	0	0	2	0	1	1	0	0	0	0	0	0	30
430	1	18	8	1	0	2	0	2	4	0	0	0	0	0	0	36
445	3	46	11	0	1	2	0	1	1	0	0	0	0	0	1	66
500	0	49	22	0	3	0	0	1	0	0	0	0	0	0	0	75
Hourly Total	**4**	**135**	**45**	**1**	**4**	**6**	**0**	**5**	**6**	**0**	**0**	**0**	**0**	**0**	**1**	**207**
515	1	29	17	0	6	1	0	1	4	0	0	0	0	0	0	59
530	2	49	13	1	3	6	0	0	0	0	0	0	0	0	0	74
545	3	77	29	1	5	1	0	0	2	0	0	0	0	0	0	118
600	6	95	42	0	7	2	0	0	2	0	0	0	0	0	0	154
Hourly Total	**12**	**250**	**101**	**2**	**21**	**10**	**0**	**1**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**405**
615	5	91	44	1	1	3	0	2	1	0	0	0	0	0	0	148
630	1	141	66	0	8	2	1	0	2	0	0	0	0	0	0	221
645	5	192	102	0	15	5	0	1	6	0	0	0	0	0	7	333
700	7	256	116	0	10	4	1	2	5	0	0	0	0	0	5	406
Hourly Total	**18**	**680**	**328**	**1**	**34**	**14**	**2**	**5**	**14**	**0**	**0**	**0**	**0**	**0**	**12**	**1108**
715	7	259	109	1	11	3	0	2	5	0	0	0	0	0	1	398
730	5	281	109	0	16	6	0	0	2	1	0	0	0	0	1	421
745	2	310	97	0	17	4	3	8	3	1	0	0	0	0	3	448
800	5	323	105	1	11	7	0	9	5	2	0	0	0	0	4	472

Hourly Total	**19**	**1173**	**420**	**2**	**55**	**20**	**3**	**19**	**15**	**4**	**0**	**0**	**0**	**0**	**9**	**1739**
815	5	233	90	0	13	11	2	7	7	0	0	0	0	0	2	370
830	4	258	99	1	14	4	0	3	9	5	0	0	0	0	3	400
845	3	257	92	1	20	1	1	6	5	0	0	0	0	0	1	387
900	2	165	87	0	14	4	0	5	6	0	0	0	0	0	2	285
Hourly Total	**14**	**913**	**368**	**2**	**61**	**20**	**3**	**21**	**27**	**5**	**0**	**0**	**0**	**0**	**8**	**1442**
915	1	158	89	0	14	5	1	5	2	1	0	0	0	0	3	279
930	2	169	68	1	15	6	0	1	7	0	0	0	0	0	4	273
945	6	141	66	0	12	7	1	3	7	0	0	0	0	0	2	245
1000	1	141	74	1	12	4	1	4	8	1	0	0	0	0	3	250
Hourly Total	**10**	**609**	**297**	**2**	**53**	**22**	**3**	**13**	**24**	**2**	**0**	**0**	**0**	**0**	**12**	**1047**
1015	9	130	82	0	12	5	0	2	7	0	0	0	0	0	0	247
1030	3	112	73	3	10	7	0	5	7	1	0	0	0	0	0	221
1045	1	133	61	2	12	5	0	1	9	1	0	0	0	0	3	228
1100	3	138	77	0	15	6	4	3	7	2	0	0	0	0	0	255
Hourly Total	**16**	**513**	**293**	**5**	**49**	**23**	**4**	**11**	**30**	**4**	**0**	**0**	**0**	**0**	**3**	**951**
1115	6	130	73	0	15	6	1	5	10	2	0	0	0	0	1	249
1130	8	150	76	0	5	4	0	2	2	1	0	0	0	0	1	249
1145	3	155	76	1	10	4	0	5	3	1	0	0	0	0	1	259
1200	2	165	58	1	11	2	0	3	7	1	0	0	0	0	2	252
Hourly Total	**19**	**600**	**283**	**2**	**41**	**16**	**1**	**15**	**22**	**5**	**0**	**0**	**0**	**0**	**5**	**1009**
1215	10	162	73	1	11	7	0	1	2	0	0	0	0	0	1	268
1230	2	169	69	1	11	3	0	5	8	1	0	0	0	0	0	269
1245	5	163	87	0	14	9	1	3	9	1	0	0	0	0	1	293
1300	4	170	76	1	12	4	0	1	9	1	0	0	0	0	1	279
Hourly Total	**21**	**664**	**305**	**3**	**48**	**23**	**1**	**10**	**28**	**3**	**0**	**0**	**0**	**0**	**3**	**1109**
1315	7	141	70	0	9	2	1	8	9	1	0	0	0	0	0	248
1330	1	152	71	2	13	3	0	1	1	0	0	0	0	0	0	244
1345	1	148	72	0	10	1	0	2	5	3	0	0	0	0	0	242
1400	3	167	77	0	11	12	0	1	8	0	0	0	0	0	0	279
Hourly Total	**12**	**608**	**290**	**2**	**43**	**18**	**1**	**12**	**23**	**4**	**0**	**0**	**0**	**0**	**0**	**1013**
1415	7	158	73	1	18	5	0	5	4	1	0	0	0	0	1	273
1430	7	156	65	0	10	5	0	7	7	1	0	0	0	0	0	258
1445	2	163	84	0	10	5	1	1	7	0	0	0	0	0	2	275
1500	1	151	68	1	14	5	1	1	3	2	0	0	0	0	3	250
Hourly Total	**17**	**628**	**290**	**2**	**52**	**20**	**2**	**14**	**21**	**4**	**0**	**0**	**0**	**0**	**6**	**1056**
1515	5	195	77	1	13	7	0	2	6	1	0	0	1	0	2	310
1530	1	198	65	0	12	3	0	2	7	1	0	0	0	0	2	291
1545	1	244	83	2	11	0	0	3	7	0	0	0	0	0	1	352
1600	2	214	75	0	9	1	0	2	6	0	0	0	0	0	3	312
Hourly Total	**9**	**851**	**300**	**3**	**45**	**11**	**0**	**9**	**26**	**2**	**0**	**0**	**1**	**0**	**8**	**1265**
1615	3	238	73	0	11	4	0	1	5	0	0	0	0	0	3	338
1630	4	241	75	0	11	3	0	1	4	0	0	0	0	0	0	339
1645	5	229	71	0	21	3	0	2	4	0	0	0	0	0	4	339
1700	4	282	86	0	7	0	0	1	5	0	0	0	0	0	2	387
Hourly Total	**16**	**990**	**305**	**0**	**50**	**10**	**0**	**5**	**18**	**0**	**0**	**0**	**0**	**0**	**9**	**1403**
1715	6	325	64	0	6	3	0	6	5	0	0	0	0	0	0	415
1730	2	326	90	0	7	1	0	3	8	0	0	0	0	0	3	440

CLASS COUNT REPORT

Adams Traffic, Inc.

Location: US 301 north of 27th Avenue
City/County: Tampa/Hillsborough
Direction: Northbound
Date/Day: 2/28/2013 Thursday

END TIME	CLASS TYPE															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	1	43	6	0	1	0	0	0	1	0	0	0	0	0	0	52
30	0	25	4	0	1	1	0	0	1	0	0	0	0	0	1	33
45	3	21	5	0	1	1	0	0	0	0	0	0	0	0	1	32
100	1	26	9	0	0	0	0	0	0	0	0	0	0	0	0	36
Hourly Total	**5**	**115**	**24**	**0**	**3**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**153**
115	1	20	2	0	0	1	0	0	1	0	0	0	0	0	0	25
130	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
145	0	7	7	0	1	0	0	0	2	0	0	0	0	0	0	17
200	1	12	3	0	1	1	0	0	2	0	0	0	0	0	0	20
Hourly Total	**2**	**44**	**14**	**0**	**2**	**2**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**69**
215	0	12	1	0	0	0	0	0	2	0	0	0	0	0	0	15
230	0	13	2	0	1	1	0	1	2	0	0	0	0	0	0	20
245	0	14	1	0	1	0	0	0	3	0	0	0	0	0	0	19
300	0	15	7	0	0	0	0	0	1	0	0	0	0	0	0	23
Hourly Total	**0**	**54**	**11**	**0**	**2**	**1**	**0**	**1**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**77**
315	2	16	2	0	2	1	0	0	1	0	0	0	0	0	0	24
330	0	15	6	0	1	2	0	0	1	0	0	0	0	0	0	25
345	0	20	7	0	2	0	0	0	1	0	0	0	0	0	0	30
400	1	10	5	0	3	1	0	1	2	0	0	0	0	0	0	23
Hourly Total	**3**	**61**	**20**	**0**	**8**	**4**	**0**	**1**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**102**
415	0	18	10	1	1	1	0	0	2	0	0	0	0	0	1	34
430	1	21	7	0	1	1	0	0	6	0	0	0	0	0	0	37
445	1	25	5	0	0	1	0	0	6	0	0	0	0	0	1	39
500	2	14	7	0	1	1	0	0	2	0	0	0	0	0	0	27
Hourly Total	**4**	**78**	**29**	**1**	**3**	**4**	**0**	**0**	**16**	**0**	**0**	**0**	**0**	**0**	**2**	**137**
515	2	21	10	1	1	2	0	0	2	0	0	0	0	0	1	40
530	1	37	7	0	4	2	1	0	3	0	0	0	0	0	3	58
545	1	42	11	0	5	1	0	1	1	0	0	0	0	0	0	62
600	1	70	20	2	1	1	0	1	3	0	0	0	0	0	3	102
Hourly Total	**5**	**170**	**48**	**3**	**11**	**6**	**1**	**2**	**9**	**0**	**0**	**0**	**0**	**0**	**7**	**262**
615	3	87	31	2	4	2	0	1	5	0	0	0	0	0	3	138
630	0	118	39	0	5	3	0	2	5	0	0	0	0	0	4	176
645	0	142	45	3	8	2	0	0	4	0	0	0	0	0	2	206
700	7	199	56	1	11	6	2	3	8	0	0	0	0	0	3	296
Hourly Total	**10**	**546**	**171**	**6**	**28**	**13**	**2**	**6**	**22**	**0**	**0**	**0**	**0**	**0**	**12**	**816**
715	2	248	56	0	9	7	0	6	1	0	0	0	0	0	5	334
730	3	239	54	1	11	6	0	2	6	0	0	0	0	0	6	328
745	5	279	79	0	10	2	0	5	7	0	0	0	0	0	15	402
800	2	269	75	1	21	7	0	2	6	0	0	0	0	0	12	395

Hourly Total	**12**	**1035**	**264**	**2**	**51**	**22**	**0**	**15**	**20**	**0**	**0**	**0**	**0**	**0**	**38**	**1459**
815	4	250	72	1	19	3	0	6	5	1	0	0	0	0	6	367
830	4	261	86	1	13	6	0	4	8	0	0	0	0	0	6	389
845	3	273	76	0	20	3	0	5	7	0	0	0	0	0	5	392
900	0	249	77	1	14	3	0	1	5	0	0	0	0	0	4	354
Hourly Total	**11**	**1033**	**311**	**3**	**66**	**15**	**0**	**16**	**25**	**1**	**0**	**0**	**0**	**0**	**21**	**1502**
915	2	158	77	0	13	2	0	5	3	0	0	0	0	0	5	265
930	2	181	75	4	14	8	0	2	11	0	0	0	0	0	5	302
945	5	219	91	0	14	6	1	7	8	0	0	0	0	0	13	364
1000	3	245	73	0	12	6	0	4	10	0	0	0	0	0	4	357
Hourly Total	**12**	**803**	**316**	**4**	**53**	**22**	**1**	**18**	**32**	**0**	**0**	**0**	**0**	**0**	**27**	**1288**
1015	3	190	102	2	19	5	0	6	12	0	0	0	0	0	4	343
1030	5	178	97	1	13	5	1	0	7	0	0	0	0	0	5	312
1045	2	162	91	3	4	6	0	3	7	1	0	0	0	0	2	281
1100	1	157	71	0	13	2	0	2	5	0	0	0	0	0	3	254
Hourly Total	**11**	**687**	**361**	**6**	**49**	**18**	**1**	**11**	**31**	**1**	**0**	**0**	**0**	**0**	**14**	**1190**
1115	2	136	76	1	11	8	0	5	4	0	0	0	0	0	1	244
1130	0	156	66	2	9	1	0	3	9	1	0	0	0	0	5	252
1145	2	144	80	0	8	4	0	1	4	0	0	0	0	0	4	247
1200	3	150	79	1	7	7	1	2	3	0	0	0	1	0	3	257
Hourly Total	**7**	**586**	**301**	**4**	**35**	**20**	**1**	**11**	**20**	**1**	**0**	**0**	**1**	**0**	**13**	**1000**
1215	1	167	74	3	13	3	0	5	3	1	0	0	0	0	2	272
1230	2	142	64	1	7	6	0	7	5	0	0	0	0	0	2	236
1245	1	151	67	2	10	2	0	2	4	0	0	0	0	0	0	239
1300	5	142	67	0	5	6	0	2	2	0	0	0	0	0	3	232
Hourly Total	**9**	**602**	**272**	**6**	**35**	**17**	**0**	**16**	**14**	**1**	**0**	**0**	**0**	**0**	**7**	**979**
1315	3	187	70	0	10	2	0	8	4	0	0	0	0	0	3	287
1330	1	159	58	0	10	11	0	3	3	1	0	0	0	0	2	248
1345	5	148	69	0	9	4	0	1	4	1	0	0	0	0	3	244
1400	6	145	58	1	11	4	0	3	1	0	0	0	0	0	3	232
Hourly Total	**15**	**639**	**255**	**1**	**40**	**21**	**0**	**15**	**12**	**2**	**0**	**0**	**0**	**0**	**11**	**1011**
1415	1	164	76	1	16	2	0	2	4	0	0	0	0	0	5	271
1430	2	172	71	1	7	3	0	9	2	0	0	0	0	0	1	268
1445	0	207	66	1	13	5	0	4	5	0	0	0	0	0	2	303
1500	4	154	66	3	8	3	0	3	6	0	0	0	0	0	4	251
Hourly Total	**7**	**697**	**279**	**6**	**44**	**13**	**0**	**18**	**17**	**0**	**0**	**0**	**0**	**0**	**12**	**1093**
1515	2	169	61	0	7	4	0	1	5	0	0	0	0	0	4	253
1530	2	175	72	1	5	2	0	3	4	0	0	0	0	0	1	265
1545	4	222	93	0	6	2	0	5	2	0	0	0	0	0	4	338
1600	3	174	82	0	5	2	0	2	4	0	0	0	0	0	2	274
Hourly Total	**11**	**740**	**308**	**1**	**23**	**10**	**0**	**11**	**15**	**0**	**0**	**0**	**0**	**0**	**11**	**1130**
1615	11	259	95	0	11	3	0	4	2	0	0	0	0	0	3	388
1630	6	220	81	0	13	4	0	6	3	0	0	0	0	0	3	336
1645	3	275	87	1	10	0	0	3	3	0	0	0	0	0	3	385
1700	6	268	96	0	11	3	0	1	5	0	0	0	0	0	9	399
Hourly Total	**26**	**1022**	**359**	**1**	**45**	**10**	**0**	**14**	**13**	**0**	**0**	**0**	**0**	**0**	**18**	**1508**
1715	7	366	94	0	6	3	0	2	3	0	0	0	0	0	3	484
1730	7	334	86	0	9	1	0	3	5	0	0	0	0	0	7	452

CLASS COUNT REPORT

Adams Traffic, Inc.

Location: US 301 north of 27th Avenue
City/County: Tampa/Hillsborough
Direction: Southbound
Date/Day: 2/28/2013 Thursday

END TIME	CLASS TYPE															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	50	6	0	0	1	0	0	1	0	0	0	0	0	0	58
30	2	34	5	0	0	1	0	0	2	0	0	0	0	0	0	44
45	0	45	3	0	0	0	0	0	0	0	0	0	0	0	0	48
100	1	22	1	0	0	0	0	0	1	0	0	0	0	0	0	25
Hourly Total	**3**	**151**	**15**	**0**	**0**	**2**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**175**
115	0	25	2	0	0	0	0	0	2	0	0	0	0	0	0	29
130	0	31	4	0	0	0	0	0	0	0	0	0	0	0	0	35
145	0	18	5	0	0	0	0	0	1	0	0	0	0	0	0	24
200	1	24	7	0	1	0	0	0	0	0	0	0	0	0	0	33
Hourly Total	**1**	**98**	**18**	**0**	**1**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**121**
215	1	18	4	0	1	1	0	0	0	0	0	0	0	0	0	25
230	0	18	4	0	1	0	0	0	0	0	0	0	0	0	0	23
245	0	28	6	0	3	0	0	0	0	0	0	0	0	0	0	37
300	1	30	9	0	0	0	0	0	0	0	0	0	0	0	1	41
Hourly Total	**2**	**94**	**23**	**0**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**126**
315	0	14	5	0	0	0	0	0	1	0	0	0	0	0	0	20
330	0	15	6	0	2	0	0	1	0	0	0	0	0	0	0	24
345	1	25	11	0	1	1	0	0	2	0	0	0	0	0	0	41
400	0	21	8	0	1	1	0	0	3	0	0	0	0	0	0	34
Hourly Total	**1**	**75**	**30**	**0**	**4**	**2**	**0**	**1**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**119**
415	1	18	7	0	1	1	0	1	0	0	0	0	0	0	0	29
430	2	27	16	1	0	1	0	0	1	0	0	0	0	0	0	48
445	1	40	14	0	3	1	0	0	0	0	0	0	0	0	0	59
500	3	32	20	1	1	1	0	0	1	0	0	0	0	0	0	59
Hourly Total	**7**	**117**	**57**	**2**	**5**	**4**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**195**
515	0	41	24	4	2	2	0	0	3	0	0	0	0	0	0	76
530	2	43	21	1	3	4	0	1	2	0	0	0	0	0	0	77
545	1	78	40	2	2	1	0	0	1	0	0	0	0	0	0	125
600	4	89	44	0	8	3	0	0	2	1	0	0	0	0	1	152
Hourly Total	**7**	**251**	**129**	**7**	**15**	**10**	**0**	**1**	**8**	**1**	**0**	**0**	**0**	**0**	**1**	**430**
615	4	82	45	1	9	3	0	2	3	0	0	0	0	0	0	149
630	1	125	64	0	8	0	0	0	2	0	0	0	0	0	3	203
645	3	182	78	0	12	2	0	5	6	0	0	0	0	0	1	289
700	4	292	110	0	10	2	0	3	3	0	0	0	0	0	1	425
Hourly Total	**12**	**681**	**297**	**1**	**39**	**7**	**0**	**10**	**14**	**0**	**0**	**0**	**0**	**0**	**5**	**1066**
715	1	213	88	0	18	5	0	1	2	0	0	0	0	0	5	333
730	5	239	118	0	18	6	0	1	3	0	0	0	0	0	5	395
745	7	273	93	0	10	3	0	3	6	0	0	0	0	0	6	401
800	4	261	99	0	16	5	0	2	2	0	0	0	0	0	4	393

Hourly Total	**17**	**986**	**398**	**0**	**62**	**19**	**0**	**7**	**13**	**0**	**0**	**0**	**0**	**0**	**20**	**1522**
815	2	210	75	0	12	4	0	3	3	2	0	0	0	0	1	312
830	4	182	75	0	14	5	1	3	4	1	0	0	0	0	1	290
845	8	213	75	0	15	5	0	7	8	1	0	0	0	0	2	334
900	4	176	98	0	7	3	0	1	5	0	0	0	0	0	2	296
Hourly Total	**18**	**781**	**323**	**0**	**48**	**17**	**1**	**14**	**20**	**4**	**0**	**0**	**0**	**0**	**6**	**1232**
915	3	180	87	1	12	2	0	4	7	2	0	0	0	0	2	300
930	5	153	71	1	10	7	0	3	6	2	0	0	0	0	3	261
945	3	135	80	1	9	3	0	1	10	0	0	0	0	0	1	243
1000	2	132	65	0	8	4	0	2	7	0	0	0	0	0	1	221
Hourly Total	**13**	**600**	**303**	**3**	**39**	**16**	**0**	**10**	**30**	**4**	**0**	**0**	**0**	**0**	**7**	**1025**
1015	0	130	55	0	10	5	0	1	9	1	0	0	0	0	0	211
1030	4	110	63	0	6	3	0	3	6	0	0	0	0	0	2	197
1045	1	131	81	0	13	4	0	5	8	0	0	0	0	0	0	243
1100	3	130	71	1	9	6	0	2	12	0	0	0	0	0	0	234
Hourly Total	**8**	**501**	**270**	**1**	**38**	**18**	**0**	**11**	**35**	**1**	**0**	**0**	**0**	**0**	**2**	**885**
1115	3	142	76	0	21	5	0	5	5	0	0	0	0	0	1	258
1130	7	141	80	0	12	9	0	2	3	1	0	0	0	0	2	257
1145	2	147	80	0	11	9	0	2	5	1	0	0	0	0	2	259
1200	1	172	73	1	15	6	0	7	3	0	0	0	0	0	1	279
Hourly Total	**13**	**602**	**309**	**1**	**59**	**29**	**0**	**16**	**16**	**2**	**0**	**0**	**0**	**0**	**6**	**1053**
1215	3	172	85	1	11	2	0	4	4	0	0	0	0	0	2	284
1230	5	183	68	0	11	6	0	2	8	2	0	0	0	0	6	291
1245	3	160	56	0	13	7	0	0	6	0	0	0	0	0	1	246
1300	1	175	79	1	13	7	0	2	2	1	0	0	0	0	1	282
Hourly Total	**12**	**690**	**288**	**2**	**48**	**22**	**0**	**8**	**20**	**3**	**0**	**0**	**0**	**0**	**10**	**1103**
1315	7	174	68	0	12	10	0	2	6	0	0	0	0	0	0	279
1330	2	151	80	2	12	5	1	3	3	1	0	0	0	0	2	262
1345	4	174	72	1	13	9	0	4	2	1	0	0	0	0	2	282
1400	1	180	70	1	8	3	0	5	4	0	0	0	0	0	1	273
Hourly Total	**14**	**679**	**290**	**4**	**45**	**27**	**1**	**14**	**15**	**2**	**0**	**0**	**0**	**0**	**5**	**1096**
1415	4	153	73	0	7	4	0	5	4	0	0	0	0	0	4	254
1430	1	171	67	1	17	5	0	3	8	0	0	0	0	0	0	273
1445	0	173	60	0	20	3	0	4	5	0	0	0	0	0	2	267
1500	4	160	67	0	16	6	0	5	10	0	0	0	0	0	1	269
Hourly Total	**9**	**657**	**267**	**1**	**60**	**18**	**0**	**17**	**27**	**0**	**0**	**0**	**0**	**0**	**7**	**1063**
1515	5	173	90	0	10	4	0	5	7	0	0	0	0	0	3	297
1530	5	199	75	1	10	3	0	0	6	0	0	0	0	0	4	303
1545	4	228	95	0	6	5	0	1	3	0	0	0	0	0	3	345
1600	2	242	82	1	14	2	0	3	5	0	0	0	0	0	1	352
Hourly Total	**16**	**842**	**342**	**2**	**40**	**14**	**0**	**9**	**21**	**0**	**0**	**0**	**0**	**0**	**11**	**1297**
1615	5	232	81	0	16	2	0	3	5	0	0	0	0	0	3	347
1630	5	226	72	0	16	7	0	2	2	0	0	0	0	0	2	332
1645	3	230	85	0	9	2	0	2	3	0	0	0	0	0	2	336
1700	2	278	74	1	4	2	0	1	5	1	0	0	0	0	0	368
Hourly Total	**15**	**966**	**312**	**1**	**45**	**13**	**0**	**8**	**15**	**1**	**0**	**0**	**0**	**0**	**7**	**1383**
1715	5	296	83	0	7	1	0	1	4	0	0	0	0	0	5	402
1730	3	284	68	0	5	0	0	2	3	0	0	0	0	0	3	368

1745	3	336	61	1	8	2	0	2	1	0	0	0	0	0	4	418
1800	6	331	66	0	7	2	0	2	6	0	0	0	0	0	4	424
Hourly Total	**17**	**1247**	**278**	**1**	**27**	**5**	**0**	**7**	**14**	**0**	**0**	**0**	**0**	**0**	**16**	**1612**
1815	1	317	66	0	10	6	0	0	6	0	0	0	0	0	2	408
1830	3	312	55	0	9	3	0	1	1	0	0	0	0	0	5	389
1845	5	256	56	1	8	2	0	4	3	0	0	0	0	0	2	337
1900	2	173	31	0	6	1	0	1	3	0	0	0	0	0	1	218
Hourly Total	**11**	**1058**	**208**	**1**	**33**	**12**	**0**	**6**	**13**	**0**	**0**	**0**	**0**	**0**	**10**	**1352**
1915	1	182	33	0	5	1	0	1	2	0	0	0	0	0	0	225
1930	4	169	33	0	3	0	0	2	2	0	0	0	0	0	1	214
1945	3	151	31	0	4	1	0	2	3	0	0	0	0	0	0	195
2000	0	141	27	0	0	1	0	0	0	0	0	0	0	0	0	169
Hourly Total	**8**	**643**	**124**	**0**	**12**	**3**	**0**	**5**	**7**	**0**	**0**	**0**	**0**	**0**	**1**	**803**
2015	0	115	25	0	0	0	0	0	1	0	0	0	0	0	1	142
2030	0	148	26	0	3	0	0	0	0	0	0	0	0	0	0	177
2045	1	131	24	0	2	0	0	0	6	0	0	0	0	0	1	165
2100	0	122	31	0	1	1	0	3	1	0	0	0	0	0	0	159
Hourly Total	**1**	**516**	**106**	**0**	**6**	**1**	**0**	**3**	**8**	**0**	**0**	**0**	**0**	**0**	**2**	**643**
2115	0	115	23	0	2	0	0	0	3	0	0	0	0	0	1	144
2130	0	141	35	0	2	0	0	0	1	0	0	0	0	0	0	179
2145	2	165	35	0	1	0	0	0	3	0	0	0	0	0	0	206
2200	0	119	26	0	1	0	0	0	0	0	0	0	0	0	0	146
Hourly Total	**2**	**540**	**119**	**0**	**6**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**1**	**675**
2215	1	112	17	0	0	1	0	1	1	0	0	0	0	0	1	134
2230	1	113	22	0	0	2	0	0	1	0	0	0	0	0	0	139
2245	0	101	32	0	0	0	0	0	1	0	0	0	0	0	0	134
2300	0	93	11	1	2	0	0	0	2	0	0	0	0	0	0	109
Hourly Total	**2**	**419**	**82**	**1**	**2**	**3**	**0**	**1**	**5**	**0**	**0**	**0**	**0**	**0**	**1**	**516**
2315	0	85	27	0	2	0	0	0	1	0	0	0	0	0	0	115
2330	1	89	12	0	0	0	0	0	0	0	0	0	0	0	0	102
2345	0	79	25	0	0	1	0	1	5	0	0	0	0	0	0	111
2400	0	50	11	0	1	0	0	0	2	0	0	0	0	0	0	64
Hourly Total	**1**	**303**	**75**	**0**	**3**	**1**	**0**	**1**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**392**
DAILY TOTAL	**210**	**13497**	**4663**	**28**	**642**	**244**	**2**	**150**	**311**	**18**	**0**	**0**	**0**	**0**	**119**	**19884**
Percentages	**1.06%**	**67.88%**	**23.45%**	**0.14%**	**3.23%**	**1.23%**	**0.01%**	**0.75%**	**1.56%**	**0.09%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.60%**	
AM Peak																
6:45-7:45	17	1017	409	0	56	16	0	8	14	0	0	0	0	0	17	1554
% Daily Class	8.10%	7.54%	8.77%	0.00%	8.72%	6.56%	0.00%	5.33%	4.50%	0.00%	0.00%	0.00%	0.00%	0.00%	14.29%	7.82%
PM Peak																
17:30-18:30	13	1296	248	1	34	13	0	5	14	0	0	0	0	0	15	1639
% Daily Class	6.19%	9.60%	5.32%	3.57%	5.30%	5.33%	0.00%	3.33%	4.50%	0.00%	0.00%	0.00%	0.00%	0.00%	12.61%	8.24%

CLASS COUNT REPORT

Adams Traffic, Inc.

Location: US 301 south of Oak Fair Boulevard
City/County: Tampa/Hillsborough
Direction: Northbound
Date/Day: 2/26/2013 Tuesday

END TIME	CLASS TYPE															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	31	2	0	0	0	0	1	0	0	0	0	0	0	0	34
30	1	16	2	1	0	1	0	0	0	0	1	0	0	0	0	22
45	0	13	7	0	0	0	0	0	1	0	0	0	0	0	0	21
100	1	15	2	0	2	1	0	0	0	0	0	0	0	0	0	21
Hourly Total	**2**	**75**	**13**	**1**	**2**	**2**	**0**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**98**
115	2	8	3	0	0	1	0	0	2	0	0	2	0	0	0	18
130	1	4	2	0	0	0	0	0	1	0	0	0	0	0	1	9
145	0	6	4	0	2	0	0	0	0	0	0	0	0	0	0	12
200	0	8	2	0	0	0	0	2	2	0	0	0	0	0	0	14
Hourly Total	**3**	**26**	**11**	**0**	**2**	**1**	**0**	**2**	**5**	**0**	**0**	**2**	**0**	**0**	**1**	**53**
215	1	5	4	0	1	0	0	0	3	0	0	0	0	0	0	14
230	0	11	2	0	0	1	0	0	1	0	0	0	0	0	1	16
245	0	11	3	0	0	0	0	0	0	0	0	0	0	0	0	14
300	1	9	0	0	0	1	0	0	2	0	0	0	0	0	0	13
Hourly Total	**2**	**36**	**9**	**0**	**1**	**2**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**1**	**57**
315	0	14	5	0	0	0	0	0	0	0	0	0	0	0	0	19
330	0	7	4	0	3	1	0	0	2	0	0	0	0	0	1	18
345	1	9	4	0	0	0	0	0	3	0	0	0	0	0	0	17
400	1	13	7	0	1	1	0	0	0	0	0	0	0	0	0	23
Hourly Total	**2**	**43**	**20**	**0**	**4**	**2**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**1**	**77**
415	1	6	3	0	1	2	0	0	2	0	0	0	0	0	0	15
430	0	13	7	0	2	1	0	0	8	0	0	0	0	0	0	31
445	1	21	0	0	0	2	0	0	1	0	0	0	0	0	0	25
500	1	13	4	0	0	3	0	1	2	0	0	0	0	0	0	24
Hourly Total	**3**	**53**	**14**	**0**	**3**	**8**	**0**	**1**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**95**
515	3	17	7	1	1	3	0	0	5	0	0	0	0	0	0	37
530	1	20	8	0	0	3	0	0	2	0	0	0	0	0	0	34
545	0	36	17	0	2	0	0	2	0	0	0	0	0	0	0	57
600	1	54	24	2	3	1	0	2	3	1	0	0	0	0	0	91
Hourly Total	**5**	**127**	**56**	**3**	**6**	**7**	**0**	**4**	**10**	**1**	**0**	**0**	**0**	**0**	**0**	**219**
615	3	48	16	2	3	3	0	1	3	1	0	0	0	0	1	81
630	4	81	30	0	13	4	0	0	3	0	0	0	0	0	1	136
645	1	98	42	2	8	4	0	2	6	0	0	0	0	0	1	164
700	5	153	60	1	1	4	0	0	4	0	0	0	0	0	0	228
Hourly Total	**13**	**380**	**148**	**5**	**25**	**15**	**0**	**3**	**16**	**1**	**0**	**0**	**0**	**0**	**3**	**609**
715	2	158	35	0	5	4	0	4	8	0	0	0	1	0	3	220
730	2	179	67	0	11	3	0	2	6	1	0	0	0	0	3	274
745	3	208	57	1	12	5	0	1	4	0	0	0	0	0	2	293
800	0	190	71	0	14	6	0	3	5	0	0	0	0	0	2	291

Hourly Total	**7**	**735**	**230**	**1**	**42**	**18**	**0**	**10**	**23**	**1**	**0**	**0**	**1**	**0**	**10**	**1078**
815	4	168	56	0	18	9	0	1	9	0	0	0	0	0	6	271
830	6	164	58	1	13	4	0	3	8	0	0	0	0	0	0	257
845	2	145	69	1	14	7	0	2	3	0	0	0	0	0	1	244
900	3	113	53	0	11	2	0	2	7	0	0	0	0	0	0	191
Hourly Total	**15**	**590**	**236**	**2**	**56**	**22**	**0**	**8**	**27**	**0**	**0**	**0**	**0**	**0**	**7**	**963**
915	1	99	39	0	16	8	0	1	5	0	0	0	1	0	5	175
930	1	86	62	1	8	7	0	3	7	0	0	0	0	0	4	179
945	1	88	56	0	10	4	1	5	6	0	0	0	0	0	1	172
1000	5	85	55	0	13	8	0	4	1	0	0	0	0	0	1	172
Hourly Total	**8**	**358**	**212**	**1**	**47**	**27**	**1**	**13**	**19**	**0**	**0**	**0**	**1**	**0**	**11**	**698**
1015	0	66	48	0	7	9	0	1	4	0	0	0	0	0	2	137
1030	2	97	53	0	16	6	1	1	16	0	0	0	0	0	0	192
1045	3	84	55	0	8	7	0	0	1	0	0	0	0	0	1	159
1100	1	105	56	0	13	7	0	2	4	1	0	0	0	0	0	189
Hourly Total	**6**	**352**	**212**	**0**	**44**	**29**	**1**	**4**	**25**	**1**	**0**	**0**	**0**	**0**	**3**	**677**
1115	3	85	52	1	7	5	0	0	5	0	0	0	0	0	0	158
1130	4	105	57	0	11	3	0	3	6	0	0	0	0	0	2	191
1145	1	110	56	1	8	5	0	3	8	0	0	0	0	0	2	194
1200	1	124	76	1	12	4	0	1	7	0	0	0	0	0	0	226
Hourly Total	**9**	**424**	**241**	**3**	**38**	**17**	**0**	**7**	**26**	**0**	**0**	**0**	**0**	**0**	**4**	**769**
1215	6	108	51	0	11	8	0	1	6	0	0	0	0	0	0	191
1230	2	104	77	0	11	4	0	5	8	0	0	0	0	0	0	211
1245	2	110	49	0	11	4	0	0	2	1	0	0	0	0	0	179
1300	2	122	50	1	10	6	1	4	5	1	0	0	0	0	1	203
Hourly Total	**12**	**444**	**227**	**1**	**43**	**22**	**1**	**10**	**21**	**2**	**0**	**0**	**0**	**0**	**1**	**784**
1315	3	128	56	1	10	4	1	2	3	0	0	0	0	0	0	208
1330	0	112	67	0	11	5	0	4	3	0	0	0	0	0	0	202
1345	1	128	58	1	18	3	0	2	7	0	0	0	0	0	0	218
1400	1	124	63	3	19	3	0	2	6	0	0	0	0	0	1	222
Hourly Total	**5**	**492**	**244**	**5**	**58**	**15**	**1**	**10**	**19**	**0**	**0**	**0**	**0**	**0**	**1**	**850**
1415	1	129	66	1	6	3	1	1	4	0	0	0	0	0	1	213
1430	1	122	75	1	10	1	0	0	4	0	0	0	0	0	3	217
1445	2	145	54	1	11	9	0	1	8	0	0	0	0	0	2	233
1500	1	126	68	1	3	6	0	1	4	0	0	0	0	0	0	210
Hourly Total	**5**	**522**	**263**	**4**	**30**	**19**	**1**	**3**	**20**	**0**	**0**	**0**	**0**	**0**	**6**	**873**
1515	2	145	75	0	11	2	0	2	4	1	0	0	0	0	3	245
1530	8	136	68	0	11	7	0	1	5	0	0	0	0	0	5	241
1545	5	195	74	1	12	4	0	4	3	0	0	0	0	0	2	300
1600	0	195	66	1	12	2	0	3	5	0	0	0	0	0	3	287
Hourly Total	**15**	**671**	**283**	**2**	**46**	**15**	**0**	**10**	**17**	**1**	**0**	**0**	**0**	**0**	**13**	**1073**
1615	3	242	89	1	12	2	1	1	3	0	0	0	0	0	1	355
1630	7	172	79	0	5	6	0	4	6	0	0	0	0	0	1	280
1645	2	248	102	0	9	3	0	2	4	0	0	0	0	0	5	375
1700	5	263	113	0	12	1	0	2	6	0	0	0	0	0	5	407
Hourly Total	**17**	**925**	**383**	**1**	**38**	**12**	**1**	**9**	**19**	**0**	**0**	**0**	**0**	**0**	**12**	**1417**
1715	4	367	90	1	5	1	0	2	1	0	0	0	0	0	7	478
1730	6	392	81	0	11	1	0	1	5	0	0	0	0	0	0	497

1745	4	319	90	0	6	1	0	1	4	0	0	0	0	0	2	427
1800	6	288	86	0	6	0	0	2	2	0	0	0	0	0	4	394
Hourly Total	**20**	**1366**	**347**	**1**	**28**	**3**	**0**	**6**	**12**	**0**	**0**	**0**	**0**	**0**	**13**	**1796**
1815	3	270	51	0	5	4	0	2	1	0	0	0	0	0	2	338
1830	1	223	50	1	5	1	0	2	3	0	0	0	0	0	2	288
1845	2	161	40	1	4	4	0	2	2	0	0	0	0	0	0	216
1900	2	124	43	1	7	1	0	1	1	0	0	0	0	0	2	182
Hourly Total	**8**	**778**	**184**	**3**	**21**	**10**	**0**	**7**	**7**	**0**	**0**	**0**	**0**	**0**	**6**	**1024**
1915	3	119	36	0	3	1	0	0	2	0	1	0	0	0	1	166
1930	2	87	20	0	3	1	0	0	0	0	1	0	0	0	1	115
1945	3	82	27	0	5	0	0	2	2	0	0	0	0	0	0	121
2000	0	62	20	0	4	1	0	0	0	0	0	0	0	0	0	87
Hourly Total	**8**	**350**	**103**	**0**	**15**	**3**	**0**	**2**	**4**	**0**	**2**	**0**	**0**	**0**	**2**	**489**
2015	1	99	15	0	3	1	0	0	1	0	0	0	0	0	0	120
2030	0	71	18	0	3	2	0	2	1	0	0	0	0	0	0	97
2045	0	67	11	0	3	0	0	0	0	0	0	0	0	0	1	82
2100	3	80	12	0	1	0	0	0	1	0	0	0	0	0	0	97
Hourly Total	**4**	**317**	**56**	**0**	**10**	**3**	**0**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**396**
2115	0	64	20	0	1	0	0	0	0	0	2	0	0	0	0	87
2130	0	82	16	0	1	0	0	0	0	0	0	0	0	0	0	99
2145	1	48	20	0	0	0	0	0	0	0	0	0	0	0	0	69
2200	1	45	13	0	1	1	0	1	0	0	0	0	0	0	0	62
Hourly Total	**2**	**239**	**69**	**0**	**3**	**1**	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**317**
2215	0	45	10	0	2	0	0	0	1	0	0	0	0	0	0	58
2230	1	43	10	0	0	1	0	0	3	0	0	0	0	0	0	58
2245	1	33	16	0	2	1	0	0	0	0	0	0	0	0	0	53
2300	1	41	8	0	0	1	0	0	0	0	1	0	0	0	2	54
Hourly Total	**3**	**162**	**44**	**0**	**4**	**3**	**0**	**0**	**4**	**0**	**1**	**0**	**0**	**0**	**2**	**223**
2315	0	27	6	0	0	0	0	0	1	0	2	0	0	0	0	36
2330	0	24	9	0	2	0	0	0	2	0	0	0	0	0	0	37
2345	1	33	5	0	2	0	0	0	1	0	0	0	0	0	0	42
2400	0	19	1	0	0	0	0	0	0	0	0	0	0	0	0	20
Hourly Total	**1**	**103**	**21**	**0**	**4**	**0**	**0**	**0**	**4**	**0**	**2**	**0**	**0**	**0**	**0**	**135**
DAILY TOTAL	**175**	**9568**	**3626**	**33**	**570**	**256**	**6**	**113**	**306**	**7**	**8**	**2**	**2**	**0**	**98**	**14770**
Percentages	**1.18%**	**64.78%**	**24.55%**	**0.22%**	**3.86%**	**1.73%**	**0.04%**	**0.77%**	**2.07%**	**0.05%**	**0.05%**	**0.01%**	**0.01%**	**0.00%**	**0.66%**	
AM Peak																
7:15-8:15	9	745	251	1	55	23	0	7	24	1	0	0	0	0	13	1129
% Daily Class	5.14%	7.79%	6.92%	3.03%	9.65%	8.98%	0.00%	6.19%	7.84%	14.29%	0.00%	0.00%	0.00%	0.00%	13.27%	7.64%
PM Peak																
16:45-17:45	19	1341	374	1	34	4	0	6	16	0	0	0	0	0	14	1809
% Daily Class	10.86%	14.02%	10.31%	3.03%	5.96%	1.56%	0.00%	5.31%	5.23%	0.00%	0.00%	0.00%	0.00%	0.00%	14.29%	12.25%

CLASS COUNT REPORT

Adams Traffic, Inc.

Location: US 301 south of Oak Fair Boulevard
City/County: Tampa/Hillsborough
Direction: Southbound
Date/Day: 2/26/2013 Tuesday

END TIME	CLASS TYPE															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	23	4	0	2	1	0	0	1	0	0	0	0	0	0	31
30	2	23	6	0	0	1	0	0	1	0	0	0	0	0	0	33
45	0	12	3	0	0	0	0	0	1	0	0	0	0	0	1	17
100	0	16	3	0	0	0	0	0	0	0	0	0	0	0	0	19
Hourly Total	**2**	**74**	**16**	**0**	**2**	**2**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**100**
115	1	20	4	0	1	0	0	1	0	0	0	0	0	0	0	27
130	0	16	3	1	1	0	0	1	0	0	0	0	0	0	0	22
145	0	14	6	0	5	1	0	0	3	0	0	0	0	0	1	30
200	0	10	1	0	0	0	0	1	1	0	0	0	0	0	0	13
Hourly Total	**1**	**60**	**14**	**1**	**7**	**1**	**0**	**3**	**4**	**0**	**0**	**0**	**0**	**0**	**1**	**92**
215	0	12	2	0	0	0	0	1	1	0	0	0	0	0	0	16
230	0	13	6	0	0	0	0	0	2	0	0	0	0	0	0	21
245	1	16	2	0	0	0	0	0	0	0	0	0	0	0	0	19
300	0	13	10	0	0	0	0	0	0	0	0	0	0	0	0	23
Hourly Total	**1**	**54**	**20**	**0**	**0**	**0**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**79**
315	0	13	3	0	1	1	0	0	1	0	0	0	0	0	0	19
330	0	9	1	0	0	1	0	0	1	0	0	0	0	0	0	12
345	0	14	5	0	2	1	0	0	1	0	0	0	0	0	0	23
400	0	11	6	0	0	0	0	0	0	0	1	0	0	0	0	18
Hourly Total	**0**	**47**	**15**	**0**	**3**	**3**	**0**	**0**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**72**
415	0	15	8	0	0	0	0	0	0	0	0	0	0	0	0	23
430	1	18	8	1	0	1	0	0	1	0	0	0	0	0	0	30
445	2	33	8	0	3	2	0	0	0	0	0	1	0	0	0	49
500	0	23	13	2	0	0	0	0	0	0	0	0	0	0	0	38
Hourly Total	**3**	**89**	**37**	**3**	**3**	**3**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**140**
515	1	20	12	3	3	2	0	1	1	0	1	0	0	0	0	44
530	1	35	7	1	3	2	0	1	3	0	0	0	0	0	0	53
545	0	45	18	1	2	1	0	0	2	0	0	0	0	0	0	69
600	4	65	29	1	6	2	0	0	5	0	0	0	0	0	0	112
Hourly Total	**6**	**165**	**66**	**6**	**14**	**7**	**0**	**2**	**11**	**0**	**1**	**0**	**0**	**0**	**0**	**278**
615	0	68	33	0	9	2	0	0	1	1	0	0	0	0	0	114
630	1	115	52	0	7	3	0	2	4	0	0	0	0	0	3	187
645	0	182	84	1	12	1	0	3	3	0	0	0	0	0	1	287
700	2	212	97	0	7	5	0	7	7	0	0	0	0	0	4	341
Hourly Total	**3**	**577**	**266**	**1**	**35**	**11**	**0**	**12**	**15**	**1**	**0**	**0**	**0**	**0**	**8**	**929**
715	5	219	76	1	15	5	1	3	3	0	0	0	0	0	1	329
730	2	249	75	0	15	4	1	5	1	1	0	0	0	0	1	354
745	4	258	78	1	10	5	1	3	3	0	0	0	0	0	6	369
800	2	279	82	0	17	3	0	4	5	0	0	0	0	0	3	395

Hourly Total	**13**	**1005**	**311**	**2**	**57**	**17**	**3**	**15**	**12**	**1**	**0**	**0**	**0**	**0**	**11**	**1447**
815	2	258	73	1	16	4	0	5	4	0	0	0	0	0	1	364
830	2	221	70	0	13	4	0	3	4	0	1	0	0	0	2	320
845	3	198	80	1	10	8	0	7	3	0	0	0	0	0	2	312
900	1	174	76	0	12	3	0	6	7	0	0	0	0	0	3	282
Hourly Total	**8**	**851**	**299**	**2**	**51**	**19**	**0**	**21**	**18**	**0**	**1**	**0**	**0**	**0**	**8**	**1278**
915	0	157	65	1	18	1	1	4	5	0	0	0	0	0	3	255
930	3	123	68	1	14	4	0	2	9	0	0	0	0	0	3	227
945	3	132	54	1	24	7	2	4	6	0	0	0	0	0	0	233
1000	1	110	62	0	6	3	0	1	5	2	0	0	1	0	2	193
Hourly Total	**7**	**522**	**249**	**3**	**62**	**15**	**3**	**11**	**25**	**2**	**0**	**0**	**1**	**0**	**8**	**908**
1015	2	72	52	0	15	4	0	4	5	6	0	0	0	0	0	160
1030	5	114	41	1	7	4	0	5	12	0	0	0	0	0	0	189
1045	5	98	51	0	9	8	1	1	10	0	0	0	0	0	3	186
1100	0	128	56	0	11	1	0	2	3	1	0	0	0	0	0	202
Hourly Total	**12**	**412**	**200**	**1**	**42**	**17**	**1**	**12**	**30**	**7**	**0**	**0**	**0**	**0**	**3**	**737**
1115	2	97	49	0	9	7	1	5	8	1	0	0	0	0	0	179
1130	3	108	52	0	6	2	0	4	8	0	0	0	0	0	2	185
1145	2	121	69	0	14	5	0	2	5	1	0	0	0	0	0	219
1200	2	130	69	0	11	1	1	5	3	1	0	0	0	0	0	223
Hourly Total	**9**	**456**	**239**	**0**	**40**	**15**	**2**	**16**	**24**	**3**	**0**	**0**	**0**	**0**	**2**	**806**
1215	3	138	53	0	18	3	0	1	12	0	0	0	0	0	0	228
1230	1	126	56	0	4	3	0	1	6	0	0	0	0	0	0	197
1245	4	144	54	0	15	7	0	7	4	0	0	0	0	0	1	236
1300	1	124	57	0	11	4	0	3	4	0	0	0	0	0	0	204
Hourly Total	**9**	**532**	**220**	**0**	**48**	**17**	**0**	**12**	**26**	**0**	**0**	**0**	**0**	**0**	**1**	**865**
1315	1	134	38	1	8	3	0	1	6	0	0	0	0	0	1	193
1330	1	119	56	0	6	6	2	2	3	0	0	0	0	0	0	195
1345	1	143	63	0	15	1	0	4	6	0	0	0	0	0	1	234
1400	2	155	56	4	7	8	0	4	6	0	0	0	0	0	1	243
Hourly Total	**5**	**551**	**213**	**5**	**36**	**18**	**2**	**11**	**21**	**0**	**0**	**0**	**0**	**0**	**3**	**865**
1415	3	140	60	1	14	4	1	2	5	1	0	0	0	0	0	231
1430	5	143	38	1	9	9	0	3	8	0	0	0	0	0	4	220
1445	1	161	51	0	12	1	0	3	3	0	0	0	0	0	1	233
1500	1	139	52	0	17	8	0	2	4	0	0	0	0	0	1	224
Hourly Total	**10**	**583**	**201**	**2**	**52**	**22**	**1**	**10**	**20**	**1**	**0**	**0**	**0**	**0**	**6**	**908**
1515	4	131	60	0	14	4	0	4	6	0	1	0	0	0	0	224
1530	1	195	57	1	4	5	0	2	7	0	0	0	0	0	2	274
1545	2	186	80	2	16	3	0	2	4	0	0	0	0	0	2	297
1600	2	151	50	0	4	4	0	3	6	0	0	0	0	0	1	221
Hourly Total	**9**	**663**	**247**	**3**	**38**	**16**	**0**	**11**	**23**	**0**	**1**	**0**	**0**	**0**	**5**	**1016**
1615	2	175	64	0	6	4	0	0	5	0	0	0	0	0	0	256
1630	3	187	70	1	11	5	1	0	3	0	0	0	0	0	1	282
1645	3	187	53	1	6	5	0	2	6	0	0	0	0	0	1	264
1700	3	237	64	1	5	1	0	3	2	0	0	0	0	0	1	317
Hourly Total	**11**	**786**	**251**	**3**	**28**	**15**	**1**	**5**	**16**	**0**	**0**	**0**	**0**	**0**	**3**	**1119**
1715	1	263	68	0	10	0	0	2	1	0	0	0	0	0	1	346
1730	3	263	53	1	4	3	0	0	3	0	0	0	0	0	0	330

1745	2	251	63	0	2	0	0	1	4	0	0	0	0	0	0	323
1800	3	221	36	1	5	3	0	0	1	0	0	0	0	0	0	270
Hourly Total	**9**	**998**	**220**	**2**	**21**	**6**	**0**	**3**	**9**	**0**	**0**	**0**	**0**	**0**	**1**	**1269**
1815	2	199	29	0	3	1	0	2	2	0	0	0	0	0	2	240
1830	1	197	34	0	5	4	0	1	2	0	0	0	0	0	1	245
1845	1	158	34	0	7	1	0	5	0	0	0	0	0	0	0	206
1900	1	139	21	0	1	0	0	2	1	0	0	0	0	0	0	165
Hourly Total	**5**	**693**	**118**	**0**	**16**	**6**	**0**	**10**	**5**	**0**	**0**	**0**	**0**	**0**	**3**	**856**
1915	0	107	15	1	4	0	0	0	3	0	0	0	0	0	1	131
1930	2	91	23	0	2	2	0	1	1	0	0	0	0	0	0	122
1945	0	98	23	1	3	0	0	0	2	0	0	0	0	0	0	127
2000	3	87	17	0	1	3	0	0	2	0	0	0	0	0	0	113
Hourly Total	**5**	**383**	**78**	**2**	**10**	**5**	**0**	**1**	**8**	**0**	**0**	**0**	**0**	**0**	**1**	**493**
2015	0	97	19	0	0	1	0	0	1	0	0	0	0	0	0	118
2030	0	75	22	0	1	0	0	0	2	0	0	0	0	0	0	100
2045	0	68	13	0	1	1	0	0	0	0	0	0	0	0	0	83
2100	1	77	19	0	1	0	0	0	1	0	0	0	0	0	0	99
Hourly Total	**1**	**317**	**73**	**0**	**3**	**2**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**400**
2115	0	71	11	0	0	1	0	0	3	0	0	0	0	0	0	86
2130	0	72	8	0	3	0	0	0	0	0	0	0	0	0	0	83
2145	1	68	9	0	2	0	0	0	2	0	0	0	0	0	0	82
2200	1	58	14	0	0	0	0	0	0	0	0	0	0	0	0	73
Hourly Total	**2**	**269**	**42**	**0**	**5**	**1**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**324**
2215	2	40	9	0	0	0	0	0	0	0	0	0	0	0	0	51
2230	0	39	9	0	2	0	0	0	2	0	0	0	0	0	0	52
2245	2	48	11	0	6	0	0	0	1	0	0	0	0	0	0	68
2300	3	65	9	0	0	1	0	0	2	0	0	0	0	0	1	81
Hourly Total	**7**	**192**	**38**	**0**	**8**	**1**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**1**	**252**
2315	1	32	8	0	0	0	0	1	2	0	0	0	0	0	0	44
2330	2	37	9	0	0	2	0	0	0	0	0	0	0	0	0	50
2345	1	29	8	0	1	0	0	0	2	0	0	0	0	0	0	41
2400	0	19	3	0	1	0	0	0	0	0	0	0	0	0	0	23
Hourly Total	**4**	**117**	**28**	**0**	**2**	**2**	**0**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**158**
DAILY TOTAL	**142**	**10396**	**3461**	**36**	**583**	**221**	**13**	**157**	**295**	**15**	**4**	**1**	**1**	**0**	**66**	**15391**
Percentages	**0.92%**	**67.55%**	**22.49%**	**0.23%**	**3.79%**	**1.44%**	**0.08%**	**1.02%**	**1.92%**	**0.10%**	**0.03%**	**0.01%**	**0.01%**	**0.00%**	**0.43%**	
AM Peak																
7:15-8:15	10	1044	308	2	58	16	2	17	13	1	0	0	0	0	11	1482
% Daily Class	7.04%	10.04%	8.90%	5.56%	9.95%	7.24%	15.38%	10.83%	4.41%	6.67%	0.00%	0.00%	0.00%	0.00%	16.67%	9.63%
PM Peak																
16:45-17:45	9	1014	248	2	21	4	0	6	10	0	0	0	0	0	2	1316
% Daily Class	6.34%	9.75%	7.17%	5.56%	3.60%	1.81%	0.00%	3.82%	3.39%	0.00%	0.00%	0.00%	0.00%	0.00%	3.03%	8.55%

CLASS COUNT REPORT

Adams Traffic, Inc.

Location: US 301 south of Oak Fair Boulevard
City/County: Tampa/Hillsborough
Direction: Northbound
Date/Day: 2/27/2013 Wednesday

END TIME	CLASS TYPE															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	1	20	2	0	0	1	0	0	1	0	0	0	0	0	0	25
30	2	13	2	0	0	1	0	0	0	0	1	0	0	0	0	19
45	0	15	4	0	0	0	0	0	0	0	0	0	0	0	0	19
100	1	9	5	0	1	1	0	0	1	0	0	1	0	0	0	19
Hourly Total	**4**	**57**	**13**	**0**	**1**	**3**	**0**	**0**	**2**	**0**	**1**	**1**	**0**	**0**	**0**	**82**
115	1	10	5	0	0	1	0	0	1	0	0	0	0	0	0	18
130	0	6	5	0	1	1	0	0	0	0	0	0	0	0	0	13
145	0	5	4	0	1	1	0	0	2	0	0	0	0	0	0	13
200	1	8	3	0	0	0	0	0	4	0	0	0	0	0	0	16
Hourly Total	**2**	**29**	**17**	**0**	**2**	**3**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**60**
215	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
230	1	7	5	0	1	1	0	0	1	0	0	0	0	0	0	16
245	1	9	2	0	0	0	0	0	0	0	0	1	0	0	0	13
300	0	4	2	0	1	0	0	0	2	0	0	0	0	0	0	9
Hourly Total	**2**	**25**	**11**	**0**	**2**	**1**	**0**	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**45**
315	0	11	3	0	1	0	0	0	2	0	0	0	0	0	0	17
330	0	11	6	0	0	0	0	0	2	0	0	0	0	0	1	20
345	0	13	4	0	1	0	0	0	0	0	0	0	0	0	0	18
400	0	8	4	0	0	0	0	0	3	0	0	0	0	0	0	15
Hourly Total	**0**	**43**	**17**	**0**	**2**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**1**	**70**
415	3	13	7	0	1	4	0	0	1	0	0	0	0	0	0	29
430	1	13	11	0	0	2	0	0	2	0	0	0	0	0	0	29
445	0	17	4	0	0	1	0	0	3	0	0	0	0	0	0	25
500	1	11	8	1	1	1	0	2	4	0	0	0	0	0	0	29
Hourly Total	**5**	**54**	**30**	**1**	**2**	**8**	**0**	**2**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**112**
515	0	13	8	3	0	1	0	0	2	0	0	0	0	0	0	27
530	2	24	11	0	2	2	0	1	1	1	0	0	0	0	0	44
545	2	30	14	0	2	3	0	2	1	0	0	0	0	0	0	54
600	1	53	15	1	5	4	0	1	6	0	0	0	0	0	0	86
Hourly Total	**5**	**120**	**48**	**4**	**9**	**10**	**0**	**4**	**10**	**1**	**0**	**0**	**0**	**0**	**0**	**211**
615	3	54	19	1	3	6	0	0	1	0	0	0	0	0	0	87
630	3	67	35	1	7	5	0	0	10	0	0	0	0	0	2	130
645	2	113	44	0	4	1	0	2	4	0	0	0	0	0	0	170
700	3	114	58	0	8	3	0	1	3	0	0	0	0	0	2	192
Hourly Total	**11**	**348**	**156**	**2**	**22**	**15**	**0**	**3**	**18**	**0**	**0**	**0**	**0**	**0**	**4**	**579**
715	2	189	54	0	12	3	0	3	6	0	0	0	0	0	1	270
730	4	203	61	0	6	2	0	0	8	0	0	0	0	0	0	284
745	6	183	61	0	12	10	0	1	4	1	0	0	0	0	6	284
800	4	217	77	0	13	6	0	0	6	0	0	0	0	0	2	325

Hourly Total	**16**	**792**	**253**	**0**	**43**	**21**	**0**	**4**	**24**	**1**	**0**	**0**	**0**	**0**	**9**	**1163**
815	1	155	72	0	19	5	0	1	8	0	0	0	0	0	4	265
830	6	142	54	1	8	7	0	1	7	0	0	0	0	0	1	227
845	3	156	66	1	15	6	0	7	6	0	0	0	0	0	3	263
900	4	133	56	0	19	6	0	0	5	0	0	0	0	0	2	225
Hourly Total	**14**	**586**	**248**	**2**	**61**	**24**	**0**	**9**	**26**	**0**	**0**	**0**	**0**	**0**	**10**	**980**
915	5	110	69	1	16	7	0	2	5	0	0	0	0	0	2	217
930	5	103	58	0	16	6	0	3	3	0	0	0	0	0	1	195
945	2	96	54	1	7	14	0	3	6	0	0	0	0	0	0	183
1000	4	99	55	0	7	3	1	4	4	0	0	0	0	0	1	178
Hourly Total	**16**	**408**	**236**	**2**	**46**	**30**	**1**	**12**	**18**	**0**	**0**	**0**	**0**	**0**	**4**	**773**
1015	1	83	42	1	7	5	0	3	11	0	0	0	0	0	1	154
1030	0	80	59	0	12	4	0	0	4	0	0	0	0	0	1	160
1045	0	89	50	0	9	6	1	5	3	0	0	0	0	0	2	165
1100	5	95	44	1	8	4	1	4	5	0	0	0	0	0	0	167
Hourly Total	**6**	**347**	**195**	**2**	**36**	**19**	**2**	**12**	**23**	**0**	**0**	**0**	**0**	**0**	**4**	**646**
1115	3	103	66	0	6	8	0	2	6	0	0	0	0	0	1	195
1130	4	79	50	3	4	7	1	4	7	0	0	0	0	0	2	161
1145	3	121	56	0	17	5	0	7	6	0	0	0	0	0	6	221
1200	4	122	60	1	7	4	1	3	6	0	0	0	0	0	1	209
Hourly Total	**14**	**425**	**232**	**4**	**34**	**24**	**2**	**16**	**25**	**0**	**0**	**0**	**0**	**0**	**10**	**786**
1215	4	114	58	1	10	3	0	2	7	4	0	0	0	0	1	204
1230	1	131	70	0	12	4	0	1	4	0	0	0	1	0	2	226
1245	10	112	59	0	9	10	2	3	2	1	0	0	0	0	2	210
1300	4	138	78	0	8	1	0	3	8	0	0	0	0	0	2	242
Hourly Total	**19**	**495**	**265**	**1**	**39**	**18**	**2**	**9**	**21**	**5**	**0**	**0**	**1**	**0**	**7**	**882**
1315	3	157	52	1	15	9	0	1	0	0	0	0	0	0	1	239
1330	3	104	76	1	10	4	2	2	2	0	0	0	0	0	1	205
1345	3	140	59	0	7	2	1	7	3	0	0	0	0	0	1	223
1400	4	114	66	1	8	7	0	1	5	1	0	0	0	0	0	207
Hourly Total	**13**	**515**	**253**	**3**	**40**	**22**	**3**	**11**	**10**	**1**	**0**	**0**	**0**	**0**	**3**	**874**
1415	3	136	54	1	8	5	0	2	4	0	0	0	0	0	0	213
1430	6	139	75	2	11	8	0	2	3	1	0	0	0	0	2	249
1445	5	162	72	1	10	4	0	3	6	0	0	0	0	0	3	266
1500	7	122	67	1	15	4	0	2	5	0	0	0	0	0	0	223
Hourly Total	**21**	**559**	**268**	**5**	**44**	**21**	**0**	**9**	**18**	**1**	**0**	**0**	**0**	**0**	**5**	**951**
1515	4	132	83	1	12	6	0	0	1	0	0	0	0	0	2	241
1530	4	132	73	0	12	3	0	4	4	0	0	0	0	0	1	233
1545	10	199	98	0	12	5	0	5	7	0	0	0	0	0	3	339
1600	5	176	89	2	16	1	1	0	3	2	0	0	0	0	1	296
Hourly Total	**23**	**639**	**343**	**3**	**52**	**15**	**1**	**9**	**15**	**2**	**0**	**0**	**0**	**0**	**7**	**1109**
1615	10	227	90	1	10	6	0	5	3	0	0	0	0	0	1	353
1630	8	166	59	0	10	7	0	3	6	0	0	0	0	0	2	261
1645	8	258	92	1	13	8	1	7	6	0	0	0	0	0	2	396
1700	4	275	96	1	9	3	0	1	1	0	0	0	0	0	1	391
Hourly Total	**30**	**926**	**337**	**3**	**42**	**24**	**1**	**16**	**16**	**0**	**0**	**0**	**0**	**0**	**6**	**1401**
1715	6	358	97	1	20	2	0	4	7	0	0	0	0	0	10	505
1730	9	410	92	1	7	2	0	3	1	0	0	0	0	0	0	525

1745	5	332	98	1	14	2	0	0	3	0	0	0	0	0	2	457
1800	5	296	83	0	3	2	0	0	0	0	0	0	0	0	2	391
Hourly Total	**25**	**1396**	**370**	**3**	**44**	**8**	**0**	**7**	**11**	**0**	**0**	**0**	**0**	**0**	**14**	**1878**
1815	4	307	70	0	7	1	0	0	3	0	0	0	0	0	0	392
1830	4	248	57	0	5	4	0	1	1	0	0	0	0	0	1	321
1845	2	188	34	1	4	0	0	2	0	0	0	0	0	0	0	231
1900	4	139	42	0	4	3	0	0	0	0	1	0	0	0	0	193
Hourly Total	**14**	**882**	**203**	**1**	**20**	**8**	**0**	**3**	**4**	**0**	**1**	**0**	**0**	**0**	**1**	**1137**
1915	1	103	46	0	2	1	0	1	0	0	0	0	0	0	1	155
1930	4	108	29	0	5	3	0	1	1	0	1	0	0	0	1	153
1945	1	100	25	1	7	0	0	7	0	0	0	0	0	0	1	142
2000	3	96	24	0	1	0	0	0	3	0	0	0	0	0	0	127
Hourly Total	**9**	**407**	**124**	**1**	**15**	**4**	**0**	**9**	**4**	**0**	**1**	**0**	**0**	**0**	**3**	**577**
2015	0	68	21	0	2	0	0	0	1	0	0	0	0	0	0	92
2030	0	89	26	0	4	0	0	0	3	0	0	0	0	0	1	123
2045	2	71	19	0	3	0	0	2	3	0	0	0	0	0	0	100
2100	6	76	11	0	3	2	0	0	1	0	0	1	0	0	0	100
Hourly Total	**8**	**304**	**77**	**0**	**12**	**2**	**0**	**2**	**8**	**0**	**0**	**1**	**0**	**0**	**1**	**415**
2115	2	95	19	0	1	1	0	1	1	0	2	0	0	0	0	122
2130	3	79	19	1	2	1	0	1	0	0	0	0	0	0	2	108
2145	1	55	11	0	1	0	0	0	1	0	0	0	0	0	0	69
2200	1	60	19	0	1	0	0	0	0	0	0	0	0	0	0	81
Hourly Total	**7**	**289**	**68**	**1**	**5**	**2**	**0**	**2**	**2**	**0**	**2**	**0**	**0**	**0**	**2**	**380**
2215	0	66	13	0	1	0	0	1	1	0	0	0	0	0	0	82
2230	2	48	6	0	1	2	0	0	0	0	0	0	0	0	0	59
2245	2	37	16	0	2	1	0	0	2	0	0	0	0	0	0	60
2300	1	29	4	0	1	1	0	0	1	0	0	0	0	0	1	38
Hourly Total	**5**	**180**	**39**	**0**	**5**	**4**	**0**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**1**	**239**
2315	1	33	9	0	0	0	0	0	1	0	0	0	0	0	0	44
2330	1	25	7	0	1	1	0	0	2	0	0	0	0	0	0	37
2345	1	32	5	0	1	0	0	0	0	0	0	0	0	0	0	39
2400	0	24	3	0	0	0	0	0	0	0	0	1	0	0	0	28
Hourly Total	**3**	**114**	**24**	**0**	**2**	**1**	**0**	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**148**
DAILY TOTAL	**272**	**9940**	**3827**	**38**	**580**	**287**	**12**	**140**	**289**	**11**	**5**	**4**	**1**	**0**	**92**	**15498**
Percentages	**1.76%**	**64.14%**	**24.69%**	**0.25%**	**3.74%**	**1.85%**	**0.08%**	**0.90%**	**1.86%**	**0.07%**	**0.03%**	**0.03%**	**0.01%**	**0.00%**	**0.59%**	
AM Peak																
7:00-8:00	16	792	253	0	43	21	0	4	24	1	0	0	0	0	9	1163
% Daily Class	5.88%	7.97%	6.61%	0.00%	7.41%	7.32%	0.00%	2.86%	8.30%	9.09%	0.00%	0.00%	0.00%	0.00%	9.78%	7.50%
PM Peak																
16:45-17:45	24	1375	383	4	50	9	0	8	12	0	0	0	0	0	13	1878
% Daily Class	8.82%	13.83%	10.01%	10.53%	8.62%	3.14%	0.00%	5.71%	4.15%	0.00%	0.00%	0.00%	0.00%	0.00%	14.13%	12.12%

CLASS COUNT REPORT

Adams Traffic, Inc.

Location: US 301 south of Oak Fair Boulevard
City/County: Tampa/Hillsborough
Direction: Southbound
Date/Day: 2/27/2013 Wednesday

END TIME	CLASS TYPE															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	1	22	6	0	0	1	0	0	2	0	0	0	0	0	0	32
30	0	19	2	0	0	2	0	0	0	0	0	0	0	0	0	23
45	1	12	2	0	0	1	0	0	1	0	0	0	0	0	0	17
100	0	12	2	0	0	1	0	0	0	0	0	0	0	0	0	15
Hourly Total	**2**	**65**	**12**	**0**	**0**	**5**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**87**
115	0	20	2	0	2	1	0	1	2	0	0	0	0	0	0	28
130	0	10	4	0	0	0	0	0	0	0	0	0	0	0	0	14
145	1	11	2	0	0	2	0	0	0	0	0	0	0	0	0	16
200	0	10	3	0	1	0	0	1	1	0	0	0	0	0	0	16
Hourly Total	**1**	**51**	**11**	**0**	**3**	**3**	**0**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**74**
215	0	12	7	0	0	0	0	1	2	0	0	0	0	0	0	22
230	0	15	4	0	2	0	0	0	2	0	0	0	0	0	0	23
245	0	19	2	0	0	0	0	0	0	0	0	0	0	0	0	21
300	1	12	2	0	0	1	0	0	1	0	0	0	0	0	0	17
Hourly Total	**1**	**58**	**15**	**0**	**2**	**1**	**0**	**1**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**83**
315	0	6	5	0	1	0	0	0	0	0	0	0	0	0	0	12
330	1	12	4	0	1	1	0	0	0	0	0	0	0	0	0	19
345	1	16	10	0	0	0	0	0	4	0	0	0	0	0	0	31
400	0	17	4	0	0	0	0	1	1	0	0	0	0	0	0	23
Hourly Total	**2**	**51**	**23**	**0**	**2**	**1**	**0**	**1**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**85**
415	1	13	4	0	0	2	0	1	0	0	0	1	0	0	0	22
430	1	12	6	1	0	2	0	1	2	0	0	0	0	0	0	25
445	3	33	11	0	1	2	0	1	0	0	0	0	0	0	0	51
500	0	26	14	1	1	0	0	0	0	0	0	0	0	0	0	42
Hourly Total	**5**	**84**	**35**	**2**	**2**	**6**	**0**	**3**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**140**
515	3	20	10	1	4	2	0	0	2	0	1	0	0	0	0	43
530	2	30	12	2	2	2	0	0	0	0	0	0	0	0	0	50
545	1	70	26	2	4	1	0	0	3	0	0	0	0	0	0	107
600	5	64	30	1	4	5	0	1	1	0	0	0	0	0	0	111
Hourly Total	**11**	**184**	**78**	**6**	**14**	**10**	**0**	**1**	**6**	**0**	**1**	**0**	**0**	**0**	**0**	**311**
615	5	78	34	1	8	1	0	0	0	0	0	0	0	0	0	127
630	3	103	55	0	9	3	1	1	3	0	0	0	0	0	0	178
645	5	180	80	2	17	5	0	3	6	0	0	0	0	0	1	299
700	8	213	92	1	10	5	1	2	4	0	0	0	0	0	7	343
Hourly Total	**21**	**574**	**261**	**4**	**44**	**14**	**2**	**6**	**13**	**0**	**0**	**0**	**0**	**0**	**8**	**947**
715	3	242	105	4	12	0	0	0	6	0	0	0	0	0	3	375
730	3	289	100	2	16	5	1	3	6	1	0	0	0	0	17	443
745	9	238	56	6	17	4	2	8	2	2	1	0	1	0	93	439
800	8	199	63	6	14	12	1	11	4	0	0	0	4	0	92	414

Hourly Total	**23**	**968**	**324**	**18**	**59**	**21**	**4**	**22**	**18**	**3**	**1**	**0**	**5**	**0**	**205**	**1671**
815	7	167	54	6	21	14	0	10	6	1	1	0	4	0	100	391
830	12	187	69	8	6	11	0	8	3	0	0	0	8	0	56	368
845	1	264	96	0	22	0	1	9	4	0	0	0	0	0	2	399
900	3	175	68	2	11	7	2	5	6	0	0	0	0	0	0	279
Hourly Total	**23**	**793**	**287**	**16**	**60**	**32**	**3**	**32**	**19**	**1**	**1**	**0**	**12**	**0**	**158**	**1437**
915	3	166	66	0	12	8	1	5	2	1	0	0	0	0	1	265
930	2	144	55	2	9	3	0	3	7	0	0	0	0	0	1	226
945	7	149	46	0	10	8	1	8	10	0	0	0	0	0	0	239
1000	2	127	65	0	14	3	1	1	9	1	0	0	0	0	1	224
Hourly Total	**14**	**586**	**232**	**2**	**45**	**22**	**3**	**17**	**28**	**2**	**0**	**0**	**0**	**0**	**3**	**954**
1015	10	100	58	0	7	9	0	4	6	0	0	0	0	0	1	195
1030	3	109	60	3	6	4	0	7	7	1	0	0	0	0	0	200
1045	5	133	49	1	11	7	0	1	9	1	0	0	0	0	1	218
1100	2	108	48	0	10	1	5	2	5	2	0	0	0	0	1	184
Hourly Total	**20**	**450**	**215**	**4**	**34**	**21**	**5**	**14**	**27**	**4**	**0**	**0**	**0**	**0**	**3**	**797**
1115	7	88	63	1	19	6	1	1	9	2	0	0	0	0	3	200
1130	7	137	65	0	6	2	0	3	4	2	0	0	0	0	1	227
1145	4	136	66	1	9	3	0	5	4	1	0	0	0	0	3	232
1200	5	149	49	2	11	7	0	6	4	0	0	0	0	0	1	234
Hourly Total	**23**	**510**	**243**	**4**	**45**	**18**	**1**	**15**	**21**	**5**	**0**	**0**	**0**	**0**	**8**	**893**
1215	8	139	58	2	8	7	0	5	1	0	0	0	0	0	1	229
1230	4	161	67	1	12	8	1	4	5	1	0	0	0	0	1	265
1245	7	151	61	0	9	8	1	4	10	1	0	0	0	0	0	252
1300	3	162	55	0	8	5	0	1	10	1	0	0	0	0	1	246
Hourly Total	**22**	**613**	**241**	**3**	**37**	**28**	**2**	**14**	**26**	**3**	**0**	**0**	**0**	**0**	**3**	**992**
1315	4	150	61	0	10	3	1	8	7	1	0	0	0	0	0	245
1330	1	126	83	0	13	3	0	3	5	2	0	0	0	0	1	237
1345	1	125	50	0	11	3	0	5	3	2	0	0	0	0	1	201
1400	5	152	68	0	11	10	0	3	6	0	0	0	0	0	0	255
Hourly Total	**11**	**553**	**262**	**0**	**45**	**19**	**1**	**19**	**21**	**5**	**0**	**0**	**0**	**0**	**2**	**938**
1415	7	148	59	1	9	4	1	5	4	0	0	0	0	0	0	238
1430	6	145	58	0	10	3	0	1	5	1	0	0	0	0	0	229
1445	3	128	62	0	10	5	1	0	8	0	0	0	0	0	0	217
1500	1	127	58	1	12	6	1	1	5	3	0	0	0	0	1	216
Hourly Total	**17**	**548**	**237**	**2**	**41**	**18**	**3**	**7**	**22**	**4**	**0**	**0**	**0**	**0**	**1**	**900**
1515	5	177	61	0	10	6	0	6	6	1	1	0	0	0	0	273
1530	1	180	48	0	11	2	0	0	4	1	0	0	0	0	1	248
1545	1	219	68	0	12	2	0	2	6	1	0	0	0	0	0	311
1600	0	190	58	0	11	1	0	1	6	0	0	0	0	0	1	268
Hourly Total	**7**	**766**	**235**	**0**	**44**	**11**	**0**	**9**	**22**	**3**	**1**	**0**	**0**	**0**	**2**	**1100**
1615	7	207	62	0	7	4	0	1	4	0	0	0	0	0	0	292
1630	3	208	53	1	7	4	0	3	3	0	0	0	0	0	2	284
1645	5	231	57	0	13	4	0	3	6	0	0	0	0	0	0	319
1700	2	233	68	0	5	0	0	3	3	0	0	0	0	0	1	315
Hourly Total	**17**	**879**	**240**	**1**	**32**	**12**	**0**	**10**	**16**	**0**	**0**	**0**	**0**	**0**	**3**	**1210**
1715	4	327	66	0	14	1	0	3	6	0	0	0	0	0	4	425
1730	3	299	69	0	4	3	0	2	7	0	0	0	0	0	2	389

CLASS COUNT REPORT

Adams Traffic, Inc.

Location: US 301 south of Oak Fair Boulevard
City/County: Tampa/Hillsborough
Direction: Northbound
Date/Day: 2/28/2013 Thursday

END TIME	CLASS TYPE															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	1	36	6	0	1	0	0	0	0	0	0	0	0	0	0	44
30	0	15	5	0	2	0	0	0	2	0	1	0	0	0	0	25
45	0	14	2	0	1	0	0	0	0	0	0	0	0	0	0	17
100	2	23	10	0	0	1	0	0	0	0	0	0	0	0	1	37
Hourly Total	**3**	**88**	**23**	**0**	**4**	**1**	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**1**	**123**
115	1	11	3	0	0	1	0	0	1	0	0	0	0	0	0	17
130	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
145	0	8	8	0	0	0	0	0	1	0	0	0	0	0	0	17
200	1	14	1	0	0	1	0	0	0	0	0	0	0	0	0	17
Hourly Total	**2**	**36**	**13**	**0**	**0**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**55**
215	0	5	1	0	0	0	0	0	2	0	0	0	0	0	0	8
230	0	9	4	0	0	1	0	0	1	0	0	1	0	0	0	16
245	0	12	1	0	2	0	0	0	3	0	0	0	0	0	0	18
300	0	7	5	0	0	0	0	0	1	0	0	0	0	0	0	13
Hourly Total	**0**	**33**	**11**	**0**	**2**	**1**	**0**	**0**	**7**	**0**	**0**	**1**	**0**	**0**	**0**	**55**
315	3	13	0	0	1	2	0	0	0	0	0	0	0	0	0	19
330	0	7	5	0	0	0	0	0	0	0	0	0	0	0	0	12
345	0	10	9	0	1	0	0	0	1	0	0	0	0	0	0	21
400	2	10	5	0	2	1	0	1	0	0	0	0	0	0	0	21
Hourly Total	**5**	**40**	**19**	**0**	**4**	**3**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**73**
415	0	12	6	0	0	0	0	0	3	0	0	0	0	0	0	21
430	1	12	4	0	0	1	0	0	4	0	0	0	0	0	0	22
445	1	23	4	0	0	2	0	0	6	0	0	0	0	0	0	36
500	1	12	8	0	2	1	0	0	3	0	0	0	0	0	0	27
Hourly Total	**3**	**59**	**22**	**0**	**2**	**4**	**0**	**0**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**106**
515	3	15	14	1	0	1	0	0	3	0	0	0	0	0	0	37
530	2	29	7	0	1	2	1	1	2	0	0	0	0	0	0	45
545	0	30	10	0	4	3	0	1	2	0	0	0	0	0	0	50
600	1	46	20	1	3	2	0	0	3	0	0	0	0	0	0	76
Hourly Total	**6**	**120**	**51**	**2**	**8**	**8**	**1**	**2**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**208**
615	3	60	22	2	4	4	0	0	5	0	0	0	0	0	1	101
630	0	74	28	1	5	4	0	1	5	0	0	0	0	0	1	119
645	1	118	44	1	5	2	0	1	5	0	0	0	0	0	0	177
700	4	133	57	0	7	7	2	2	7	0	0	0	0	0	2	221
Hourly Total	**8**	**385**	**151**	**4**	**21**	**17**	**2**	**4**	**22**	**0**	**0**	**0**	**0**	**0**	**4**	**618**
715	2	213	62	0	11	8	0	3	3	0	0	0	0	0	2	304
730	3	195	38	0	7	2	0	4	5	0	0	0	0	0	0	254
745	7	226	85	0	14	5	0	4	7	0	0	0	0	0	6	354
800	2	211	68	0	11	6	0	1	7	0	0	0	0	0	5	311

Hourly Total	**14**	**845**	**253**	**0**	**43**	**21**	**0**	**12**	**22**	**0**	**0**	**0**	**0**	**0**	**13**	**1223**
815	3	196	64	0	17	3	0	5	4	0	0	0	0	0	1	293
830	4	218	82	1	21	3	0	4	5	1	0	0	0	0	1	340
845	4	183	66	0	13	4	0	6	8	0	0	0	0	0	4	288
900	1	171	61	0	10	4	0	2	5	0	0	0	0	0	1	255
Hourly Total	**12**	**768**	**273**	**1**	**61**	**14**	**0**	**17**	**22**	**1**	**0**	**0**	**0**	**0**	**7**	**1176**
915	2	143	76	0	11	3	0	3	2	0	0	0	0	0	8	248
930	1	130	60	2	16	6	0	3	9	0	0	0	0	0	2	229
945	4	158	68	0	12	6	0	4	5	0	0	0	0	0	2	259
1000	1	189	80	0	11	5	0	2	8	0	0	0	0	0	2	298
Hourly Total	**8**	**620**	**284**	**2**	**50**	**20**	**0**	**12**	**24**	**0**	**0**	**0**	**0**	**0**	**14**	**1034**
1015	3	135	63	4	22	3	0	4	12	0	0	0	0	0	2	248
1030	4	156	78	0	12	3	1	0	7	0	0	0	0	0	1	262
1045	4	139	70	1	6	10	0	2	4	1	0	0	0	0	3	240
1100	2	118	70	4	15	4	0	2	3	0	0	0	0	0	0	218
Hourly Total	**13**	**548**	**281**	**9**	**55**	**20**	**1**	**8**	**26**	**1**	**0**	**0**	**0**	**0**	**6**	**968**
1115	3	115	68	0	12	8	0	2	3	0	0	0	0	0	1	212
1130	1	130	73	0	6	4	0	4	11	1	0	0	0	0	2	232
1145	0	123	60	0	14	1	0	1	3	0	0	0	0	0	0	202
1200	3	125	86	1	5	10	0	0	2	0	0	0	0	0	0	232
Hourly Total	**7**	**493**	**287**	**1**	**37**	**23**	**0**	**7**	**19**	**1**	**0**	**0**	**0**	**0**	**3**	**878**
1215	4	142	68	3	10	4	0	3	3	1	0	0	0	0	2	240
1230	2	118	80	0	8	3	0	4	4	0	0	0	0	0	1	220
1245	2	128	71	3	11	8	0	2	2	0	0	0	0	0	0	227
1300	5	121	75	0	9	4	0	1	3	0	0	0	0	0	2	220
Hourly Total	**13**	**509**	**294**	**6**	**38**	**19**	**0**	**10**	**12**	**1**	**0**	**0**	**0**	**0**	**5**	**907**
1315	1	142	70	1	10	2	0	3	3	0	0	0	0	0	2	234
1330	3	158	63	0	4	7	0	5	3	1	0	0	0	0	0	244
1345	1	136	54	0	14	2	0	1	5	1	0	0	1	0	4	219
1400	3	121	56	0	6	3	0	2	2	0	0	0	0	0	0	193
Hourly Total	**8**	**557**	**243**	**1**	**34**	**14**	**0**	**11**	**13**	**2**	**0**	**0**	**1**	**0**	**6**	**890**
1415	3	135	60	0	13	4	0	1	5	0	0	0	0	0	3	224
1430	0	144	81	1	7	4	0	7	1	1	0	0	0	0	0	246
1445	0	153	60	1	6	6	0	1	9	0	0	0	0	0	3	239
1500	5	126	59	2	12	6	0	0	3	0	0	0	0	0	1	214
Hourly Total	**8**	**558**	**260**	**4**	**38**	**20**	**0**	**9**	**18**	**1**	**0**	**0**	**0**	**0**	**7**	**923**
1515	3	160	74	0	11	3	0	0	5	0	0	0	0	0	1	257
1530	5	145	75	1	10	2	0	4	2	0	0	0	0	0	0	244
1545	3	204	92	0	12	2	0	1	2	0	0	0	0	0	2	318
1600	2	137	68	1	7	4	0	2	6	0	0	0	0	0	3	230
Hourly Total	**13**	**646**	**309**	**2**	**40**	**11**	**0**	**7**	**15**	**0**	**0**	**0**	**0**	**0**	**6**	**1049**
1615	9	225	106	2	12	2	0	2	2	0	0	0	0	0	1	361
1630	6	205	88	0	18	6	0	5	4	0	0	0	0	0	5	337
1645	4	247	73	1	8	1	0	5	2	0	0	0	0	0	0	341
1700	7	322	121	2	9	2	0	6	5	0	0	0	0	0	4	478
Hourly Total	**26**	**999**	**388**	**5**	**47**	**11**	**0**	**18**	**13**	**0**	**0**	**0**	**0**	**0**	**10**	**1517**
1715	7	385	94	0	5	3	0	4	4	0	0	0	0	0	6	508
1730	9	394	113	1	13	3	0	4	4	0	0	0	0	0	2	543

1745	6	343	100	0	11	0	0	4	3	1	0	0	0	0	0	468
1800	5	251	89	0	14	2	0	0	2	0	0	0	0	0	3	366
Hourly Total	**27**	**1373**	**396**	**1**	**43**	**8**	**0**	**12**	**13**	**1**	**0**	**0**	**0**	**0**	**11**	**1885**
1815	9	287	65	1	10	4	0	2	6	0	0	0	0	0	3	387
1830	2	241	77	0	5	2	0	3	4	0	0	0	0	0	1	335
1845	4	166	52	0	5	5	0	0	2	0	0	0	0	0	1	235
1900	1	153	48	0	7	2	0	0	1	0	0	0	0	0	0	212
Hourly Total	**16**	**847**	**242**	**1**	**27**	**13**	**0**	**5**	**13**	**0**	**0**	**0**	**0**	**0**	**5**	**1169**
1915	4	119	27	0	8	3	0	1	0	0	1	0	0	0	1	164
1930	1	108	27	0	4	2	0	2	2	0	0	0	0	0	0	146
1945	3	107	31	0	1	2	0	1	0	0	0	0	0	0	0	145
2000	1	81	25	0	3	2	0	0	1	0	0	0	0	0	0	113
Hourly Total	**9**	**415**	**110**	**0**	**16**	**9**	**0**	**4**	**3**	**0**	**1**	**0**	**0**	**0**	**1**	**568**
2015	1	81	14	0	2	0	0	0	1	0	0	0	0	0	0	99
2030	1	97	23	0	0	0	0	2	4	0	0	0	0	0	0	127
2045	1	86	20	0	0	2	0	0	1	0	0	0	0	0	1	111
2100	4	85	15	0	1	1	0	0	0	0	0	0	0	0	0	106
Hourly Total	**7**	**349**	**72**	**0**	**3**	**3**	**0**	**2**	**6**	**0**	**0**	**0**	**0**	**0**	**1**	**443**
2115	2	79	24	0	3	1	0	2	1	0	1	1	0	0	1	115
2130	0	63	19	0	1	0	0	0	0	0	0	0	0	0	0	83
2145	3	79	19	0	2	1	0	0	0	0	1	0	0	0	0	105
2200	0	59	12	0	1	0	0	0	0	0	0	0	0	0	0	72
Hourly Total	**5**	**280**	**74**	**0**	**7**	**2**	**0**	**2**	**1**	**0**	**2**	**1**	**0**	**0**	**1**	**375**
2215	2	54	15	0	1	1	0	0	1	0	0	0	0	0	0	74
2230	1	45	12	0	0	0	0	1	1	0	0	0	0	0	0	60
2245	2	42	11	0	1	1	0	0	0	0	0	0	0	0	0	57
2300	0	43	18	0	1	0	0	0	1	0	0	0	0	0	0	63
Hourly Total	**5**	**184**	**56**	**0**	**3**	**2**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**254**
2315	1	33	9	0	1	2	0	0	0	0	0	0	0	0	1	47
2330	0	35	8	1	3	0	0	0	1	0	0	0	0	0	0	48
2345	0	33	11	0	1	0	0	0	2	0	0	0	0	0	0	47
2400	0	28	7	0	0	1	0	0	0	0	0	0	0	0	0	36
Hourly Total	**1**	**129**	**35**	**1**	**5**	**3**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**178**
DAILY TOTAL	**219**	**10881**	**4147**	**40**	**588**	**249**	**4**	**144**	**286**	**8**	**4**	**2**	**1**	**0**	**102**	**16675**
Percentages	**1.31%**	**65.25%**	**24.87%**	**0.24%**	**3.53%**	**1.49%**	**0.02%**	**0.86%**	**1.72%**	**0.05%**	**0.02%**	**0.01%**	**0.01%**	**0.00%**	**0.61%**	
AM Peak																
7:30-8:30	16	851	299	1	63	17	0	14	23	1	0	0	0	0	13	1298
% Daily Class	7.31%	7.82%	7.21%	2.50%	10.71%	6.83%	0.00%	9.72%	8.04%	12.50%	0.00%	0.00%	0.00%	0.00%	12.75%	7.78%
PM Peak																
16:45-17:45	29	1444	428	3	38	8	0	18	16	1	0	0	0	0	12	1997
% Daily Class	13.24%	13.27%	10.32%	7.50%	6.46%	3.21%	0.00%	12.50%	5.59%	12.50%	0.00%	0.00%	0.00%	0.00%	11.76%	11.98%

CLASS COUNT REPORT

Adams Traffic, Inc.

Location: US 301 south of Oak Fair Boulevard
City/County: Tampa/Hillsborough
Direction: Southbound
Date/Day: 2/28/2013 Thursday

END TIME	CLASS TYPE															
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	40	4	0	0	0	0	0	1	0	0	0	0	0	0	45
30	2	29	4	0	1	1	0	0	1	0	0	0	0	0	0	38
45	0	30	2	0	0	0	0	0	0	0	0	0	0	0	0	32
100	0	14	1	0	0	0	0	0	1	0	0	0	0	0	0	16
Hourly Total	**2**	**113**	**11**	**0**	**1**	**1**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**131**
115	1	18	3	0	0	1	0	0	1	0	0	0	0	0	0	24
130	0	19	5	0	0	0	0	0	0	0	0	0	0	0	0	24
145	1	14	4	0	0	0	0	0	1	0	0	0	0	0	0	20
200	0	12	6	0	2	0	0	0	0	0	0	0	0	0	0	20
Hourly Total	**2**	**63**	**18**	**0**	**2**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**88**
215	0	5	5	0	1	0	0	0	0	0	0	0	0	0	0	11
230	1	13	1	0	0	0	0	1	0	0	0	0	0	0	0	16
245	0	17	4	0	4	0	0	1	0	0	0	0	0	0	0	26
300	2	18	6	0	0	0	0	0	1	0	0	0	0	0	1	28
Hourly Total	**3**	**53**	**16**	**0**	**5**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**81**
315	0	11	5	0	0	0	0	0	0	0	0	0	0	0	0	16
330	0	13	4	0	2	1	0	0	0	0	0	0	0	0	0	20
345	1	14	4	0	1	1	0	0	1	0	0	0	0	0	0	22
400	0	13	7	0	0	0	0	0	0	0	0	0	0	0	0	20
Hourly Total	**1**	**51**	**20**	**0**	**3**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**78**
415	1	17	2	0	0	1	0	0	0	0	0	0	0	0	0	21
430	1	16	10	1	2	1	0	0	1	0	0	1	0	0	0	33
445	1	29	15	0	3	1	0	0	0	0	0	0	0	0	0	49
500	3	26	12	1	3	1	0	0	1	0	0	0	0	0	0	47
Hourly Total	**6**	**88**	**39**	**2**	**8**	**4**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**150**
515	1	29	16	4	2	0	0	0	3	0	0	0	0	0	0	55
530	2	40	14	1	1	4	0	1	2	0	1	0	0	0	0	66
545	2	68	33	2	2	2	0	0	0	1	0	0	0	0	0	110
600	2	56	30	0	4	4	0	0	1	0	0	0	0	0	0	97
Hourly Total	**7**	**193**	**93**	**7**	**9**	**10**	**0**	**1**	**6**	**1**	**1**	**0**	**0**	**0**	**0**	**328**
615	4	73	32	0	10	1	0	2	3	0	0	0	0	0	1	126
630	2	98	56	0	9	1	0	1	4	0	0	0	0	0	1	172
645	5	157	68	0	13	2	0	6	5	0	0	0	0	0	2	258
700	6	221	88	0	15	2	0	0	1	0	0	0	0	0	2	335
Hourly Total	**17**	**549**	**244**	**0**	**47**	**6**	**0**	**9**	**13**	**0**	**0**	**0**	**0**	**0**	**6**	**891**
715	1	207	95	0	16	1	0	3	2	0	1	0	0	0	1	327
730	5	236	76	1	14	5	0	4	2	0	1	0	0	0	3	347
745	5	299	85	0	10	3	0	3	7	0	0	0	0	0	2	414
800	2	282	95	2	15	3	0	5	3	0	0	0	0	0	5	412

Hourly Total	**13**	**1024**	**351**	**3**	**55**	**12**	**0**	**15**	**14**	**0**	**2**	**0**	**0**	**0**	**11**	**1500**
815	1	234	70	0	17	2	0	5	4	3	0	0	0	0	2	338
830	4	223	62	0	12	4	1	5	1	2	0	0	0	0	1	315
845	4	227	68	0	16	6	0	7	9	0	1	0	0	0	3	341
900	4	189	93	1	5	3	0	4	2	0	0	0	0	0	1	302
Hourly Total	**13**	**873**	**293**	**1**	**50**	**15**	**1**	**21**	**16**	**5**	**1**	**0**	**0**	**0**	**7**	**1296**
915	3	141	74	1	11	2	0	4	6	3	0	0	0	0	5	250
930	5	129	65	0	10	6	0	4	10	1	0	0	0	0	2	232
945	2	150	65	2	9	5	0	5	11	0	0	0	0	0	0	249
1000	3	129	51	0	9	5	0	6	5	0	0	0	0	0	1	209
Hourly Total	**13**	**549**	**255**	**3**	**39**	**18**	**0**	**19**	**32**	**4**	**0**	**0**	**0**	**0**	**8**	**940**
1015	1	107	54	0	11	5	0	0	5	1	0	0	0	0	1	185
1030	4	86	50	0	5	4	0	2	9	0	0	0	0	0	1	161
1045	3	108	54	0	9	1	1	5	8	0	0	0	0	0	0	189
1100	5	113	56	0	12	9	0	5	8	0	0	0	0	0	0	208
Hourly Total	**13**	**414**	**214**	**0**	**37**	**19**	**1**	**12**	**30**	**1**	**0**	**0**	**0**	**0**	**2**	**743**
1115	2	131	78	0	17	3	0	0	2	0	0	0	0	0	3	236
1130	4	128	65	0	8	4	0	7	3	1	0	0	0	0	1	221
1145	1	152	69	0	5	4	0	6	4	1	0	0	0	0	1	243
1200	3	147	59	0	11	3	0	2	2	0	0	0	0	0	0	227
Hourly Total	**10**	**558**	**271**	**0**	**41**	**14**	**0**	**15**	**11**	**2**	**0**	**0**	**0**	**0**	**5**	**927**
1215	6	149	72	1	7	2	0	7	5	0	0	0	0	0	1	250
1230	6	177	57	0	12	4	0	2	7	2	0	0	0	0	2	269
1245	2	139	58	3	10	6	0	1	4	0	0	0	0	0	1	224
1300	2	168	64	0	13	8	0	2	2	1	0	0	0	0	0	260
Hourly Total	**16**	**633**	**251**	**4**	**42**	**20**	**0**	**12**	**18**	**3**	**0**	**0**	**0**	**0**	**4**	**1003**
1315	5	155	66	0	8	7	0	3	6	1	0	0	0	0	0	251
1330	3	124	64	1	16	1	1	3	3	0	0	0	0	0	1	217
1345	2	165	60	0	11	7	0	6	2	1	0	0	0	0	2	256
1400	1	154	63	1	7	3	0	3	4	0	0	0	0	0	1	237
Hourly Total	**11**	**598**	**253**	**2**	**42**	**18**	**1**	**15**	**15**	**2**	**0**	**0**	**0**	**0**	**4**	**961**
1415	4	140	55	0	7	5	0	4	4	0	0	0	0	0	3	222
1430	1	149	47	1	12	6	0	4	6	0	0	0	0	0	0	226
1445	2	141	49	0	19	5	0	1	6	0	0	0	0	0	1	224
1500	3	149	43	0	12	3	0	2	10	0	0	0	0	0	1	223
Hourly Total	**10**	**579**	**194**	**1**	**50**	**19**	**0**	**11**	**26**	**0**	**0**	**0**	**0**	**0**	**5**	**895**
1515	4	163	70	0	10	2	0	5	5	0	0	0	0	0	1	260
1530	7	178	51	1	11	4	0	0	3	0	0	0	0	0	1	256
1545	4	214	73	0	15	5	0	1	3	0	0	0	0	0	1	316
1600	3	179	78	0	12	6	0	4	5	0	0	0	0	0	1	288
Hourly Total	**18**	**734**	**272**	**1**	**48**	**17**	**0**	**10**	**16**	**0**	**0**	**0**	**0**	**0**	**4**	**1120**
1615	3	206	65	0	16	4	0	7	6	0	0	0	0	0	2	309
1630	3	213	63	1	7	6	0	3	2	0	0	0	0	0	1	299
1645	2	211	67	0	4	0	0	3	4	0	0	0	0	0	2	293
1700	6	257	70	0	5	7	0	3	6	1	0	0	0	0	0	355
Hourly Total	**14**	**887**	**265**	**1**	**32**	**17**	**0**	**16**	**18**	**1**	**0**	**0**	**0**	**0**	**5**	**1256**
1715	8	286	77	0	13	1	0	5	2	0	0	0	0	0	1	393
1730	1	278	68	1	8	0	0	1	2	0	0	0	0	0	2	361

1745	2	357	85	0	8	4	0	2	2	0	0	0	0	0	2	462
1800	5	301	72	1	9	2	0	1	4	0	0	0	0	0	5	400
Hourly Total	**16**	**1222**	**302**	**2**	**38**	**7**	**0**	**9**	**10**	**0**	**0**	**0**	**0**	**0**	**10**	**1616**
1815	1	262	57	0	8	6	0	2	8	0	0	0	0	0	2	346
1830	3	287	45	0	7	2	0	4	3	0	0	0	0	0	2	353
1845	5	171	44	0	6	3	0	2	4	0	0	0	0	0	2	237
1900	2	147	34	0	4	1	0	0	3	0	0	0	0	0	0	191
Hourly Total	**11**	**867**	**180**	**0**	**25**	**12**	**0**	**8**	**18**	**0**	**0**	**0**	**0**	**0**	**6**	**1127**
1915	1	140	24	0	3	2	0	3	1	0	0	0	0	0	1	175
1930	1	117	32	0	2	0	0	2	1	0	0	0	0	0	0	155
1945	1	100	18	0	3	1	0	1	1	0	0	0	0	0	1	126
2000	0	114	16	0	1	1	0	1	0	0	0	0	0	0	0	133
Hourly Total	**3**	**471**	**90**	**0**	**9**	**4**	**0**	**7**	**3**	**0**	**0**	**0**	**0**	**0**	**2**	**589**
2015	0	111	19	0	2	0	0	1	2	0	0	0	0	0	0	135
2030	0	130	23	0	2	0	0	0	0	0	0	0	0	0	0	155
2045	2	96	19	0	1	1	0	0	6	0	0	0	0	0	1	126
2100	0	99	23	0	2	1	0	2	0	0	0	0	0	0	0	127
Hourly Total	**2**	**436**	**84**	**0**	**7**	**2**	**0**	**3**	**8**	**0**	**0**	**0**	**0**	**0**	**1**	**543**
2115	0	84	10	0	1	0	0	1	4	0	0	0	0	0	0	100
2130	0	87	33	0	0	0	0	0	2	0	0	0	0	0	0	122
2145	3	107	23	0	1	0	0	0	2	0	0	0	0	0	0	136
2200	1	95	15	0	1	1	0	0	0	0	0	0	0	0	0	113
Hourly Total	**4**	**373**	**81**	**0**	**3**	**1**	**0**	**1**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**471**
2215	1	77	12	0	4	1	0	0	1	0	0	0	0	0	1	97
2230	0	71	20	0	0	1	0	0	2	0	0	0	0	0	0	94
2245	0	81	19	0	0	0	0	0	1	0	0	0	0	0	0	101
2300	1	64	9	1	1	0	0	0	3	0	0	0	0	0	0	79
Hourly Total	**2**	**293**	**60**	**1**	**5**	**2**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**1**	**371**
2315	1	47	14	0	1	0	0	0	0	0	0	0	0	0	0	63
2330	1	64	7	0	2	0	0	0	0	0	0	0	0	0	0	74
2345	0	64	15	0	0	1	0	2	5	0	0	0	0	0	0	87
2400	1	40	9	0	1	0	0	0	3	0	0	1	0	0	0	55
Hourly Total	**3**	**215**	**45**	**0**	**4**	**1**	**0**	**2**	**8**	**0**	**0**	**1**	**0**	**0**	**0**	**279**
DAILY TOTAL	**210**	**11836**	**3902**	**28**	**602**	**222**	**3**	**188**	**286**	**19**	**4**	**2**	**0**	**0**	**82**	**17384**
Percentages	**1.21%**	**68.09%**	**22.45%**	**0.16%**	**3.46%**	**1.28%**	**0.02%**	**1.08%**	**1.65%**	**0.11%**	**0.02%**	**0.01%**	**0.00%**	**0.00%**	**0.47%**	
AM Peak																
7:15-8:15	13	1051	326	3	56	13	0	17	16	3	1	0	0	0	12	1511
% Daily Class	6.19%	8.88%	8.35%	10.71%	9.30%	5.86%	0.00%	9.04%	5.59%	15.79%	25.00%	0.00%	0.00%	0.00%	14.63%	8.69%
PM Peak																
17:00-18:00	16	1222	302	2	38	7	0	9	10	0	0	0	0	0	10	1616
% Daily Class	7.62%	10.32%	7.74%	7.14%	6.31%	3.15%	0.00%	4.79%	3.50%	0.00%	0.00%	0.00%	0.00%	0.00%	12.20%	9.30%

72-Hour Bi-Directional Volume Counts

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

****

Data File : D0305019.PRN
Station : 000003041306
Identification : 000025620005
Start date : Mar 5, 13
Stop date : Mar 5, 13
City/Town : Tampa
Location : US 301 south of SR 60
Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

****

Mar 5 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	40	19	17	25	28	71	175	402	422	333	221	248
30	14	14	18	32	39	94	242	417	379	292	227	241
45	22	18	20	32	58	112	321	440	356	216	235	247
00	17	24	20	32	79	176	453	418	399	230	226	229
Hr Total	93	75	75	121	204	453	1191	1677	1556	1071	909	965

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	241	237	249	206	273	300	270	154	117	118	64	45
30	229	233	249	238	234	280	245	123	87	73	56	38
45	240	275	250	254	280	308	193	124	95	74	56	42
00	276	250	216	270	255	255	184	98	83	55	37	32
Hr Total	986	995	964	968	1042	1143	892	499	382	320	213	157

24 Hour Total : 16951
AM peak hour begins : 06:45 AM peak volume : 1712 Peak hour factor : 0.94
PM peak hour begins : 16:45 PM peak volume : 1143 Peak hour factor : 0.93

****

Mar 5 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	55	35	26	41	40	48	96	195	271	191	235	235
30	33	31	44	40	31	49	106	221	253	229	209	193
45	46	44	37	40	40	74	126	255	255	220	186	281
00	32	38	29	27	43	89	201	221	286	197	229	238
Hr Total	166	148	136	148	154	260	529	892	1065	837	859	947

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	270	245	251	303	396	494	391	289	190	174	108	94
30	241	250	249	335	421	461	356	213	177	138	96	69
45	240	267	280	343	398	454	369	194	162	119	89	69
00	235	260	271	357	389	455	278	191	148	125	89	71
Hr Total	986	1022	1051	1338	1604	1864	1394	887	677	556	382	303

24 Hour Total : 18205
AM peak hour begins : 08:00 AM peak volume : 1065 Peak hour factor : 0.93
PM peak hour begins : 17:00 PM peak volume : 1864 Peak hour factor : 0.94

****

Data File : D0305019.PRN
Station : 000003041306
Identification : 000025620005 Interval : 15 minutes
Start date : Mar 5, 13 Start time : 00:00
Stop date : Mar 5, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : US 301 south of SR 60

Mar 5 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	95	54	43	66	68	119	271	597	693	524	456	483
30	47	45	62	72	70	143	348	638	632	521	436	434
45	68	62	57	72	98	186	447	695	611	436	421	528
00	49	62	49	59	122	265	654	639	685	427	455	467
Hr Total	259	223	211	269	358	713	1720	2569	2621	1908	1768	1912

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	511	482	500	509	669	794	661	443	307	292	172	139
30	470	483	498	573	655	741	601	336	264	211	152	107
45	480	542	530	597	678	762	562	318	257	193	145	111
00	511	510	487	627	644	710	462	289	231	180	126	103
Hr Total	1972	2017	2015	2306	2646	3007	2286	1386	1059	876	595	460

24 Hour Total : 35156
AM peak hour begins : 07:15 AM peak volume : 2665 Peak hour factor : 0.96
PM peak hour begins : 17:00 PM peak volume : 3007 Peak hour factor : 0.95

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0306019.PRN
Station : 000003041306
Identification : 000025620005
Start date : Mar 6, 13
Stop date : Mar 6, 13
City/Town : Tampa
Location : US 301 south of SR 60
Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

Mar 6 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	39	14	13	20	32	62	193	370	362	277	234	218
30	25	10	19	28	48	92	250	368	361	245	250	218
45	19	32	27	21	59	120	340	454	387	237	206	245
00	9	12	28	30	82	162	431	409	336	232	218	224
Hr Total	92	68	87	99	221	436	1214	1601	1446	991	908	905

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	253	241	214	239	272	320	249	162	120	108	81	48
30	261	230	181	250	251	276	225	162	97	94	54	48
45	231	249	247	293	299	313	209	128	80	76	48	37
00	253	244	234	315	272	246	166	92	78	72	54	28
Hr Total	998	964	876	1097	1094	1155	849	544	375	350	237	161

24 Hour Total : 16768
AM peak hour begins : 06:45 AM peak volume : 1623 Peak hour factor : 0.89
PM peak hour begins : 16:45 PM peak volume : 1181 Peak hour factor : 0.92

Mar 6 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	49	40	24	41	32	36	97	221	238	227	177	207
30	53	29	28	24	37	66	128	213	233	230	214	234
45	30	28	38	41	42	73	151	237	233	202	226	192
00	39	34	46	39	43	89	185	260	251	184	213	244
Hr Total	171	131	136	145	154	264	561	931	955	843	830	877

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	247	281	200	264	383	462	465	281	191	166	111	83
30	263	232	276	320	418	471	437	248	188	172	115	60
45	281	250	274	353	379	435	382	173	219	180	105	76
00	202	254	265	341	425	478	388	199	158	146	100	83
Hr Total	993	1017	1015	1278	1605	1846	1672	901	756	664	431	302

24 Hour Total : 18478
AM peak hour begins : 07:30 AM peak volume : 968 Peak hour factor : 0.93
PM peak hour begins : 17:15 PM peak volume : 1849 Peak hour factor : 0.97

Data File : D0306019.PRN
Station : 000003041306
Identification : 000025620005 Interval : 15 minutes
Start date : Mar 6, 13 Start time : 00:00
Stop date : Mar 6, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : US 301 south of SR 60

Mar 6 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	88	54	37	61	64	98	290	591	600	504	411	425
30	78	39	47	52	85	158	378	581	594	475	464	452
45	49	60	65	62	101	193	491	691	620	439	432	437
00	48	46	74	69	125	251	616	669	587	416	431	468
Hr Total	263	199	223	244	375	700	1775	2532	2401	1834	1738	1782

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	500	522	414	503	655	782	714	443	311	274	192	131
30	524	462	457	570	669	747	662	410	285	266	169	108
45	512	499	521	646	678	748	591	301	299	256	153	113
00	455	498	499	656	697	724	554	291	236	218	154	111
Hr Total	1991	1981	1891	2375	2699	3001	2521	1445	1131	1014	668	463

24 Hour Total : 35246
AM peak hour begins : 07:30 AM peak volume : 2554 Peak hour factor : 0.92
PM peak hour begins : 17:00 PM peak volume : 3001 Peak hour factor : 0.96

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0307019.PRN
Station : 000003041306
Identification : 000025620005
Start date : Mar 7, 13
Stop date : Mar 7, 13
City/Town : Tampa
Location : US 301 south of SR 60

Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

Mar 7 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	36	15	25	30	32	78	203	402	369	260	210	266
30	15	20	24	26	43	90	225	397	354	266	180	233
45	19	15	23	31	47	126	331	415	394	202	247	250
00	15	18	26	43	82	144	431	452	314	252	239	247
Hr Total	85	68	98	130	204	438	1190	1666	1431	980	876	996

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	273	243	258	241	291	318	264	193	106	95	73	72
30	254	272	243	232	275	333	251	169	108	90	78	55
45	271	226	232	268	308	320	169	131	84	83	75	46
00	266	226	239	287	270	267	202	134	88	93	53	39
Hr Total	1064	967	972	1028	1144	1238	886	627	386	361	279	212

24 Hour Total : 17326
AM peak hour begins : 07:00 AM peak volume : 1666 Peak hour factor : 0.92
PM peak hour begins : 16:45 PM peak volume : 1241 Peak hour factor : 0.93

Mar 7 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	64	35	33	40	50	51	83	225	245	204	172	228
30	58	43	31	37	27	54	132	186	244	195	223	228
45	45	32	24	38	50	66	145	257	221	208	205	254
00	36	30	37	52	49	83	173	263	278	201	246	272
Hr Total	203	140	125	167	176	254	533	931	988	808	846	982

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	305	250	254	304	382	492	441	274	182	183	116	83
30	311	275	278	335	435	470	388	216	167	153	114	63
45	298	272	302	357	408	457	336	230	170	166	120	68
00	233	277	289	364	425	474	343	245	185	143	95	74
Hr Total	1147	1074	1123	1360	1650	1893	1508	965	704	645	445	288

24 Hour Total : 18955
AM peak hour begins : 11:30 AM peak volume : 1142 Peak hour factor : 0.92
PM peak hour begins : 17:00 PM peak volume : 1893 Peak hour factor : 0.96

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0307019.PRN
Station : 000003041306
Identification : 000025620005
Start date : Mar 7, 13
Stop date : Mar 7, 13
City/Town : Tampa
Location : US 301 south of SR 60
Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

Mar 7 — Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	100	50	58	70	82	129	286	627	614	464	382	494
30	73	63	55	63	70	144	357	583	598	461	403	461
45	64	47	47	69	97	192	476	672	615	410	452	504
00	51	48	63	95	131	227	604	715	592	453	485	519
Hr Total	288	208	223	297	380	692	1723	2597	2419	1788	1722	1978

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	578	493	512	545	673	810	705	467	288	278	189	155
30	565	547	521	567	710	803	639	385	275	243	192	118
45	569	498	534	625	716	777	505	361	254	249	195	114
00	499	503	528	651	695	741	545	379	273	236	148	113
Hr Total	2211	2041	2095	2388	2794	3131	2394	1592	1090	1006	724	500

24 Hour Total : 36281
AM peak hour begins : 07:30 AM peak volume : 2599 Peak hour factor : 0.91
PM peak hour begins : 17:00 PM peak volume : 3131 Peak hour factor : 0.97

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

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Data File : D0305017.PRN
Station : 000003041307
Identification : 000145150009 Interval : 15 minutes
Start date : Mar 5, 13 Start time : 00:00
Stop date : Mar 5, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : SR 60 east of US 301

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Mar 5 Eastbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	53	31	17	40	32	32	81	157	291	296	299	364
30	21	15	25	39	20	36	108	212	256	320	321	347
45	30	17	22	28	32	72	114	250	252	289	334	398
00	23	24	26	26	34	75	148	266	273	328	309	370
Hr Total	127	87	90	133	118	215	451	885	1072	1233	1263	1479

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	377	296	368	390	451	491	419	266	188	144	77	61
30	417	418	303	389	451	506	389	248	161	120	94	77
45	382	355	382	464	478	434	320	192	147	103	92	56
00	338	359	331	417	440	443	335	163	131	115	59	40
Hr Total	1514	1428	1384	1660	1820	1874	1463	869	627	482	322	234

24 Hour Total : 20830
AM peak hour begins : 11:30 AM peak volume : 1562 Peak hour factor : 0.94
PM peak hour begins : 16:30 PM peak volume : 1915 Peak hour factor : 0.95

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Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0305018.PRN
Station : 000003041308
Identification : 000140510021
Start date : Mar 5, 13
Stop date : Mar 5, 13
City/Town : Tampa
Location : SR 60 east of US 301
Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

Mar 5 Westbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	40	29	24	30	28	62	229	480	550	418	303	307
30	30	33	19	20	33	103	300	548	529	388	330	364
45	28	32	17	28	48	123	416	545	458	329	285	418
00	31	19	21	37	62	170	435	516	482	329	328	332
Hr Total	129	113	81	115	171	458	1380	2089	2019	1464	1246	1421

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	383	376	407	315	301	409	301	221	164	141	77	51
30	345	376	345	335	319	313	261	186	153	98	74	42
45	434	386	326	359	353	320	244	167	131	85	80	55
00	448	351	356	326	329	240	235	166	134	83	72	46
Hr Total	1610	1489	1434	1335	1302	1282	1041	740	582	407	303	194

24 Hour Total : 22405
AM peak hour begins : 07:15 AM peak volume : 2159 Peak hour factor : 0.98
PM peak hour begins : 12:30 PM peak volume : 1634 Peak hour factor : 0.91

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0306017.PRN
Station : 000003041307
Identification : 000145150009
Start date : Mar 6, 13
Stop date : Mar 6, 13
City/Town : Tampa
Location : SR 60 east of US 301
Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

Mar 6 — Eastbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	59	33	30	17	24	41	69	182	239	306	276	383
30	33	20	20	24	28	52	108	210	262	282	320	368
45	27	26	25	30	29	59	136	229	265	284	310	321
00	22	27	26	28	46	58	136	251	290	317	309	444
Hr Total	141	106	101	99	127	210	449	872	1056	1189	1215	1516

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	439	381	381	410	439	504	430	293	155	131	121	88
30	397	386	334	408	449	518	425	255	154	161	97	66
45	394	358	411	500	484	485	393	231	210	129	84	60
00	370	361	373	484	459	454	315	178	163	116	80	81
Hr Total	1600	1486	1499	1802	1831	1961	1563	957	682	537	382	295

24 Hour Total : 21676
AM peak hour begins : 11:30 AM peak volume : 1601 Peak hour factor : 0.90
PM peak hour begins : 16:45 PM peak volume : 1966 Peak hour factor : 0.95

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0306018.PRN
Station : 000003041308
Identification : 000140510021
Start date : Mar 6, 13
Stop date : Mar 6, 13
City/Town : Tampa
Location : SR 60 east of US 301
Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

Mar 6 — Westbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	39	24	32	17	22	80	215	493	453	312	307	297
30	33	24	22	15	49	94	325	528	486	315	274	386
45	15	24	15	24	48	147	408	513	371	317	322	360
00	32	31	9	34	64	168	463	565	331	285	360	380
Hr Total	119	103	78	90	183	489	1411	2099	1641	1229	1263	1423

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	327	413	304	351	329	331	239	200	153	150	95	53
30	423	402	349	350	284	336	286	201	145	135	74	44
45	404	375	353	318	351	350	280	182	148	109	69	43
00	447	378	354	307	355	287	230	178	148	96	62	39
Hr Total	1601	1568	1360	1326	1319	1304	1035	761	594	490	300	179

24 Hour Total : 21965
AM peak hour begins : 07:00 AM peak volume : 2099 Peak hour factor : 0.93
PM peak hour begins : 12:15 PM peak volume : 1687 Peak hour factor : 0.94

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0307017.PRN
Station : 000003041307
Identification : 000145150009
Start date : Mar 7, 13
Stop date : Mar 7, 13
City/Town : Tampa
Location : SR 60 east of US 301
Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

Mar 7 Eastbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	75	33	34	34	21	38	88	170	260	287	278	377
30	55	27	20	29	29	61	101	220	304	284	349	359
45	38	41	24	30	40	65	123	228	260	288	278	401
00	29	27	25	30	46	85	138	269	254	312	375	391
Hr Total	197	128	103	123	136	249	450	887	1078	1171	1280	1528

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	435	380	360	390	441	497	439	264	201	146	102	99
30	452	411	384	413	468	493	427	291	180	117	86	76
45	380	372	388	457	473	473	345	250	188	129	96	82
00	397	375	343	436	438	433	335	183	178	105	99	59
Hr Total	1664	1538	1475	1696	1820	1896	1546	988	747	497	383	316

24 Hour Total : 21896
AM peak hour begins : 11:30 AM peak volume : 1679 Peak hour factor : 0.93
PM peak hour begins : 16:30 PM peak volume : 1901 Peak hour factor : 0.96

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0307018.PRN
Station : 000003041308
Identification : 000140510021
Start date : Mar 7, 13
Stop date : Mar 7, 13
City/Town : Tampa
Location : SR 60 east of US 301
Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

Mar 7 Westbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	58	26	19	27	41	73	207	481	515	335	318	342
30	30	23	21	28	35	99	310	536	454	334	323	350
45	28	26	18	36	44	135	420	554	379	296	299	362
00	18	32	18	39	66	184	444	557	399	315	356	401
Hr Total	134	107	76	130	186	491	1381	2128	1747	1280	1296	1455

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	375	388	407	365	351	352	297	252	170	173	103	80
30	376	422	368	286	326	363	301	209	147	122	81	70
45	379	408	350	343	375	346	272	189	144	131	90	52
00	485	422	379	369	323	297	251	192	157	106	83	58
Hr Total	1615	1640	1504	1363	1375	1358	1121	842	618	532	357	260

24 Hour Total : 22996
AM peak hour begins : 07:15 AM peak volume : 2162 Peak hour factor : 0.97
PM peak hour begins : 12:45 PM peak volume : 1703 Peak hour factor : 0.88

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0305015.PRN
Station : 000003031302
Identification : 000065310002
Start date : Mar 5, 13
Stop date : Mar 5, 13
City/Town : Tampa
Location : SR 60 west of US 301
Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

Mar 5 Eastbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	30	21	18	24	17	39	104	193	235	293	278	324
30	24	19	27	18	30	57	103	220	267	272	260	337
45	25	16	24	18	43	82	117	314	301	277	293	324
00	32	18	23	24	33	94	167	298	240	261	266	319
Hr Total	111	74	92	84	123	272	491	1025	1043	1103	1097	1304

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	330	347	277	434	487	587	429	230	139	123	80	66
30	343	319	345	343	456	500	303	242	157	127	88	81
45	283	331	360	501	489	481	325	181	141	123	82	54
00	230	291	352	459	447	453	282	151	122	118	58	48
Hr Total	1186	1288	1334	1737	1879	2021	1339	804	559	491	308	249

24 Hour Total : 20014
AM peak hour begins : 11:30 AM peak volume : 1316 Peak hour factor : 0.96
PM peak hour begins : 16:30 PM peak volume : 2023 Peak hour factor : 0.86

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0305016.PRN
Station : 000003031301
Identification : 000065310011
Start date : Mar 5, 13
Stop date : Mar 5, 13
City/Town : Tampa
Location : SR 60 west of US 301
Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

Mar 5 — Westbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	32	20	20	19	31	75	252	521	432	366	238	327
30	29	17	9	22	45	116	348	530	410	290	311	319
45	18	27	11	28	69	145	434	464	385	315	260	366
00	24	20	14	41	79	198	445	481	372	303	282	277
Hr Total	103	84	54	110	224	534	1479	1996	1599	1274	1091	1289

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	331	324	341	294	332	375	252	204	120	118	84	53
30	297	336	327	326	308	343	236	146	120	100	57	41
45	360	332	290	329	310	275	233	136	89	101	77	44
00	355	293	365	303	306	279	185	135	113	84	46	40
Hr Total	1343	1285	1323	1252	1256	1272	906	621	442	403	264	178

24 Hour Total : 20382
AM peak hour begins : 07:00 AM peak volume : 1996 Peak hour factor : 0.94
PM peak hour begins : 12:30 PM peak volume : 1375 Peak hour factor : 0.95

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0306015.PRN
Station : 000003031302
Identification : 000065310002
Start date : Mar 6, 13
Stop date : Mar 6, 13
City/Town : Tampa
Location : SR 60 west of US 301
Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

Mar 6 Eastbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	36	29	22	14	25	42	84	204	243	240	257	293
30	22	27	29	22	25	62	103	228	259	242	253	275
45	29	20	23	28	40	70	133	262	234	274	287	286
00	26	19	32	17	46	87	151	289	319	259	275	398
Hr Total	113	95	106	81	136	261	471	983	1055	1015	1072	1252

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	328	311	323	387	451	509	421	227	162	142	125	84
30	344	318	323	426	492	500	411	216	204	145	99	74
45	309	339	360	465	490	460	353	196	188	161	109	84
00	300	294	358	445	519	433	271	170	165	132	101	71
Hr Total	1281	1262	1364	1723	1952	1902	1456	809	719	580	434	313

24 Hour Total : 20435
AM peak hour begins : 11:30 AM peak volume : 1356 Peak hour factor : 0.85
PM peak hour begins : 16:30 PM peak volume : 2018 Peak hour factor : 0.97

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0306016.PRN
Station : 000003031301
Identification : 000065310011
Start date : Mar 6, 13
Stop date : Mar 6, 13
City/Town : Tampa
Location : SR 60 west of US 301
Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

Mar 6 — Westbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	38	19	21	12	24	81	265	511	438	314	256	264
30	31	19	13	19	49	110	358	508	424	259	299	319
45	14	19	15	21	67	145	418	451	355	288	267	309
00	19	18	13	40	67	193	517	466	379	277	322	312
Hr Total	102	75	62	92	207	529	1558	1936	1596	1138	1144	1204

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	317	348	257	281	319	393	266	178	141	123	73	42
30	289	311	303	349	327	313	233	161	126	101	79	55
45	359	333	292	311	316	311	249	172	116	115	58	31
00	331	381	317	284	303	301	220	138	100	96	55	29
Hr Total	1296	1373	1169	1225	1265	1318	968	649	483	435	265	157

24 Hour Total : 20246
AM peak hour begins : 06:45 AM peak volume : 1987 Peak hour factor : 0.96
PM peak hour begins : 13:00 PM peak volume : 1373 Peak hour factor : 0.90

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0307015.PRN
Station : 000003031302
Identification : 000065310002
Start date : Mar 7, 13
Stop date : Mar 7, 13
City/Town : Tampa
Location : SR 60 west of US 301
Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

Mar 7 — Eastbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	63	44	30	28	24	49	85	211	229	231	310	314
30	42	28	35	27	27	65	116	210	291	260	277	331
45	40	27	19	21	52	63	149	272	293	239	276	333
00	31	30	19	26	41	103	172	311	268	272	295	348
Hr Total	176	129	103	102	144	280	522	1004	1081	1002	1158	1326

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	357	335	239	404	468	501	379	256	190	153	95	94
30	353	340	395	404	482	545	372	255	187	122	96	83
45	305	330	369	504	419	450	297	222	190	126	135	73
00	316	327	347	440	520	399	277	187	150	109	95	67
Hr Total	1331	1332	1350	1752	1889	1895	1325	920	717	510	421	317

24 Hour Total : 20786
AM peak hour begins : 11:30 AM peak volume : 1391 Peak hour factor : 0.97
PM peak hour begins : 16:45 PM peak volume : 2016 Peak hour factor : 0.92

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0307016.PRN
Station : 000003031301
Identification : 000065310011
Start date : Mar 7, 13
Stop date : Mar 7, 13
City/Town : Tampa
Location : SR 60 west of US 301
Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

Mar 7 Westbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	49	18	15	23	46	73	257	522	494	347	268	318
30	38	27	24	30	48	107	335	482	406	304	312	307
45	18	18	20	36	44	137	403	470	383	292	282	314
00	21	23	10	31	91	193	520	475	398	314	323	324
Hr Total	126	86	69	120	229	510	1515	1949	1681	1257	1185	1263

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	341	333	321	355	352	385	310	230	124	130	99	76
30	309	347	311	310	323	330	288	189	121	91	84	59
45	390	336	304	347	367	287	300	157	114	122	80	45
00	364	356	314	298	298	320	249	175	111	111	51	42
Hr Total	1404	1372	1250	1310	1340	1322	1147	751	470	454	314	222

24 Hour Total : 21346
AM peak hour begins : 06:45 AM peak volume : 1994 Peak hour factor : 0.95
PM peak hour begins : 12:30 PM peak volume : 1434 Peak hour factor : 0.92

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0305014.PRN
Station : 000003041305
Identification : 000158000015
Interval : 15 minutes
Start date : Mar 5, 13
Start time : 00:00
Stop date : Mar 5, 13
Stop time : 24:00
City/Town : Tampa
County : Hillsborough
Location : US 301 between Old Hopewell Rd & SR 60

Mar 5 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	42	27	26	32	34	68	167	441	508	397	248	208
30	22	22	24	32	29	89	195	465	495	342	248	268
45	31	31	25	34	56	97	281	475	438	293	244	319
00	23	29	26	26	57	159	389	554	489	267	286	255
Hr Total	118	109	101	124	176	413	1032	1935	1930	1299	1026	1050

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	299	281	311	249	316	393	295	198	127	127	74	58
30	264	304	289	301	267	350	262	175	99	82	68	39
45	288	302	298	297	304	352	265	167	109	87	59	42
00	303	300	276	290	297	297	224	129	99	65	55	43
Hr Total	1154	1187	1174	1137	1184	1392	1046	669	434	361	256	182

24 Hour Total : 19489
AM peak hour begins : 07:30 AM peak volume : 2032 Peak hour factor : 0.92
PM peak hour begins : 16:45 PM peak volume : 1392 Peak hour factor : 0.89

Mar 5 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	54	36	29	52	52	52	104	255	320	256	265	305
30	41	26	47	59	40	62	133	331	301	270	248	269
45	45	44	29	52	47	82	217	315	332	264	251	314
00	31	40	36	39	50	115	280	360	309	271	260	308
Hr Total	171	146	141	202	189	311	734	1261	1262	1061	1024	1196

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	290	298	336	341	434	541	380	262	168	139	102	100
30	312	281	286	353	395	512	358	210	174	152	101	71
45	277	312	317	444	450	495	398	189	138	123	88	54
00	304	277	321	358	430	400	272	187	120	115	75	58
Hr Total	1183	1168	1260	1496	1709	1948	1408	848	600	529	366	283

24 Hour Total : 20496
AM peak hour begins : 07:15 AM peak volume : 1326 Peak hour factor : 0.92
PM peak hour begins : 16:45 PM peak volume : 1978 Peak hour factor : 0.91

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0305014.PRN
Station : 000003041305
Identification : 000158000015
Interval : 15 minutes
Start date : Mar 5, 13
Start time : 00:00
Stop date : Mar 5, 13
Stop time : 24:00
City/Town : Tampa
County : Hillsborough
Location : US 301 between Old Hopewell Rd & SR 60

Mar 5 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	96	63	55	84	86	120	271	696	828	653	513	513
30	63	48	71	91	69	151	328	796	796	612	496	537
45	76	75	54	86	103	179	498	790	770	557	495	633
00	54	69	62	65	107	274	669	914	798	538	546	563
Hr Total	289	255	242	326	365	724	1766	3196	3192	2360	2050	2246

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	589	579	647	590	750	934	675	460	295	266	176	158
30	576	585	575	654	662	862	620	385	273	234	169	110
45	565	614	615	741	754	847	663	356	247	210	147	96
00	607	577	597	648	727	697	496	316	219	180	130	101
Hr Total	2337	2355	2434	2633	2893	3340	2454	1517	1034	890	622	465

24 Hour Total : 39985
AM peak hour begins : 07:15 AM peak volume : 3328 Peak hour factor : 0.91
PM peak hour begins : 16:45 PM peak volume : 3370 Peak hour factor : 0.90

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

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Data File : D0306014.PRN
Station : 000003041305
Identification : 000158000015 Interval : 15 minutes
Start date : Mar 6, 13 Start time : 00:00
Stop date : Mar 6, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : US 301 between Old Hopewell Rd & SR 60

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Mar 6 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	43	15	28	25	29	63	163	401	436	277	244	221
30	29	28	26	30	35	85	208	427	428	252	241	271
45	22	35	31	25	46	111	320	455	373	303	204	247
00	19	19	34	32	85	139	393	513	365	249	252	276
Hr Total	113	97	119	112	195	398	1084	1796	1602	1081	941	1015

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	279	305	241	273	348	354	257	176	133	119	97	46
30	271	284	238	280	244	331	233	194	114	103	57	42
45	284	257	281	302	315	309	250	146	99	89	53	46
00	262	282	274	272	316	304	198	117	100	87	61	34
Hr Total	1096	1128	1034	1127	1223	1298	938	633	446	398	268	168

24 Hour Total : 18310
AM peak hour begins : 07:30 AM peak volume : 1832 Peak hour factor : 0.89
PM peak hour begins : 16:30 PM peak volume : 1316 Peak hour factor : 0.93

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Mar 6 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	49	47	35	44	32	52	135	279	271	291	243	279
30	50	25	24	34	41	72	138	303	288	287	243	284
45	28	32	38	54	44	96	248	307	298	226	270	292
00	38	38	53	50	50	94	293	329	312	229	240	334
Hr Total	165	142	150	182	167	314	814	1218	1169	1033	996	1189

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	283	342	280	306	453	528	481	324	169	127	120	75
30	305	273	310	335	380	507	399	260	162	145	84	59
45	309	306	310	406	435	522	399	192	170	149	83	67
00	272	279	313	359	402	484	370	169	146	124	79	66
Hr Total	1169	1200	1213	1406	1670	2041	1649	945	647	545	366	267

24 Hour Total : 20657
AM peak hour begins : 07:00 AM peak volume : 1218 Peak hour factor : 0.93
PM peak hour begins : 17:00 PM peak volume : 2041 Peak hour factor : 0.97

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Data File : D0306014.PRN
Station : 000003041305
Identification : 000158000015 Interval : 15 minutes
Start date : Mar 6, 13 Start time : 00:00
Stop date : Mar 6, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : US 301 between Old Hopewell Rd & SR 60

Mar 6 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	92	62	63	69	61	115	298	680	707	568	487	500
30	79	53	50	64	76	157	346	730	716	539	484	555
45	50	67	69	79	90	207	568	762	671	529	474	539
00	57	57	87	82	135	233	686	842	677	478	492	610
Hr Total	278	239	269	294	362	712	1898	3014	2771	2114	1937	2204

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	562	647	521	579	801	882	738	500	302	246	217	121
30	576	557	548	615	624	838	632	454	276	248	141	101
45	593	563	591	708	750	831	649	338	269	238	136	113
00	534	561	587	631	718	788	568	286	246	211	140	100
Hr Total	2265	2328	2247	2533	2893	3339	2587	1578	1093	943	634	435

24 Hour Total : 38967
AM peak hour begins : 07:15 AM peak volume : 3041 Peak hour factor : 0.90
PM peak hour begins : 17:00 PM peak volume : 3339 Peak hour factor : 0.95

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0307014.PRN
Station : 000003041305
Identification : 000158000015
Start date : Mar 7, 13
Stop date : Mar 7, 13
City/Town : Tampa
Location : US 301 between Old Hopewell Rd & SR 60
Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

Mar 7 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	53	17	34	33	37	69	168	413	430	263	230	228
30	16	26	30	27	41	84	198	402	363	236	193	250
45	25	25	27	29	53	112	284	421	323	222	213	249
00	17	21	37	48	54	118	363	497	345	232	242	256
Hr Total	111	89	128	137	185	383	1013	1733	1461	953	878	983

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	269	257	262	223	294	305	220	173	110	115	76	71
30	232	267	258	231	257	289	238	155	106	102	81	64
45	250	233	248	261	248	281	184	132	94	71	89	62
00	253	237	249	263	290	273	175	138	96	84	58	40
Hr Total	1004	994	1017	978	1089	1148	817	598	406	372	304	237

24 Hour Total : 17018
AM peak hour begins : 07:15 AM peak volume : 1750 Peak hour factor : 0.88
PM peak hour begins : 16:45 PM peak volume : 1165 Peak hour factor : 0.95

Mar 7 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	70	30	38	44	55	59	111	254	302	278	247	277
30	63	39	25	46	41	62	154	289	287	239	271	270
45	43	43	34	51	49	90	181	365	285	262	261	323
00	30	35	45	53	56	108	292	335	284	275	294	315
Hr Total	206	147	142	194	201	319	738	1243	1158	1054	1073	1185

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	423	304	323	318	418	540	492	286	159	146	116	76
30	335	327	349	343	435	483	443	238	156	133	115	63
45	338	294	289	426	477	506	360	220	164	164	108	73
00	300	290	303	371	457	478	314	192	162	118	81	63
Hr Total	1396	1215	1264	1458	1787	2007	1609	936	641	561	420	275

24 Hour Total : 21229
AM peak hour begins : 11:30 AM peak volume : 1396 Peak hour factor : 0.83
PM peak hour begins : 17:00 PM peak volume : 2007 Peak hour factor : 0.93

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

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Data File : D0307014.PRN
Station : 000003041305
Identification : 000158000015 Interval : 15 minutes
Start date : Mar 7, 13 Start time : 00:00
Stop date : Mar 7, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : US 301 between Old Hopewell Rd & SR 60

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Mar 7 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	123	47	72	77	92	128	279	667	732	541	477	505
30	79	65	55	73	82	146	352	691	650	475	464	520
45	68	68	61	80	102	202	465	786	608	484	474	572
00	47	56	82	101	110	226	655	832	629	507	536	571
Hr Total	317	236	270	331	386	702	1751	2976	2619	2007	1951	2168

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	692	561	585	541	712	845	712	459	269	261	192	147
30	567	594	607	574	692	772	681	393	262	235	196	127
45	588	527	537	687	725	787	544	352	258	235	197	135
00	553	527	552	634	747	751	489	330	258	202	139	103
Hr Total	2400	2209	2281	2436	2876	3155	2426	1534	1047	933	724	512

24 Hour Total : 38247
AM peak hour begins : 07:15 AM peak volume : 3041 Peak hour factor : 0.91
PM peak hour begins : 17:00 PM peak volume : 3155 Peak hour factor : 0.93

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Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0305024.PRN
Station : 000003021311
Identification : 000025620004
Start date : Mar 5, 13
Stop date : Mar 5, 13
City/Town : Tampa
Location : Old Hopewell Rd east of US 301
Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

Mar 5 Eastbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	3	4	5	3	3	3	18	14	29	16	21
30	4	3	5	1	3	8	14	25	27	22	18	17
45	0	1	2	0	4	9	23	26	15	16	19	22
00	0	3	3	2	4	11	20	29	23	39	22	18
Hr Total	4	10	14	8	14	31	60	98	79	106	75	78

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	28	19	16	15	17	28	6	4	4	0	4	3
30	27	35	12	20	20	26	18	3	1	1	8	1
45	27	23	14	20	10	13	10	7	4	0	1	0
00	25	26	23	26	15	9	13	3	6	0	1	0
Hr Total	107	103	65	81	62	76	47	17	15	1	14	4

24 Hour Total : 1169
AM peak hour begins : 09:00 AM peak volume : 106 Peak hour factor : 0.68
PM peak hour begins : 12:00 PM peak volume : 107 Peak hour factor : 0.96

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0305013.PRN
Station : 000003021310
Identification : 000065310001 Interval : 15 minutes
Start date : Mar 5, 13 Start time : 00:00
Stop date : Mar 5, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : Old Hopewell Rd east of US 301

Mar 5 Westbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	2	0	13	4	1	3	5	17	14	18	23
30	1	1	15	8	6	2	4	9	19	14	22	11
45	0	5	0	2	3	3	17	22	12	23	21	15
00	0	1	5	0	3	9	4	17	16	23	25	27
Hr Total	4	9	20	23	16	15	28	53	64	74	86	76

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	17	19	38	21	37	25	18	17	6	9	1	4
30	23	16	34	25	14	25	19	17	4	6	4	6
45	29	26	16	21	25	24	11	8	2	3	4	0
00	26	21	20	19	27	25	10	6	6	1	2	2
Hr Total	95	82	108	86	103	99	58	48	18	19	11	12

24 Hour Total : 1207
AM peak hour begins : 10:15 AM peak volume : 91 Peak hour factor : 0.91
PM peak hour begins : 13:30 PM peak volume : 119 Peak hour factor : 0.78

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0306024.PRN
Station : 000003021311
Identification : 000025620004 Interval : 15 minutes
Start date : Mar 6, 13 Start time : 00:00
Stop date : Mar 6, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : Old Hopewell Rd east of US 301

Mar 6 Eastbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	3	3	5	3	10	1	7	13	18	19	19
30	3	7	2	4	2	2	19	14	20	18	20	30
45	0	4	0	3	3	7	13	19	12	21	10	17
00	10	9	2	4	18	13	19	23	22	15	21	24
Hr Total	14	23	7	16	26	32	52	63	67	72	70	90

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	20	19	20	11	21	10	11	5	2	0	2	0
30	16	19	26	22	10	16	10	11	3	7	1	0
45	19	17	15	7	19	9	13	5	5	2	0	0
00	21	25	22	37	22	7	15	3	0	4	1	2
Hr Total	76	80	83	77	72	42	49	24	10	13	4	2

24 Hour Total : 1064
AM peak hour begins : 11:15 AM peak volume : 91 Peak hour factor : 0.76
PM peak hour begins : 13:30 PM peak volume : 88 Peak hour factor : 0.85

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0306013.PRN
Station : 000003021310
Identification : 000065310001
Start date : Mar 6, 13
Stop date : Mar 6, 13
City/Town : Tampa
Location : Old Hopewell Rd east of US 301
Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

Mar 6 — Westbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	9	2	6	8	7	3	5	22	20	18
30	3	5	5	7	5	8	2	10	13	13	16	13
45	0	5	2	5	6	4	3	9	10	13	23	19
00	2	9	10	5	0	6	10	14	17	17	2	29
Hr Total	5	20	26	19	17	26	22	36	45	65	61	79

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	21	15	33	28	31	27	14	6	0	1	6	0
30	26	30	29	20	20	14	11	18	7	2	2	0
45	29	16	17	28	26	19	4	16	1	7	4	0
00	23	19	14	16	10	27	15	10	8	9	5	0
Hr Total	99	80	93	92	87	87	44	50	16	19	17	0

24 Hour Total : 1105
AM peak hour begins : 11:30 AM peak volume : 95 Peak hour factor : 0.82
PM peak hour begins : 12:00 PM peak volume : 99 Peak hour factor : 0.85

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0307024.PRN
Station : 000003021311
Identification : 000025620004
Start date : Mar 7, 13
Stop date : Mar 7, 13
City/Town : Tampa
Location : Old Hopewell Rd east of US 301
Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

Mar 7 — Eastbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	3	7	8	4	3	11	15	19	13	24	20
30	4	5	2	2	2	7	15	11	19	24	17	27
45	3	1	0	0	4	10	27	15	15	6	16	15
00	0	6	5	2	3	7	23	32	16	23	29	27
Hr Total	9	15	14	12	13	27	76	73	69	66	86	89

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	30	15	15	14	14	12	9	8	6	0	1	0
30	19	20	19	16	21	11	10	11	3	1	0	1
45	15	14	27	19	8	8	4	1	1	4	0	3
00	22	22	18	17	17	9	12	0	0	2	1	5
Hr Total	86	71	79	66	60	40	35	20	10	7	2	9

24 Hour Total : 1034
AM peak hour begins : 11:15 AM peak volume : 99 Peak hour factor : 0.82
PM peak hour begins : 12:00 PM peak volume : 86 Peak hour factor : 0.72

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0307013.PRN
Station : 000003021310
Identification : 000065310001 Interval : 15 minutes
Start date : Mar 7, 13 Start time : 00:00
Stop date : Mar 7, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : Old Hopewell Rd east of US 301

Mar 7 Westbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	3	8	6	3	5	2	7	13	19	13	19
30	2	1	8	5	6	5	14	14	10	24	16	20
45	1	11	1	3	2	9	4	12	15	10	25	20
00	4	0	0	10	2	3	1	15	9	15	16	24
Hr Total	10	15	17	24	13	22	21	48	47	68	70	83

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	25	11	28	20	32	29	26	5	5	1	2	2
30	27	11	14	24	14	17	15	21	6	1	2	0
45	34	16	23	26	21	26	13	19	1	3	4	3
00	19	32	17	8	19	11	6	1	3	2	2	0
Hr Total	105	70	82	78	86	83	60	46	15	7	10	5

24 Hour Total : 1085
AM peak hour begins : 11:30 AM peak volume : 96 Peak hour factor : 0.71
PM peak hour begins : 12:00 PM peak volume : 105 Peak hour factor : 0.77

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0305012.PRN
Station : 000003021312
Identification : 001540900002 Interval : 15 minutes
Start date : Mar 5, 13 Start time : 00:00
Stop date : Mar 5, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : MeadowCreek Driveway west of US 301

Mar 5 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	1	5	2	5
30	1	0	0	0	0	0	3	0	2	3	6	1
45	0	0	0	0	0	0	1	0	1	2	3	8
00	0	1	1	1	0	1	1	2	5	4	2	6
Hr Total	1	1	1	1	0	1	5	2	9	14	13	20

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

24 Hour Total : 192
AM peak hour begins : 11:30 AM peak volume : 21 Peak hour factor : 0.40
PM peak hour begins : 16:30 PM peak volume : 30 Peak hour factor : 0.75

Mar 5 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	1	0	0	0	1	4	3	7	2	0
30	1	0	0	0	0	1	0	2	2	2	1	3
45	0	0	0	0	2	3	1	6	4	4	6	2
00	0	1	0	1	0	5	4	8	3	3	3	6
Hr Total	1	1	1	1	2	9	6	20	12	16	12	11

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

24 Hour Total : 186
AM peak hour begins : 07:00 AM peak volume : 20 Peak hour factor : 0.63
PM peak hour begins : 13:30 PM peak volume : 22 Peak hour factor : 0.61

Data File : D0305012.PRN
Station : 000003021312
Identification : 001540900002 Interval : 15 minutes
Start date : Mar 5, 13 Start time : 00:00
Stop date : Mar 5, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : MeadowCreek Driveway west of US 301

Mar 5 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	1	0	0	0	1	4	4	12	4	5
30	2	0	0	0	0	1	3	2	4	5	7	4
45	0	0	0	0	2	3	2	6	5	6	9	10
00	0	2	1	2	0	6	5	10	8	7	5	12
Hr Total	2	2	2	2	2	10	11	22	21	30	25	31

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	8	6	9	5	10	12	2	0	0	0	1	0
30	11	8	10	9	8	12	0	1	2	0	0	0
45	19	4	7	7	8	5	2	0	3	0	2	0
00	7	19	5	8	8	0	0	0	0	0	0	0
Hr Total	45	37	31	29	34	29	4	1	5	0	3	0

24 Hour Total : 378
AM peak hour begins : 11:30 AM peak volume : 41 Peak hour factor : 0.54
PM peak hour begins : 12:00 PM peak volume : 45 Peak hour factor : 0.59

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0306012.PRN
Station : 000003021312
Identification : 001540900002 Interval : 15 minutes
Start date : Mar 6, 13 Start time : 00:00
Stop date : Mar 6, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : MeadowCreek Driveway west of US 301

Mar 6 Eastbound Volume for Lane 1

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

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

24 Hour Total : 172
AM peak hour begins : 09:00 AM peak volume : 16 Peak hour factor : 0.67
PM peak hour begins : 15:00 PM peak volume : 25 Peak hour factor : 0.52

Mar 6 Westbound Volume for Lane 2

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

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

24 Hour Total : 167
AM peak hour begins : 07:30 AM peak volume : 25 Peak hour factor : 0.78
PM peak hour begins : 14:45 PM peak volume : 25 Peak hour factor : 0.63

Data File : D0306012.PRN
Station : 000003021312
Identification : 001540900002 Interval : 15 minutes
Start date : Mar 6, 13 Start time : 00:00
Stop date : Mar 6, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : MeadowCreek Driveway west of US 301

Mar 6 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	3	0	1	1	0	2	6	5	1	4
30	2	1	0	0	1	1	4	1	8	10	3	1
45	0	0	0	0	1	2	2	8	6	8	6	3
00	0	1	0	0	3	4	3	8	5	7	4	5
Hr Total	2	2	3	0	6	8	9	19	25	30	14	13

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	5	18	5	15	2	4	0	2	0	1	3	0
30	8	5	10	9	7	4	1	1	0	0	0	3
45	6	5	9	16	4	8	3	0	0	1	0	3
00	9	7	7	5	12	3	1	0	0	0	6	0
Hr Total	28	35	31	45	25	19	5	3	0	2	9	6

24 Hour Total : 339
AM peak hour begins : 07:30 AM peak volume : 30 Peak hour factor : 0.94
PM peak hour begins : 14:45 PM peak volume : 47 Peak hour factor : 0.73

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0307012.PRN
Station : 000003021312
Identification : 001540900002
Start date : Mar 7, 13
Stop date : Mar 7, 13
City/Town : Tampa
Location : MeadowCreek Driveway west of US 301
Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

Mar 7 — Eastbound Volume for Lane 1

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

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

24 Hour Total : 199
AM peak hour begins : 09:00 AM peak volume : 21 Peak hour factor : 0.48
PM peak hour begins : 16:15 PM peak volume : 35 Peak hour factor : 0.80

Mar 7 — Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	1	0	1	0	0	2	4	2	1	1
30	0	2	0	0	0	0	1	3	1	3	4	2
45	0	0	0	0	0	3	2	6	6	5	1	4
00	0	0	0	0	0	5	3	5	5	11	3	5
Hr Total	0	2	1	0	1	8	6	16	16	21	9	12

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

24 Hour Total : 199
AM peak hour begins : 09:00 AM peak volume : 21 Peak hour factor : 0.48
PM peak hour begins : 13:30 PM peak volume : 24 Peak hour factor : 0.75

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

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Data File : D0307012.PRN
Station : 000003021312
Identification : 001540900002 Interval : 15 minutes
Start date : Mar 7, 13 Start time : 00:00
Stop date : Mar 7, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : MeadowCreek Driveway west of US 301

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Mar 7 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	1	1	1	0	0	2	5	7	2	2
30	0	4	0	0	1	0	3	3	3	4	6	3
45	0	0	0	0	0	3	4	8	8	9	4	8
00	0	0	0	0	0	6	3	8	8	22	6	7
Hr Total	0	4	1	1	2	9	10	21	24	42	18	20

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	13	13	15	7	6	13	9	3	5	0	1	0
30	5	11	13	11	14	6	0	0	0	0	1	0
45	5	3	10	9	13	3	8	2	2	1	0	0
00	5	8	9	7	8	3	0	3	0	0	0	1
Hr Total	28	35	47	34	41	25	17	8	7	1	2	1

24 Hour Total : 398
AM peak hour begins : 09:00 AM peak volume : 42 Peak hour factor : 0.48
PM peak hour begins : 16:15 PM peak volume : 48 Peak hour factor : 0.86

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Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0305010.PRN
Station : 000003011302
Identification : 000138590001
Interval : 15 minutes
Start date : Mar 5, 13
Start time : 00:00
Stop date : Mar 5, 13
Stop time : 24:00
City/Town : Tampa
County : Hillsborough
Location : US 301 between Massaro Blvd & Old Hopewell Rd

Mar 5 Northbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	45	27	24	31	33	67	150	390	519	414	233	225
30	22	19	30	36	29	81	217	501	504	364	258	254
45	27	27	24	32	51	99	273	474	449	285	252	320
00	28	37	24	26	54	153	390	508	467	278	283	252
Hr Total	122	110	102	125	167	400	1030	1873	1939	1341	1026	1051

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	287	273	327	274	288	390	326	202	133	128	76	62
30	270	306	284	285	289	383	262	177	101	95	63	44
45	274	290	307	326	313	366	239	166	114	89	64	40
00	310	307	262	307	312	275	251	127	96	70	55	46
Hr Total	1141	1176	1180	1192	1202	1414	1078	672	444	382	258	192

24 Hour Total : 19617
AM peak hour begins : 07:30 AM peak volume : 2005 Peak hour factor : 0.97
PM peak hour begins : 16:45 PM peak volume : 1451 Peak hour factor : 0.93

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0305011.PRN
Station : 000003011301
Identification : 000145150007 Interval : 15 minutes
Start date : Mar 5, 13 Start time : 00:00
Stop date : Mar 5, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : US 301 between Massaro Blvd & Old Hopewell Rd

Mar 5 Southbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	52	36	40	43	51	56	107	258	322	248	242	295
30	38	27	33	52	32	64	143	347	304	292	246	270
45	46	40	33	50	51	89	225	337	337	256	252	321
00	29	42	33	49	51	126	295	358	316	285	257	295
Hr Total	165	145	139	194	185	335	770	1300	1279	1081	997	1181

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	285	295	314	344	418	571	370	244	169	137	100	95
30	320	284	279	352	392	475	358	206	175	145	104	68
45	272	309	306	432	439	485	391	179	137	126	86	57
00	296	280	315	366	418	394	272	186	123	115	80	55
Hr Total	1173	1168	1214	1494	1667	1925	1391	815	604	523	370	275

24 Hour Total : 20390
AM peak hour begins : 07:15 AM peak volume : 1364 Peak hour factor : 0.95
PM peak hour begins : 16:45 PM peak volume : 1949 Peak hour factor : 0.85

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0306010.PRN
Station : 000003011302
Identification : 000138590001
Start date : Mar 6, 13
Stop date : Mar 6, 13
City/Town : Tampa
Location : US 301 between Massaro Blvd & Old Hopewell Rd
Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

Mar 6 — Northbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	43	15	30	28	30	68	147	373	474	309	229	222
30	31	25	29	31	37	89	221	466	417	272	251	258
45	18	32	32	28	44	112	311	454	374	295	215	275
00	25	20	37	30	69	142	395	481	359	273	238	275
Hr Total	117	92	128	117	180	411	1074	1774	1624	1149	933	1030

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	293	305	263	314	333	370	293	192	138	120	98	48
30	300	324	253	264	289	364	252	213	122	106	59	44
45	292	280	295	359	337	345	254	147	103	98	58	48
00	289	297	269	285	317	315	206	122	117	92	69	33
Hr Total	1174	1206	1080	1222	1276	1394	1005	674	480	416	284	173

24 Hour Total : 19013
AM peak hour begins : 07:15 AM peak volume : 1875 Peak hour factor : 0.97
PM peak hour begins : 16:45 PM peak volume : 1396 Peak hour factor : 0.94

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

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Data File : D0306011.PRN
Station : 000003011301
Identification : 000145150007 Interval : 15 minutes
Start date : Mar 6, 13 Start time : 00:00
Stop date : Mar 6, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : US 301 between Massaro Blvd & Old Hopewell Rd

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Mar 6 Southbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	51	47	26	45	33	53	123	278	280	291	236	284
30	47	30	24	34	39	71	153	317	301	276	243	283
45	29	27	37	56	45	103	258	321	303	242	272	290
00	46	40	53	47	55	114	300	319	327	230	253	327
Hr Total	173	144	140	182	172	341	834	1235	1211	1039	1004	1184

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	276	344	272	313	453	565	441	322	164	129	118	69
30	291	268	302	338	375	536	387	255	169	148	82	62
45	300	307	295	393	431	582	390	177	159	146	82	64
00	274	272	321	365	408	582	368	166	138	122	76	74
Hr Total	1141	1191	1190	1409	1667	2265	1586	920	630	545	358	269

24 Hour Total : 20830
AM peak hour begins : 07:15 AM peak volume : 1237 Peak hour factor : 0.96
PM peak hour begins : 17:00 PM peak volume : 2265 Peak hour factor : 0.97

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Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0307010.PRN
Station : 000003011302
Identification : 000138590001 Interval : 15 minutes
Start date : Mar 7, 13 Start time : 00:00
Stop date : Mar 7, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : US 301 between Massaro Blvd & Old Hopewell Rd

Mar 7 Northbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	60	18	34	33	35	72	155	396	487	286	230	272
30	21	24	31	25	47	88	236	460	400	300	241	290
45	25	30	36	34	52	119	285	453	357	228	244	287
00	21	22	33	53	51	126	399	524	354	282	263	296
Hr Total	127	94	134	145	185	405	1075	1833	1598	1096	978	1145

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	310	294	321	298	339	382	326	207	135	132	87	75
30	300	303	300	262	343	383	277	187	132	124	94	72
45	292	280	301	343	325	373	206	163	102	91	105	80
00	320	295	286	320	335	324	198	159	130	94	69	49
Hr Total	1222	1172	1208	1223	1342	1462	1007	716	499	441	355	276

24 Hour Total : 19738
AM peak hour begins : 07:15 AM peak volume : 1924 Peak hour factor : 0.92
PM peak hour begins : 16:45 PM peak volume : 1473 Peak hour factor : 0.96

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0307011.PRN
Station : 000003011301
Identification : 000145150007 Interval : 15 minutes
Start date : Mar 7, 13 Start time : 00:00
Stop date : Mar 7, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : US 301 between Massaro Blvd & Old Hopewell Rd

Mar 7 Southbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	68	29	32	43	56	58	119	258	301	268	249	273
30	59	46	21	44	39	66	172	297	304	243	264	289
45	46	36	32	51	57	105	208	379	291	274	262	315
00	25	35	45	49	54	117	299	339	290	287	313	326
Hr Total	198	146	130	187	206	346	798	1273	1186	1072	1088	1203

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	416	299	325	328	405	594	570	284	155	144	125	73
30	328	338	353	336	431	525	402	223	155	136	105	64
45	326	295	281	413	469	559	351	205	172	163	108	69
00	305	287	296	377	445	566	324	198	155	115	82	67
Hr Total	1375	1219	1255	1454	1750	2244	1647	910	637	558	420	273

24 Hour Total : 21575
AM peak hour begins : 11:30 AM peak volume : 1385 Peak hour factor : 0.83
PM peak hour begins : 17:00 PM peak volume : 2244 Peak hour factor : 0.94

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

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Data File : D0305009.PRN
Station : 000003021309
Identification : 000065310014 Interval : 15 minutes
Start date : Mar 5, 13 Start time : 00:00
Stop date : Mar 5, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : Stannum St east of US 301

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Mar 5 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	2	3	0	0	6	13	12	5	7	12
30	0	0	0	0	0	1	11	13	13	4	9	5
45	2	3	0	0	0	3	22	11	7	12	3	6
00	1	0	0	2	1	7	19	17	5	11	10	11
Hr Total	3	3	2	5	1	11	58	54	37	32	29	34

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	13	11	9	12	3	2	3	0	0	0	0	1
30	7	16	11	9	10	7	1	0	0	0	0	0
45	10	9	13	4	8	7	0	0	0	0	2	3
00	5	6	9	6	2	0	1	0	0	0	0	2
Hr Total	35	42	42	31	23	16	5	0	0	0	2	6

24 Hour Total : 471
AM peak hour begins : 06:30 AM peak volume : 67 Peak hour factor : 0.76
PM peak hour begins : 14:15 PM peak volume : 45 Peak hour factor : 0.87

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Mar 5 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	0	1	1	0	1	20	20	11	6	22
30	0	1	0	0	0	0	6	8	12	7	13	9
45	0	0	1	2	0	0	5	21	10	4	10	12
00	0	2	0	3	2	1	13	13	7	16	5	4
Hr Total	1	4	1	6	3	1	25	62	49	38	34	47

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	11	18	16	25	18	20	5	2	0	0	0	0
30	7	8	8	19	12	13	9	4	0	0	0	1
45	13	12	8	33	18	4	2	1	0	0	2	0
00	9	6	13	14	13	8	7	1	0	0	0	6
Hr Total	40	44	45	91	61	45	23	8	0	0	2	7

24 Hour Total : 637
AM peak hour begins : 07:30 AM peak volume : 66 Peak hour factor : 0.79
PM peak hour begins : 15:00 PM peak volume : 91 Peak hour factor : 0.69

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Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0305009.PRN
Station : 000003021309
Identification : 000065310014 Interval : 15 minutes
Start date : Mar 5, 13 Start time : 00:00
Stop date : Mar 5, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : Stannum St east of US 301

Mar 5 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	2	4	1	0	7	33	32	16	13	34
30	0	1	0	0	0	1	17	21	25	11	22	14
45	2	3	1	2	0	3	27	32	17	16	13	18
00	1	2	0	5	3	8	32	30	12	27	15	15
Hr Total	4	7	3	11	4	12	83	116	86	70	63	81

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	24	29	25	37	21	22	8	2	0	0	0	1
30	14	24	19	28	22	20	10	4	0	0	0	1
45	23	21	21	37	26	11	2	1	0	0	4	3
00	14	12	22	20	15	8	8	1	0	0	0	8
Hr Total	75	86	87	122	84	61	28	8	0	0	4	13

24 Hour Total : 1108
AM peak hour begins : 07:30 AM peak volume : 119 Peak hour factor : 0.93
PM peak hour begins : 14:45 PM peak volume : 124 Peak hour factor : 0.84

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0306009.PRN
Station : 000003021309
Identification : 000065310014 Interval : 15 minutes
Start date : Mar 6, 13 Start time : 00:00
Stop date : Mar 6, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : Stannum St east of US 301

Mar 6 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	3	0	1	0	9	13	14	6	15	7
30	0	0	0	0	1	2	7	16	11	7	9	12
45	1	0	3	5	0	5	17	8	6	7	6	13
00	2	0	0	0	7	7	27	9	7	6	11	12
Hr Total	3	0	6	5	9	14	60	46	38	26	41	44

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	7	8	11	14	6	7	5	2	3	0	0	0
30	18	7	7	11	13	4	2	0	1	1	2	1
45	10	10	3	4	6	0	2	1	0	0	0	0
00	17	3	13	12	2	4	1	2	0	8	0	0
Hr Total	52	28	34	41	27	15	10	5	4	9	2	1

24 Hour Total : 520
AM peak hour begins : 06:30 AM peak volume : 73 Peak hour factor : 0.68
PM peak hour begins : 12:15 PM peak volume : 53 Peak hour factor : 0.74

Mar 6 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	2	3	1	1	17	7	8	6	6
30	0	0	2	0	0	6	3	3	12	10	11	13
45	1	0	0	1	0	5	11	10	5	7	10	12
00	1	0	1	3	1	9	8	1	23	13	15	14
Hr Total	2	0	3	6	4	21	23	31	47	38	42	45

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	16	13	9	16	17	18	8	0	11	0	0	0
30	11	11	8	29	21	7	5	2	1	0	2	1
45	19	9	16	43	15	6	4	6	0	0	2	1
00	13	2	10	17	14	7	4	5	0	1	2	0
Hr Total	59	35	43	105	67	38	21	13	12	1	6	2

24 Hour Total : 664
AM peak hour begins : 11:15 AM peak volume : 55 Peak hour factor : 0.86
PM peak hour begins : 15:15 PM peak volume : 106 Peak hour factor : 0.62

Data File : D0306009.PRN
Station : 000003021309
Identification : 000065310014 Interval : 15 minutes
Start date : Mar 6, 13 Start time : 00:00
Stop date : Mar 6, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : Stannum St east of US 301

Mar 6 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	3	2	4	1	10	30	21	14	21	13
30	0	0	2	0	1	8	10	19	23	17	20	25
45	2	0	3	6	0	10	28	18	11	14	16	25
00	3	0	1	3	8	16	35	10	30	19	26	26
Hr Total	5	0	9	11	13	35	83	77	85	64	83	89

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	23	21	20	30	23	25	13	2	14	0	0	0
30	29	18	15	40	34	11	7	2	2	1	4	2
45	29	19	19	47	21	6	6	7	0	0	2	1
00	30	5	23	29	16	11	5	7	0	9	2	0
Hr Total	111	63	77	146	94	53	31	18	16	10	8	3

24 Hour Total : 1184
AM peak hour begins : 06:30 AM peak volume : 112 Peak hour factor : 0.80
PM peak hour begins : 15:00 PM peak volume : 146 Peak hour factor : 0.78

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0307009.PRN
Station : 000003021309
Identification : 000065310014
Start date : Mar 7, 13
Stop date : Mar 7, 13
City/Town : Tampa
Location : Stannum St east of US 301
Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

Mar 7 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	3	3	3	13	14	9	14	7	10
30	0	1	2	0	1	3	5	14	8	11	9	14
45	0	0	1	1	1	4	13	11	4	8	10	9
00	2	0	1	0	2	9	22	23	6	8	7	21
Hr Total	3	1	4	4	7	19	53	62	27	41	33	54

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	10	11	13	12	12	8	1	1	0	0	0	0
30	10	2	11	14	3	4	1	0	0	0	0	0
45	17	15	4	6	12	3	1	1	0	0	1	0
00	9	15	17	9	3	0	4	2	0	0	0	0
Hr Total	46	43	45	41	30	15	7	4	0	0	1	0

24 Hour Total : 540
AM peak hour begins : 06:30 AM peak volume : 63 Peak hour factor : 0.72
PM peak hour begins : 13:30 PM peak volume : 54 Peak hour factor : 0.90

Mar 7 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	0	3	1	0	8	13	6	12	12	8
30	1	1	1	2	4	4	6	2	11	4	11	20
45	0	0	0	2	1	10	13	13	2	8	7	33
00	0	0	0	0	0	11	4	12	12	11	12	16
Hr Total	1	2	1	7	6	25	31	40	31	35	42	77

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	21	6	11	20	19	28	3	4	3	0	0	2
30	12	8	17	20	13	5	1	3	3	0	0	0
45	13	12	11	35	22	9	4	13	0	0	0	0
00	19	16	13	6	21	2	0	7	1	0	0	0
Hr Total	65	42	52	81	75	44	8	27	7	0	0	2

24 Hour Total : 701
AM peak hour begins : 11:15 AM peak volume : 90 Peak hour factor : 0.68
PM peak hour begins : 14:45 PM peak volume : 88 Peak hour factor : 0.63

Data File : D0307009.PRN
Station : 000003021309
Identification : 000065310014 Interval : 15 minutes
Start date : Mar 7, 13 Start time : 00:00
Stop date : Mar 7, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : Stannum St east of US 301

Mar 7 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	0	6	4	3	21	27	15	26	19	18
30	1	2	3	2	5	7	11	16	19	15	20	34
45	0	0	1	3	2	14	26	24	6	16	17	42
00	2	0	1	0	2	20	26	35	18	19	19	37
Hr Total	4	3	5	11	13	44	84	102	58	76	75	131

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	31	17	24	32	31	36	4	5	3	0	0	2
30	22	10	28	34	16	9	2	3	3	0	0	0
45	30	27	15	41	34	12	5	14	0	0	1	0
00	28	31	30	15	24	2	4	9	1	0	0	0
Hr Total	111	85	97	122	105	59	15	31	7	0	1	2

24 Hour Total : 1241
AM peak hour begins : 11:15 AM peak volume : 144 Peak hour factor : 0.86
PM peak hour begins : 14:45 PM peak volume : 137 Peak hour factor : 0.84

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0305008.PRN
Station : 000003021308
Identification : 000019247012 Interval : 15 minutes
Start date : Mar 5, 13 Start time : 00:00
Stop date : Mar 5, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : Massaro Blvd west of US 301

Mar 5 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	3	3	0	2	9	7	16	18	17	15	31
30	4	3	0	1	9	11	5	13	1	42	10	19
45	1	0	4	2	9	1	8	13	9	22	20	23
00	0	4	3	1	5	6	13	14	18	22	14	19
Hr Total	5	10	10	4	25	27	33	56	46	103	59	92

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	22	24	20	11	31	22	4	5	6	0	0	2
30	25	20	24	35	12	18	6	6	13	3	2	3
45	17	26	26	27	19	7	3	2	3	0	2	0
00	19	15	14	21	22	9	4	11	0	1	2	2
Hr Total	83	85	84	94	84	56	17	24	22	4	6	7

24 Hour Total : 1036
AM peak hour begins : 09:00 AM peak volume : 103 Peak hour factor : 0.61
PM peak hour begins : 15:15 PM peak volume : 114 Peak hour factor : 0.81

Mar 5 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	10	13	13	25	29	24	29	16
30	0	0	1	4	10	8	13	50	11	23	21	22
45	0	0	2	3	11	8	13	44	24	25	18	45
00	0	1	1	6	18	18	32	23	24	26	23	24
Hr Total	0	1	4	13	49	47	71	142	88	98	91	107

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	37	22	23	24	8	9	5	6	1	0	4	0
30	18	15	31	16	12	8	0	0	3	0	4	0
45	26	25	10	20	4	8	6	6	2	0	1	0
00	26	17	17	17	9	6	4	6	0	1	0	0
Hr Total	107	79	81	77	33	31	15	18	6	1	9	0

24 Hour Total : 1168
AM peak hour begins : 06:45 AM peak volume : 151 Peak hour factor : 0.75
PM peak hour begins : 12:00 PM peak volume : 107 Peak hour factor : 0.72

Data File : D0305008.PRN
Station : 000003021308
Identification : 000019247012 Interval : 15 minutes
Start date : Mar 5, 13 Start time : 00:00
Stop date : Mar 5, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : Massaro Blvd west of US 301

Mar 5 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	3	3	0	12	22	20	41	47	41	44	47
30	4	3	1	5	19	19	18	63	12	65	31	41
45	1	0	6	5	20	9	21	57	33	47	38	68
00	0	5	4	7	23	24	45	37	42	48	37	43
Hr Total	5	11	14	17	74	74	104	198	134	201	150	199

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	59	46	43	35	39	31	9	11	7	0	4	2
30	43	35	55	51	24	26	6	6	16	3	6	3
45	43	51	36	47	23	15	9	8	5	0	3	0
00	45	32	31	38	31	15	8	17	0	2	2	2
Hr Total	190	164	165	171	117	87	32	42	28	5	15	7

24 Hour Total : 2204
AM peak hour begins : 11:30 AM peak volume : 213 Peak hour factor : 0.78
PM peak hour begins : 12:00 PM peak volume : 190 Peak hour factor : 0.81

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0306008.PRN
Station : 000003021308
Identification : 000019247012 Interval : 15 minutes
Start date : Mar 6, 13 Start time : 00:00
Stop date : Mar 6, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : Massaro Blvd west of US 301

Mar 6 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	4	3	3	1	7	6	21	8	17	19	17
30	0	0	2	0	10	5	5	3	10	29	18	21
45	2	0	2	3	4	7	11	11	14	24	24	18
00	0	3	5	1	5	7	9	8	16	12	19	18
Hr Total	5	7	12	7	20	26	31	43	48	82	80	74

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	14	20	19	27	27	23	7	6	2	1	0	0
30	16	19	13	17	17	22	8	8	7	4	1	2
45	20	25	23	27	25	6	8	6	4	0	4	0
00	24	19	21	21	9	6	6	3	1	1	4	6
Hr Total	74	83	76	92	78	57	29	23	14	6	9	8

24 Hour Total : 984
AM peak hour begins : 08:45 AM peak volume : 86 Peak hour factor : 0.74
PM peak hour begins : 14:45 PM peak volume : 92 Peak hour factor : 0.85

Mar 6 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	0	1	6	8	21	19	28	24	28	15
30	2	0	2	2	9	7	12	30	32	18	21	18
45	0	0	3	1	9	6	27	26	21	21	18	26
00	0	1	3	7	19	12	24	32	25	20	21	20
Hr Total	3	2	8	11	43	33	84	107	106	83	88	79

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	29	17	36	22	11	5	5	3	5	0	3	0
30	9	25	16	37	10	6	6	0	5	2	8	2
45	22	19	16	21	8	2	4	4	0	2	4	2
00	22	16	14	9	5	9	1	6	3	0	1	2
Hr Total	82	77	82	89	34	22	16	13	13	4	16	6

24 Hour Total : 1101
AM peak hour begins : 07:30 AM peak volume : 118 Peak hour factor : 0.92
PM peak hour begins : 13:15 PM peak volume : 96 Peak hour factor : 0.67

Data File : D0306008.PRN
Station : 000003021308
Identification : 000019247012 Interval : 15 minutes
Start date : Mar 6, 13 Start time : 00:00
Stop date : Mar 6, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : Massaro Blvd west of US 301

Mar 6 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	5	3	4	7	15	27	40	36	41	47	32
30	2	0	4	2	19	12	17	33	42	47	39	39
45	2	0	5	4	13	13	38	37	35	45	42	44
00	0	4	8	8	24	19	33	40	41	32	40	38
Hr Total	8	9	20	18	63	59	115	150	154	165	168	153

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	43	37	55	49	38	28	12	9	7	1	3	0
30	25	44	29	54	27	28	14	8	12	6	9	4
45	42	44	39	48	33	8	12	10	4	2	8	2
00	46	35	35	30	14	15	7	9	4	1	5	8
Hr Total	156	160	158	181	112	79	45	36	27	10	25	14

24 Hour Total : 2085
AM peak hour begins : 08:45 AM peak volume : 174 Peak hour factor : 0.93
PM peak hour begins : 14:45 PM peak volume : 186 Peak hour factor : 0.86

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0307008.PRN
Station : 000003021308
Identification : 000019247012
Interval : 15 minutes
Start date : Mar 7, 13
Start time : 00:00
Stop date : Mar 7, 13
Stop time : 24:00
City/Town : Tampa
County : Hillsborough
Location : Massaro Blvd west of US 301

Mar 7 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	3	1	2	2	4	3	15	14	27	23	29
30	1	0	0	0	8	5	3	16	10	23	16	24
45	2	0	3	0	4	7	13	19	13	20	3	22
00	0	0	3	7	0	12	6	7	24	22	11	13
Hr Total	5	3	7	9	14	28	25	57	61	92	53	88

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	28	16	21	15	28	28	15	8	1	1	1	0
30	20	17	18	12	29	17	10	7	3	0	4	0
45	17	17	21	42	19	11	11	2	3	0	5	2
00	6	19	27	21	17	5	2	9	2	3	0	5
Hr Total	71	69	87	90	93	61	38	26	9	4	10	7

24 Hour Total : 1007
AM peak hour begins : 08:45 AM peak volume : 94 Peak hour factor : 0.87
PM peak hour begins : 15:30 PM peak volume : 120 Peak hour factor : 0.71

Mar 7 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	0	1	0	6	6	12	25	41	13	20	10
30	0	2	0	1	3	5	11	36	16	28	20	16
45	0	0	2	0	12	10	28	31	19	22	15	23
00	0	1	3	9	11	12	27	27	20	22	22	15
Hr Total	3	3	6	10	32	33	78	119	96	85	77	64

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	23	18	20	34	19	6	5	1	0	4	6	2
30	23	21	18	25	8	7	9	7	7	0	0	0
45	21	14	26	13	8	7	10	2	0	1	0	2
00	17	23	23	22	9	10	7	2	1	1	1	0
Hr Total	84	76	87	94	44	30	31	12	8	6	7	4

24 Hour Total : 1089
AM peak hour begins : 07:15 AM peak volume : 135 Peak hour factor : 0.82
PM peak hour begins : 14:30 PM peak volume : 108 Peak hour factor : 0.79

Data File : D0307008.PRN
Station : 000003021308
Identification : 000019247012 Interval : 15 minutes
Start date : Mar 7, 13 Start time : 00:00
Stop date : Mar 7, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : Massaro Blvd west of US 301

Mar 7 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	3	2	2	8	10	15	40	55	40	43	39
30	1	2	0	1	11	10	14	52	26	51	36	40
45	2	0	5	0	16	17	41	50	32	42	18	45
00	0	1	6	16	11	24	33	34	44	44	33	28
Hr Total	8	6	13	19	46	61	103	176	157	177	130	152

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	51	34	41	49	47	34	20	9	1	5	7	2
30	43	38	36	37	37	24	19	14	10	0	4	0
45	38	31	47	55	27	18	21	4	3	1	5	4
00	23	42	50	43	26	15	9	11	3	4	1	5
Hr Total	155	145	174	184	137	91	69	38	17	10	17	11

24 Hour Total : 2096
AM peak hour begins : 07:15 AM peak volume : 191 Peak hour factor : 0.87
PM peak hour begins : 14:45 PM peak volume : 191 Peak hour factor : 0.87

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

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Data File : D0305007.PRN
Station : 000003021307
Identification : 000025620001 Interval : 15 minutes
Start date : Mar 5, 13 Start time : 00:00
Stop date : Mar 5, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : US 301 between Columbus Dr & Massaro Blvd

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Mar 5 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	46	27	25	33	29	63	151	410	532	397	238	223
30	20	24	31	33	32	85	212	446	479	352	256	253
45	31	29	26	33	44	90	263	461	430	288	252	306
00	26	31	21	26	45	143	366	509	494	271	288	246
Hr Total	123	111	103	125	150	381	992	1826	1935	1308	1034	1028

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	287	268	319	261	316	419	296	200	131	135	78	64
30	266	292	294	316	283	367	268	180	107	86	60	45
45	282	296	300	315	343	361	241	163	117	89	68	45
00	287	309	262	314	311	297	247	130	97	67	51	49
Hr Total	1122	1165	1175	1206	1253	1444	1052	673	452	377	257	203

24 Hour Total : 19495
AM peak hour begins : 07:30 AM peak volume : 1981 Peak hour factor : 0.93
PM peak hour begins : 16:45 PM peak volume : 1458 Peak hour factor : 0.87

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Mar 5 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	52	33	40	47	51	58	117	264	326	251	258	288
30	35	27	33	56	36	65	154	374	311	281	254	265
45	47	42	27	54	47	101	231	353	336	259	245	333
00	29	42	30	50	54	133	299	371	326	294	282	299
Hr Total	163	144	130	207	188	357	801	1362	1299	1085	1039	1185

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	300	281	312	353	403	549	372	237	161	135	102	95
30	309	281	282	336	387	461	350	206	165	146	106	67
45	269	312	295	416	422	476	391	177	132	124	82	62
00	283	284	317	356	405	384	277	190	124	117	79	52
Hr Total	1161	1158	1206	1461	1617	1870	1390	810	582	522	369	276

24 Hour Total : 20382
AM peak hour begins : 07:15 AM peak volume : 1424 Peak hour factor : 0.95
PM peak hour begins : 16:45 PM peak volume : 1891 Peak hour factor : 0.86

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Data File : D0305007.PRN
Station : 000003021307
Identification : 000025620001 Interval : 15 minutes
Start date : Mar 5, 13 Start time : 00:00
Stop date : Mar 5, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : US 301 between Columbus Dr & Massaro Blvd

Mar 5 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	98	60	65	80	80	121	268	674	858	648	496	511
30	55	51	64	89	68	150	366	820	790	633	510	518
45	78	71	53	87	91	191	494	814	766	547	497	639
00	55	73	51	76	99	276	665	880	820	565	570	545
Hr Total	286	255	233	332	338	738	1793	3188	3234	2393	2073	2213

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	587	549	631	614	719	968	668	437	292	270	180	159
30	575	573	576	652	670	828	618	386	272	232	166	112
45	551	608	595	731	765	837	632	340	249	213	150	107
00	570	593	579	670	716	681	524	320	221	184	130	101
Hr Total	2283	2323	2381	2667	2870	3314	2442	1483	1034	899	626	479

24 Hour Total : 39877
AM peak hour begins : 07:15 AM peak volume : 3372 Peak hour factor : 0.96
PM peak hour begins : 16:45 PM peak volume : 3349 Peak hour factor : 0.86

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0306007.PRN
Station : 000003021307
Identification : 000025620001 Interval : 15 minutes
Start date : Mar 6, 13 Start time : 00:00
Stop date : Mar 6, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : US 301 between Columbus Dr & Massaro Blvd

Mar 6 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	43	17	31	26	29	66	144	375	438	288	234	221
30	27	25	31	30	40	90	218	444	416	275	257	255
45	21	31	31	30	41	108	297	452	364	290	215	256
00	28	19	37	30	62	141	370	480	374	273	244	270
Hr Total	119	92	130	116	172	405	1029	1751	1592	1126	950	1002

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	292	296	259	287	338	399	282	191	149	123	95	46
30	285	319	249	273	285	364	260	209	123	106	64	41
45	297	264	308	354	350	345	251	158	97	97	60	48
00	277	306	273	288	309	334	205	119	115	91	67	35
Hr Total	1151	1185	1089	1202	1282	1442	998	677	484	417	286	170

24 Hour Total : 18867
AM peak hour begins : 07:15 AM peak volume : 1814 Peak hour factor : 0.94
PM peak hour begins : 17:00 PM peak volume : 1442 Peak hour factor : 0.90

Mar 6 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	51	48	26	43	37	52	138	282	302	290	248	277
30	46	29	21	34	41	73	162	334	311	272	253	271
45	30	27	40	59	47	104	274	343	306	244	259	293
00	47	37	47	50	66	121	305	332	330	234	248	322
Hr Total	174	141	134	186	191	350	879	1291	1249	1040	1008	1163

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	281	335	280	306	427	557	440	318	171	124	119	69
30	284	265	301	336	363	496	383	247	176	148	88	63
45	291	293	287	377	426	514	375	172	156	149	82	65
00	266	270	310	353	391	503	369	174	142	128	70	68
Hr Total	1122	1163	1178	1372	1607	2070	1567	911	645	549	359	265

24 Hour Total : 20614
AM peak hour begins : 07:15 AM peak volume : 1311 Peak hour factor : 0.96
PM peak hour begins : 17:00 PM peak volume : 2070 Peak hour factor : 0.93

Data File : D0306007.PRN
Station : 000003021307
Identification : 000025620001 Interval : 15 minutes
Start date : Mar 6, 13 Start time : 00:00
Stop date : Mar 6, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : US 301 between Columbus Dr & Massaro Blvd

Mar 6 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	94	65	57	69	66	118	282	657	740	578	482	498
30	73	54	52	64	81	163	380	778	727	547	510	526
45	51	58	71	89	88	212	571	795	670	534	474	549
00	75	56	84	80	128	262	675	812	704	507	492	592
Hr Total	293	233	264	302	363	755	1908	3042	2841	2166	1958	2165

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	573	631	539	593	765	956	722	509	320	247	214	115
30	569	584	550	609	648	860	643	456	299	254	152	104
45	588	557	595	731	776	859	626	330	253	246	142	113
00	543	576	583	641	700	837	574	293	257	219	137	103
Hr Total	2273	2348	2267	2574	2889	3512	2565	1588	1129	966	645	435

24 Hour Total : 39481
AM peak hour begins : 07:15 AM peak volume : 3125 Peak hour factor : 0.96
PM peak hour begins : 17:00 PM peak volume : 3512 Peak hour factor : 0.92

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

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Data File : D0307007.PRN
Station : 000003021307
Identification : 000025620001 Interval : 15 minutes
Start date : Mar 7, 13 Start time : 00:00
Stop date : Mar 7, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : US 301 between Columbus Dr & Massaro Blvd

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Mar 7 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	53	22	35	30	37	71	153	409	469	292	226	270
30	22	21	30	29	43	77	232	425	395	274	223	292
45	28	30	30	29	52	121	291	457	351	225	245	277
00	21	21	30	51	46	129	365	512	380	275	270	300
Hr Total	124	94	125	139	178	398	1041	1803	1595	1066	964	1139

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	305	307	318	297	359	421	300	206	135	132	83	75
30	280	305	301	285	347	370	274	175	131	120	97	76
45	301	266	294	343	341	370	202	171	110	92	105	72
00	294	296	284	319	341	345	205	164	125	97	69	48
Hr Total	1180	1174	1197	1244	1388	1506	981	716	501	441	354	271

24 Hour Total : 19619
AM peak hour begins : 07:15 AM peak volume : 1863 Peak hour factor : 0.91
PM peak hour begins : 17:00 PM peak volume : 1506 Peak hour factor : 0.89

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Mar 7 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	66	30	31	39	62	63	131	268	325	277	237	269
30	59	44	21	44	30	64	173	314	309	241	265	277
45	46	37	30	50	65	112	221	389	293	273	272	315
00	27	35	43	53	58	124	313	356	279	279	299	330
Hr Total	198	146	125	186	215	363	838	1327	1206	1070	1073	1191

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	409	308	324	343	413	576	506	281	154	146	123	73
30	315	336	339	341	406	524	399	214	154	137	100	65
45	329	294	279	385	468	559	341	202	171	168	103	65
00	298	275	307	376	438	544	336	192	152	114	85	62
Hr Total	1351	1213	1249	1445	1725	2203	1582	889	631	565	411	265

24 Hour Total : 21467
AM peak hour begins : 07:15 AM peak volume : 1384 Peak hour factor : 0.89
PM peak hour begins : 17:00 PM peak volume : 2203 Peak hour factor : 0.96

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Data File : D0307007.PRN
Station : 000003021307
Identification : 000025620001 Interval : 15 minutes
Start date : Mar 7, 13 Start time : 00:00
Stop date : Mar 7, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : US 301 between Columbus Dr & Massaro Blvd

Mar 7 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	119	52	66	69	99	134	284	677	794	569	463	539
30	81	65	51	73	73	141	405	739	704	515	488	569
45	74	67	60	79	117	233	512	846	644	498	517	592
00	48	56	73	104	104	253	678	868	659	554	569	630
Hr Total	322	240	250	325	393	761	1879	3130	2801	2136	2037	2330

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	714	615	642	640	772	997	806	487	289	278	206	148
30	595	641	640	626	753	894	673	389	285	257	197	141
45	630	560	573	728	809	929	543	373	281	260	208	137
00	592	571	591	695	779	889	541	356	277	211	154	110
Hr Total	2531	2387	2446	2689	3113	3709	2563	1605	1132	1006	765	536

24 Hour Total : 41086
AM peak hour begins : 07:15 AM peak volume : 3247 Peak hour factor : 0.94
PM peak hour begins : 17:00 PM peak volume : 3709 Peak hour factor : 0.93

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0305005.PRN
Station : 000003021303
Identification : 000158000004 Interval : 15 minutes
Start date : Mar 5, 13 Start time : 00:00
Stop date : Mar 5, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : Columbus Dr east of US 301

Mar 5 Eastbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	7	12	10	2	4	12	28	34	22	15	18
30	1	4	5	11	3	4	19	37	32	17	9	9
45	2	3	17	3	2	7	34	30	24	16	11	17
00	4	11	18	5	3	5	41	60	21	27	10	17
Hr Total	11	25	52	29	10	20	106	155	111	82	45	61

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	25	18	12	21	21	28	9	9	0	5	1	4
30	25	17	16	17	11	32	19	7	1	4	3	5
45	18	22	17	16	18	19	11	3	4	2	4	1
00	25	22	21	10	19	22	17	4	0	5	3	7
Hr Total	93	79	66	64	69	101	56	23	5	16	11	17

24 Hour Total : 1307
AM peak hour begins : 07:15 AM peak volume : 161 Peak hour factor : 0.67
PM peak hour begins : 17:00 PM peak volume : 101 Peak hour factor : 0.79

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

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Data File : D0305006.PRN
Station : 000003021302
Identification : 000039640002 Interval : 15 minutes
Start date : Mar 5, 13 Start time : 00:00
Stop date : Mar 5, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : Columbus Dr east of US 301

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Mar 5 Westbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	3	4	3	2	2	16	18	7	6	12
30	0	4	2	0	0	1	3	14	21	14	7	14
45	2	2	4	1	2	1	9	21	15	10	9	14
00	1	1	0	2	2	1	11	12	9	18	9	23
Hr Total	4	8	9	7	7	5	25	63	63	49	31	63

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	18	19	10	25	20	33	7	5	4	1	1	3
30	13	13	10	17	19	16	6	6	3	2	3	3
45	13	15	15	41	27	18	12	1	3	5	8	1
00	11	17	18	16	23	10	7	8	1	2	3	2
Hr Total	55	64	53	99	89	77	32	20	11	10	15	9

24 Hour Total : 868
AM peak hour begins : 07:30 AM peak volume : 72 Peak hour factor : 0.86
PM peak hour begins : 16:15 PM peak volume : 102 Peak hour factor : 0.77

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Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0306005.PRN
Station : 000003021303
Identification : 000158000004
Interval : 15 minutes
Start date : Mar 6, 13
Start time : 00:00
Stop date : Mar 6, 13
Stop time : 24:00
City/Town : Tampa
County : Hillsborough
Location : Columbus Dr east of US 301

Mar 6 Eastbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	3	10	11	2	3	14	39	33	18	16	14
30	1	4	10	6	1	3	23	23	34	24	17	9
45	1	10	16	9	2	9	33	31	26	23	9	8
00	4	11	16	1	5	11	33	42	20	20	16	24
Hr Total	8	28	52	27	10	26	103	135	113	85	58	55

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	24	17	14	15	16	27	15	5	2	6	5	4
30	18	13	16	18	16	27	19	7	5	2	2	0
45	18	14	19	27	16	24	13	7	2	7	0	8
00	23	13	15	21	20	33	9	2	3	6	3	4
Hr Total	83	57	64	81	68	111	56	21	12	21	10	16

24 Hour Total : 1300
AM peak hour begins : 07:30 AM peak volume : 140 Peak hour factor : 0.83
PM peak hour begins : 17:00 PM peak volume : 111 Peak hour factor : 0.84

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0306006.PRN
Station : 000003021302
Identification : 000039640002 Interval : 15 minutes
Start date : Mar 6, 13 Start time : 00:00
Stop date : Mar 6, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : Columbus Dr east of US 301

Mar 6 Westbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	4	5	5	1	1	6	12	16	10	7	17
30	2	1	0	1	0	4	5	13	12	9	7	12
45	1	1	3	4	4	1	12	16	14	13	11	13
00	2	1	1	0	3	2	11	13	7	13	19	11
Hr Total	7	7	9	10	8	8	34	54	49	45	44	53

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	13	12	11	27	21	28	14	8	1	1	3	2
30	15	11	16	12	15	19	9	6	3	4	3	2
45	19	10	15	37	28	21	7	3	5	2	4	4
00	16	7	22	24	18	12	9	6	0	4	1	3
Hr Total	63	40	64	100	82	80	39	23	9	11	11	11

24 Hour Total : 861
AM peak hour begins : 10:45 AM peak volume : 61 Peak hour factor : 0.80
PM peak hour begins : 15:00 PM peak volume : 100 Peak hour factor : 0.68

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0307005.PRN
Station : 000003021303
Identification : 000158000004 Interval : 15 minutes
Start date : Mar 7, 13 Start time : 00:00
Stop date : Mar 7, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : Columbus Dr east of US 301

Mar 7 Eastbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	3	11	9	3	7	10	23	37	22	21	11
30	3	7	10	4	0	3	22	31	28	17	18	13
45	0	9	23	9	2	8	34	34	21	13	15	21
00	1	3	11	0	2	7	41	53	28	12	17	14
Hr Total	7	22	55	22	7	25	107	141	114	64	71	59

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	18	18	24	23	18	29	22	6	2	4	1	9
30	20	22	18	14	15	40	16	3	4	8	0	3
45	24	14	17	21	17	40	11	6	1	6	6	5
00	14	17	19	14	28	44	5	6	2	5	7	5
Hr Total	76	71	78	72	78	153	54	21	9	23	14	22

24 Hour Total : 1365
AM peak hour begins : 07:15 AM peak volume : 155 Peak hour factor : 0.73
PM peak hour begins : 17:00 PM peak volume : 153 Peak hour factor : 0.87

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0307006.PRN
Station : 000003021302
Identification : 000039640002
Start date : Mar 7, 13
Stop date : Mar 7, 13
City/Town : Tampa
Location : Columbus Dr east of US 301
Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

Mar 7 — Westbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	0	1	0	1	2	3	10	19	9	12	11
30	0	1	1	0	1	3	0	15	8	12	9	11
45	0	0	3	5	2	2	9	10	15	10	13	16
00	4	0	5	0	0	4	11	21	16	7	14	17
Hr Total	10	1	10	5	4	11	23	56	58	38	48	55

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	21	9	18	27	25	37	12	4	5	4	2	4
30	10	12	13	16	17	20	6	6	4	3	2	3
45	13	19	11	30	23	20	5	5	3	5	5	1
00	10	14	18	9	20	14	7	1	0	3	4	0
Hr Total	54	54	60	82	85	91	30	16	12	15	13	8

24 Hour Total : 839
AM peak hour begins : 07:15 AM peak volume : 65 Peak hour factor : 0.77
PM peak hour begins : 16:30 PM peak volume : 100 Peak hour factor : 0.68

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0305002.PRN
Station : 000003021304
Identification : 000019247014
Start date : Mar 5, 13
Stop date : Mar 5, 13
City/Town : Tampa
Location : Columbus Dr west of US 301
Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

Mar 5 — Tampa E Blvd Eastbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	4	8	10	5	7	12	28	39	24	45	40
30	5	4	4	9	3	9	14	38	41	39	19	39
45	4	8	5	6	6	16	13	43	42	35	27	47
00	3	13	2	12	11	9	33	34	30	46	32	32
Hr Total	16	29	19	37	25	41	72	143	152	144	123	158

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	38	38	30	38	54	43	26	22	13	10	10	5
30	33	41	38	51	38	37	27	22	20	9	13	7
45	30	38	45	66	55	49	30	15	9	11	7	8
00	42	35	46	39	28	25	20	18	13	12	6	5
Hr Total	143	152	159	194	175	154	103	77	55	42	36	25

24 Hour Total : 2274
AM peak hour begins : 09:15 AM peak volume : 165 Peak hour factor : 0.90
PM peak hour begins : 15:15 PM peak volume : 210 Peak hour factor : 0.80

Mar 5 — Columbus Dr Eastbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	3	0	7	0	0	0	1	3	9	12	7
30	1	0	1	1	0	4	5	7	6	3	14	6
45	0	1	4	1	0	4	4	8	11	14	12	14
00	2	1	1	1	5	1	8	10	12	7	5	10
Hr Total	3	5	6	10	5	9	17	26	32	33	43	37

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	12	12	10	6	13	3	3	5	0	6	1	13
30	7	12	7	10	12	10	5	0	0	7	3	5
45	8	4	8	13	9	8	4	3	3	1	6	2
00	9	7	8	3	8	4	8	2	4	1	2	0
Hr Total	36	35	33	32	42	25	20	10	7	15	12	20

24 Hour Total : 513
AM peak hour begins : 09:30 AM peak volume : 47 Peak hour factor : 0.84
PM peak hour begins : 16:00 PM peak volume : 42 Peak hour factor : 0.81

Data File : D0305002.PRN
Station : 000003021304
Identification : 000019247014 Interval : 15 minutes
Start date : Mar 5, 13 Start time : 00:00
Stop date : Mar 5, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : Columbus Dr west of US 301

Mar 5 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	7	8	17	5	7	12	29	42	33	57	47
30	6	4	5	10	3	13	19	45	47	42	33	45
45	4	9	9	7	6	20	17	51	53	49	39	61
00	5	14	3	13	16	10	41	44	42	53	37	42
Hr Total	19	34	25	47	30	50	89	169	184	177	166	195

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	50	50	40	44	67	46	29	27	13	16	11	18
30	40	53	45	61	50	47	32	22	20	16	16	12
45	38	42	53	79	64	57	34	18	12	12	13	10
00	51	42	54	42	36	29	28	20	17	13	8	5
Hr Total	179	187	192	226	217	179	123	87	62	57	48	45

24 Hour Total : 2787
AM peak hour begins : 09:15 AM peak volume : 201 Peak hour factor : 0.88
PM peak hour begins : 15:15 PM peak volume : 249 Peak hour factor : 0.79

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0305003.PRN
Station : 000003021305
Identification : 000039640003 Interval : 15 minutes
Start date : Mar 5, 13 Start time : 00:00
Stop date : Mar 5, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : Columbus Dr west of US 301 (NB Lts)

Mar 5 Westbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	12	7	10	10	20	32	44	48	47	30	30
30	9	3	8	11	4	28	25	61	34	34	34	30
45	7	10	7	8	13	19	37	51	28	36	44	32
00	8	14	5	5	6	42	43	56	39	30	43	31
Hr Total	33	39	27	34	33	109	137	212	149	147	151	123

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	50	35	53	40	33	28	33	27	12	13	17	9
30	45	37	29	37	34	35	29	23	10	18	12	11
45	42	50	46	40	36	25	20	16	11	9	8	13
00	45	45	44	35	29	23	24	21	10	8	13	6
Hr Total	182	167	172	152	132	111	106	87	43	48	50	39

24 Hour Total : 2483
AM peak hour begins : 07:15 AM peak volume : 216 Peak hour factor : 0.89
PM peak hour begins : 13:15 PM peak volume : 185 Peak hour factor : 0.87

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0305004.PRN
Station : 000003021306
Identification : 000145150006 Interval : 15 minutes
Start date : Mar 5, 13 Start time : 00:00
Stop date : Mar 5, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : Columbus Dr west of US 301 (SB Rts)

Mar 5 Westbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	1	3	5	2	2	3	9	2	7	5
30	0	0	4	0	3	1	4	12	7	9	9	11
45	0	0	0	0	1	6	0	5	3	4	6	5
00	0	0	1	2	0	0	9	6	7	7	9	3
Hr Total	0	0	6	5	9	9	15	26	26	22	31	24

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	10	10	6	5	5	1	1	0	0	1	0	1
30	9	8	7	6	2	3	1	0	0	0	1	1
45	4	8	3	3	3	0	0	1	2	1	0	1
00	10	2	3	0	2	0	1	0	0	1	1	0
Hr Total	33	28	19	14	12	4	3	1	2	3	2	3

24 Hour Total : 297
AM peak hour begins : 07:15 AM peak volume : 32 Peak hour factor : 0.67
PM peak hour begins : 12:45 PM peak volume : 36 Peak hour factor : 0.90

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0306002.PRN
Station : 000003021304
Identification : 000019247014
Start date : Mar 6, 13
Stop date : Mar 6, 13
City/Town : Tampa
Location : Columbus Dr west of US 301
Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

Mar 6 — Tampa E Blvd Eastbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	12	4	3	2	6	15	38	32	25	34	28
30	3	6	4	6	0	13	20	33	39	33	29	34
45	6	9	11	9	10	11	27	38	35	42	31	41
00	2	5	10	8	8	11	26	37	46	19	35	36
Hr Total	12	32	29	26	20	41	88	146	152	119	129	139

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	32	54	24	51	45	47	34	26	23	14	5	5
30	40	34	31	40	42	41	27	18	12	13	9	6
45	32	36	44	52	54	37	22	13	12	13	10	6
00	31	38	49	53	31	31	26	13	15	6	3	5
Hr Total	135	162	148	196	172	156	109	70	62	46	27	22

24 Hour Total : 2238
AM peak hour begins : 08:00 AM peak volume : 152 Peak hour factor : 0.83
PM peak hour begins : 15:00 PM peak volume : 196 Peak hour factor : 0.92

Mar 6 — Columbus Dr Eastbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	1	0	3	2	0	6	7	1	10	9
30	1	0	4	1	0	1	3	4	9	8	2	13
45	0	2	4	4	0	0	4	3	14	13	10	6
00	3	1	0	1	0	1	1	8	7	15	8	8
Hr Total	5	4	9	6	3	4	8	21	37	37	30	36

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	12	11	10	11	12	7	9	2	2	2	3	7
30	6	10	12	7	16	6	5	0	3	0	2	2
45	3	6	7	13	7	14	2	2	2	0	0	4
00	10	9	12	7	5	7	2	3	2	4	2	0
Hr Total	31	36	41	38	40	34	18	7	9	6	7	13

24 Hour Total : 480
AM peak hour begins : 09:15 AM peak volume : 46 Peak hour factor : 0.77
PM peak hour begins : 15:30 PM peak volume : 48 Peak hour factor : 0.75

Data File : D0306002.PRN
Station : 000003021304
Identification : 000019247014 Interval : 15 minutes
Start date : Mar 6, 13 Start time : 00:00
Stop date : Mar 6, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : Columbus Dr west of US 301

Mar 6 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	13	5	3	5	8	15	44	39	26	44	37
30	4	6	8	7	0	14	23	37	48	41	31	47
45	6	11	15	13	10	11	31	41	49	55	41	47
00	5	6	10	9	8	12	27	45	53	34	43	44
Hr Total	17	36	38	32	23	45	96	167	189	156	159	175

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	44	65	34	62	57	54	43	28	25	16	8	12
30	46	44	43	47	58	47	32	18	15	13	11	8
45	35	42	51	65	61	51	24	15	14	13	10	10
00	41	47	61	60	36	38	28	16	17	10	5	5
Hr Total	166	198	189	234	212	190	127	77	71	52	34	35

24 Hour Total : 2718
AM peak hour begins : 08:00 AM peak volume : 189 Peak hour factor : 0.89
PM peak hour begins : 15:30 PM peak volume : 240 Peak hour factor : 0.92

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0306003.PRN
Station : 000003021305
Identification : 000039640003 Interval : 15 minutes
Start date : Mar 6, 13 Start time : 00:00
Stop date : Mar 6, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : Columbus Dr west of US 301 (NB Lts)

Mar 6 Westbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	5	10	10	9	23	26	42	54	39	26	28
30	7	9	3	5	7	33	26	60	33	25	34	31
45	3	5	5	9	11	25	38	47	49	33	29	36
00	5	3	7	7	12	26	49	52	43	36	48	38
Hr Total	22	22	25	31	39	107	139	201	179	133	137	133

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	47	48	39	36	37	20	42	18	18	17	17	9
30	48	37	38	28	25	18	24	23	18	22	7	7
45	43	49	47	39	34	18	27	16	12	16	7	12
00	44	49	43	33	26	33	23	16	17	19	16	8
Hr Total	182	183	167	136	122	89	116	73	65	74	47	36

24 Hour Total : 2458
AM peak hour begins : 07:15 AM peak volume : 213 Peak hour factor : 0.89
PM peak hour begins : 12:15 PM peak volume : 183 Peak hour factor : 0.95

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0306004.PRN
Station : 000003021306
Identification : 000145150006 Interval : 15 minutes
Start date : Mar 6, 13 Start time : 00:00
Stop date : Mar 6, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : Columbus Dr west of US 301 (SB Rts)

Mar 6 Westbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	1	2	3	3	11	8	7	5	10
30	0	2	0	0	0	1	5	6	8	8	13	12
45	0	0	0	0	2	3	1	3	5	4	3	5
00	3	3	0	0	0	0	12	6	9	5	8	5
Hr Total	3	5	0	1	4	7	21	26	30	24	29	32

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

24 Hour Total : 294
AM peak hour begins : 10:45 AM peak volume : 35 Peak hour factor : 0.73
PM peak hour begins : 12:30 PM peak volume : 27 Peak hour factor : 0.75

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0307002.PRN
Station : 000003021304
Identification : 000019247014 Interval : 15 minutes
Start date : Mar 7, 13 Start time : 00:00
Stop date : Mar 7, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : Columbus Dr west of US 301

Mar 7 Tampa E Blvd Eastbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	2	11	5	13	9	18	25	35	32	34	35
30	7	5	6	7	5	9	28	31	30	30	40	33
45	2	5	6	5	8	16	20	39	26	33	26	38
00	3	8	4	10	13	10	27	41	34	31	30	35
Hr Total	19	20	27	27	39	44	93	136	125	126	130	141

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	47	42	43	42	53	49	34	25	8	11	14	12
30	41	38	43	53	47	50	24	18	12	8	9	5
45	43	46	43	40	66	50	24	15	13	10	3	4
00	29	26	46	52	41	29	34	18	15	10	6	1
Hr Total	160	152	175	187	207	178	116	76	48	39	32	22

24 Hour Total : 2319
AM peak hour begins : 11:30 AM peak volume : 161 Peak hour factor : 0.86
PM peak hour begins : 15:45 PM peak volume : 218 Peak hour factor : 0.83

Mar 7 Columbus Dr Eastbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	2	1	1	0	6	3	7	10	11	15	8
30	4	0	0	3	1	6	6	1	6	6	8	5
45	1	2	2	0	4	1	4	9	8	10	8	5
00	2	1	3	2	1	3	3	9	13	11	10	5
Hr Total	12	5	6	6	6	16	16	26	37	38	41	23

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	5	16	12	0	0	0	0	1	0	0	0	0
30	9	8	9	0	0	1	0	0	0	0	0	0
45	8	2	0	0	0	1	0	0	0	0	0	0
00	7	5	1	0	0	0	0	0	0	0	0	0
Hr Total	29	31	22	0	0	2	0	1	0	0	0	0

24 Hour Total : 317
AM peak hour begins : 09:30 AM peak volume : 44 Peak hour factor : 0.73
PM peak hour begins : 12:15 PM peak volume : 40 Peak hour factor : 0.63

Data File : D0307002.PRN
Station : 000003021304
Identification : 000019247014 Interval : 15 minutes
Start date : Mar 7, 13 Start time : 00:00
Stop date : Mar 7, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : Columbus Dr west of US 301

Mar 7 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	4	12	6	13	15	21	32	45	43	49	43
30	11	5	6	10	6	15	34	32	36	36	48	38
45	3	7	8	5	12	17	24	48	34	43	34	43
00	5	9	7	12	14	13	30	50	47	42	40	40
Hr Total	31	25	33	33	45	60	109	162	162	164	171	164

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	52	58	55	42	53	49	34	26	8	11	14	12
30	50	46	52	53	47	51	24	18	12	8	9	5
45	51	48	43	40	66	51	24	15	13	10	3	4
00	36	31	47	52	41	29	34	18	15	10	6	1
Hr Total	189	183	197	187	207	180	116	77	48	39	32	22

24 Hour Total : 2636
AM peak hour begins : 11:30 AM peak volume : 185 Peak hour factor : 0.89
PM peak hour begins : 15:45 PM peak volume : 218 Peak hour factor : 0.83

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0307003.PRN
Station : 000003021305
Identification : 000039640003 Interval : 15 minutes
Start date : Mar 7, 13 Start time : 00:00
Stop date : Mar 7, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : Columbus Dr west of US 301 (NB Lts)

Mar 7 Westbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	10	7	10	8	22	22	50	45	32	25	29
30	4	3	5	8	9	30	33	49	40	35	35	44
45	5	8	4	12	15	30	40	45	32	37	27	41
00	8	6	11	21	8	27	40	47	41	36	43	47
Hr Total	29	27	27	51	40	109	135	191	158	140	130	161

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	44	43	28	47	41	23	4	2	0	2	1	1
30	42	32	51	41	20	10	3	4	1	1	1	0
45	43	29	34	43	22	4	3	3	0	0	3	1
00	49	47	25	35	29	5	3	1	0	0	0	0
Hr Total	178	151	138	166	112	42	13	10	1	3	5	2

24 Hour Total : 2019
AM peak hour begins : 07:00 AM peak volume : 191 Peak hour factor : 0.95
PM peak hour begins : 12:00 PM peak volume : 178 Peak hour factor : 0.91

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0307004.PRN
Station : 000003021306
Identification : 000145150006 Interval : 15 minutes
Start date : Mar 7, 13 Start time : 00:00
Stop date : Mar 7, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : Columbus Dr west of US 301 (SB Rts)

Mar 7 Westbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	1	4	1	1	11	5	10	9	3	2
30	0	2	0	0	0	3	2	1	3	6	8	10
45	3	0	0	0	1	5	2	15	4	8	9	9
00	0	0	1	0	0	0	9	15	6	2	4	9
Hr Total	5	2	2	4	2	9	24	36	23	25	24	30

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

24 Hour Total : 344
AM peak hour begins : 07:30 AM peak volume : 43 Peak hour factor : 0.72
PM peak hour begins : 13:30 PM peak volume : 44 Peak hour factor : 0.69

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

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Data File : D0305001.PRN
Station : 000003021301
Identification : 000019247013 Interval : 15 minutes
Start date : Mar 5, 13 Start time : 00:00
Stop date : Mar 5, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : US 301 north of Columbus Dr

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Mar 5 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	31	20	15	23	20	40	118	354	474	362	215	211
30	14	20	19	25	28	60	181	412	464	332	233	238
45	20	14	18	33	33	78	229	424	419	257	222	281
00	20	15	19	25	45	108	322	447	425	254	244	241
Hr Total	85	69	71	106	126	286	850	1637	1782	1205	914	971

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	249	239	295	241	299	381	291	176	125	120	60	63
30	224	275	257	264	280	348	245	159	98	79	48	37
45	224	254	270	337	321	358	236	147	104	87	68	36
00	265	267	242	294	311	260	223	116	91	61	48	41
Hr Total	962	1035	1064	1136	1211	1347	995	598	418	347	224	177

24 Hour Total : 17616
AM peak hour begins : 07:30 AM peak volume : 1809 Peak hour factor : 0.95
PM peak hour begins : 16:45 PM peak volume : 1398 Peak hour factor : 0.92

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Mar 5 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	50	33	30	17	42	50	115	255	301	233	231	254
30	24	23	22	42	33	59	157	365	279	250	244	240
45	40	32	20	33	43	80	242	318	304	229	220	284
00	26	26	26	32	47	129	289	365	297	257	247	262
Hr Total	140	114	98	124	165	318	803	1303	1181	969	942	1040

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	285	243	292	315	361	501	348	218	146	126	90	93
30	288	244	256	288	351	429	333	177	140	139	88	61
45	240	284	246	344	363	422	365	162	126	111	79	51
00	263	252	281	321	372	355	260	165	108	105	73	51
Hr Total	1076	1023	1075	1268	1447	1707	1306	722	520	481	330	256

24 Hour Total : 18408
AM peak hour begins : 07:15 AM peak volume : 1349 Peak hour factor : 0.92
PM peak hour begins : 16:45 PM peak volume : 1724 Peak hour factor : 0.86

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Data File : D0305001.PRN
Station : 000003021301
Identification : 000019247013 Interval : 15 minutes
Start date : Mar 5, 13 Start time : 00:00
Stop date : Mar 5, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : US 301 north of Columbus Dr

Mar 5 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	81	53	45	40	62	90	233	609	775	595	446	465
30	38	43	41	67	61	119	338	777	743	582	477	478
45	60	46	38	66	76	158	471	742	723	486	442	565
00	46	41	45	57	92	237	611	812	722	511	491	503
Hr Total	225	183	169	230	291	604	1653	2940	2963	2174	1856	2011

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	534	482	587	556	660	882	639	394	271	246	150	156
30	512	519	513	552	631	777	578	336	238	218	136	98
45	464	538	516	681	684	780	601	309	230	198	147	87
00	528	519	523	615	683	615	483	281	199	166	121	92
Hr Total	2038	2058	2139	2404	2658	3054	2301	1320	938	828	554	433

24 Hour Total : 36024
AM peak hour begins : 07:15 AM peak volume : 3106 Peak hour factor : 0.96
PM peak hour begins : 16:45 PM peak volume : 3122 Peak hour factor : 0.88

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0306001.PRN
Station : 000003021301
Identification : 000019247013
Interval : 15 minutes
Start date : Mar 6, 13
Start time : 00:00
Stop date : Mar 6, 13
Stop time : 24:00
City/Town : Tampa
County : Hillsborough
Location : US 301 north of Columbus Dr

Mar 6 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	39	14	14	26	22	44	122	330	400	265	211	202
30	23	14	26	25	33	58	191	377	376	252	210	239
45	19	21	25	16	36	86	261	416	330	266	199	244
00	22	9	23	26	49	116	318	418	302	253	203	231
Hr Total	103	58	88	93	140	304	892	1541	1408	1036	823	916

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	251	252	230	282	320	374	264	183	131	111	85	40
30	248	289	223	224	277	367	236	200	114	89	54	41
45	251	246	273	377	340	338	227	138	97	79	57	42
00	249	253	239	263	301	290	198	112	97	81	57	28
Hr Total	999	1040	965	1146	1238	1369	925	633	439	360	253	151

24 Hour Total : 16920
AM peak hour begins : 07:15 AM peak volume : 1611 Peak hour factor : 0.96
PM peak hour begins : 16:30 PM peak volume : 1382 Peak hour factor : 0.92

Mar 6 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	47	40	20	30	39	49	134	270	283	271	228	257
30	43	26	18	13	38	51	161	318	292	253	220	250
45	20	22	20	29	43	100	259	312	278	207	238	262
00	46	34	27	31	55	113	311	317	284	229	220	284
Hr Total	156	122	85	103	175	313	865	1217	1137	960	906	1053

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	250	284	278	248	392	504	400	302	148	122	112	66
30	239	241	263	299	327	456	359	223	161	131	76	59
45	264	263	252	347	359	479	355	164	133	134	69	65
00	240	232	266	296	355	457	341	155	125	125	72	66
Hr Total	993	1020	1059	1190	1433	1896	1455	844	567	512	329	256

24 Hour Total : 18646
AM peak hour begins : 07:15 AM peak volume : 1230 Peak hour factor : 0.97
PM peak hour begins : 17:00 PM peak volume : 1896 Peak hour factor : 0.94

Data File : D0306001.PRN
Station : 000003021301
Identification : 000019247013 Interval : 15 minutes
Start date : Mar 6, 13 Start time : 00:00
Stop date : Mar 6, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : US 301 north of Columbus Dr

Mar 6 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	86	54	34	56	61	93	256	600	683	536	439	459
30	66	40	44	38	71	109	352	695	668	505	430	489
45	39	43	45	45	79	186	520	728	608	473	437	506
00	68	43	50	57	104	229	629	735	586	482	423	515
Hr Total	259	180	173	196	315	617	1757	2758	2545	1996	1729	1969

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	501	536	508	530	712	878	664	485	279	233	197	106
30	487	530	486	523	604	823	595	423	275	220	130	100
45	515	509	525	724	699	817	582	302	230	213	126	107
00	489	485	505	559	656	747	539	267	222	206	129	94
Hr Total	1992	2060	2024	2336	2671	3265	2380	1477	1006	872	582	407

24 Hour Total : 35566
AM peak hour begins : 07:15 AM peak volume : 2841 Peak hour factor : 0.97
PM peak hour begins : 17:00 PM peak volume : 3265 Peak hour factor : 0.93

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0307001.PRN
Station : 000003021301
Identification : 000019247013
Start date : Mar 7, 13
Stop date : Mar 7, 13
City/Town : Tampa
Location : US 301 north of Columbus Dr
Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

Mar 7 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	47	18	19	25	30	47	129	335	445	257	210	261
30	21	13	18	22	38	61	184	399	357	265	203	241
45	28	16	20	28	40	90	255	397	332	190	224	258
00	12	13	25	36	37	103	325	465	324	261	222	256
Hr Total	108	60	82	111	145	301	893	1596	1458	973	859	1016

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	257	260	291	281	318	399	304	188	128	119	76	73
30	265	271	264	238	340	380	261	174	120	114	89	74
45	248	255	268	347	329	356	186	155	93	81	101	74
00	281	242	265	289	328	302	176	137	124	84	64	46
Hr Total	1051	1028	1088	1155	1315	1437	927	654	465	398	330	267

24 Hour Total : 17717
AM peak hour begins : 07:15 AM peak volume : 1706 Peak hour factor : 0.92
PM peak hour begins : 16:45 PM peak volume : 1463 Peak hour factor : 0.92

Mar 7 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	56	28	25	28	44	51	122	256	303	244	216	234
30	53	40	11	18	20	55	164	296	277	221	234	245
45	49	35	27	22	53	93	226	378	279	235	251	277
00	22	24	41	31	45	120	322	350	266	251	273	309
Hr Total	180	127	104	99	162	319	834	1280	1125	951	974	1065

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	353	269	291	307	352	524	419	254	137	134	112	67
30	289	308	317	299	370	480	377	201	143	133	91	60
45	287	250	239	342	416	490	324	195	156	153	105	64
00	283	267	260	326	404	470	284	176	144	106	83	61
Hr Total	1212	1094	1107	1274	1542	1964	1404	826	580	526	391	252

24 Hour Total : 19392
AM peak hour begins : 07:15 AM peak volume : 1327 Peak hour factor : 0.88
PM peak hour begins : 17:00 PM peak volume : 1964 Peak hour factor : 0.94

Data File : D0307001.PRN
Station : 000003021301
Identification : 000019247013 Interval : 15 minutes
Start date : Mar 7, 13 Start time : 00:00
Stop date : Mar 7, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : US 301 north of Columbus Dr

Mar 7 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	103	46	44	53	74	98	251	591	748	501	426	495
30	74	53	29	40	58	116	348	695	634	486	437	486
45	77	51	47	50	93	183	481	775	611	425	475	535
00	34	37	66	67	82	223	647	815	590	512	495	565
Hr Total	288	187	186	210	307	620	1727	2876	2583	1924	1833	2081

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	610	529	582	588	670	923	723	442	265	253	188	140
30	554	579	581	537	710	860	638	375	263	247	180	134
45	535	505	507	689	745	846	510	350	249	234	206	138
00	564	509	525	615	732	772	460	313	268	190	147	107
Hr Total	2263	2122	2195	2429	2857	3401	2331	1480	1045	924	721	519

24 Hour Total : 37109
AM peak hour begins : 07:15 AM peak volume : 3033 Peak hour factor : 0.93
PM peak hour begins : 17:00 PM peak volume : 3401 Peak hour factor : 0.92

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0226035.PRN
Station : 000002241307
Identification : 000065310005 Interval : 15 minutes
Start date : Feb 26, 13 Start time : 00:00
Stop date : Feb 26, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : US 301 south of 21st Ave/Overpass Rd

Feb 26 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	40	16	20	23	25	47	150	322	392	249	203	216
30	25	15	22	16	36	58	182	377	336	210	239	241
45	19	17	19	37	33	67	221	417	345	237	232	253
00	22	23	20	22	59	125	321	394	283	229	213	228
Hr Total	106	71	81	98	153	297	874	1510	1356	925	887	938

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	207	258	236	277	311	396	276	171	104	98	54	59
30	231	227	251	242	289	349	223	149	101	93	65	41
45	232	257	252	352	331	346	213	128	84	71	53	58
00	226	260	267	292	356	282	182	101	90	62	50	35
Hr Total	896	1002	1006	1163	1287	1373	894	549	379	324	222	193

24 Hour Total : 16584
AM peak hour begins : 07:15 AM peak volume : 1580 Peak hour factor : 0.95
PM peak hour begins : 16:45 PM peak volume : 1447 Peak hour factor : 0.91

Feb 26 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	38	28	23	21	35	56	114	315	315	234	222	241
30	40	29	24	20	33	57	188	367	274	262	234	213
45	28	35	36	21	48	76	253	354	331	223	214	233
00	24	22	31	39	48	130	345	346	294	223	245	271
Hr Total	130	114	114	101	164	319	900	1382	1214	942	915	958

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	270	234	265	260	342	420	305	180	155	106	81	76
30	221	240	246	341	349	395	271	147	122	122	66	51
45	245	236	252	323	350	411	228	168	116	113	96	57
00	254	260	267	319	352	374	211	150	132	98	91	46
Hr Total	990	970	1030	1243	1393	1600	1015	645	525	439	334	230

24 Hour Total : 17667
AM peak hour begins : 07:00 AM peak volume : 1382 Peak hour factor : 0.94
PM peak hour begins : 17:00 PM peak volume : 1600 Peak hour factor : 0.95

Data File : D0226035.PRN
Station : 000002241307
Identification : 000065310005 Interval : 15 minutes
Start date : Feb 26, 13 Start time : 00:00
Stop date : Feb 26, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : US 301 south of 21st Ave/Overpass Rd

Feb 26 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	78	44	43	44	60	103	264	637	707	483	425	457
30	65	44	46	36	69	115	370	744	610	472	473	454
45	47	52	55	58	81	143	474	771	676	460	446	486
00	46	45	51	61	107	255	666	740	577	452	458	499
Hr Total	236	185	195	199	317	616	1774	2892	2570	1867	1802	1896

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	477	492	501	537	653	816	581	351	259	204	135	135
30	452	467	497	583	638	744	494	296	223	215	131	92
45	477	493	504	675	681	757	441	296	200	184	149	115
00	480	520	534	611	708	656	393	251	222	160	141	81
Hr Total	1886	1972	2036	2406	2680	2973	1909	1194	904	763	556	423

24 Hour Total : 34251
AM peak hour begins : 07:15 AM peak volume : 2962 Peak hour factor : 0.96
PM peak hour begins : 16:45 PM peak volume : 3025 Peak hour factor : 0.93

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0227035.PRN
Station : 000002241307
Identification : 000065310005 Interval : 15 minutes
Start date : Feb 27, 13 Start time : 00:00
Stop date : Feb 27, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : US 301 south of 21st Ave/Overpass Rd

Feb 27 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	34	20	10	25	28	46	140	349	348	288	208	245
30	28	16	17	26	36	55	189	385	326	233	224	234
45	17	17	20	29	38	95	231	409	372	253	193	237
00	15	22	18	25	52	106	306	420	370	243	250	250
Hr Total	94	75	65	105	154	302	866	1563	1416	1017	875	966

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	220	304	224	268	354	416	293	164	117	124	77	52
30	269	253	263	265	292	363	257	185	135	99	72	44
45	237	229	288	342	340	355	202	148	105	81	61	45
00	242	247	262	291	351	283	196	136	98	71	50	40
Hr Total	968	1033	1037	1166	1337	1417	948	633	455	375	260	181

24 Hour Total : 17308
AM peak hour begins : 07:00 AM peak volume : 1563 Peak hour factor : 0.93
PM peak hour begins : 16:45 PM peak volume : 1485 Peak hour factor : 0.89

Feb 27 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	43	34	30	28	34	50	120	345	372	255	243	268
30	36	25	27	19	42	59	186	394	365	255	224	229
45	32	19	39	27	50	96	257	420	356	248	208	264
00	32	26	26	20	66	129	362	410	325	262	272	266
Hr Total	143	104	122	94	192	334	925	1569	1418	1020	947	1027

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	258	249	264	301	351	475	384	223	136	129	104	78
30	276	245	252	286	340	456	351	187	149	131	90	61
45	291	235	274	354	350	441	277	205	135	146	79	61
00	293	264	248	296	390	409	208	152	135	139	70	48
Hr Total	1118	993	1038	1237	1431	1781	1220	767	555	545	343	248

24 Hour Total : 19171
AM peak hour begins : 07:15 AM peak volume : 1596 Peak hour factor : 0.95
PM peak hour begins : 17:00 PM peak volume : 1781 Peak hour factor : 0.94

Data File : D0227035.PRN
Station : 000002241307
Identification : 000065310005 Interval : 15 minutes
Start date : Feb 27, 13 Start time : 00:00
Stop date : Feb 27, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : US 301 south of 21st Ave/Overpass Rd

Feb 27 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	77	54	40	53	62	96	260	694	720	543	451	513
30	64	41	44	45	78	114	375	779	691	488	448	463
45	49	36	59	56	88	191	488	829	728	501	401	501
00	47	48	44	45	118	235	668	830	695	505	522	516
Hr Total	237	179	187	199	346	636	1791	3132	2834	2037	1822	1993

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	478	553	488	569	705	891	677	387	253	253	181	130
30	545	498	515	551	632	819	608	372	284	230	162	105
45	528	464	562	696	690	796	479	353	240	227	140	106
00	535	511	510	587	741	692	404	288	233	210	120	88
Hr Total	2086	2026	2075	2403	2768	3198	2168	1400	1010	920	603	429

24 Hour Total : 36479
AM peak hour begins : 07:15 AM peak volume : 3158 Peak hour factor : 0.95
PM peak hour begins : 16:45 PM peak volume : 3247 Peak hour factor : 0.91

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0228034.PRN
Station : 000002241307
Identification : 000065310005 Interval : 15 minutes
Start date : Feb 28, 13 Start time : 00:00
Stop date : Feb 28, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : US 301 south of 21st Ave/Overpass Rd

Feb 28 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	50	23	17	23	30	46	148	345	412	304	356	241
30	29	7	22	29	36	60	198	383	421	307	316	264
45	26	19	16	29	49	71	237	446	422	346	304	238
00	24	21	26	26	37	114	337	461	364	378	261	257
Hr Total	129	70	81	107	152	291	920	1635	1619	1335	1237	1000

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	270	288	257	246	341	399	284	157	120	146	106	75
30	251	272	256	251	324	350	274	186	128	138	108	75
45	246	236	279	327	341	352	194	159	135	115	91	55
00	251	238	257	257	351	315	232	113	124	107	97	40
Hr Total	1018	1034	1049	1081	1357	1416	984	615	507	506	402	245

24 Hour Total : 18790
AM peak hour begins : 07:30 AM peak volume : 1740 Peak hour factor : 0.94
PM peak hour begins : 16:45 PM peak volume : 1452 Peak hour factor : 0.91

Feb 28 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	57	30	25	22	26	70	128	277	306	280	205	257
30	46	37	24	21	48	67	155	372	249	254	209	253
45	47	21	37	43	40	109	254	333	304	253	243	257
00	30	35	38	38	53	137	359	362	325	233	245	318
Hr Total	180	123	124	124	167	383	896	1344	1184	1020	902	1085

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	292	265	276	283	351	445	400	232	139	146	108	70
30	306	250	260	316	330	393	431	211	166	145	86	62
45	242	282	261	330	374	427	321	180	148	188	96	77
00	275	243	267	351	370	423	226	165	147	110	81	62
Hr Total	1115	1040	1064	1280	1425	1688	1378	788	600	589	371	271

24 Hour Total : 19141
AM peak hour begins : 07:15 AM peak volume : 1373 Peak hour factor : 0.92
PM peak hour begins : 17:00 PM peak volume : 1688 Peak hour factor : 0.95

Data File : D0228034.PRN
Station : 000002241307
Identification : 000065310005 Interval : 15 minutes
Start date : Feb 28, 13 Start time : 00:00
Stop date : Feb 28, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : US 301 south of 21st Ave/Overpass Rd

Feb 28 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	107	53	42	45	56	116	276	622	718	584	561	498
30	75	44	46	50	84	127	353	755	670	561	525	517
45	73	40	53	72	89	180	491	779	726	599	547	495
00	54	56	64	64	90	251	696	823	689	611	506	575
Hr Total	309	193	205	231	319	674	1816	2979	2803	2355	2139	2085

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	562	553	533	529	692	844	684	389	259	292	214	145
30	557	522	516	567	654	743	705	397	294	283	194	137
45	488	518	540	657	715	779	515	339	283	303	187	132
00	526	481	524	608	721	738	458	278	271	217	178	102
Hr Total	2133	2074	2113	2361	2782	3104	2362	1403	1107	1095	773	516

24 Hour Total : 37931
AM peak hour begins : 07:15 AM peak volume : 3075 Peak hour factor : 0.93
PM peak hour begins : 17:00 PM peak volume : 3104 Peak hour factor : 0.92

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0226034.PRN
Station : 000002221308
Identification : 000065310015
Start date : Feb 26, 13
Stop date : Feb 26, 13
City/Town : Tampa
Location : Overpass Rd east of US 301
Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

Feb 26 — Westbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	0	1	5	5	3	9	7	7	20	12
30	2	0	1	2	1	1	12	6	8	6	20	16
45	1	0	2	4	3	1	6	9	12	11	16	15
00	4	0	5	0	2	2	11	21	8	21	12	9
Hr Total	9	0	8	7	11	9	32	45	35	45	68	52

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	20	14	19	14	20	29	18	7	5	1	2	1
30	17	9	12	19	18	26	2	6	1	2	0	3
45	17	19	15	23	31	33	8	9	2	0	1	0
00	12	16	11	16	24	11	3	4	1	0	3	4
Hr Total	66	58	57	72	93	99	31	26	9	3	6	8

24 Hour Total : 849
AM peak hour begins : 09:45 AM peak volume : 77 Peak hour factor : 0.92
PM peak hour begins : 16:45 PM peak volume : 112 Peak hour factor : 0.85

Feb 26 — Eastbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	1	0	3	7	15	21	17	16	7
30	0	0	0	4	2	1	4	20	19	13	9	14
45	1	0	0	2	3	5	13	22	8	13	12	17
00	0	1	0	1	5	7	16	24	15	14	11	16
Hr Total	2	1	0	8	10	16	40	81	63	57	48	54

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	9	15	11	16	14	13	9	2	1	1	0	3
30	23	7	10	8	20	8	3	1	0	2	1	0
45	10	11	10	15	16	10	6	1	4	0	2	1
00	21	19	7	15	19	14	10	1	3	2	5	4
Hr Total	63	52	38	54	69	45	28	5	8	5	8	8

24 Hour Total : 763
AM peak hour begins : 07:15 AM peak volume : 87 Peak hour factor : 0.91
PM peak hour begins : 12:15 PM peak volume : 69 Peak hour factor : 0.75

Data File : D0226034.PRN
Station : 000002221308
Identification : 000065310015 Interval : 15 minutes
Start date : Feb 26, 13 Start time : 00:00
Stop date : Feb 26, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : Overpass Rd east of US 301

Feb 26 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	0	0	2	5	8	10	24	28	24	36	19
30	2	0	1	6	3	2	16	26	27	19	29	30
45	2	0	2	6	6	6	19	31	20	24	28	32
00	4	1	5	1	7	9	27	45	23	35	23	25
Hr Total	11	1	8	15	21	25	72	126	98	102	116	106

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	29	29	30	30	34	42	27	9	6	2	2	4
30	40	16	22	27	38	34	5	7	1	4	1	3
45	27	30	25	38	47	43	14	10	6	0	3	1
00	33	35	18	31	43	25	13	5	4	2	8	8
Hr Total	129	110	95	126	162	144	59	31	17	8	14	16

24 Hour Total : 1612
AM peak hour begins : 07:30 AM peak volume : 131 Peak hour factor : 0.73
PM peak hour begins : 16:15 PM peak volume : 170 Peak hour factor : 0.90

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

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Data File : D0227034.PRN
Station : 000002221308
Identification : 000065310015 Interval : 15 minutes
Start date : Feb 27, 13 Start time : 00:00
Stop date : Feb 27, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : Overpass Rd east of US 301

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Feb 27 Westbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	2	0	0	3	1	8	17	15	16	14	12
30	0	3	1	1	8	4	6	7	10	15	16	23
45	1	0	1	3	0	2	10	14	12	20	13	22
00	6	0	0	1	5	9	12	23	8	13	17	18
Hr Total	10	5	2	5	16	16	36	61	45	64	60	75

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	13	12	16	12	25	30	15	2	4	2	1	2
30	10	7	16	6	17	15	10	5	8	1	0	1
45	24	18	14	22	24	24	7	3	8	1	1	4
00	17	18	12	20	21	18	2	4	1	0	1	1
Hr Total	64	55	58	60	87	87	34	14	21	4	3	8

24 Hour Total : 890
AM peak hour begins : 11:15 AM peak volume : 76 Peak hour factor : 0.83
PM peak hour begins : 16:15 PM peak volume : 92 Peak hour factor : 0.77

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Feb 27 Eastbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	0	2	2	20	29	15	10	17
30	0	0	1	0	2	2	15	18	22	11	6	17
45	0	0	0	0	3	12	6	16	10	16	8	18
00	0	0	0	2	7	11	19	28	19	11	9	4
Hr Total	1	0	1	2	12	27	42	82	80	53	33	56

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	7	16	6	9	21	24	4	2	6	1	0	0
30	17	14	18	12	19	9	6	5	3	2	3	0
45	19	10	9	9	12	20	4	0	2	3	1	2
00	14	13	8	11	14	11	4	3	2	3	3	0
Hr Total	57	53	41	41	66	64	18	10	13	9	7	2

24 Hour Total : 770
AM peak hour begins : 07:30 AM peak volume : 95 Peak hour factor : 0.82
PM peak hour begins : 16:15 PM peak volume : 69 Peak hour factor : 0.72

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Data File : D0227034.PRN
Station : 000002221308
Identification : 000065310015 Interval : 15 minutes
Start date : Feb 27, 13 Start time : 00:00
Stop date : Feb 27, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : Overpass Rd east of US 301

Feb 27 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	2	0	0	3	3	10	37	44	31	24	29
30	0	3	2	1	10	6	21	25	32	26	22	40
45	1	0	1	3	3	14	16	30	22	36	21	40
00	6	0	0	3	12	20	31	51	27	24	26	22
Hr Total	11	5	3	7	28	43	78	143	125	117	93	131

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	20	28	22	21	46	54	19	4	10	3	1	2
30	27	21	34	18	36	24	16	10	11	3	3	1
45	43	28	23	31	36	44	11	3	10	4	2	6
00	31	31	20	31	35	29	6	7	3	3	4	1
Hr Total	121	108	99	101	153	151	52	24	34	13	10	10

24 Hour Total : 1660
AM peak hour begins : 07:30 AM peak volume : 157 Peak hour factor : 0.77
PM peak hour begins : 16:15 PM peak volume : 161 Peak hour factor : 0.75

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0228033.PRN
Station : 000002221308
Identification : 000065310015
Interval : 15 minutes
Start date : Feb 28, 13
Start time : 00:00
Stop date : Feb 28, 13
Stop time : 24:00
City/Town : Tampa
County : Hillsborough
Location : Overpass Rd east of US 301

Feb 28 — Westbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	2	3	2	3	0	3	9	13	11	14	12
30	1	0	3	1	3	5	3	12	11	22	5	10
45	1	1	4	0	0	4	6	18	9	21	5	7
00	8	0	0	1	1	1	26	9	9	14	10	13
Hr Total	11	3	10	4	7	10	38	48	42	68	34	42

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	19	10	20	17	24	22	13	6	1	3	2	0
30	14	18	15	17	12	29	11	6	1	4	1	0
45	14	15	21	15	20	18	8	8	2	1	2	0
00	27	12	14	15	24	16	7	1	3	0	2	2
Hr Total	74	55	70	64	80	85	39	21	7	8	7	2

24 Hour Total : 829
AM peak hour begins : 09:15 AM peak volume : 71 Peak hour factor : 0.81
PM peak hour begins : 16:30 PM peak volume : 95 Peak hour factor : 0.82

Feb 28 — Eastbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	0	0	1	4	5	19	24	13	10	11
30	1	0	0	0	2	0	9	24	17	9	4	10
45	0	2	0	1	2	4	10	18	19	9	8	6
00	0	0	1	0	4	5	16	17	16	8	13	10
Hr Total	3	2	1	1	9	13	40	78	76	39	35	37

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	17	7	14	22	15	18	5	9	3	4	1	1
30	16	24	18	8	14	14	10	7	0	1	2	0
45	22	11	12	15	10	17	1	6	4	1	3	0
00	19	10	18	6	13	16	9	5	2	2	0	0
Hr Total	74	52	62	51	52	65	25	27	9	8	6	1

24 Hour Total : 766
AM peak hour begins : 07:15 AM peak volume : 83 Peak hour factor : 0.86
PM peak hour begins : 12:00 PM peak volume : 74 Peak hour factor : 0.84

Data File : D0228033.PRN
Station : 000002221308
Identification : 000065310015 Interval : 15 minutes
Start date : Feb 28, 13 Start time : 00:00
Stop date : Feb 28, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : Overpass Rd east of US 301

Feb 28 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	2	3	2	4	4	8	28	37	24	24	23
30	2	0	3	1	5	5	12	36	28	31	9	20
45	1	3	4	1	2	8	16	36	28	30	13	13
00	8	0	1	1	5	6	42	26	25	22	23	23
Hr Total	14	5	11	5	16	23	78	126	118	107	69	79

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	36	17	34	39	39	40	18	15	4	7	3	1
30	30	42	33	25	26	43	21	13	1	5	3	0
45	36	26	33	30	30	35	9	14	6	2	5	0
00	46	22	32	21	37	32	16	6	5	2	2	2
Hr Total	148	107	132	115	132	150	64	48	16	16	13	3

24 Hour Total : 1595
AM peak hour begins : 06:45 AM peak volume : 142 Peak hour factor : 0.85
PM peak hour begins : 16:45 PM peak volume : 155 Peak hour factor : 0.90

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0226033.PRN
Station : 000002221307
Identification : 000025620002
Start date : Feb 26, 13
Stop date : Feb 26, 13
City/Town : Tampa
Location : 21st Ave west of US 301

Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

Feb 26 — Westbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	1	3	12	22	15	12	17	20
30	2	1	2	3	6	1	22	24	18	20	25	11
45	0	3	1	0	5	6	35	30	24	16	17	24
00	0	1	4	1	4	7	56	21	24	16	13	14
Hr Total	2	5	7	4	16	17	125	97	81	64	72	69

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	24	23	28	24	13	25	8	6	6	1	3	0
30	13	16	18	19	23	13	10	3	8	4	1	3
45	18	15	15	16	26	17	6	8	3	4	2	2
00	15	11	9	14	16	7	4	5	3	1	3	3
Hr Total	70	65	70	73	78	62	28	22	20	10	9	8

24 Hour Total : 1074
AM peak hour begins : 06:30 AM peak volume : 137 Peak hour factor : 0.61
PM peak hour begins : 16:15 PM peak volume : 90 Peak hour factor : 0.87

Feb 26 — Eastbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	4	1	0	2	20	15	14	19	14
30	1	0	0	2	3	1	6	9	13	11	14	13
45	1	2	0	0	1	0	5	10	21	12	7	20
00	3	0	1	0	4	7	12	9	7	10	15	18
Hr Total	6	2	1	6	9	8	25	48	56	47	55	65

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	21	15	12	9	9	16	9	6	4	4	1	2
30	15	9	17	11	9	20	8	2	3	0	2	2
45	14	13	10	14	18	52	3	5	3	3	1	1
00	14	15	15	12	10	10	4	3	3	4	3	0
Hr Total	64	52	54	46	46	98	24	16	13	11	7	5

24 Hour Total : 764
AM peak hour begins : 11:30 AM peak volume : 74 Peak hour factor : 0.88
PM peak hour begins : 16:45 PM peak volume : 98 Peak hour factor : 0.47

Data File : D0226033.PRN
Station : 000002221307
Identification : 000025620002 Interval : 15 minutes
Start date : Feb 26, 13 Start time : 00:00
Stop date : Feb 26, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : 21st Ave west of US 301

Feb 26 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	4	2	3	14	42	30	26	36	34
30	3	1	2	5	9	2	28	33	31	31	39	24
45	1	5	1	0	6	6	40	40	45	28	24	44
00	3	1	5	1	8	14	68	30	31	26	28	32
Hr Total	8	7	8	10	25	25	150	145	137	111	127	134

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	45	38	40	33	22	41	17	12	10	5	4	2
30	28	25	35	30	32	33	18	5	11	4	3	5
45	32	28	25	30	44	69	9	13	6	7	3	3
00	29	26	24	26	26	17	8	8	6	5	6	3
Hr Total	134	117	124	119	124	160	52	38	33	21	16	13

24 Hour Total : 1838
AM peak hour begins : 06:30 AM peak volume : 183 Peak hour factor : 0.67
PM peak hour begins : 16:45 PM peak volume : 169 Peak hour factor : 0.61

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0227033.PRN
Station : 000002221307
Identification : 000025620002
Start date : Feb 27, 13
Stop date : Feb 27, 13
City/Town : Tampa
Location : 21st Ave west of US 301
Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

Feb 27 — Westbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	0	0	2	0	3	12	16	13	11	20	20
30	1	0	3	2	3	6	19	22	20	14	9	17
45	0	1	0	3	2	5	47	16	24	19	16	12
00	1	4	1	0	8	9	51	27	21	20	12	24
Hr Total	5	5	4	7	13	23	129	81	78	64	57	73

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	14	22	18	19	21	22	14	8	4	3	4	2
30	22	14	13	18	20	22	4	9	5	3	2	3
45	29	23	17	19	23	20	6	1	4	3	4	2
00	25	23	15	13	20	9	9	3	3	2	2	3
Hr Total	90	82	63	69	84	73	33	21	16	11	12	10

24 Hour Total : 1103
AM peak hour begins : 06:30 AM peak volume : 136 Peak hour factor : 0.67
PM peak hour begins : 12:15 PM peak volume : 98 Peak hour factor : 0.84

Feb 27 — Eastbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	0	1	1	4	4	15	15	6	16	10
30	1	0	1	2	0	5	6	4	18	6	15	16
45	2	0	0	1	6	2	6	19	15	19	9	9
00	1	1	3	1	3	3	7	13	11	9	18	15
Hr Total	6	2	4	5	10	14	23	51	59	40	58	50

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	10	10	6	13	18	19	4	5	1	1	4	1
30	11	15	15	16	10	15	3	4	3	3	0	2
45	9	8	13	15	17	39	9	5	4	1	2	3
00	13	9	18	17	8	14	4	1	0	2	0	5
Hr Total	43	42	52	61	53	87	20	15	8	7	6	11

24 Hour Total : 727
AM peak hour begins : 07:30 AM peak volume : 65 Peak hour factor : 0.86
PM peak hour begins : 17:00 PM peak volume : 87 Peak hour factor : 0.56

Data File : D0227033.PRN
Station : 000002221307
Identification : 000025620002 Interval : 15 minutes
Start date : Feb 27, 13 Start time : 00:00
Stop date : Feb 27, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : 21st Ave west of US 301

Feb 27 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	1	0	3	1	7	16	31	28	17	36	30
30	2	0	4	4	3	11	25	26	38	20	24	33
45	2	1	0	4	8	7	53	35	39	38	25	21
00	2	5	4	1	11	12	58	40	32	29	30	39
Hr Total	11	7	8	12	23	37	152	132	137	104	115	123

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	24	32	24	32	39	41	18	13	5	4	8	3
30	33	29	28	34	30	37	7	13	8	6	2	5
45	38	31	30	34	40	59	15	6	8	4	6	5
00	38	32	33	30	28	23	13	4	3	4	2	8
Hr Total	133	124	115	130	137	160	53	36	24	18	18	21

24 Hour Total : 1830
AM peak hour begins : 06:30 AM peak volume : 168 Peak hour factor : 0.72
PM peak hour begins : 16:45 PM peak volume : 165 Peak hour factor : 0.70

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0228032.PRN
Station : 000002221307
Identification : 000025620002
Start date : Feb 28, 13
Stop date : Feb 28, 13
City/Town : Tampa
Location : 21st Ave west of US 301
Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

Feb 28 — Westbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	0	1	2	2	11	37	17	21	15	11
30	0	2	1	4	3	7	19	20	20	16	25	20
45	3	1	1	2	5	2	41	16	17	18	20	17
00	1	3	1	0	4	10	40	23	15	21	15	14
Hr Total	6	6	3	7	14	21	111	96	69	76	75	62

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	25	22	13	22	18	23	20	2	2	7	2	2
30	20	18	15	14	23	10	11	13	6	3	6	1
45	18	13	11	18	18	16	9	5	5	2	6	6
00	19	12	13	23	13	7	3	3	3	1	5	0
Hr Total	82	65	52	77	72	56	43	23	16	13	19	9

24 Hour Total : 1073
AM peak hour begins : 06:30 AM peak volume : 138 Peak hour factor : 0.84
PM peak hour begins : 12:00 PM peak volume : 82 Peak hour factor : 0.82

Feb 28 — Eastbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	2	0	4	0	2	8	23	13	12	11	8
30	1	1	3	2	4	4	0	18	13	13	11	10
45	1	0	1	3	5	2	6	3	8	11	11	17
00	4	2	0	2	2	5	8	5	9	23	8	20
Hr Total	6	5	4	11	11	13	22	49	43	59	41	55

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	16	14	10	8	11	18	7	5	0	6	0	3
30	18	8	8	16	9	15	8	6	4	2	5	0
45	11	13	12	16	14	50	3	2	3	2	4	8
00	11	3	12	9	14	8	4	5	1	5	3	0
Hr Total	56	38	42	49	48	91	22	18	8	15	12	11

24 Hour Total : 729
AM peak hour begins : 11:30 AM peak volume : 71 Peak hour factor : 0.89
PM peak hour begins : 16:45 PM peak volume : 97 Peak hour factor : 0.49

Data File : D0228032.PRN
Station : 000002221307
Identification : 000025620002 Interval : 15 minutes
Start date : Feb 28, 13 Start time : 00:00
Stop date : Feb 28, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : 21st Ave west of US 301

Feb 28 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	2	0	5	2	4	19	60	30	33	26	19
30	1	3	4	6	7	11	19	38	33	29	36	30
45	4	1	2	5	10	4	47	19	25	29	31	34
00	5	5	1	2	6	15	48	28	24	44	23	34
Hr Total	12	11	7	18	25	34	133	145	112	135	116	117

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	41	36	23	30	29	41	27	7	2	13	2	5
30	38	26	23	30	32	25	19	19	10	5	11	1
45	29	26	23	34	32	66	12	7	8	4	10	14
00	30	15	25	32	27	15	7	8	4	6	8	0
Hr Total	138	103	94	126	120	147	65	41	24	28	31	20

24 Hour Total : 1802
AM peak hour begins : 06:30 AM peak volume : 193 Peak hour factor : 0.80
PM peak hour begins : 16:45 PM peak volume : 159 Peak hour factor : 0.60

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0226032.PRN
Station : 000002241306
Identification : 000065320003
Start date : Feb 26, 13
Stop date : Feb 26, 13
City/Town : Tampa
Location : US 301 between Sabal Industrial Blvd & 21st Ave

Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

Feb 26 — Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	43	16	21	26	30	56	160	322	389	246	236	219
30	25	14	22	20	37	53	179	364	351	218	239	248
45	20	17	21	40	34	67	231	441	355	244	242	255
00	30	24	23	19	59	129	311	389	294	235	206	239
Hr Total	118	71	87	105	160	305	881	1516	1389	943	923	961

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	229	256	267	266	306	423	290	176	120	104	57	61
30	242	216	267	270	303	382	249	152	102	87	64	44
45	232	278	268	358	360	397	199	133	83	76	54	57
00	248	276	278	310	367	283	186	100	91	67	53	31
Hr Total	951	1026	1080	1204	1336	1485	924	561	396	334	228	193

24 Hour Total : 17177
AM peak hour begins : 07:15 AM peak volume : 1583 Peak hour factor : 0.90
PM peak hour begins : 16:45 PM peak volume : 1569 Peak hour factor : 0.93

Feb 26 — Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	37	24	23	20	31	58	122	359	323	263	253	239
30	40	33	25	22	38	52	220	356	312	247	242	218
45	30	35	36	24	55	94	276	397	334	263	228	247
00	26	26	31	44	47	148	374	365	326	230	248	288
Hr Total	133	118	115	110	171	352	992	1477	1295	1003	971	992

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	283	236	293	284	339	455	317	169	153	108	74	77
30	222	248	249	362	365	378	278	152	126	132	79	48
45	260	250	267	317	359	424	236	177	138	117	88	64
00	267	273	273	332	364	355	221	155	116	105	98	42
Hr Total	1032	1007	1082	1295	1427	1612	1052	653	533	462	339	231

24 Hour Total : 18454
AM peak hour begins : 06:45 AM peak volume : 1486 Peak hour factor : 0.94
PM peak hour begins : 16:45 PM peak volume : 1621 Peak hour factor : 0.89

Data File : D0226032.PRN
Station : 000002241306
Identification : 000065320003 Interval : 15 minutes
Start date : Feb 26, 13 Start time : 00:00
Stop date : Feb 26, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : US 301 between Sabal Industrial Blvd & 21st Ave

Feb 26 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	80	40	44	46	61	114	282	681	712	509	489	458
30	65	47	47	42	75	105	399	720	663	465	481	466
45	50	52	57	64	89	161	507	838	689	507	470	502
00	56	50	54	63	106	277	685	754	620	465	454	527
Hr Total	251	189	202	215	331	657	1873	2993	2684	1946	1894	1953

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	512	492	560	550	645	878	607	345	273	212	131	138
30	464	464	516	632	668	760	527	304	228	219	143	92
45	492	528	535	675	719	821	435	310	221	193	142	121
00	515	549	551	642	731	638	407	255	207	172	151	73
Hr Total	1983	2033	2162	2499	2763	3097	1976	1214	929	796	567	424

24 Hour Total : 35631
AM peak hour begins : 07:15 AM peak volume : 3024 Peak hour factor : 0.90
PM peak hour begins : 16:45 PM peak volume : 3190 Peak hour factor : 0.91

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0227032.PRN
Station : 000002241306
Identification : 000065320003 Interval : 15 minutes
Start date : Feb 27, 13 Start time : 00:00
Stop date : Feb 27, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : US 301 between Sabal Industrial Blvd & 21st Ave

Feb 27 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	38	19	10	26	35	47	149	355	359	299	227	270
30	32	21	19	27	38	62	181	367	337	243	231	247
45	17	19	20	29	42	89	236	433	389	260	216	255
00	23	15	21	28	56	115	301	420	361	238	260	259
Hr Total	110	74	70	110	171	313	867	1575	1446	1040	934	1031

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	231	290	244	281	357	439	300	170	124	115	85	54
30	259	253	267	267	304	385	276	185	132	107	68	47
45	251	249	300	377	378	387	223	161	119	79	62	54
00	241	238	275	326	382	302	190	126	106	72	53	44
Hr Total	982	1030	1086	1251	1421	1513	989	642	481	373	268	199

24 Hour Total : 17976
AM peak hour begins : 07:15 AM peak volume : 1579 Peak hour factor : 0.91
PM peak hour begins : 16:45 PM peak volume : 1593 Peak hour factor : 0.91

Feb 27 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	47	32	29	26	33	57	135	390	386	277	263	278
30	34	27	32	19	46	67	215	399	402	256	227	249
45	36	18	36	28	59	101	285	456	346	261	232	287
00	29	30	25	22	69	147	407	423	337	271	272	271
Hr Total	146	107	122	95	207	372	1042	1668	1471	1065	994	1085

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	270	274	279	328	349	499	387	222	141	133	107	81
30	284	251	273	296	359	441	346	212	156	137	94	64
45	319	251	275	347	357	468	264	189	139	149	81	65
00	283	288	256	325	405	412	215	151	139	136	72	48
Hr Total	1156	1064	1083	1296	1470	1820	1212	774	575	555	354	258

24 Hour Total : 19991
AM peak hour begins : 07:00 AM peak volume : 1668 Peak hour factor : 0.91
PM peak hour begins : 17:00 PM peak volume : 1820 Peak hour factor : 0.91

Data File : D0227032.PRN
Station : 000002241306
Identification : 000065320003 Interval : 15 minutes
Start date : Feb 27, 13 Start time : 00:00
Stop date : Feb 27, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : US 301 between Sabal Industrial Blvd & 21st Ave

Feb 27 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	85	51	39	52	68	104	284	745	745	576	490	548
30	66	48	51	46	84	129	396	766	739	499	458	496
45	53	37	56	57	101	190	521	889	735	521	448	542
00	52	45	46	50	125	262	708	843	698	509	532	530
Hr Total	256	181	192	205	378	685	1909	3243	2917	2105	1928	2116

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	501	564	523	609	706	938	687	392	265	248	192	135
30	543	504	540	563	663	826	622	397	288	244	162	111
45	570	500	575	724	735	855	487	350	258	228	143	119
00	524	526	531	651	787	714	405	277	245	208	125	92
Hr Total	2138	2094	2169	2547	2891	3333	2201	1416	1056	928	622	457

24 Hour Total : 37967
AM peak hour begins : 07:00 AM peak volume : 3243 Peak hour factor : 0.91
PM peak hour begins : 16:45 PM peak volume : 3406 Peak hour factor : 0.91

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0228031.PRN
Station : 000002241306
Identification : 000065320003 Interval : 15 minutes
Start date : Feb 28, 13 Start time : 00:00
Stop date : Feb 28, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : US 301 between Sabal Industrial Blvd & 21st Ave

Feb 28 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	49	23	17	26	32	44	146	355	422	303	373	253
30	33	8	26	28	43	62	189	379	439	336	330	262
45	27	21	22	29	52	72	240	479	410	371	307	250
00	34	22	26	27	37	123	343	453	384	391	258	267
Hr Total	143	74	91	110	164	301	918	1666	1655	1401	1268	1032

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	272	301	267	244	365	404	303	166	120	139	106	76
30	258	266	263	261	315	424	296	185	130	148	109	78
45	243	250	302	340	372	391	205	162	142	108	89	55
00	260	248	258	274	371	315	225	113	134	114	91	44
Hr Total	1033	1065	1090	1119	1423	1534	1029	626	526	509	395	253

24 Hour Total : 19425
AM peak hour begins : 07:30 AM peak volume : 1793 Peak hour factor : 0.94
PM peak hour begins : 16:45 PM peak volume : 1590 Peak hour factor : 0.94

Feb 28 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	62	30	23	21	24	76	142	336	316	319	220	268
30	46	41	25	22	50	72	201	358	279	249	222	276
45	50	24	35	42	51	114	266	386	313	277	257	271
00	28	36	40	36	53	142	395	382	325	238	255	313
Hr Total	186	131	123	121	178	404	1004	1462	1233	1083	954	1128

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	306	284	272	305	360	476	418	223	140	142	101	71
30	308	269	284	322	356	375	407	231	167	157	88	64
45	253	289	263	349	367	448	337	189	156	183	100	76
00	280	266	274	359	383	439	230	163	153	117	85	63
Hr Total	1147	1108	1093	1335	1466	1738	1392	806	616	599	374	274

24 Hour Total : 19955
AM peak hour begins : 06:45 AM peak volume : 1475 Peak hour factor : 0.93
PM peak hour begins : 17:00 PM peak volume : 1738 Peak hour factor : 0.91

Data File : D0228031.PRN
Station : 000002241306
Identification : 000065320003 Interval : 15 minutes
Start date : Feb 28, 13 Start time : 00:00
Stop date : Feb 28, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : US 301 between Sabal Industrial Blvd & 21st Ave

Feb 28 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	111	53	40	47	56	120	288	691	738	622	593	521
30	79	49	51	50	93	134	390	737	718	585	552	538
45	77	45	57	71	103	186	506	865	723	648	564	521
00	62	58	66	63	90	265	738	835	709	629	513	580
Hr Total	329	205	214	231	342	705	1922	3128	2888	2484	2222	2160

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	578	585	539	549	725	880	721	389	260	281	207	147
30	566	535	547	583	671	799	703	416	297	305	197	142
45	496	539	565	689	739	839	542	351	298	291	189	131
00	540	514	532	633	754	754	455	276	287	231	176	107
Hr Total	2180	2173	2183	2454	2889	3272	2421	1432	1142	1108	769	527

24 Hour Total : 39380
AM peak hour begins : 07:15 AM peak volume : 3175 Peak hour factor : 0.92
PM peak hour begins : 16:45 PM peak volume : 3272 Peak hour factor : 0.93

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0226031.PRN
Station : 000002221306
Identification : 000065310003 Interval : 15 minutes
Start date : Feb 26, 13 Start time : 00:00
Stop date : Feb 26, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : Sabal Industrial Blvd east of US 301

Feb 26 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	3	1	0	6	7	19	45	69	35	36	22
30	4	0	4	1	8	13	55	53	65	39	45	28
45	3	3	1	7	18	10	38	80	34	30	30	26
00	0	0	5	4	20	28	77	95	53	37	31	38
Hr Total	12	6	11	12	52	58	189	273	221	141	142	114

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	31	33	43	30	18	19	9	7	3	7	1	2
30	44	26	45	23	27	18	11	13	6	9	3	1
45	41	40	36	32	22	14	12	4	1	3	1	3
00	30	55	29	31	22	19	5	11	2	5	6	1
Hr Total	146	154	153	116	89	70	37	35	12	24	11	7

24 Hour Total : 2085
AM peak hour begins : 07:30 AM peak volume : 309 Peak hour factor : 0.81
PM peak hour begins : 13:30 PM peak volume : 183 Peak hour factor : 0.83

Feb 26 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	7	3	1	7	7	21	30	31	32	30	42
30	1	3	1	2	12	2	15	25	35	34	37	20
45	10	3	4	4	1	3	17	40	34	23	17	39
00	6	2	4	1	4	6	19	34	30	33	45	48
Hr Total	21	15	12	8	24	18	72	129	130	122	129	149

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	47	32	35	52	85	188	69	16	15	11	8	3
30	51	39	33	37	48	81	50	16	11	2	6	0
45	36	43	50	51	86	91	29	20	9	3	5	4
00	50	45	34	34	71	56	19	14	11	9	5	0
Hr Total	184	159	152	174	290	416	167	66	46	25	24	7

24 Hour Total : 2539
AM peak hour begins : 11:30 AM peak volume : 185 Peak hour factor : 0.91
PM peak hour begins : 16:45 PM peak volume : 431 Peak hour factor : 0.57

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0226031.PRN
Station : 000002221306
Identification : 000065310003 Interval : 15 minutes
Start date : Feb 26, 13 Start time : 00:00
Stop date : Feb 26, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : Sabal Industrial Blvd east of US 301

Feb 26 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	10	4	1	13	14	40	75	100	67	66	64
30	5	3	5	3	20	15	70	78	100	73	82	48
45	13	6	5	11	19	13	55	120	68	53	47	65
00	6	2	9	5	24	34	96	129	83	70	76	86
Hr Total	33	21	23	20	76	76	261	402	351	263	271	263

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	78	65	78	82	103	207	78	23	18	18	9	5
30	95	65	78	60	75	99	61	29	17	11	9	1
45	77	83	86	83	108	105	41	24	10	6	6	7
00	80	100	63	65	93	75	24	25	13	14	11	1
Hr Total	330	313	305	290	379	486	204	101	58	49	35	14

24 Hour Total : 4624
AM peak hour begins : 07:30 AM peak volume : 449 Peak hour factor : 0.87
PM peak hour begins : 16:30 PM peak volume : 507 Peak hour factor : 0.61

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0227031.PRN
Station : 000002221306
Identification : 000065310003
Start date : Feb 27, 13
Stop date : Feb 27, 13
City/Town : Tampa
Location : Sabal Industrial Blvd east of US 301
Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

Feb 27 — Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	3	2	6	6	7	17	52	82	44	34	30
30	0	2	1	3	7	11	30	58	62	27	38	36
45	3	1	1	6	14	21	44	78	48	41	33	33
00	0	3	5	5	24	30	79	116	47	27	38	32
Hr Total	3	9	9	20	51	69	170	304	239	139	143	131

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	38	35	40	30	19	34	19	2	2	4	4	5
30	37	48	22	28	17	24	17	12	14	6	5	4
45	45	40	16	27	13	23	7	10	9	6	1	7
00	46	48	17	22	30	17	8	0	3	6	5	6
Hr Total	166	171	95	107	79	98	51	24	28	22	15	22

24 Hour Total : 2165
AM peak hour begins : 07:30 AM peak volume : 338 Peak hour factor : 0.73
PM peak hour begins : 13:15 PM peak volume : 176 Peak hour factor : 0.92

Feb 27 — Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	4	5	1	3	5	16	25	41	34	29	50
30	0	2	2	3	12	2	14	33	37	28	26	36
45	6	7	10	1	1	8	21	46	31	35	32	67
00	1	1	3	3	7	13	31	25	41	31	31	48
Hr Total	10	14	20	8	23	28	82	129	150	128	118	201

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	68	36	54	48	62	191	64	26	8	5	10	9
30	32	39	23	29	40	86	26	17	7	13	11	8
45	50	44	39	48	72	108	29	11	9	7	8	6
00	40	38	29	36	69	63	17	10	9	8	8	2
Hr Total	190	157	145	161	243	448	136	64	33	33	37	25

24 Hour Total : 2583
AM peak hour begins : 11:15 AM peak volume : 219 Peak hour factor : 0.81
PM peak hour begins : 16:45 PM peak volume : 454 Peak hour factor : 0.59

Data File : D0227031.PRN
Station : 000002221306
Identification : 000065310003 Interval : 15 minutes
Start date : Feb 27, 13 Start time : 00:00
Stop date : Feb 27, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : Sabal Industrial Blvd east of US 301

Feb 27 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	7	7	7	9	12	33	77	123	78	63	80
30	0	4	3	6	19	13	44	91	99	55	64	72
45	9	8	11	7	15	29	65	124	79	76	65	100
00	1	4	8	8	31	43	110	141	88	58	69	80
Hr Total	13	23	29	28	74	97	252	433	389	267	261	332

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	106	71	94	78	81	225	83	28	10	9	14	14
30	69	87	45	57	57	110	43	29	21	19	16	12
45	95	84	55	75	85	131	36	21	18	13	9	13
00	86	86	46	58	99	80	25	10	12	14	13	8
Hr Total	356	328	240	268	322	546	187	88	61	55	52	47

24 Hour Total : 4748
AM peak hour begins : 07:30 AM peak volume : 487 Peak hour factor : 0.86
PM peak hour begins : 16:45 PM peak volume : 565 Peak hour factor : 0.63

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0228030.PRN
Station : 000002221306
Identification : 000065310003 Interval : 15 minutes
Start date : Feb 28, 13 Start time : 00:00
Stop date : Feb 28, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : Sabal Industrial Blvd east of US 301

Feb 28 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	1	0	2	7	11	14	44	86	36	27	17
30	2	1	1	2	8	10	35	69	54	41	19	22
45	3	1	0	5	12	14	44	82	42	28	27	31
00	1	0	4	8	16	24	84	102	44	38	26	33
Hr Total	9	3	5	17	43	59	177	297	226	143	99	103

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	36	47	26	42	21	16	15	3	7	4	6	3
30	37	43	30	33	20	27	9	8	3	8	12	1
45	34	43	24	27	28	35	11	11	12	1	5	5
00	60	57	29	39	8	19	8	3	6	5	2	2
Hr Total	167	190	109	141	77	97	43	25	28	18	25	11

24 Hour Total : 2112
AM peak hour begins : 07:15 AM peak volume : 339 Peak hour factor : 0.83
PM peak hour begins : 12:45 PM peak volume : 193 Peak hour factor : 0.80

Feb 28 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	6	1	1	7	6	8	28	40	25	24	41
30	6	4	2	0	13	2	12	21	36	39	32	36
45	5	2	1	5	6	3	11	30	51	31	33	46
00	4	3	1	4	4	9	25	38	35	27	26	39
Hr Total	23	15	5	10	30	20	56	117	162	122	115	162

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	73	37	35	53	68	198	65	26	10	17	10	8
30	44	35	38	41	41	73	37	12	14	11	2	6
45	39	41	26	53	86	102	28	11	5	8	9	7
00	37	37	41	41	72	50	21	8	9	6	13	8
Hr Total	193	150	140	188	267	423	151	57	38	42	34	29

24 Hour Total : 2549
AM peak hour begins : 11:30 AM peak volume : 202 Peak hour factor : 0.69
PM peak hour begins : 16:45 PM peak volume : 445 Peak hour factor : 0.56

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0228030.PRN
Station : 000002221306
Identification : 000065310003 Interval : 15 minutes
Start date : Feb 28, 13 Start time : 00:00
Stop date : Feb 28, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : Sabal Industrial Blvd east of US 301

Feb 28 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	7	1	3	14	17	22	72	126	61	51	58
30	8	5	3	2	21	12	47	90	90	80	51	58
45	8	3	1	10	18	17	55	112	93	59	60	77
00	5	3	5	12	20	33	109	140	79	65	52	72
Hr Total	32	18	10	27	73	79	233	414	388	265	214	265

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	109	84	61	95	89	214	80	29	17	21	16	11
30	81	78	68	74	61	100	46	20	17	19	14	7
45	73	84	50	80	114	137	39	22	17	9	14	12
00	97	94	70	80	80	69	29	11	15	11	15	10
Hr Total	360	340	249	329	344	520	194	82	66	60	59	40

24 Hour Total : 4661
AM peak hour begins : 07:15 AM peak volume : 468 Peak hour factor : 0.84
PM peak hour begins : 16:45 PM peak volume : 531 Peak hour factor : 0.62

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0226030.PRN
Station : 000002221305
Identification : 000138590002 Interval : 15 minutes
Start date : Feb 26, 13 Start time : 00:00
Stop date : Feb 26, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : Sabal Industrial Blvd west of US 301

Feb 26 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	1	0	6	8	6
30	0	0	0	0	0	0	0	2	1	8	10	3
45	0	0	0	0	0	0	1	3	1	3	9	7
00	0	0	0	1	0	0	1	0	9	9	9	9
Hr Total	0	0	0	1	0	0	2	6	11	26	36	25

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	10	12	11	8	4	16	4	1	4	3	0	0
30	11	12	5	10	10	12	7	0	1	0	2	0
45	9	8	8	10	8	12	6	0	2	0	0	0
00	12	10	5	7	16	9	1	3	1	0	0	0
Hr Total	42	42	29	35	38	49	18	4	8	3	2	0

24 Hour Total : 377
AM peak hour begins : 11:30 AM peak volume : 37 Peak hour factor : 0.84
PM peak hour begins : 16:45 PM peak volume : 56 Peak hour factor : 0.88

Feb 26 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	5	11	19	10	4
30	0	0	0	0	0	0	1	4	16	10	6	7
45	0	0	0	0	0	0	0	6	17	6	9	3
00	0	0	0	1	0	0	5	10	19	13	6	10
Hr Total	0	0	0	1	0	0	6	25	63	48	31	24

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	11	15	5	8	3	4	1	0	3	1	0	0
30	5	4	6	7	7	2	2	1	2	0	0	0
45	9	4	9	2	7	2	0	1	2	0	0	0
00	12	5	7	5	4	1	1	3	1	1	0	0
Hr Total	37	28	27	22	21	9	4	5	8	2	0	0

24 Hour Total : 361
AM peak hour begins : 08:15 AM peak volume : 71 Peak hour factor : 0.93
PM peak hour begins : 12:15 PM peak volume : 41 Peak hour factor : 0.68

Data File : D0226030.PRN
Station : 000002221305
Identification : 000138590002 Interval : 15 minutes
Start date : Feb 26, 13 Start time : 00:00
Stop date : Feb 26, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : Sabal Industrial Blvd west of US 301

Feb 26 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	6	11	25	18	10
30	0	0	0	0	0	0	1	6	17	18	16	10
45	0	0	0	0	0	0	1	9	18	9	18	10
00	0	0	0	2	0	0	6	10	28	22	15	19
Hr Total	0	0	0	2	0	0	8	31	74	74	67	49

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	21	27	16	16	7	20	5	1	7	4	0	0
30	16	16	11	17	17	14	9	1	3	0	2	0
45	18	12	17	12	15	14	6	1	4	0	0	0
00	24	15	12	12	20	10	2	6	2	1	0	0
Hr Total	79	70	56	57	59	58	22	9	16	5	2	0

24 Hour Total : 738
AM peak hour begins : 08:30 AM peak volume : 89 Peak hour factor : 0.79
PM peak hour begins : 12:15 PM peak volume : 85 Peak hour factor : 0.79

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0227030.PRN
Station : 000002221305
Identification : 000138590002
Start date : Feb 27, 13
Stop date : Feb 27, 13
City/Town : Tampa
Location : Sabal Industrial Blvd west of US 301
Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

Feb 27 — Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	1	2	0	1	0	2	8	5
30	0	0	0	0	0	2	1	3	3	4	1	3
45	1	0	0	0	0	0	2	1	2	2	5	8
00	0	0	0	0	1	0	0	1	3	14	6	6
Hr Total	1	0	0	0	2	4	3	6	8	22	20	22

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	3	7	11	8	4	24	7	2	2	16	13	3
30	10	13	5	9	4	9	5	3	2	5	13	0
45	11	8	7	14	15	4	2	0	2	14	7	0
00	6	6	5	5	10	7	10	1	4	20	1	0
Hr Total	30	34	28	36	33	44	24	6	10	55	34	3

24 Hour Total : 425
AM peak hour begins : 09:15 AM peak volume : 28 Peak hour factor : 0.50
PM peak hour begins : 21:30 PM peak volume : 60 Peak hour factor : 0.75

Feb 27 — Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	1	2	1	2	9	11	9	8
30	0	0	0	0	0	0	1	3	9	9	6	8
45	1	0	0	0	0	0	6	3	14	10	8	3
00	0	0	0	0	1	0	1	11	19	13	9	5
Hr Total	1	0	0	0	2	2	9	19	51	43	32	24

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	5	7	7	11	3	2	1	19	0	4	0	0
30	10	6	5	4	5	1	5	31	3	1	0	0
45	7	6	5	6	2	4	4	9	5	1	0	0
00	14	7	5	3	3	3	12	6	4	2	0	1
Hr Total	36	26	22	24	13	10	22	65	12	8	0	1

24 Hour Total : 422
AM peak hour begins : 08:15 AM peak volume : 53 Peak hour factor : 0.70
PM peak hour begins : 18:45 PM peak volume : 71 Peak hour factor : 0.57

Data File : D0227030.PRN
Station : 000002221305
Identification : 000138590002 Interval : 15 minutes
Start date : Feb 27, 13 Start time : 00:00
Stop date : Feb 27, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : Sabal Industrial Blvd west of US 301

Feb 27 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	2	4	1	3	9	13	17	13
30	0	0	0	0	0	2	2	6	12	13	7	11
45	2	0	0	0	0	0	8	4	16	12	13	11
00	0	0	0	0	2	0	1	12	22	27	15	11
Hr Total	2	0	0	0	4	6	12	25	59	65	52	46

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	8	14	18	19	7	26	8	21	2	20	13	3
30	20	19	10	13	9	10	10	34	5	6	13	0
45	18	14	12	20	17	8	6	9	7	15	7	0
00	20	13	10	8	13	10	22	7	8	22	1	1
Hr Total	66	60	50	60	46	54	46	71	22	63	34	4

24 Hour Total : 847
AM peak hour begins : 09:15 AM peak volume : 69 Peak hour factor : 0.64
PM peak hour begins : 18:45 PM peak volume : 86 Peak hour factor : 0.63

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0228029.PRN
Station : 000002221305
Identification : 000138590002 Interval : 15 minutes
Start date : Feb 28, 13 Start time : 00:00
Stop date : Feb 28, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : Sabal Industrial Blvd west of US 301

Feb 28 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	1	1	4	3	2
30	0	0	1	0	0	2	1	0	3	12	6	7
45	0	0	0	0	0	1	0	5	4	6	1	10
00	1	0	0	1	0	1	0	2	1	9	7	11
Hr Total	1	0	1	1	0	4	1	8	9	31	17	30

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	7	5	9	7	8	22	4	1	0	3	6	11
30	4	5	4	9	10	12	1	1	1	3	11	10
45	9	9	7	6	3	7	2	1	1	6	8	19
00	8	6	4	11	13	5	0	2	1	2	11	17
Hr Total	28	25	24	33	34	46	7	5	3	14	36	57

24 Hour Total : 415
AM peak hour begins : 11:15 AM peak volume : 35 Peak hour factor : 0.80
PM peak hour begins : 23:00 PM peak volume : 57 Peak hour factor : 0.75

Feb 28 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	1	0	0	0	2	2	9	12	10	8
30	0	0	0	0	0	2	0	2	14	12	3	9
45	0	0	0	1	0	3	1	5	14	3	8	7
00	0	0	0	0	0	1	4	12	16	8	7	5
Hr Total	0	0	1	1	0	6	7	21	53	35	28	29

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	9	12	7	3	4	0	4	3	6	23	47	66
30	5	9	5	5	1	5	2	3	7	39	61	62
45	8	9	7	4	2	0	3	6	16	43	68	55
00	3	4	9	3	2	2	2	9	14	40	52	27
Hr Total	25	34	28	15	9	7	11	21	43	145	228	210

24 Hour Total : 957
AM peak hour begins : 08:15 AM peak volume : 56 Peak hour factor : 0.88
PM peak hour begins : 22:30 PM peak volume : 248 Peak hour factor : 0.91

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0228029.PRN
Station : 000002221305
Identification : 000138590002 Interval : 15 minutes
Start date : Feb 28, 13 Start time : 00:00
Stop date : Feb 28, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : Sabal Industrial Blvd west of US 301

Feb 28 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	1	0	0	0	2	3	10	16	13	10
30	0	0	1	0	0	4	1	2	17	24	9	16
45	0	0	0	1	0	4	1	10	18	9	9	17
00	1	0	0	1	0	2	4	14	17	17	14	16
Hr Total	1	0	2	2	0	10	8	29	62	66	45	59

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	16	17	16	10	12	22	8	4	6	26	53	77
30	9	14	9	14	11	17	3	4	8	42	72	72
45	17	18	14	10	5	7	5	7	17	49	76	74
00	11	10	13	14	15	7	2	11	15	42	63	44
Hr Total	53	59	52	48	43	53	18	26	46	159	264	267

24 Hour Total : 1372
AM peak hour begins : 08:30 AM peak volume : 75 Peak hour factor : 0.78
PM peak hour begins : 22:15 PM peak volume : 288 Peak hour factor : 0.94

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0226028.PRN
Station : 000002241305
Identification : 000019247006 Interval : 15 minutes
Start date : Feb 26, 13 Start time : 00:00
Stop date : Feb 26, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : US 301 between 27th Ave & Sabal Industrial Blvd

Feb 26 Northbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	42	26	23	26	35	59	162	299	342	235	218	221
30	24	15	22	20	42	51	172	338	301	213	235	231
45	27	19	23	39	29	64	221	380	327	238	230	262
00	34	26	24	20	47	119	272	345	275	234	221	247
Hr Total	127	86	92	105	153	293	827	1362	1245	920	904	961

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	232	254	268	277	344	490	315	183	121	105	59	63
30	232	228	247	278	306	407	270	150	103	92	67	44
45	230	274	276	361	384	417	215	144	91	77	51	57
00	240	262	272	294	381	329	195	99	94	66	54	32
Hr Total	934	1018	1063	1210	1415	1643	995	576	409	340	231	196

24 Hour Total : 17105
AM peak hour begins : 07:15 AM peak volume : 1405 Peak hour factor : 0.92
PM peak hour begins : 16:45 PM peak volume : 1695 Peak hour factor : 0.86

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0226029.PRN
Station : 000002241304
Identification : 000065310004
Interval : 15 minutes
Start date : Feb 26, 13
Start time : 00:00
Stop date : Feb 26, 13
Stop time : 24:00
City/Town : Tampa
County : Hillsborough
Location : US 301 between 27th Ave & Sabal Industrial Blvd

Feb 26 — Southbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	37	28	23	19	35	64	127	367	345	282	257	226
30	42	31	30	22	40	62	244	373	329	258	236	220
45	30	38	34	31	66	101	295	409	328	271	230	250
00	25	26	33	41	53	157	418	402	334	245	246	296
Hr Total	134	123	120	113	194	384	1084	1551	1336	1056	969	992

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	270	244	300	286	308	391	292	165	152	113	71	78
30	213	238	260	359	357	342	259	161	128	132	76	50
45	258	250	268	320	329	395	225	165	129	117	85	62
00	251	266	268	330	350	341	215	158	113	105	102	44
Hr Total	992	998	1096	1295	1344	1469	991	649	522	467	334	234

24 Hour Total : 18447
AM peak hour begins : 06:45 AM peak volume : 1567 Peak hour factor : 0.94
PM peak hour begins : 16:45 PM peak volume : 1478 Peak hour factor : 0.94

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0227028.PRN
Station : 000002241305
Identification : 000019247006 Interval : 15 minutes
Start date : Feb 27, 13 Start time : 00:00
Stop date : Feb 27, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : US 301 between 27th Ave & Sabal Industrial Blvd

Feb 27 Northbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	40	22	11	27	32	47	151	324	319	291	221	265
30	32	23	20	30	47	56	186	337	299	233	221	241
45	21	26	25	29	37	83	217	382	365	264	213	273
00	24	14	18	30	43	104	251	334	323	243	241	263
Hr Total	117	85	74	116	159	290	805	1377	1306	1031	896	1042

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	237	271	254	293	376	512	326	172	131	123	90	60
30	257	253	264	267	305	410	282	177	128	117	78	52
45	239	236	310	369	385	431	229	157	116	89	70	49
00	232	242	277	303	381	315	189	136	113	89	56	45
Hr Total	965	1002	1105	1232	1447	1668	1026	642	488	418	294	206

24 Hour Total : 17791
AM peak hour begins : 07:00 AM peak volume : 1377 Peak hour factor : 0.90
PM peak hour begins : 16:45 PM peak volume : 1734 Peak hour factor : 0.85

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0227029.PRN
Station : 000002241304
Identification : 000065310004 Interval : 15 minutes
Start date : Feb 27, 13 Start time : 00:00
Stop date : Feb 27, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : US 301 between 27th Ave & Sabal Industrial Blvd

Feb 27 Southbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	46	34	27	31	36	61	136	393	412	280	266	275
30	34	28	33	21	44	74	226	406	430	258	234	247
45	39	19	31	35	67	115	315	465	356	282	244	267
00	26	31	26	27	77	158	441	450	340	279	271	260
Hr Total	145	112	117	114	224	408	1118	1714	1538	1099	1015	1049

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	263	265	280	327	325	438	375	221	138	125	98	79
30	288	253	268	297	356	419	340	231	159	139	85	64
45	312	252	269	343	326	431	263	194	142	147	78	62
00	294	292	252	323	381	418	212	155	139	135	73	51
Hr Total	1157	1062	1069	1290	1388	1706	1190	801	578	546	334	256

24 Hour Total : 20030
AM peak hour begins : 07:30 AM peak volume : 1757 Peak hour factor : 0.94
PM peak hour begins : 17:00 PM peak volume : 1706 Peak hour factor : 0.97

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0228027.PRN
Station : 000002241305
Identification : 000019247006
Start date : Feb 28, 13
Stop date : Feb 28, 13
City/Town : Tampa
Location : US 301 between 27th Ave & Sabal Industrial Blvd
Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

Feb 28 — Northbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	53	27	18	27	37	45	145	339	375	274	361	252
30	34	8	28	27	47	62	192	335	398	318	319	268
45	31	22	21	33	54	64	211	419	406	377	288	254
00	37	23	25	27	30	109	304	392	355	372	252	265
Hr Total	155	80	92	114	168	280	852	1485	1534	1341	1220	1039

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	263	288	264	259	395	477	320	170	119	134	100	74
30	256	248	265	260	338	454	307	193	143	140	93	69
45	233	245	310	331	383	412	217	157	130	101	79	60
00	230	235	263	277	406	342	234	119	130	97	87	47
Hr Total	982	1016	1102	1127	1522	1685	1078	639	522	472	359	250

24 Hour Total : 19114
AM peak hour begins : 07:30 AM peak volume : 1584 Peak hour factor : 0.95
PM peak hour begins : 16:45 PM peak volume : 1749 Peak hour factor : 0.92

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0228028.PRN
Station : 000002241304
Identification : 000065310004 Interval : 15 minutes
Start date : Feb 28, 13 Start time : 00:00
Stop date : Feb 28, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : US 301 between 27th Ave & Sabal Industrial Blvd

Feb 28 Southbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	63	28	25	22	30	82	146	343	325	312	230	260
30	46	39	25	24	49	77	218	373	291	255	201	268
45	48	25	34	46	56	123	283	410	312	279	254	261
00	28	34	42	37	62	152	428	400	333	234	251	289
Hr Total	185	126	126	129	197	434	1075	1526	1261	1080	936	1078

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	285	291	266	316	329	424	398	209	142	147	137	114
30	297	270	283	311	355	339	396	235	171	177	130	99
45	254	295	266	325	340	424	335	193	168	206	144	116
00	282	280	278	377	350	424	229	170	160	138	104	69
Hr Total	1118	1136	1093	1329	1374	1611	1358	807	641	668	515	398

24 Hour Total : 20201
AM peak hour begins : 06:45 AM peak volume : 1554 Peak hour factor : 0.91
PM peak hour begins : 17:30 PM peak volume : 1642 Peak hour factor : 0.97

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0226027.PRN
Station : 000002221304
Identification : 000025620003
Start date : Feb 26, 13
Stop date : Feb 26, 13
City/Town : Tampa
Location : 27th Ave east of US 301
Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

Feb 26 — Westbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	0	1	0	5	4	2	5	3	5	2
30	0	0	0	0	1	0	2	7	0	2	1	7
45	0	0	0	1	0	2	3	7	3	0	6	4
00	0	0	0	0	1	1	6	4	3	5	4	3
Hr Total	0	1	0	2	2	8	15	20	11	10	16	16

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

24 Hour Total : 189
AM peak hour begins : 07:15 AM peak volume : 23 Peak hour factor : 0.82
PM peak hour begins : 12:15 PM peak volume : 14 Peak hour factor : 0.58

Feb 26 — Eastbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	6	2	3	0	3	7	7
30	0	0	0	0	1	0	1	6	1	1	2	3
45	1	0	0	1	0	0	1	4	1	3	1	7
00	0	0	0	0	1	1	1	2	1	3	8	3
Hr Total	1	0	0	1	2	7	5	15	3	10	18	20

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

24 Hour Total : 188
AM peak hour begins : 10:45 AM peak volume : 25 Peak hour factor : 0.78
PM peak hour begins : 16:15 PM peak volume : 21 Peak hour factor : 0.58

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0226027.PRN
Station : 000002221304
Identification : 000025620003
Start date : Feb 26, 13
Stop date : Feb 26, 13
City/Town : Tampa
Location : 27th Ave east of US 301

Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

Feb 26 — Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	0	1	0	11	6	5	5	6	12	9
30	0	0	0	0	2	0	3	13	1	3	3	10
45	1	0	0	2	0	2	4	11	4	3	7	11
00	0	0	0	0	2	2	7	6	4	8	12	6
Hr Total	1	1	0	3	4	15	20	35	14	20	34	36

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	5	8	5	6	6	11	6	3	3	2	1	1
30	7	2	5	1	6	4	5	1	0	2	3	2
45	10	4	8	4	7	5	4	3	1	1	1	1
00	5	3	6	8	6	6	3	2	5	4	1	1
Hr Total	27	17	24	19	25	26	18	9	9	9	6	5

24 Hour Total : 377
AM peak hour begins : 10:45 AM peak volume : 42 Peak hour factor : 0.88
PM peak hour begins : 12:15 PM peak volume : 30 Peak hour factor : 0.75

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0227027.PRN
Station : 000002221304
Identification : 000025620003
Start date : Feb 27, 13
Stop date : Feb 27, 13
City/Town : Tampa
Location : 27th Ave east of US 301
Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

Feb 27 — Westbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	2	3	5	2	7	3	0
30	0	0	0	1	0	0	0	4	2	1	4	3
45	1	0	0	0	1	1	4	6	1	6	1	1
00	0	0	0	0	0	2	7	6	5	5	5	2
Hr Total	1	0	0	1	1	5	14	21	10	19	13	6

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

24 Hour Total : 216
AM peak hour begins : 06:45 AM peak volume : 22 Peak hour factor : 0.79
PM peak hour begins : 15:00 PM peak volume : 19 Peak hour factor : 0.68

Feb 27 — Eastbound Volume for Lane 2

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

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

24 Hour Total : 212
AM peak hour begins : 08:15 AM peak volume : 14 Peak hour factor : 0.50
PM peak hour begins : 14:00 PM peak volume : 19 Peak hour factor : 0.68

Data File : D0227027.PRN
Station : 000002221304
Identification : 000025620003 Interval : 15 minutes
Start date : Feb 27, 13 Start time : 00:00
Stop date : Feb 27, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : 27th Ave east of US 301

Feb 27 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	1	0	3	7	8	2	14	7	3
30	0	0	0	1	1	0	1	7	5	4	7	4
45	1	0	0	0	1	1	5	7	3	8	4	3
00	0	0	0	0	0	3	10	12	7	7	6	6
Hr Total	1	0	0	2	2	7	23	34	17	33	24	16

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	4	4	13	7	7	8	5	7	10	10	3	0
30	7	5	6	5	7	7	3	7	4	3	5	1
45	10	8	8	10	4	6	5	4	6	4	2	1
00	8	3	6	8	10	7	4	6	3	3	5	0
Hr Total	29	20	33	30	28	28	17	24	23	20	15	2

24 Hour Total : 428
AM peak hour begins : 07:00 AM peak volume : 34 Peak hour factor : 0.71
PM peak hour begins : 14:00 PM peak volume : 33 Peak hour factor : 0.63

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0228026.PRN
Station : 000002221304
Identification : 000025620003
Start date : Feb 28, 13
Stop date : Feb 28, 13
City/Town : Tampa
Location : 27th Ave east of US 301
Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

Feb 28 — Westbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	1	1	1	3	4	3	2	4	2
30	1	0	0	1	3	2	1	8	4	1	6	3
45	0	0	0	0	0	0	4	6	0	12	3	3
00	1	1	0	0	0	2	3	5	2	4	9	4
Hr Total	2	1	0	2	4	5	11	23	9	19	22	12

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	5	4	14	1	2	2	2	4	2	2	1	0
30	3	6	7	5	1	2	1	3	0	2	0	1
45	4	4	6	6	2	0	5	5	2	1	1	0
00	6	2	9	3	2	5	6	2	1	0	0	0
Hr Total	18	16	36	15	7	9	14	14	5	5	2	1

24 Hour Total : 252
AM peak hour begins : 09:30 AM peak volume : 26 Peak hour factor : 0.54
PM peak hour begins : 14:00 PM peak volume : 36 Peak hour factor : 0.64

Feb 28 — Eastbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	0	0	1	0	3	1	2	4	4	4
30	1	1	1	2	1	1	0	4	2	7	9	5
45	0	0	0	1	0	1	2	6	8	17	2	3
00	0	0	1	0	0	0	0	1	3	2	4	3
Hr Total	1	2	2	3	2	2	5	12	15	30	19	15

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

24 Hour Total : 251
AM peak hour begins : 09:30 AM peak volume : 32 Peak hour factor : 0.47
PM peak hour begins : 14:00 PM peak volume : 26 Peak hour factor : 0.81

Data File : D0228026.PRN
Station : 000002221304
Identification : 000025620003 Interval : 15 minutes
Start date : Feb 28, 13 Start time : 00:00
Stop date : Feb 28, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : 27th Ave east of US 301

Feb 28 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	0	1	2	1	6	5	5	6	8	6
30	2	1	1	3	4	3	1	12	6	8	15	8
45	0	0	0	1	0	1	6	12	8	29	5	6
00	1	1	1	0	0	2	3	6	5	6	13	7
Hr Total	3	3	2	5	6	7	16	35	24	49	41	27

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	8	8	22	4	7	10	8	5	3	3	3	0
30	12	7	11	8	3	6	3	4	1	7	2	1
45	7	7	13	9	3	1	5	9	5	2	1	2
00	11	8	16	4	6	11	9	6	2	1	0	1
Hr Total	38	30	62	25	19	28	25	24	11	13	6	4

24 Hour Total : 503
AM peak hour begins : 09:30 AM peak volume : 58 Peak hour factor : 0.50
PM peak hour begins : 14:00 PM peak volume : 62 Peak hour factor : 0.70

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0226026.PRN
Station : 000002241301
Identification : 000025620006
Start date : Feb 26, 13
Stop date : Feb 26, 13
City/Town : Tampa
Location : US 301 north of 27th Ave
Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

Feb 26 — Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	43	24	23	25	34	62	159	307	348	231	233	216
30	24	14	23	21	42	51	173	339	305	214	238	234
45	25	19	22	38	29	66	217	386	336	241	241	263
00	34	26	24	20	47	115	275	343	279	239	218	250
Hr Total	126	83	92	104	152	294	824	1375	1268	925	930	963

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	223	254	268	280	345	488	313	187	122	104	61	62
30	239	231	245	276	305	415	271	154	105	91	65	42
45	241	273	277	373	382	422	217	144	92	78	54	58
00	246	268	274	299	386	320	192	103	95	69	55	33
Hr Total	949	1026	1064	1228	1418	1645	993	588	414	342	235	195

24 Hour Total : 17233
AM peak hour begins : 07:15 AM peak volume : 1416 Peak hour factor : 0.92
PM peak hour begins : 16:45 PM peak volume : 1711 Peak hour factor : 0.88

Feb 26 — Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	37	27	24	19	33	62	120	378	337	285	250	233
30	44	31	29	23	43	68	237	383	332	265	247	217
45	26	39	34	32	65	95	322	401	352	255	225	252
00	25	24	33	41	56	167	378	388	311	260	241	293
Hr Total	132	121	120	115	197	392	1057	1550	1332	1065	963	995

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	271	242	298	287	317	370	281	182	142	109	70	78
30	226	242	259	362	348	362	259	141	130	137	82	56
45	252	249	268	324	328	374	239	167	128	110	84	57
00	252	271	263	315	359	347	199	158	111	107	101	44
Hr Total	1001	1004	1088	1288	1352	1453	978	648	511	463	337	235

24 Hour Total : 18397
AM peak hour begins : 07:00 AM peak volume : 1550 Peak hour factor : 0.97
PM peak hour begins : 16:45 PM peak volume : 1465 Peak hour factor : 0.98

Data File : D0226026.PRN
Station : 000002241301
Identification : 000025620006 Interval : 15 minutes
Start date : Feb 26, 13 Start time : 00:00
Stop date : Feb 26, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : US 301 north of 27th Ave

Feb 26 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	80	51	47	44	67	124	279	685	685	516	483	449
30	68	45	52	44	85	119	410	722	637	479	485	451
45	51	58	56	70	94	161	539	787	688	496	466	515
00	59	50	57	61	103	282	653	731	590	499	459	543
Hr Total	258	204	212	219	349	686	1881	2925	2600	1990	1893	1958

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	494	496	566	567	662	858	594	369	264	213	131	140
30	465	473	504	638	653	777	530	295	235	228	147	98
45	493	522	545	697	710	796	456	311	220	188	138	115
00	498	539	537	614	745	667	391	261	206	176	156	77
Hr Total	1950	2030	2152	2516	2770	3098	1971	1236	925	805	572	430

24 Hour Total : 35630
AM peak hour begins : 07:00 AM peak volume : 2925 Peak hour factor : 0.93
PM peak hour begins : 16:45 PM peak volume : 3176 Peak hour factor : 0.93

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0227026.PRN
Station : 000002241301
Identification : 000025620006
Start date : Feb 27, 13
Stop date : Feb 27, 13
City/Town : Tampa
Location : US 301 north of 27th Ave
Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

Feb 27 — Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	40	21	11	25	33	48	153	329	315	297	222	272
30	32	23	22	29	45	56	178	346	297	231	222	239
45	21	26	23	29	39	83	227	386	369	270	210	273
00	25	14	20	30	44	104	254	339	328	250	244	264
Hr Total	118	84	76	113	161	291	812	1400	1309	1048	898	1048

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	238	284	253	294	374	520	325	172	134	122	97	60
30	260	257	272	271	302	420	283	181	131	120	78	52
45	236	241	314	380	393	432	233	162	116	88	70	50
00	247	241	281	316	380	323	192	128	116	89	57	42
Hr Total	981	1023	1120	1261	1449	1695	1033	643	497	419	302	204

24 Hour Total : 17985
AM peak hour begins : 07:00 AM peak volume : 1400 Peak hour factor : 0.91
PM peak hour begins : 16:45 PM peak volume : 1752 Peak hour factor : 0.84

Feb 27 — Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	50	36	27	33	33	63	142	396	382	284	261	274
30	29	28	36	22	45	74	228	407	425	275	233	251
45	39	21	30	35	67	117	329	454	385	265	241	265
00	25	29	24	30	76	157	414	474	299	275	273	266
Hr Total	143	114	117	120	221	411	1113	1731	1491	1099	1008	1056

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	268	265	273	321	327	414	376	232	133	127	102	85
30	286	246	270	297	347	437	331	209	157	143	86	60
45	307	253	281	346	333	410	268	199	144	139	79	64
00	291	288	254	309	379	413	204	155	138	130	74	51
Hr Total	1152	1052	1078	1273	1386	1674	1179	795	572	539	341	260

24 Hour Total : 19925
AM peak hour begins : 07:30 AM peak volume : 1735 Peak hour factor : 0.92
PM peak hour begins : 17:00 PM peak volume : 1674 Peak hour factor : 0.96

Data File : D0227026.PRN
Station : 000002241301
Identification : 000025620006 Interval : 15 minutes
Start date : Feb 27, 13 Start time : 00:00
Stop date : Feb 27, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : US 301 north of 27th Ave

Feb 27 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	90	57	38	58	66	111	295	725	697	581	483	546
30	61	51	58	51	90	130	406	753	722	506	455	490
45	60	47	53	64	106	200	556	840	754	535	451	538
00	50	43	44	60	120	261	668	813	627	525	517	530
Hr Total	261	198	193	233	382	702	1925	3131	2800	2147	1906	2104

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	506	549	526	615	701	934	701	404	267	249	199	145
30	546	503	542	568	649	857	614	390	288	263	164	112
45	543	494	595	726	726	842	501	361	260	227	149	114
00	538	529	535	625	759	736	396	283	254	219	131	93
Hr Total	2133	2075	2198	2534	2835	3369	2212	1438	1069	958	643	464

24 Hour Total : 37910
AM peak hour begins : 07:00 AM peak volume : 3131 Peak hour factor : 0.93
PM peak hour begins : 16:45 PM peak volume : 3392 Peak hour factor : 0.91

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0228025.PRN
Station : 000002241301
Identification : 000025620006
Start date : Feb 28, 13
Stop date : Feb 28, 13
City/Town : Tampa
Location : US 301 north of 27th Ave
Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

Feb 28 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	52	26	18	26	36	46	149	340	375	274	361	252
30	36	7	27	29	48	63	187	338	401	323	322	271
45	30	21	22	30	51	63	213	426	405	388	295	257
00	38	23	22	28	31	107	299	399	351	369	260	266
Hr Total	156	77	89	113	166	279	848	1503	1532	1354	1238	1046

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	280	290	274	256	387	479	322	171	120	131	103	75
30	254	252	272	267	336	458	306	192	137	141	90	69
45	241	248	311	341	390	406	216	158	131	103	79	58
00	238	233	269	274	403	337	238	116	129	94	85	45
Hr Total	1013	1023	1126	1138	1516	1680	1082	637	517	469	357	247

24 Hour Total : 19206
AM peak hour begins : 07:30 AM peak volume : 1601 Peak hour factor : 0.94
PM peak hour begins : 16:45 PM peak volume : 1746 Peak hour factor : 0.91

Feb 28 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	59	32	25	21	29	83	150	330	318	310	224	261
30	47	34	22	26	50	78	208	380	298	257	203	266
45	47	26	36	42	57	130	290	409	340	269	252	276
00	26	32	41	40	60	154	417	394	311	233	250	282
Hr Total	179	124	124	129	196	445	1065	1513	1267	1069	929	1085

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	289	285	263	308	341	407	402	216	144	147	132	113
30	300	267	282	311	339	357	383	212	172	177	138	103
45	251	287	270	340	333	415	336	199	167	209	135	115
00	285	281	281	358	371	415	218	161	164	140	107	70
Hr Total	1125	1120	1096	1317	1384	1594	1339	788	647	673	512	401

24 Hour Total : 20121
AM peak hour begins : 06:45 AM peak volume : 1536 Peak hour factor : 0.92
PM peak hour begins : 17:30 PM peak volume : 1615 Peak hour factor : 0.97

Data File : D0228025.PRN
Station : 000002241301
Identification : 000025620006 Interval : 15 minutes
Start date : Feb 28, 13 Start time : 00:00
Stop date : Feb 28, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : US 301 north of 27th Ave

Feb 28 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	111	58	43	47	65	129	299	670	693	584	585	513
30	83	41	49	55	98	141	395	718	699	580	525	537
45	77	47	58	72	108	193	503	835	745	657	547	533
00	64	55	63	68	91	261	716	793	662	602	510	548
Hr Total	335	201	213	242	362	724	1913	3016	2799	2423	2167	2131

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	569	575	537	564	728	886	724	387	264	278	235	188
30	554	519	554	578	675	815	689	404	309	318	228	172
45	492	535	581	681	723	821	552	357	298	312	214	173
00	523	514	550	632	774	752	456	277	293	234	192	115
Hr Total	2138	2143	2222	2455	2900	3274	2421	1425	1164	1142	869	648

24 Hour Total : 39327
AM peak hour begins : 07:15 AM peak volume : 3039 Peak hour factor : 0.91
PM peak hour begins : 16:45 PM peak volume : 3296 Peak hour factor : 0.93

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

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Data File : D0226025.PRN
Station : 000002231313
Identification : 000065320001 Interval : 15 minutes
Start date : Feb 26, 13 Start time : 00:00
Stop date : Feb 26, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : US 301 south of Dr ML King Jr Blvd

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Feb 26 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	42	23	22	26	34	56	157	316	345	233	224	216
30	25	15	21	20	44	58	174	333	315	217	241	238
45	25	19	23	41	30	66	216	371	319	242	233	266
00	34	26	24	20	47	114	271	358	296	233	220	246
Hr Total	126	83	90	107	155	294	818	1378	1275	925	918	966

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	225	258	256	281	351	494	323	192	118	108	62	59
30	231	239	256	277	313	424	264	153	111	92	68	43
45	235	278	286	366	373	429	219	151	93	77	54	56
00	244	267	266	306	381	330	196	101	92	70	54	33
Hr Total	935	1042	1064	1230	1418	1677	1002	597	414	347	238	191

24 Hour Total : 17290
AM peak hour begins : 07:15 AM peak volume : 1407 Peak hour factor : 0.95
PM peak hour begins : 16:45 PM peak volume : 1728 Peak hour factor : 0.87

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Feb 26 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	38	27	23	19	37	62	125	374	345	291	247	230
30	43	31	28	23	43	70	231	394	317	269	250	223
45	27	38	34	32	67	93	321	379	353	244	226	243
00	24	27	33	41	56	169	375	382	315	249	244	295
Hr Total	132	123	118	115	203	394	1052	1529	1330	1053	967	991

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	277	238	295	288	330	367	276	191	149	110	68	78
30	223	239	256	365	335	368	255	148	122	144	81	56
45	250	255	269	321	341	370	242	165	129	113	84	56
00	248	269	263	308	355	343	194	156	111	105	99	44
Hr Total	998	1001	1083	1282	1361	1448	967	660	511	472	332	234

24 Hour Total : 18356
AM peak hour begins : 07:00 AM peak volume : 1529 Peak hour factor : 0.97
PM peak hour begins : 16:45 PM peak volume : 1460 Peak hour factor : 0.99

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Data File : D0226025.PRN
Station : 000002231313
Identification : 000065320001 Interval : 15 minutes
Start date : Feb 26, 13 Start time : 00:00
Stop date : Feb 26, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : US 301 south of Dr ML King Jr Blvd

Feb 26 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	80	50	45	45	71	118	282	690	690	524	471	446
30	68	46	49	43	87	128	405	727	632	486	491	461
45	52	57	57	73	97	159	537	750	672	486	459	509
00	58	53	57	61	103	283	646	740	611	482	464	541
Hr Total	258	206	208	222	358	688	1870	2907	2605	1978	1885	1957

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	502	496	551	569	681	861	599	383	267	218	130	137
30	454	478	512	642	648	792	519	301	233	236	149	99
45	485	533	555	687	714	799	461	316	222	190	138	112
00	492	536	529	614	736	673	390	257	203	175	153	77
Hr Total	1933	2043	2147	2512	2779	3125	1969	1257	925	819	570	425

24 Hour Total : 35646
AM peak hour begins : 07:00 AM peak volume : 2907 Peak hour factor : 0.97
PM peak hour begins : 16:45 PM peak volume : 3188 Peak hour factor : 0.93

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

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Data File : D0227025.PRN
Station : 000002231313
Identification : 000065320001 Interval : 15 minutes
Start date : Feb 27, 13 Start time : 00:00
Stop date : Feb 27, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : US 301 south of Dr ML King Jr Blvd

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Feb 27 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	41	22	11	27	33	57	148	341	315	294	222	276
30	30	22	21	28	45	55	182	352	296	235	220	244
45	23	26	25	30	37	84	215	374	374	271	207	274
00	24	14	17	31	42	103	243	352	332	258	248	270
Hr Total	118	84	74	116	157	299	788	1419	1317	1058	897	1064

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	234	288	255	299	384	538	335	170	134	126	95	61
30	255	263	269	272	304	423	285	181	131	118	80	52
45	246	233	309	368	390	430	229	160	115	86	69	47
00	242	242	274	321	381	337	193	133	112	87	56	43
Hr Total	977	1026	1107	1260	1459	1728	1042	644	492	417	300	203

24 Hour Total : 18046
AM peak hour begins : 07:00 AM peak volume : 1419 Peak hour factor : 0.95
PM peak hour begins : 16:45 PM peak volume : 1772 Peak hour factor : 0.82

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Feb 27 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	49	37	27	34	33	63	151	406	393	286	262	278
30	31	27	37	22	45	76	217	422	418	276	240	254
45	34	22	30	34	67	118	350	445	396	258	238	259
00	25	29	24	30	76	154	394	483	290	282	273	263
Hr Total	139	115	118	120	221	411	1112	1756	1497	1102	1013	1054

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	277	260	274	320	341	409	368	233	136	122	101	87
30	278	243	265	301	334	440	334	207	155	146	91	58
45	313	249	288	350	342	402	262	197	144	142	73	67
00	292	291	254	315	381	418	203	157	142	127	74	49
Hr Total	1160	1043	1081	1286	1398	1669	1167	794	577	537	339	261

24 Hour Total : 19970
AM peak hour begins : 07:00 AM peak volume : 1756 Peak hour factor : 0.91
PM peak hour begins : 17:00 PM peak volume : 1669 Peak hour factor : 0.95

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Data File : D0227025.PRN
Station : 000002231313
Identification : 000065320001 Interval : 15 minutes
Start date : Feb 27, 13 Start time : 00:00
Stop date : Feb 27, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : US 301 south of Dr ML King Jr Blvd

Feb 27 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	90	59	38	61	66	120	299	747	708	580	484	554
30	61	49	58	50	90	131	399	774	714	511	460	498
45	57	48	55	64	104	202	565	819	770	529	445	533
00	49	43	41	61	118	257	637	835	622	540	521	533
Hr Total	257	199	192	236	378	710	1900	3175	2814	2160	1910	2118

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	511	548	529	619	725	947	703	403	270	248	196	148
30	533	506	534	573	638	863	619	388	286	264	171	110
45	559	482	597	718	732	832	491	357	259	228	142	114
00	534	533	528	636	762	755	396	290	254	214	130	92
Hr Total	2137	2069	2188	2546	2857	3397	2209	1438	1069	954	639	464

24 Hour Total : 38016
AM peak hour begins : 07:00 AM peak volume : 3175 Peak hour factor : 0.95
PM peak hour begins : 16:45 PM peak volume : 3404 Peak hour factor : 0.90

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

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Data File : D0228024.PRN
Station : 000002231313
Identification : 000065320001 Interval : 15 minutes
Start date : Feb 28, 13 Start time : 00:00
Stop date : Feb 28, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : US 301 south of Dr ML King Jr Blvd

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Feb 28 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	54	27	18	27	37	44	146	344	382	280	359	249
30	35	7	24	27	45	66	184	338	408	327	322	268
45	31	20	23	32	53	61	209	412	399	376	293	259
00	37	24	23	27	35	106	308	407	360	374	267	263
Hr Total	157	78	88	113	170	277	847	1501	1549	1357	1241	1039

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	278	301	275	260	390	505	319	169	119	135	101	74
30	249	259	280	271	337	472	311	196	138	137	94	70
45	250	245	319	335	380	427	215	163	130	108	80	55
00	240	241	271	280	403	335	238	118	128	92	84	47
Hr Total	1017	1046	1145	1146	1510	1739	1083	646	515	472	359	246

24 Hour Total : 19341
AM peak hour begins : 07:30 AM peak volume : 1609 Peak hour factor : 0.98
PM peak hour begins : 16:45 PM peak volume : 1807 Peak hour factor : 0.89

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Feb 28 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	60	32	26	24	31	80	156	340	325	315	230	259
30	47	35	24	23	51	84	206	393	292	281	202	272
45	48	26	36	45	58	124	290	399	352	254	257	269
00	24	32	41	38	61	151	421	388	299	231	248	288
Hr Total	179	125	127	130	201	439	1073	1520	1268	1081	937	1088

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	298	293	271	309	360	406	392	221	141	147	127	116
30	297	268	292	313	328	370	387	217	176	176	140	101
45	251	286	271	336	334	403	329	202	167	211	134	116
00	281	278	294	344	371	424	214	168	157	146	109	66
Hr Total	1127	1125	1128	1302	1393	1603	1322	808	641	680	510	399

24 Hour Total : 20206
AM peak hour begins : 06:45 AM peak volume : 1553 Peak hour factor : 0.92
PM peak hour begins : 17:30 PM peak volume : 1606 Peak hour factor : 0.95

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Data File : D0228024.PRN
Station : 000002231313
Identification : 000065320001 Interval : 15 minutes
Start date : Feb 28, 13 Start time : 00:00
Stop date : Feb 28, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : US 301 south of Dr ML King Jr Blvd

Feb 28 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	114	59	44	51	68	124	302	684	707	595	589	508
30	82	42	48	50	96	150	390	731	700	608	524	540
45	79	46	59	77	111	185	499	811	751	630	550	528
00	61	56	64	65	96	257	729	795	659	605	515	551
Hr Total	336	203	215	243	371	716	1920	3021	2817	2438	2178	2127

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	576	594	546	569	750	911	711	390	260	282	228	190
30	546	527	572	584	665	842	698	413	314	313	234	171
45	501	531	590	671	714	830	544	365	297	319	214	171
00	521	519	565	624	774	759	452	286	285	238	193	113
Hr Total	2144	2171	2273	2448	2903	3342	2405	1454	1156	1152	869	645

24 Hour Total : 39547
AM peak hour begins : 07:15 AM peak volume : 3044 Peak hour factor : 0.94
PM peak hour begins : 16:45 PM peak volume : 3357 Peak hour factor : 0.92

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0226024.PRN
Station : 000002231309
Identification : 000065310009
Interval : 15 minutes
Start date : Feb 26, 13
Start time : 00:00
Stop date : Feb 26, 13
Stop time : 24:00
City/Town : Tampa
County : Hillsborough
Location : Dr ML King Jr Blvd east of US 301

Feb 26 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	36	19	12	20	20	43	90	241	394	297	176	176
30	33	17	27	11	20	60	148	283	369	215	190	142
45	31	25	22	10	45	59	201	373	323	214	177	117
00	22	16	23	19	39	97	259	392	349	218	174	153
Hr Total	122	77	84	60	124	259	698	1289	1435	944	717	588

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	182	209	244	226	298	407	301	171	111	112	91	51
30	206	222	248	268	292	375	261	156	137	90	83	50
45	223	225	247	271	368	364	250	159	121	105	76	51
00	214	205	214	295	340	375	204	144	128	98	56	41
Hr Total	825	861	953	1060	1298	1521	1016	630	497	405	306	193

24 Hour Total : 15962
AM peak hour begins : 07:30 AM peak volume : 1528 Peak hour factor : 0.97
PM peak hour begins : 17:00 PM peak volume : 1521 Peak hour factor : 0.93

Feb 26 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	14	14	12	20	37	121	310	265	195	156	192
30	21	19	21	12	18	36	159	341	247	184	199	140
45	21	14	18	15	27	79	240	337	257	194	155	186
00	8	20	16	26	37	93	290	275	180	170	184	193
Hr Total	73	67	69	65	102	245	810	1263	949	743	694	711

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	201	191	203	228	280	396	348	170	132	89	73	52
30	217	188	219	213	240	366	258	137	120	90	63	42
45	188	226	248	235	289	374	207	122	96	86	65	37
00	190	204	213	231	279	315	205	115	114	90	45	40
Hr Total	796	809	883	907	1088	1451	1018	544	462	355	246	171

24 Hour Total : 14521
AM peak hour begins : 06:45 AM peak volume : 1278 Peak hour factor : 0.94
PM peak hour begins : 17:00 PM peak volume : 1451 Peak hour factor : 0.92

Data File : D0226024.PRN
Station : 000002231309
Identification : 000065310009 Interval : 15 minutes
Start date : Feb 26, 13 Start time : 00:00
Stop date : Feb 26, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : Dr ML King Jr Blvd east of US 301

Feb 26 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	59	33	26	32	40	80	211	551	659	492	332	368
30	54	36	48	23	38	96	307	624	616	399	389	282
45	52	39	40	25	72	138	441	710	580	408	332	303
00	30	36	39	45	76	190	549	667	529	388	358	346
Hr Total	195	144	153	125	226	504	1508	2552	2384	1687	1411	1299

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	383	400	447	454	578	803	649	341	243	201	164	103
30	423	410	467	481	532	741	519	293	257	180	146	92
45	411	451	495	506	657	738	457	281	217	191	141	88
00	404	409	427	526	619	690	409	259	242	188	101	81
Hr Total	1621	1670	1836	1967	2386	2972	2034	1174	959	760	552	364

24 Hour Total : 30483
AM peak hour begins : 07:15 AM peak volume : 2660 Peak hour factor : 0.94
PM peak hour begins : 17:00 PM peak volume : 2972 Peak hour factor : 0.93

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0227024.PRN
Station : 000002231309
Identification : 000065310009 Interval : 15 minutes
Start date : Feb 27, 13 Start time : 00:00
Stop date : Feb 27, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : Dr ML King Jr Blvd east of US 301

Feb 27 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	47	26	17	10	24	38	96	274	426	288	204	188
30	41	24	15	17	25	49	137	315	429	219	196	225
45	30	23	15	25	20	62	198	402	349	236	212	187
00	27	31	24	16	51	83	268	467	351	205	180	223
Hr Total	145	104	71	68	120	232	699	1458	1555	948	792	823

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	239	254	237	263	321	410	322	184	152	116	102	78
30	229	244	227	254	336	402	314	202	148	133	94	54
45	251	222	257	321	373	368	242	184	146	108	74	66
00	255	223	237	309	359	402	228	131	150	108	68	59
Hr Total	974	943	958	1147	1389	1582	1106	701	596	465	338	257

24 Hour Total : 17471
AM peak hour begins : 07:30 AM peak volume : 1724 Peak hour factor : 0.92
PM peak hour begins : 17:00 PM peak volume : 1582 Peak hour factor : 0.96

Feb 27 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	29	20	20	10	22	39	123	302	265	174	184	201
30	19	16	12	16	21	44	160	305	272	203	172	175
45	24	11	19	16	32	73	235	319	235	176	190	210
00	15	18	12	20	44	93	279	350	225	185	184	175
Hr Total	87	65	63	62	119	249	797	1276	997	738	730	761

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	229	256	235	235	302	398	369	211	123	113	109	57
30	224	198	228	221	254	370	299	158	101	94	69	39
45	241	215	266	225	327	411	246	128	103	81	62	36
00	227	257	234	240	293	318	224	135	93	81	42	25
Hr Total	921	926	963	921	1176	1497	1138	632	420	369	282	157

24 Hour Total : 15346
AM peak hour begins : 07:00 AM peak volume : 1276 Peak hour factor : 0.91
PM peak hour begins : 17:00 PM peak volume : 1497 Peak hour factor : 0.91

Data File : D0227024.PRN
Station : 000002231309
Identification : 000065310009 Interval : 15 minutes
Start date : Feb 27, 13 Start time : 00:00
Stop date : Feb 27, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : Dr ML King Jr Blvd east of US 301

Feb 27 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	76	46	37	20	46	77	219	576	691	462	388	389
30	60	40	27	33	46	93	297	620	701	422	368	400
45	54	34	34	41	52	135	433	721	584	412	402	397
00	42	49	36	36	95	176	547	817	576	390	364	398
Hr Total	232	169	134	130	239	481	1496	2734	2552	1686	1522	1584

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	468	510	472	498	623	808	691	395	275	229	211	135
30	453	442	455	475	590	772	613	360	249	227	163	93
45	492	437	523	546	700	779	488	312	249	189	136	102
00	482	480	471	549	652	720	452	266	243	189	110	84
Hr Total	1895	1869	1921	2068	2565	3079	2244	1333	1016	834	620	414

24 Hour Total : 32817
AM peak hour begins : 07:30 AM peak volume : 2930 Peak hour factor : 0.90
PM peak hour begins : 17:00 PM peak volume : 3079 Peak hour factor : 0.95

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0228023.PRN
Station : 000002231309
Identification : 000065310009
Start date : Feb 28, 13
Stop date : Feb 28, 13
City/Town : Tampa
Location : Dr ML King Jr Blvd east of US 301
Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

Feb 28 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	55	35	23	16	27	49	102	251	410	267	191	199
30	46	30	17	20	29	44	149	318	421	226	195	201
45	34	18	22	11	36	61	199	394	328	235	200	225
00	25	10	22	23	38	78	238	430	313	209	186	236
Hr Total	160	93	84	70	130	232	688	1393	1472	937	772	861

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	230	236	261	262	351	430	364	186	150	121	104	56
30	279	237	221	270	364	409	366	180	150	156	93	49
45	232	213	276	268	385	432	259	190	168	130	92	81
00	277	257	280	327	344	447	246	150	157	132	58	50
Hr Total	1018	943	1038	1127	1444	1718	1235	706	625	539	347	236

24 Hour Total : 17868
AM peak hour begins : 07:30 AM peak volume : 1655 Peak hour factor : 0.96
PM peak hour begins : 17:00 PM peak volume : 1718 Peak hour factor : 0.96

Feb 28 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	30	19	16	15	20	38	114	358	252	211	162	182
30	17	16	27	13	25	35	170	371	308	206	197	222
45	22	13	21	22	30	70	216	327	254	203	205	196
00	18	10	13	33	34	100	286	310	240	211	200	221
Hr Total	87	58	77	83	109	243	786	1366	1054	831	764	821

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	242	226	226	243	276	452	347	189	131	105	100	60
30	249	235	207	250	244	399	272	172	116	96	67	49
45	252	252	226	265	347	385	235	157	111	100	76	56
00	220	249	244	250	320	353	195	142	117	96	49	27
Hr Total	963	962	903	1008	1187	1589	1049	660	475	397	292	192

24 Hour Total : 15956
AM peak hour begins : 07:00 AM peak volume : 1366 Peak hour factor : 0.92
PM peak hour begins : 17:00 PM peak volume : 1589 Peak hour factor : 0.88

Data File : D0228023.PRN
Station : 000002231309
Identification : 000065310009 Interval : 15 minutes
Start date : Feb 28, 13 Start time : 00:00
Stop date : Feb 28, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : Dr ML King Jr Blvd east of US 301

Feb 28 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	85	54	39	31	47	87	216	609	662	478	353	381
30	63	46	44	33	54	79	319	689	729	432	392	423
45	56	31	43	33	66	131	415	721	582	438	405	421
00	43	20	35	56	72	178	524	740	553	420	386	457
Hr Total	247	151	161	153	239	475	1474	2759	2526	1768	1536	1682

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	472	462	487	505	627	882	711	375	281	226	204	116
30	528	472	428	520	608	808	638	352	266	252	160	98
45	484	465	502	533	732	817	494	347	279	230	168	137
00	497	506	524	577	664	800	441	292	274	228	107	77
Hr Total	1981	1905	1941	2135	2631	3307	2284	1366	1100	936	639	428

24 Hour Total : 33824
AM peak hour begins : 07:30 AM peak volume : 2852 Peak hour factor : 0.96
PM peak hour begins : 17:00 PM peak volume : 3307 Peak hour factor : 0.94

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0226023.PRN
Station : 000002231312
Identification : 000065310008
Start date : Feb 26, 13
Stop date : Feb 26, 13
City/Town : Tampa
Location : Dr ML King Jr Blvd west of US 301
Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

Feb 26 — Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	48	29	25	17	30	60	125	268	366	292	198	161
30	39	24	21	20	32	68	177	336	360	259	223	197
45	38	18	37	25	64	86	260	390	324	205	201	213
00	32	20	31	38	38	124	321	383	329	218	217	255
Hr Total	157	91	114	100	164	338	883	1377	1379	974	839	826

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	237	232	275	267	385	417	328	242	138	135	121	79
30	241	241	252	312	362	395	292	174	157	120	95	53
45	254	234	258	305	415	402	288	183	145	118	91	59
00	248	215	241	321	387	400	207	168	133	122	73	50
Hr Total	980	922	1026	1205	1549	1614	1115	767	573	495	380	241

24 Hour Total : 18109
AM peak hour begins : 07:30 AM peak volume : 1499 Peak hour factor : 0.96
PM peak hour begins : 16:30 PM peak volume : 1614 Peak hour factor : 0.97

Feb 26 — Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	36	16	16	20	22	45	158	362	303	206	194	197
30	24	18	23	14	26	43	199	359	277	224	217	190
45	23	27	19	30	26	80	258	381	274	229	198	221
00	17	17	22	27	39	81	326	319	227	186	203	212
Hr Total	100	78	80	91	113	249	941	1421	1081	845	812	820

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	222	224	217	242	247	346	297	176	122	108	82	62
30	225	209	243	228	274	302	237	164	128	100	74	44
45	217	232	261	250	240	314	199	147	132	107	60	54
00	207	236	230	240	259	256	212	130	124	97	44	39
Hr Total	871	901	951	960	1020	1218	945	617	506	412	260	199

24 Hour Total : 15491
AM peak hour begins : 06:45 AM peak volume : 1428 Peak hour factor : 0.94
PM peak hour begins : 16:45 PM peak volume : 1221 Peak hour factor : 0.88

Data File : D0226023.PRN
Station : 000002231312
Identification : 000065310008 Interval : 15 minutes
Start date : Feb 26, 13 Start time : 00:00
Stop date : Feb 26, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : Dr ML King Jr Blvd west of US 301

Feb 26 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	84	45	41	37	52	105	283	630	669	498	392	358
30	63	42	44	34	58	111	376	695	637	483	440	387
45	61	45	56	55	90	166	518	771	598	434	399	434
00	49	37	53	65	77	205	647	702	556	404	420	467
Hr Total	257	169	194	191	277	587	1824	2798	2460	1819	1651	1646

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	459	456	492	509	632	763	625	418	260	243	203	141
30	466	450	495	540	636	697	529	338	285	220	169	97
45	471	466	519	555	655	716	487	330	277	225	151	113
00	455	451	471	561	646	656	419	298	257	219	117	89
Hr Total	1851	1823	1977	2165	2569	2832	2060	1384	1079	907	640	440

24 Hour Total : 33600
AM peak hour begins : 07:15 AM peak volume : 2837 Peak hour factor : 0.92
PM peak hour begins : 17:00 PM peak volume : 2832 Peak hour factor : 0.93

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0227023.PRN
Station : 000002231312
Identification : 000065310008
Interval : 15 minutes
Start date : Feb 27, 13
Start time : 00:00
Stop date : Feb 27, 13
Stop time : 24:00
City/Town : Tampa
County : Hillsborough
Location : Dr ML King Jr Blvd west of US 301

Feb 27 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	56	28	25	31	33	52	125	310	341	272	219	222
30	48	33	21	23	33	61	184	348	359	267	197	232
45	43	29	20	24	40	84	284	386	368	225	220	219
00	39	34	30	25	73	117	295	397	318	235	227	245
Hr Total	186	124	96	103	179	314	888	1441	1386	999	863	918

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	276	270	243	286	378	396	404	235	156	133	109	88
30	247	227	256	315	378	424	347	260	182	121	107	77
45	254	253	284	342	401	391	302	188	166	142	87	73
00	302	252	241	313	400	403	258	164	181	129	69	60
Hr Total	1079	1002	1024	1256	1557	1614	1311	847	685	525	372	298

24 Hour Total : 19067
AM peak hour begins : 07:30 AM peak volume : 1483 Peak hour factor : 0.93
PM peak hour begins : 17:15 PM peak volume : 1622 Peak hour factor : 0.96

Feb 27 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	31	25	21	16	29	50	152	349	315	192	224	231
30	32	20	16	21	31	46	202	362	299	243	221	225
45	27	18	21	27	36	83	238	347	280	214	195	246
00	12	14	21	36	38	81	329	323	308	220	223	219
Hr Total	102	77	79	100	134	260	921	1381	1202	869	863	921

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	240	260	234	263	297	327	288	210	137	133	107	59
30	247	249	238	244	271	293	257	155	118	116	89	55
45	248	222	282	237	312	337	247	132	131	101	70	42
00	244	273	234	240	283	303	236	153	100	76	59	37
Hr Total	979	1004	988	984	1163	1260	1028	650	486	426	325	193

24 Hour Total : 16395
AM peak hour begins : 06:45 AM peak volume : 1387 Peak hour factor : 0.96
PM peak hour begins : 17:00 PM peak volume : 1260 Peak hour factor : 0.93

Data File : D0227023.PRN
Station : 000002231312
Identification : 000065310008 Interval : 15 minutes
Start date : Feb 27, 13 Start time : 00:00
Stop date : Feb 27, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : Dr ML King Jr Blvd west of US 301

Feb 27 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	87	53	46	47	62	102	277	659	656	464	443	453
30	80	53	37	44	64	107	386	710	658	510	418	457
45	70	47	41	51	76	167	522	733	648	439	415	465
00	51	48	51	61	111	198	624	720	626	455	450	464
Hr Total	288	201	175	203	313	574	1809	2822	2588	1868	1726	1839

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	516	530	477	549	675	723	692	445	293	266	216	147
30	494	476	494	559	649	717	604	415	300	237	196	132
45	502	475	566	579	713	728	549	320	297	243	157	115
00	546	525	475	553	683	706	494	317	281	205	128	97
Hr Total	2058	2006	2012	2240	2720	2874	2339	1497	1171	951	697	491

24 Hour Total : 35462
AM peak hour begins : 07:00 AM peak volume : 2822 Peak hour factor : 0.96
PM peak hour begins : 17:00 PM peak volume : 2874 Peak hour factor : 0.99

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0228022.PRN
Station : 000002231312
Identification : 000065310008 Interval : 15 minutes
Start date : Feb 28, 13 Start time : 00:00
Stop date : Feb 28, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : Dr ML King Jr Blvd west of US 301

Feb 28 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	73	39	22	24	28	63	141	292	348	272	208	187
30	54	34	28	23	37	61	191	359	361	249	194	243
45	41	27	31	32	48	84	252	425	340	227	243	246
00	32	27	32	38	46	110	304	416	294	203	219	271
Hr Total	200	127	113	117	159	318	888	1492	1343	951	864	947

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	275	267	286	303	416	448	416	221	158	144	105	87
30	272	274	243	308	387	442	374	240	164	188	124	75
45	243	216	331	289	395	393	351	241	168	153	109	79
00	270	269	289	368	374	407	270	158	166	136	91	61
Hr Total	1060	1026	1149	1268	1572	1690	1411	860	656	621	429	302

24 Hour Total : 19563
AM peak hour begins : 07:30 AM peak volume : 1550 Peak hour factor : 0.91
PM peak hour begins : 17:00 PM peak volume : 1690 Peak hour factor : 0.94

Feb 28 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	39	27	18	23	28	33	138	371	319	235	201	208
30	18	13	23	32	32	42	191	421	336	253	240	240
45	31	22	27	29	33	70	252	364	291	279	221	220
00	20	16	18	30	35	98	320	340	291	263	220	244
Hr Total	108	78	86	114	128	243	901	1496	1237	1030	882	912

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	267	250	254	250	283	346	292	192	144	138	105	69
30	248	234	240	248	262	343	234	176	122	141	82	58
45	255	260	267	283	304	343	217	166	124	94	84	49
00	236	253	245	275	289	281	208	137	138	99	72	44
Hr Total	1006	997	1006	1056	1138	1313	951	671	528	472	343	220

24 Hour Total : 16916
AM peak hour begins : 07:00 AM peak volume : 1496 Peak hour factor : 0.89
PM peak hour begins : 16:45 PM peak volume : 1321 Peak hour factor : 0.95

Data File : D0228022.PRN
Station : 000002231312
Identification : 000065310008 Interval : 15 minutes
Start date : Feb 28, 13 Start time : 00:00
Stop date : Feb 28, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : Dr ML King Jr Blvd west of US 301

Feb 28 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	112	66	40	47	56	96	279	663	667	507	409	395
30	72	47	51	55	69	103	382	780	697	502	434	483
45	72	49	58	61	81	154	504	789	631	506	464	466
00	52	43	50	68	81	208	624	756	585	466	439	515
Hr Total	308	205	199	231	287	561	1789	2988	2580	1981	1746	1859

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	542	517	540	553	699	794	708	413	302	282	210	156
30	520	508	483	556	649	785	608	416	286	329	206	133
45	498	476	598	572	699	736	568	407	292	247	193	128
00	506	522	534	643	663	688	478	295	304	235	163	105
Hr Total	2066	2023	2155	2324	2710	3003	2362	1531	1184	1093	772	522

24 Hour Total : 36479
AM peak hour begins : 07:15 AM peak volume : 2992 Peak hour factor : 0.95
PM peak hour begins : 17:00 PM peak volume : 3003 Peak hour factor : 0.95

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0226021.PRN
Station : 000002231310
Identification : 000158000001 Interval : 15 minutes
Start date : Feb 26, 13 Start time : 00:00
Stop date : Feb 26, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : US 301 north of Dr ML King Jr Blvd

Feb 26 Northbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	39	24	19	18	21	41	96	230	297	168	156	187
30	23	10	17	20	40	35	130	290	244	197	216	183
45	22	8	16	23	23	58	175	284	242	192	165	219
00	24	20	19	27	35	89	226	311	235	189	192	223
Hr Total	108	62	71	88	119	223	627	1115	1018	746	729	812

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	203	216	221	239	357	448	336	171	106	94	61	46
30	216	210	227	260	264	504	305	113	115	92	56	39
45	191	225	245	304	385	421	211	126	83	69	60	39
00	216	226	208	278	384	398	195	85	94	69	49	24
Hr Total	826	877	901	1081	1390	1771	1047	495	398	324	226	148

24 Hour Total : 15202
AM peak hour begins : 07:15 AM peak volume : 1182 Peak hour factor : 0.95
PM peak hour begins : 17:00 PM peak volume : 1771 Peak hour factor : 0.88

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0226022.PRN
Station : 000002231311
Identification : 000138590004 Interval : 15 minutes
Start date : Feb 26, 13 Start time : 00:00
Stop date : Feb 26, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : US 301 north of Dr ML King Jr Blvd

Feb 26 Southbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	35	24	18	22	25	45	111	330	367	267	193	203
30	35	21	24	16	30	49	195	350	316	261	209	197
45	18	37	21	24	49	80	263	351	306	247	205	225
00	21	14	20	22	41	107	342	437	309	201	197	237
Hr Total	109	96	83	84	145	281	911	1468	1298	976	804	862

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	243	211	237	231	241	331	222	127	107	81	51	53
30	212	207	234	285	296	329	248	133	103	81	53	44
45	222	238	236	301	269	312	195	128	88	84	66	45
00	228	256	223	243	302	299	178	116	106	69	85	26
Hr Total	905	912	930	1060	1108	1271	843	504	404	315	255	168

24 Hour Total : 15792
AM peak hour begins : 07:15 AM peak volume : 1505 Peak hour factor : 0.86
PM peak hour begins : 16:45 PM peak volume : 1274 Peak hour factor : 0.96

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0227021.PRN
Station : 000002231310
Identification : 000158000001 Interval : 15 minutes
Start date : Feb 27, 13 Start time : 00:00
Stop date : Feb 27, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : US 301 north of Dr ML King Jr Blvd

Feb 27 Northbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	30	22	9	18	36	30	88	265	294	225	182	212
30	22	14	15	25	33	48	137	300	215	200	168	200
45	19	16	16	17	31	49	165	279	274	198	181	223
00	20	21	13	15	32	97	211	339	262	184	173	221
Hr Total	91	73	53	75	132	224	601	1183	1045	807	704	856

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	230	258	207	239	345	460	366	171	103	113	83	46
30	230	210	262	250	295	541	345	164	122	113	66	39
45	220	219	276	330	367	421	212	149	109	80	48	40
00	237	217	224	300	395	416	198	121	102	84	57	31
Hr Total	917	904	969	1119	1402	1838	1121	605	436	390	254	156

24 Hour Total : 15955
AM peak hour begins : 07:15 AM peak volume : 1212 Peak hour factor : 0.89
PM peak hour begins : 17:00 PM peak volume : 1838 Peak hour factor : 0.85

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0227022.PRN
Station : 000002231311
Identification : 000138590004
Start date : Feb 27, 13
Stop date : Feb 27, 13
City/Town : Tampa
Location : US 301 north of Dr ML King Jr Blvd
Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

Feb 27 — Southbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	34	29	20	15	32	44	118	390	468	295	221	229
30	18	16	28	17	26	48	175	435	455	235	221	226
45	23	17	20	32	50	100	298	476	382	242	219	239
00	20	17	22	24	45	106	333	551	317	253	217	255
Hr Total	95	79	90	88	153	298	924	1852	1622	1025	878	949

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	235	245	251	268	290	410	309	183	119	107	74	59
30	262	258	235	248	296	405	292	169	115	117	60	51
45	274	231	239	307	325	391	213	164	110	92	68	45
00	256	252	220	281	311	387	185	121	116	100	71	46
Hr Total	1027	986	945	1104	1222	1593	999	637	460	416	273	201

24 Hour Total : 17916
AM peak hour begins : 07:30 AM peak volume : 1950 Peak hour factor : 0.88
PM peak hour begins : 17:00 PM peak volume : 1593 Peak hour factor : 0.97

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0228020.PRN
Station : 000002231310
Identification : 000158000001 Interval : 15 minutes
Start date : Feb 28, 13 Start time : 00:00
Stop date : Feb 28, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : US 301 north of Dr ML King Jr Blvd

Feb 28 Northbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	43	21	13	20	22	42	99	273	322	214	280	217
30	32	7	20	12	36	41	113	298	326	251	259	241
45	20	13	23	22	36	58	191	334	310	273	259	217
00	33	20	14	22	41	78	244	339	293	301	237	237
Hr Total	128	61	70	76	135	219	647	1244	1251	1039	1035	912

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	237	233	232	256	351	477	381	174	116	122	77	48
30	229	241	237	253	337	563	362	139	120	92	65	53
45	233	226	254	303	351	453	240	156	117	95	61	48
00	222	212	234	250	452	383	207	107	106	76	63	39
Hr Total	921	912	957	1062	1491	1876	1190	576	459	385	266	188

24 Hour Total : 17100
AM peak hour begins : 07:30 AM peak volume : 1321 Peak hour factor : 0.97
PM peak hour begins : 16:45 PM peak volume : 1945 Peak hour factor : 0.86

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0228021.PRN
Station : 000002231311
Identification : 000138590004 Interval : 15 minutes
Start date : Feb 28, 13 Start time : 00:00
Stop date : Feb 28, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : US 301 north of Dr ML King Jr Blvd

Feb 28 Southbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	46	23	9	17	24	56	132	307	357	278	199	237
30	44	25	20	19	35	65	160	345	322	250	194	233
45	34	22	24	26	45	100	266	399	353	270	210	248
00	19	24	29	20	53	101	331	437	314	222	226	246
Hr Total	143	94	82	82	157	322	889	1488	1346	1020	829	964

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	249	262	228	277	320	407	351	170	129	108	99	64
30	278	224	227	252	290	351	366	166	151	119	101	73
45	222	262	233	321	281	461	250	122	137	129	104	91
00	270	250	242	299	347	415	208	141	130	122	83	63
Hr Total	1019	998	930	1149	1238	1634	1175	599	547	478	387	291

24 Hour Total : 17861
AM peak hour begins : 07:15 AM peak volume : 1538 Peak hour factor : 0.88
PM peak hour begins : 17:00 PM peak volume : 1634 Peak hour factor : 0.89

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0226020.PRN
Station : 000002231304
Identification : 001540900003
Start date : Feb 26, 13
Stop date : Feb 26, 13
City/Town : Tampa
Location : US 301 south of Oak Fair Blvd

Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

Feb 26 — Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	35	25	20	19	19	45	91	227	289	189	147	162
30	24	8	17	22	45	38	134	281	262	192	216	202
45	22	12	14	21	26	56	174	292	242	185	158	214
00	22	19	17	24	30	99	231	297	207	180	197	231
Hr Total	103	64	68	86	120	238	630	1097	1000	746	718	809

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	201	214	218	249	350	461	335	168	122	85	59	41
30	220	210	217	247	282	488	289	118	100	96	62	39
45	178	228	239	301	368	425	216	123	80	67	53	42
00	221	230	216	289	401	390	183	86	99	64	56	20
Hr Total	820	882	890	1086	1401	1764	1023	495	401	312	230	142

24 Hour Total : 15125
AM peak hour begins : 07:15 AM peak volume : 1159 Peak hour factor : 0.98
PM peak hour begins : 16:45 PM peak volume : 1775 Peak hour factor : 0.91

Feb 26 — Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	32	27	18	21	22	48	116	331	360	260	183	201
30	35	21	24	14	32	60	192	350	315	238	206	196
45	18	34	19	25	52	71	285	371	315	246	202	228
00	18	15	23	19	37	120	356	399	295	205	207	232
Hr Total	103	97	84	79	143	299	949	1451	1285	949	798	857

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	244	203	240	231	257	339	239	130	114	87	48	47
30	205	207	236	281	285	323	245	126	98	81	55	48
45	242	239	235	301	273	318	198	124	81	81	69	44
00	207	249	225	229	310	263	164	115	101	72	79	22
Hr Total	898	898	936	1042	1125	1243	846	495	394	321	251	161

24 Hour Total : 15704
AM peak hour begins : 07:15 AM peak volume : 1480 Peak hour factor : 0.93
PM peak hour begins : 16:45 PM peak volume : 1290 Peak hour factor : 0.95

Data File : D0226020.PRN
Station : 000002231304
Identification : 001540900003 Interval : 15 minutes
Start date : Feb 26, 13 Start time : 00:00
Stop date : Feb 26, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : US 301 south of Oak Fair Blvd

Feb 26 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	67	52	38	40	41	93	207	558	649	449	330	363
30	59	29	41	36	77	98	326	631	577	430	422	398
45	40	46	33	46	78	127	459	663	557	431	360	442
00	40	34	40	43	67	219	587	696	502	385	404	463
Hr Total	206	161	152	165	263	537	1579	2548	2285	1695	1516	1666

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	445	417	458	480	607	800	574	298	236	172	107	88
30	425	417	453	528	567	811	534	244	198	177	117	87
45	420	467	474	602	641	743	414	247	161	148	122	86
00	428	479	441	518	711	653	347	201	200	136	135	42
Hr Total	1718	1780	1826	2128	2526	3007	1869	990	795	633	481	303

24 Hour Total : 30829
AM peak hour begins : 07:15 AM peak volume : 2639 Peak hour factor : 0.95
PM peak hour begins : 16:45 PM peak volume : 3065 Peak hour factor : 0.94

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0227020.PRN
Station : 000002231304
Identification : 001540900003 Interval : 15 minutes
Start date : Feb 27, 13 Start time : 00:00
Stop date : Feb 27, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : US 301 south of Oak Fair Blvd

Feb 27 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	27	20	7	20	33	30	95	274	277	227	174	205
30	21	14	18	23	33	49	140	294	232	197	169	182
45	19	17	15	17	30	59	175	294	280	203	175	238
00	23	21	12	19	38	94	196	330	230	182	178	217
Hr Total	90	72	52	79	134	232	606	1192	1019	809	696	842

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	229	242	227	239	350	503	383	158	93	124	83	44
30	229	209	253	244	271	508	315	156	125	109	60	41
45	220	226	272	354	398	446	224	146	104	71	63	39
00	250	213	221	295	382	381	191	129	103	81	41	30
Hr Total	928	890	973	1132	1401	1838	1113	589	425	385	247	154

24 Hour Total : 15898
AM peak hour begins : 07:15 AM peak volume : 1195 Peak hour factor : 0.91
PM peak hour begins : 16:45 PM peak volume : 1839 Peak hour factor : 0.91

Feb 27 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	34	32	26	13	24	48	125	384	645	267	209	219
30	23	14	26	19	29	51	178	479	515	231	214	239
45	19	17	21	37	53	107	307	617	397	258	230	236
00	15	18	19	26	42	113	348	635	289	236	201	244
Hr Total	91	81	92	95	148	319	958	2115	1846	992	854	938

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	231	260	242	283	291	434	323	185	116	106	73	62
30	280	247	235	252	287	395	270	155	120	112	63	44
45	269	210	228	310	323	382	211	154	101	94	67	53
00	259	263	228	273	314	364	180	128	118	92	68	39
Hr Total	1039	980	933	1118	1215	1575	984	622	455	404	271	198

24 Hour Total : 18323
AM peak hour begins : 07:30 AM peak volume : 2412 Peak hour factor : 0.93
PM peak hour begins : 17:00 PM peak volume : 1575 Peak hour factor : 0.91

Data File : D0227020.PRN
Station : 000002231304
Identification : 001540900003 Interval : 15 minutes
Start date : Feb 27, 13 Start time : 00:00
Stop date : Feb 27, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : US 301 south of Oak Fair Blvd

Feb 27 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	61	52	33	33	57	78	220	658	922	494	383	424
30	44	28	44	42	62	100	318	773	747	428	383	421
45	38	34	36	54	83	166	482	911	677	461	405	474
00	38	39	31	45	80	207	544	965	519	418	379	461
Hr Total	181	153	144	174	282	551	1564	3307	2865	1801	1550	1780

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	460	502	469	522	641	937	706	343	209	230	156	106
30	509	456	488	496	558	903	585	311	245	221	123	85
45	489	436	500	664	721	828	435	300	205	165	130	92
00	509	476	449	568	696	745	371	257	221	173	109	69
Hr Total	1967	1870	1906	2250	2616	3413	2097	1211	880	789	518	352

24 Hour Total : 34221
AM peak hour begins : 07:15 AM peak volume : 3571 Peak hour factor : 0.93
PM peak hour begins : 17:00 PM peak volume : 3413 Peak hour factor : 0.91

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0228019.PRN
Station : 000002231304
Identification : 001540900003
Start date : Feb 28, 13
Stop date : Feb 28, 13
City/Town : Tampa
Location : US 301 south of Oak Fair Blvd
Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

Feb 28 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	43	19	11	19	26	42	111	309	302	247	260	220
30	30	4	20	12	29	50	126	257	343	242	263	248
45	17	17	23	23	46	53	183	358	304	275	246	204
00	37	18	14	21	32	79	234	320	257	309	229	240
Hr Total	127	58	68	75	133	224	654	1244	1206	1073	998	912

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	248	243	234	258	361	498	387	162	102	124	76	47
30	222	250	249	251	341	531	340	147	128	81	60	50
45	236	227	251	309	342	459	235	144	111	105	58	48
00	231	191	220	241	480	362	209	111	104	72	63	35
Hr Total	937	911	954	1059	1524	1850	1171	564	445	382	257	180

24 Hour Total : 17006
AM peak hour begins : 07:30 AM peak volume : 1323 Peak hour factor : 0.92
PM peak hour begins : 16:45 PM peak volume : 1968 Peak hour factor : 0.93

Feb 28 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	45	26	11	16	22	58	127	326	343	266	192	234
30	40	24	17	22	37	72	178	342	317	248	180	224
45	32	22	27	23	48	109	270	415	356	260	200	251
00	17	20	29	19	48	101	332	408	302	219	222	230
Hr Total	134	92	84	80	155	340	907	1491	1318	993	794	939

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	262	261	232	268	317	391	350	180	136	106	100	62
30	280	225	230	259	299	355	343	152	149	125	96	73
45	231	263	230	316	291	454	239	129	132	136	99	93
00	267	242	240	290	361	397	195	132	129	111	83	59
Hr Total	1040	991	932	1133	1268	1597	1127	593	546	478	378	287

24 Hour Total : 17697
AM peak hour begins : 07:15 AM peak volume : 1508 Peak hour factor : 0.91
PM peak hour begins : 17:00 PM peak volume : 1597 Peak hour factor : 0.88

Data File : D0228019.PRN
Station : 000002231304
Identification : 001540900003 Interval : 15 minutes
Start date : Feb 28, 13 Start time : 00:00
Stop date : Feb 28, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : US 301 south of Oak Fair Blvd

Feb 28 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	88	45	22	35	48	100	238	635	645	513	452	454
30	70	28	37	34	66	122	304	599	660	490	443	472
45	49	39	50	46	94	162	453	773	660	535	446	455
00	54	38	43	40	80	180	566	728	559	528	451	470
Hr Total	261	150	152	155	288	564	1561	2735	2524	2066	1792	1851

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	510	504	466	526	678	889	737	342	238	230	176	109
30	502	475	479	510	640	886	683	299	277	206	156	123
45	467	490	481	625	633	913	474	273	243	241	157	141
00	498	433	460	531	841	759	404	243	233	183	146	94
Hr Total	1977	1902	1886	2192	2792	3447	2298	1157	991	860	635	467

24 Hour Total : 34703
AM peak hour begins : 07:30 AM peak volume : 2806 Peak hour factor : 0.91
PM peak hour begins : 16:45 PM peak volume : 3529 Peak hour factor : 0.97

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0226019.PRN
Station : 000002221303
Identification : 000178560004 Interval : 15 minutes
Start date : Feb 26, 13 Start time : 00:00
Stop date : Feb 26, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : Oak Fair Blvd east of US 301

Feb 26 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	2	1	1	0	8	15	26	45	31	24	11
30	3	0	0	0	5	5	24	32	35	36	19	15
45	3	3	0	0	5	10	17	42	36	14	23	25
00	2	1	0	2	7	13	34	54	36	24	17	29
Hr Total	9	6	1	3	17	36	90	154	152	105	83	80

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	25	12	17	16	14	14	8	6	0	4	3	2
30	19	19	20	13	14	18	12	3	9	3	1	2
45	22	18	19	10	9	20	5	6	7	1	5	5
00	27	20	15	16	15	22	6	2	6	3	3	0
Hr Total	93	69	71	55	52	74	31	17	22	11	12	9

24 Hour Total : 1252
AM peak hour begins : 07:30 AM peak volume : 176 Peak hour factor : 0.81
PM peak hour begins : 12:00 PM peak volume : 93 Peak hour factor : 0.86

Feb 26 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	1	1	0	4	9	22	24	18	18	14
30	1	1	0	0	1	5	6	17	27	25	21	14
45	2	1	0	1	0	4	6	16	20	20	25	33
00	1	0	0	0	1	0	10	8	17	11	17	26
Hr Total	5	2	1	2	2	13	31	63	88	74	81	87

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	50	19	24	16	28	70	21	14	11	3	3	3
30	25	13	17	27	24	28	11	8	10	1	3	2
45	22	19	21	31	23	36	16	11	21	1	0	2
00	17	17	16	13	29	26	13	8	12	2	0	1
Hr Total	114	68	78	87	104	160	61	41	54	7	6	8

24 Hour Total : 1237
AM peak hour begins : 11:30 AM peak volume : 134 Peak hour factor : 0.67
PM peak hour begins : 16:45 PM peak volume : 163 Peak hour factor : 0.58

Data File : D0226019.PRN
Station : 000002221303
Identification : 000178560004 Interval : 15 minutes
Start date : Feb 26, 13 Start time : 00:00
Stop date : Feb 26, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : Oak Fair Blvd east of US 301

Feb 26 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	2	2	2	0	12	24	48	69	49	42	25
30	4	1	0	0	6	10	30	49	62	61	40	29
45	5	4	0	1	5	14	23	58	56	34	48	58
00	3	1	0	2	8	13	44	62	53	35	34	55
Hr Total	14	8	2	5	19	49	121	217	240	179	164	167

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	75	31	41	32	42	84	29	20	11	7	6	5
30	44	32	37	40	38	46	23	11	19	4	4	4
45	44	37	40	41	32	56	21	17	28	2	5	7
00	44	37	31	29	44	48	19	10	18	5	3	1
Hr Total	207	137	149	142	156	234	92	58	76	18	18	17

24 Hour Total : 2489
AM peak hour begins : 07:30 AM peak volume : 251 Peak hour factor : 0.91
PM peak hour begins : 17:00 PM peak volume : 234 Peak hour factor : 0.70

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0227019.PRN
Station : 000002221303
Identification : 000178560004
Start date : Feb 27, 13
Stop date : Feb 27, 13
City/Town : Tampa
Location : Oak Fair Blvd east of US 301
Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

Feb 27 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	1	0	1	5	2	13	22	34	22	12	20
30	1	0	0	1	8	7	23	34	24	24	16	14
45	3	0	1	1	3	5	21	43	39	30	18	22
00	0	0	0	0	7	16	27	45	32	25	23	25
Hr Total	7	1	1	3	23	30	84	144	129	101	69	81

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	20	27	16	18	12	17	9	10	9	6	1	4
30	18	22	13	15	8	15	2	5	6	3	1	2
45	17	22	17	20	8	10	11	7	7	0	1	1
00	27	15	13	21	14	9	10	6	5	3	2	5
Hr Total	82	86	59	74	42	51	32	28	27	12	5	12

24 Hour Total : 1183
AM peak hour begins : 07:15 AM peak volume : 156 Peak hour factor : 0.87
PM peak hour begins : 12:45 PM peak volume : 98 Peak hour factor : 0.91

Feb 27 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	0	0	1	2	6	19	27	13	35	12
30	0	0	0	3	2	2	3	10	13	19	12	18
45	2	0	2	0	4	5	6	17	19	23	21	20
00	0	0	0	0	0	6	13	22	21	17	20	30
Hr Total	4	1	2	3	7	15	28	68	80	72	88	80

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	28	21	16	19	35	75	25	18	3	5	3	2
30	25	19	11	21	20	33	14	10	7	3	1	2
45	20	21	15	32	43	31	16	7	10	5	1	1
00	35	17	16	16	18	13	15	7	8	4	2	1
Hr Total	108	78	58	88	116	152	70	42	28	17	7	6

24 Hour Total : 1218
AM peak hour begins : 11:30 AM peak volume : 103 Peak hour factor : 0.86
PM peak hour begins : 16:30 PM peak volume : 169 Peak hour factor : 0.56

Data File : D0227019.PRN
Station : 000002221303
Identification : 000178560004 Interval : 15 minutes
Start date : Feb 27, 13 Start time : 00:00
Stop date : Feb 27, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : Oak Fair Blvd east of US 301

Feb 27 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	2	0	1	6	4	19	41	61	35	47	32
30	1	0	0	4	10	9	26	44	37	43	28	32
45	5	0	3	1	7	10	27	60	58	53	39	42
00	0	0	0	0	7	22	40	67	53	42	43	55
Hr Total	11	2	3	6	30	45	112	212	209	173	157	161

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	48	48	32	37	47	92	34	28	12	11	4	6
30	43	41	24	36	28	48	16	15	13	6	2	4
45	37	43	32	52	51	41	27	14	17	5	2	2
00	62	32	29	37	32	22	25	13	13	7	4	6
Hr Total	190	164	117	162	158	203	102	70	55	29	12	18

24 Hour Total : 2401
AM peak hour begins : 07:15 AM peak volume : 232 Peak hour factor : 0.87
PM peak hour begins : 16:30 PM peak volume : 223 Peak hour factor : 0.61

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0228018.PRN
Station : 000002221303
Identification : 000178560004
Start date : Feb 28, 13
Stop date : Feb 28, 13
City/Town : Tampa
Location : Oak Fair Blvd east of US 301
Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

Feb 28 — Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	6	0	1	3	4	15	27	41	22	15	12
30	2	0	1	0	9	6	21	29	51	21	20	8
45	1	1	0	0	6	6	24	35	34	15	9	18
00	1	2	0	0	2	16	26	55	35	36	30	19
Hr Total	6	9	1	1	20	32	86	146	161	94	74	57

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	33	28	15	17	13	13	14	8	8	3	3	7
30	16	34	20	15	22	14	17	5	7	3	3	1
45	22	22	16	15	13	3	3	3	3	3	3	3
00	23	18	13	15	14	9	12	2	5	5	3	1
Hr Total	94	102	64	62	62	39	46	18	23	14	12	12

24 Hour Total : 1235
AM peak hour begins : 07:30 AM peak volume : 182 Peak hour factor : 0.83
PM peak hour begins : 12:30 PM peak volume : 107 Peak hour factor : 0.79

Feb 28 — Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	2	1	1	1	0	5	17	21	16	21	33
30	1	0	0	0	1	3	8	16	15	20	20	27
45	0	0	0	0	1	1	8	7	24	20	17	20
00	0	2	1	0	3	4	5	12	26	14	16	15
Hr Total	5	4	2	1	6	8	26	52	86	70	74	95

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	24	26	21	29	30	68	31	15	12	2	2	3
30	33	18	22	7	22	22	22	13	5	3	5	2
45	21	17	22	20	39	33	12	7	4	2	3	2
00	16	22	24	35	31	20	11	8	3	3	5	2
Hr Total	94	83	89	91	122	143	76	43	24	10	15	9

24 Hour Total : 1228
AM peak hour begins : 10:45 AM peak volume : 96 Peak hour factor : 0.73
PM peak hour begins : 16:15 PM peak volume : 160 Peak hour factor : 0.59

Data File : D0228018.PRN
Station : 000002221303
Identification : 000178560004 Interval : 15 minutes
Start date : Feb 28, 13 Start time : 00:00
Stop date : Feb 28, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : Oak Fair Blvd east of US 301

Feb 28 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	8	1	2	4	4	20	44	62	38	36	45
30	3	0	1	0	10	9	29	45	66	41	40	35
45	1	1	0	0	7	7	32	42	58	35	26	38
00	1	4	1	0	5	20	31	67	61	50	46	34
Hr Total	11	13	3	2	26	40	112	198	247	164	148	152

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	57	54	36	46	43	81	45	23	20	5	5	10
30	49	52	42	22	44	36	39	18	12	6	8	3
45	43	39	38	35	52	36	15	10	7	5	6	5
00	39	40	37	50	45	29	23	10	8	8	8	3
Hr Total	188	185	153	153	184	182	122	61	47	24	27	21

24 Hour Total : 2463
AM peak hour begins : 07:45 AM peak volume : 253 Peak hour factor : 0.94
PM peak hour begins : 16:15 PM peak volume : 222 Peak hour factor : 0.69

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

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Data File : D0226018.PRN
Station : 000002231303
Identification : 000140510020
Start date : Feb 26, 13
Stop date : Feb 26, 13
City/Town : Tampa
Location : US 301 north of Oak Fair Blvd
Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

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Feb 26 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	34	27	17	20	18	44	85	213	294	173	152	171
30	24	10	18	20	45	37	142	274	261	176	210	192
45	24	10	17	26	21	59	152	290	215	208	164	216
00	22	20	17	23	34	92	232	261	223	173	203	222
Hr Total	104	67	69	89	118	232	611	1038	993	730	729	801

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	217	219	228	249	338	533	352	176	128	96	61	47
30	214	200	218	260	276	469	304	126	108	93	64	42
45	190	227	234	298	413	471	208	122	88	68	53	43
00	215	217	233	309	367	380	206	91	99	65	50	24
Hr Total	836	863	913	1116	1394	1853	1070	515	423	322	228	156

24 Hour Total : 15270
AM peak hour begins : 07:15 AM peak volume : 1119 Peak hour factor : 0.95
PM peak hour begins : 17:00 PM peak volume : 1853 Peak hour factor : 0.87

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Feb 26 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	33	29	17	22	21	52	121	332	386	253	194	191
30	37	21	25	15	35	59	201	351	329	264	200	192
45	18	39	21	24	59	75	279	376	313	237	202	228
00	21	15	22	24	43	130	365	421	312	204	212	228
Hr Total	109	104	85	85	158	316	966	1480	1340	958	808	839

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	227	202	236	228	260	314	232	127	105	91	46	49
30	198	205	230	284	278	320	238	126	105	83	58	53
45	233	232	229	292	269	318	197	123	74	81	67	50
00	230	247	227	228	294	275	168	118	100	70	83	21
Hr Total	888	886	922	1032	1101	1227	835	494	384	325	254	173

24 Hour Total : 15769
AM peak hour begins : 07:15 AM peak volume : 1534 Peak hour factor : 0.91
PM peak hour begins : 16:45 PM peak volume : 1246 Peak hour factor : 0.97

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Data File : D0226018.PRN
Station : 000002231303
Identification : 000140510020 Interval : 15 minutes
Start date : Feb 26, 13 Start time : 00:00
Stop date : Feb 26, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : US 301 north of Oak Fair Blvd

Feb 26 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	67	56	34	42	39	96	206	545	680	426	346	362
30	61	31	43	35	80	96	343	625	590	440	410	384
45	42	49	38	50	80	134	431	666	528	445	366	444
00	43	35	39	47	77	222	597	682	535	377	415	450
Hr Total	213	171	154	174	276	548	1577	2518	2333	1688	1537	1640

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	444	421	464	477	598	847	584	303	233	187	107	96
30	412	405	448	544	554	789	542	252	213	176	122	95
45	423	459	463	590	682	789	405	245	162	149	120	93
00	445	464	460	537	661	655	374	209	199	135	133	45
Hr Total	1724	1749	1835	2148	2495	3080	1905	1009	807	647	482	329

24 Hour Total : 31039
AM peak hour begins : 07:15 AM peak volume : 2653 Peak hour factor : 0.97
PM peak hour begins : 16:45 PM peak volume : 3086 Peak hour factor : 0.91

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0227018.PRN
Station : 000002231303
Identification : 000140510020
Start date : Feb 27, 13
Stop date : Feb 27, 13
City/Town : Tampa
Location : US 301 north of Oak Fair Blvd
Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

Feb 27 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	30	20	8	18	32	29	91	261	296	231	181	201
30	21	13	17	25	36	50	137	264	242	177	170	192
45	20	16	15	16	32	57	142	310	235	209	175	215
00	21	23	13	18	34	92	208	285	265	180	173	221
Hr Total	92	72	53	77	134	228	578	1120	1038	797	699	829

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	235	233	217	245	342	540	384	157	96	117	90	46
30	236	213	250	239	306	516	331	173	126	114	62	41
45	225	218	273	329	400	459	215	144	110	78	54	42
00	248	219	222	333	372	402	223	128	110	80	53	30
Hr Total	944	883	962	1146	1420	1917	1153	602	442	389	259	159

24 Hour Total : 15993
AM peak hour begins : 07:15 AM peak volume : 1155 Peak hour factor : 0.93
PM peak hour begins : 17:00 PM peak volume : 1917 Peak hour factor : 0.89

Feb 27 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	37	32	23	15	30	51	132	386	504	284	205	211
30	22	14	28	20	33	56	190	455	426	234	222	236
45	23	17	20	32	53	104	311	538	389	246	219	223
00	15	19	18	27	48	123	350	531	301	246	206	245
Hr Total	97	82	89	94	164	334	983	1910	1620	1010	852	915

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	228	249	247	277	269	403	313	181	115	109	74	65
30	260	244	229	251	299	377	260	157	123	118	66	46
45	282	213	231	312	303	377	220	154	104	95	66	51
00	250	264	223	277	308	374	184	133	115	90	73	43
Hr Total	1020	970	930	1117	1179	1531	977	625	457	412	279	205

24 Hour Total : 17852
AM peak hour begins : 07:15 AM peak volume : 2028 Peak hour factor : 0.94
PM peak hour begins : 17:00 PM peak volume : 1531 Peak hour factor : 0.95

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0227018.PRN
Station : 000002231303
Identification : 000140510020
Interval : 15 minutes
Start date : Feb 27, 13
Start time : 00:00
Stop date : Feb 27, 13
Stop time : 24:00
City/Town : Tampa
County : Hillsborough
Location : US 301 north of Oak Fair Blvd

Feb 27 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	67	52	31	33	62	80	223	647	800	515	386	412
30	43	27	45	45	69	106	327	719	668	411	392	428
45	43	33	35	48	85	161	453	848	624	455	394	438
00	36	42	31	45	82	215	558	816	566	426	379	466
Hr Total	189	154	142	171	298	562	1561	3030	2658	1807	1551	1744

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	463	482	464	522	611	943	697	338	211	226	164	111
30	496	457	479	490	605	893	591	330	249	232	128	87
45	507	431	504	641	703	836	435	298	214	173	120	93
00	498	483	445	610	680	776	407	261	225	170	126	73
Hr Total	1964	1853	1892	2263	2599	3448	2130	1227	899	801	538	364

24 Hour Total : 33845
AM peak hour begins : 07:15 AM peak volume : 3183 Peak hour factor : 0.94
PM peak hour begins : 17:00 PM peak volume : 3448 Peak hour factor : 0.91

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0228017.PRN
Station : 000002231303
Identification : 000140510020
Start date : Feb 28, 13
Stop date : Feb 28, 13
City/Town : Tampa
Location : US 301 north of Oak Fair Blvd
Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

Feb 28 — Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	44	20	10	20	23	42	102	264	309	225	279	228
30	32	7	21	9	32	45	132	268	330	223	269	251
45	22	16	23	23	41	52	165	352	268	299	256	223
00	36	18	17	23	38	75	238	276	295	306	224	230
Hr Total	134	61	71	75	134	214	637	1160	1202	1053	1028	932

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	236	243	243	268	355	550	386	159	104	119	76	52
30	231	232	231	237	341	528	365	161	122	86	68	47
45	239	228	260	302	355	483	235	149	123	108	63	47
00	216	202	226	276	454	371	221	111	101	69	65	38
Hr Total	922	905	960	1083	1505	1932	1207	580	450	382	272	184

24 Hour Total : 17083
AM peak hour begins : 07:30 AM peak volume : 1267 Peak hour factor : 0.90
PM peak hour begins : 16:45 PM peak volume : 2015 Peak hour factor : 0.92

Feb 28 — Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	44	30	9	19	23	59	139	316	357	269	200	219
30	43	24	20	20	46	70	189	340	335	260	179	224
45	36	23	26	26	54	113	287	412	348	254	206	251
00	21	20	28	18	49	108	339	436	319	235	234	228
Hr Total	144	97	83	83	172	350	954	1504	1359	1018	819	922

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	260	265	223	259	312	373	348	172	132	101	106	67
30	271	224	222	263	296	341	335	158	156	132	99	74
45	227	260	217	307	283	451	258	129	126	129	106	92
00	272	244	235	290	338	397	191	134	130	119	79	59
Hr Total	1030	993	897	1119	1229	1562	1132	593	544	481	390	292

24 Hour Total : 17767
AM peak hour begins : 07:15 AM peak volume : 1545 Peak hour factor : 0.89
PM peak hour begins : 17:00 PM peak volume : 1562 Peak hour factor : 0.87

Data File : D0228017.PRN
Station : 000002231303
Identification : 000140510020 Interval : 15 minutes
Start date : Feb 28, 13 Start time : 00:00
Stop date : Feb 28, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : US 301 north of Oak Fair Blvd

Feb 28 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	88	50	19	39	46	101	241	580	666	494	479	447
30	75	31	41	29	78	115	321	608	665	483	448	475
45	58	39	49	49	95	165	452	764	616	553	462	474
00	57	38	45	41	87	183	577	712	614	541	458	458
Hr Total	278	158	154	158	306	564	1591	2664	2561	2071	1847	1854

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	496	508	466	527	667	923	734	331	236	220	182	119
30	502	456	453	500	637	869	700	319	278	218	167	121
45	466	488	477	609	638	934	493	278	249	237	169	139
00	488	446	461	566	792	768	412	245	231	188	144	97
Hr Total	1952	1898	1857	2202	2734	3494	2339	1173	994	863	662	476

24 Hour Total : 34850
AM peak hour begins : 07:30 AM peak volume : 2807 Peak hour factor : 0.92
PM peak hour begins : 16:45 PM peak volume : 3518 Peak hour factor : 0.94

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0226017.PRN
Station : 000002231302
Identification : 000138590003 Interval : 15 minutes
Start date : Feb 26, 13 Start time : 00:00
Stop date : Feb 26, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : US 301 south of Elm Fair Blvd

Feb 26 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	34	25	18	20	18	44	96	208	291	147	151	184
30	22	12	18	19	41	37	132	281	249	192	213	183
45	23	10	16	24	22	56	158	283	232	202	163	220
00	24	19	18	26	37	82	225	272	227	174	192	224
Hr Total	103	66	70	89	118	219	611	1044	999	715	719	811

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	228	223	216	239	369	500	347	173	112	94	60	47
30	201	200	216	270	269	501	315	121	116	96	63	43
45	195	215	244	305	406	443	199	132	87	67	52	45
00	212	223	215	275	378	401	203	91	98	69	51	22
Hr Total	836	861	891	1089	1422	1845	1064	517	413	326	226	157

24 Hour Total : 15211
AM peak hour begins : 07:15 AM peak volume : 1127 Peak hour factor : 0.97
PM peak hour begins : 17:00 PM peak volume : 1845 Peak hour factor : 0.92

Feb 26 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	31	26	18	22	21	53	115	331	392	253	198	194
30	37	22	25	15	35	59	204	355	327	266	205	190
45	18	41	21	24	59	75	281	369	311	243	202	229
00	21	15	22	24	43	129	370	425	308	202	210	227
Hr Total	107	104	86	85	158	316	970	1480	1338	964	815	840

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	227	207	234	230	252	308	232	132	103	90	46	52
30	195	202	239	281	286	319	236	128	102	82	56	53
45	239	234	229	290	274	318	199	123	78	80	71	51
00	226	244	228	226	292	282	164	121	96	73	81	21
Hr Total	887	887	930	1027	1104	1227	831	504	379	325	254	177

24 Hour Total : 15795
AM peak hour begins : 07:15 AM peak volume : 1541 Peak hour factor : 0.91
PM peak hour begins : 16:45 PM peak volume : 1237 Peak hour factor : 0.97

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0226017.PRN
Station : 000002231302
Identification : 000138590003 Interval : 15 minutes
Start date : Feb 26, 13 Start time : 00:00
Stop date : Feb 26, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : US 301 south of Elm Fair Blvd

Feb 26 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	65	51	36	42	39	97	211	539	683	400	349	378
30	59	34	43	34	76	96	336	636	576	458	418	373
45	41	51	37	48	81	131	439	652	543	445	365	449
00	45	34	40	50	80	211	595	697	535	376	402	451
Hr Total	210	170	156	174	276	535	1581	2524	2337	1679	1534	1651

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	455	430	450	469	621	808	579	305	215	184	106	99
30	396	402	455	551	555	820	551	249	218	178	119	96
45	434	449	473	595	680	761	398	255	165	147	123	96
00	438	467	443	501	670	683	367	212	194	142	132	43
Hr Total	1723	1748	1821	2116	2526	3072	1895	1021	792	651	480	334

24 Hour Total : 31006
AM peak hour begins : 07:15 AM peak volume : 2668 Peak hour factor : 0.96
PM peak hour begins : 17:00 PM peak volume : 3072 Peak hour factor : 0.94

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0227017.PRN
Station : 000002231302
Identification : 000138590003 Interval : 15 minutes
Start date : Feb 27, 13 Start time : 00:00
Stop date : Feb 27, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : US 301 south of Elm Fair Blvd

Feb 27 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	30	21	11	17	31	29	93	247	292	215	188	204
30	22	14	17	25	35	50	133	277	223	193	169	196
45	19	16	16	17	33	55	148	285	249	192	168	206
00	22	21	13	18	35	93	205	315	260	180	170	222
Hr Total	93	72	57	77	134	227	579	1124	1024	780	695	828

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	230	249	212	237	364	516	379	166	98	112	93	45
30	236	201	245	245	300	545	351	177	126	117	65	41
45	228	220	272	337	383	436	209	146	111	82	49	41
00	232	220	232	304	389	422	214	124	104	76	56	31
Hr Total	926	890	961	1123	1436	1919	1153	613	439	387	263	158

24 Hour Total : 15958
AM peak hour begins : 07:15 AM peak volume : 1169 Peak hour factor : 0.93
PM peak hour begins : 17:00 PM peak volume : 1919 Peak hour factor : 0.88

Feb 27 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	37	30	21	15	32	49	129	388	508	271	209	215
30	21	16	29	19	33	55	181	465	398	248	217	228
45	24	17	20	33	50	107	317	529	397	240	210	227
00	15	18	19	26	51	122	343	522	302	246	209	253
Hr Total	97	81	89	93	166	333	970	1904	1605	1005	845	923

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	220	241	244	274	270	394	305	181	121	111	75	65
30	261	256	222	242	285	374	262	160	122	114	68	47
45	285	215	234	311	308	368	211	156	106	95	65	52
00	241	263	226	279	306	385	187	126	112	89	72	43
Hr Total	1007	975	926	1106	1169	1521	965	623	461	409	280	207

24 Hour Total : 17760
AM peak hour begins : 07:15 AM peak volume : 2024 Peak hour factor : 0.96
PM peak hour begins : 17:00 PM peak volume : 1521 Peak hour factor : 0.97

Data File : D0227017.PRN
Station : 000002231302
Identification : 000138590003 Interval : 15 minutes
Start date : Feb 27, 13 Start time : 00:00
Stop date : Feb 27, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : US 301 south of Elm Fair Blvd

Feb 27 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	67	51	32	32	63	78	222	635	800	486	397	419
30	43	30	46	44	68	105	314	742	621	441	386	424
45	43	33	36	50	83	162	465	814	646	432	378	433
00	37	39	32	44	86	215	548	837	562	426	379	475
Hr Total	190	153	146	170	300	560	1549	3028	2629	1785	1540	1751

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	450	490	456	511	634	910	684	347	219	223	168	110
30	497	457	467	487	585	919	613	337	248	231	133	88
45	513	435	506	648	691	804	420	302	217	177	114	93
00	473	483	458	583	695	807	401	250	216	165	128	74
Hr Total	1933	1865	1887	2229	2605	3440	2118	1236	900	796	543	365

24 Hour Total : 33718
AM peak hour begins : 07:15 AM peak volume : 3193 Peak hour factor : 0.95
PM peak hour begins : 17:00 PM peak volume : 3440 Peak hour factor : 0.94

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0228016.PRN
Station : 000002231302
Identification : 000138590003 Interval : 15 minutes
Start date : Feb 28, 13 Start time : 00:00
Stop date : Feb 28, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : US 301 south of Elm Fair Blvd

Feb 28 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	44	21	12	19	22	41	104	250	305	209	287	226
30	32	8	20	10	35	42	121	281	306	252	272	252
45	23	15	24	23	39	56	172	336	299	281	255	221
00	36	17	17	22	38	76	235	299	287	295	220	242
Hr Total	135	61	73	74	134	215	632	1166	1197	1037	1034	941

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	226	249	240	250	360	514	388	169	115	118	72	49
30	241	222	227	243	336	558	365	152	122	91	68	48
45	227	219	257	313	356	462	240	153	114	95	64	48
00	217	211	237	261	453	400	211	106	107	81	66	40
Hr Total	911	901	961	1067	1505	1934	1204	580	458	385	270	185

24 Hour Total : 17060
AM peak hour begins : 07:30 AM peak volume : 1246 Peak hour factor : 0.93
PM peak hour begins : 16:45 PM peak volume : 1987 Peak hour factor : 0.89

Feb 28 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	42	29	9	19	22	57	136	312	362	261	210	220
30	45	24	19	20	45	71	188	349	328	264	175	223
45	36	24	28	23	55	109	285	403	361	249	210	249
00	22	20	27	21	50	113	337	433	313	228	225	233
Hr Total	145	97	83	83	172	350	946	1497	1364	1002	820	925

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	258	267	229	259	310	366	355	174	130	102	110	65
30	270	220	219	258	297	336	332	157	154	128	97	76
45	228	266	220	307	280	457	256	129	130	133	106	91
00	267	231	234	285	330	395	192	131	130	112	81	59
Hr Total	1023	984	902	1109	1217	1554	1135	591	544	475	394	291

24 Hour Total : 17703
AM peak hour begins : 07:15 AM peak volume : 1547 Peak hour factor : 0.89
PM peak hour begins : 17:00 PM peak volume : 1554 Peak hour factor : 0.85

Data File : D0228016.PRN
Station : 000002231302
Identification : 000138590003 Interval : 15 minutes
Start date : Feb 28, 13 Start time : 00:00
Stop date : Feb 28, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : US 301 south of Elm Fair Blvd

Feb 28 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	86	50	21	38	44	98	240	562	667	470	497	446
30	77	32	39	30	80	113	309	630	634	516	447	475
45	59	39	52	46	94	165	457	739	660	530	465	470
00	58	37	44	43	88	189	572	732	600	523	445	475
Hr Total	280	158	156	157	306	565	1578	2663	2561	2039	1854	1866

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	484	516	469	509	670	880	743	343	245	220	182	114
30	511	442	446	501	633	894	697	309	276	219	165	124
45	455	485	477	620	636	919	496	282	244	228	170	139
00	484	442	471	546	783	795	403	237	237	193	147	99
Hr Total	1934	1885	1863	2176	2722	3488	2339	1171	1002	860	664	476

24 Hour Total : 34763
AM peak hour begins : 07:30 AM peak volume : 2772 Peak hour factor : 0.94
PM peak hour begins : 17:00 PM peak volume : 3488 Peak hour factor : 0.95

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0226016.PRN
Station : 000002221301
Identification : 001540900005
Interval : 15 minutes
Start date : Feb 26, 13
Start time : 00:00
Stop date : Feb 26, 13
Stop time : 24:00
City/Town : Tampa
County : Hillsborough
Location : Elm Fair Blvd east of US 301

Feb 26 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	2	6	3	3	3	22	42	41	19	16	17
30	2	6	2	2	1	5	40	32	32	18	5	18
45	4	2	2	3	2	6	26	45	27	17	11	26
00	5	5	3	0	3	13	69	69	33	26	17	40
Hr Total	17	15	13	8	9	27	157	188	133	80	49	101

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	29	29	18	23	33	18	23	12	13	9	5	11
30	22	30	17	24	26	26	13	14	11	11	4	10
45	24	17	22	29	20	15	19	11	12	5	3	8
00	33	26	21	34	18	16	15	8	18	11	4	8
Hr Total	108	102	78	110	97	75	70	45	54	36	16	37

24 Hour Total : 1625
AM peak hour begins : 06:45 AM peak volume : 188 Peak hour factor : 0.68
PM peak hour begins : 15:30 PM peak volume : 122 Peak hour factor : 0.90

Feb 26 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	2	7	3	12	1	17	30	24	21	41	16
30	3	0	8	1	0	1	22	35	25	29	14	23
45	4	0	0	3	0	7	26	45	29	11	10	28
00	0	0	10	0	2	8	33	42	18	19	15	32
Hr Total	11	2	25	7	14	17	98	152	96	80	80	99

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	37	33	20	23	40	72	21	21	11	5	6	11
30	27	35	20	33	39	42	41	32	11	2	4	2
45	56	25	26	39	39	41	18	12	10	3	9	6
00	26	25	24	17	53	43	16	9	14	11	5	3
Hr Total	146	118	90	112	171	198	96	74	46	21	24	22

24 Hour Total : 1799
AM peak hour begins : 07:00 AM peak volume : 152 Peak hour factor : 0.84
PM peak hour begins : 16:45 PM peak volume : 208 Peak hour factor : 0.72

Data File : D0226016.PRN
Station : 000002221301
Identification : 001540900005 Interval : 15 minutes
Start date : Feb 26, 13 Start time : 00:00
Stop date : Feb 26, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : Elm Fair Blvd east of US 301

Feb 26 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	4	13	6	15	4	39	72	65	40	57	33
30	5	6	10	3	1	6	62	67	57	47	19	41
45	8	2	2	6	2	13	52	90	56	28	21	54
00	5	5	13	0	5	21	102	111	51	45	32	72
Hr Total	28	17	38	15	23	44	255	340	229	160	129	200

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	66	62	38	46	73	90	44	33	24	14	11	22
30	49	65	37	57	65	68	54	46	22	13	8	12
45	80	42	48	68	59	56	37	23	22	8	12	14
00	59	51	45	51	71	59	31	17	32	22	9	11
Hr Total	254	220	168	222	268	273	166	119	100	57	40	59

24 Hour Total : 3424
AM peak hour begins : 07:00 AM peak volume : 340 Peak hour factor : 0.77
PM peak hour begins : 16:30 PM peak volume : 288 Peak hour factor : 0.80

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0227016.PRN
Station : 000002221301
Identification : 001540900005
Start date : Feb 27, 13
Stop date : Feb 27, 13
City/Town : Tampa
Location : Elm Fair Blvd east of US 301
Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

Feb 27 — Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	8	0	2	4	1	25	47	44	30	26	18
30	1	0	3	3	5	5	30	46	36	19	4	12
45	0	1	4	1	0	10	20	39	32	21	17	26
00	2	0	0	1	3	13	58	70	21	11	10	26
Hr Total	6	9	7	7	12	29	133	202	133	81	57	82

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	35	23	19	22	23	23	25	15	18	18	9	10
30	22	30	23	27	23	14	19	18	9	15	7	8
45	35	26	20	27	26	13	22	11	15	13	9	4
00	25	27	14	27	18	20	21	14	18	18	8	6
Hr Total	117	106	76	103	90	70	87	58	60	64	33	28

24 Hour Total : 1650
AM peak hour begins : 07:00 AM peak volume : 202 Peak hour factor : 0.72
PM peak hour begins : 12:00 PM peak volume : 117 Peak hour factor : 0.84

Feb 27 — Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	5	2	2	4	6	11	39	19	21	26	15
30	1	1	0	6	5	5	13	28	18	27	16	24
45	5	0	0	1	1	5	16	48	22	30	22	25
00	0	0	7	1	3	6	24	30	35	24	17	32
Hr Total	8	6	9	10	13	22	64	145	94	102	81	96

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	32	30	26	33	47	64	28	25	20	16	16	18
30	35	26	25	26	34	43	33	14	16	20	8	7
45	35	31	31	48	53	34	33	12	26	9	5	5
00	27	36	27	26	40	25	23	16	24	10	8	9
Hr Total	129	123	109	133	174	166	117	67	86	55	37	39

24 Hour Total : 1885
AM peak hour begins : 07:00 AM peak volume : 145 Peak hour factor : 0.76
PM peak hour begins : 16:30 PM peak volume : 200 Peak hour factor : 0.78

Data File : D0227016.PRN
Station : 000002221301
Identification : 001540900005 Interval : 15 minutes
Start date : Feb 27, 13 Start time : 00:00
Stop date : Feb 27, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : Elm Fair Blvd east of US 301

Feb 27 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	13	2	4	8	7	36	86	63	51	52	33
30	2	1	3	9	10	10	43	74	54	46	20	36
45	5	1	4	2	1	15	36	87	54	51	39	51
00	2	0	7	2	6	19	82	100	56	35	27	58
Hr Total	14	15	16	17	25	51	197	347	227	183	138	178

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	67	53	45	55	70	87	53	40	38	34	25	28
30	57	56	48	53	57	57	52	32	25	35	15	15
45	70	57	51	75	79	47	55	23	41	22	14	9
00	52	63	41	53	58	45	44	30	42	28	16	15
Hr Total	246	229	185	236	264	236	204	125	146	119	70	67

24 Hour Total : 3535
AM peak hour begins : 07:00 AM peak volume : 347 Peak hour factor : 0.87
PM peak hour begins : 16:15 PM peak volume : 281 Peak hour factor : 0.81

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0228015.PRN
Station : 000002221301
Identification : 001540900005 Interval : 15 minutes
Start date : Feb 28, 13 Start time : 00:00
Stop date : Feb 28, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : Elm Fair Blvd east of US 301

Feb 28 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	8	3	2	2	1	21	41	43	20	21	19
30	5	0	2	1	0	2	35	34	29	20	16	21
45	4	2	11	6	4	10	29	39	26	17	24	12
00	4	8	1	0	3	9	70	56	31	12	21	35
Hr Total	19	18	17	9	9	22	155	170	129	69	82	87

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	54	35	12	26	20	28	31	17	19	19	6	14
30	26	33	21	24	41	15	22	16	14	17	8	9
45	28	17	18	19	25	18	20	21	13	16	4	10
00	28	24	22	16	22	11	18	18	12	15	8	10
Hr Total	136	109	73	85	108	72	91	72	58	67	26	43

24 Hour Total : 1726
AM peak hour begins : 06:45 AM peak volume : 184 Peak hour factor : 0.66
PM peak hour begins : 12:00 PM peak volume : 136 Peak hour factor : 0.63

Feb 28 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	0	2	3	0	1	10	16	33	36	26	29
30	9	1	5	4	6	10	12	25	43	25	26	18
45	4	1	4	3	0	6	20	66	27	30	15	34
00	2	5	4	5	6	17	42	31	34	15	25	23
Hr Total	24	7	15	15	12	34	84	138	137	106	92	104

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	61	47	27	27	41	79	25	26	22	20	7	10
30	39	31	14	25	40	44	30	13	12	20	3	8
45	38	23	17	35	49	40	22	12	20	7	11	7
00	55	21	22	30	29	27	18	26	18	11	5	14
Hr Total	193	122	80	117	159	190	95	77	72	58	26	39

24 Hour Total : 1996
AM peak hour begins : 07:30 AM peak volume : 173 Peak hour factor : 0.66
PM peak hour begins : 16:30 PM peak volume : 201 Peak hour factor : 0.64

Data File : D0228015.PRN
Station : 000002221301
Identification : 001540900005 Interval : 15 minutes
Start date : Feb 28, 13 Start time : 00:00
Stop date : Feb 28, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : Elm Fair Blvd east of US 301

Feb 28 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	8	5	5	2	2	31	57	76	56	47	48
30	14	1	7	5	6	12	47	59	72	45	42	39
45	8	3	15	9	4	16	49	105	53	47	39	46
00	6	13	5	5	9	26	112	87	65	27	46	58
Hr Total	43	25	32	24	21	56	239	308	266	175	174	191

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	115	82	39	53	61	107	56	43	41	39	13	24
30	65	64	35	49	81	59	52	29	26	37	11	17
45	66	40	35	54	74	58	42	33	33	23	15	17
00	83	45	44	46	51	38	36	44	30	26	13	24
Hr Total	329	231	153	202	267	262	186	149	130	125	52	82

24 Hour Total : 3722
AM peak hour begins : 07:30 AM peak volume : 340 Peak hour factor : 0.81
PM peak hour begins : 12:00 PM peak volume : 329 Peak hour factor : 0.72

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

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Data File : D0226015.PRN
Station : 000002221302
Identification : 000178560002 Interval : 15 minutes
Start date : Feb 26, 13 Start time : 00:00
Stop date : Feb 26, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : Fairgrounds Driveway west of US 301

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Feb 26 Westbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	7	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	7	0	0

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	2	0	0	0	0	0	0	0
45	0	0	0	0	0	1	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	2	1	0	0	0	0	0	0

24 Hour Total : 10
AM peak hour begins : 08:45 AM peak volume : 7 Peak hour factor : 0.25
PM peak hour begins : 15:30 PM peak volume : 2 Peak hour factor : 0.25

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Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0227015.PRN
Station : 000002221302
Identification : 000178560002 Interval : 15 minutes
Start date : Feb 27, 13 Start time : 00:00
Stop date : Feb 27, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : Fairgrounds Driveway west of US 301

Feb 27 Westbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	2
Hr Total	0	0	0	0	0	0	0	0	0	0	0	2

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	1	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	1	0	0	0	0	0	0	0

24 Hour Total : 3
AM peak hour begins : 11:00 AM peak volume : 2 Peak hour factor : 0.25
PM peak hour begins : 15:15 PM peak volume : 1 Peak hour factor : 0.25

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0228014.PRN
Station : 000002221302
Identification : 000178560002 Interval : 15 minutes
Start date : Feb 28, 13 Start time : 00:00
Stop date : Feb 28, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : Fairgrounds Driveway west of US 301

Feb 28 Westbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	3	0	0	0
Hr Total	0	0	0	0	0	0	0	0	3	0	0	0

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	1	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	1	0	0	0	0	0	0	0	0

24 Hour Total : 4
AM peak hour begins : 08:00 AM peak volume : 3 Peak hour factor : 0.25
PM peak hour begins : 14:15 PM peak volume : 1 Peak hour factor : 0.25

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0226014.PRN
Station : 000002231301
Identification : 000065310007
Start date : Feb 26, 13
Stop date : Feb 26, 13
City/Town : Tampa
Location : US 301 north of Elm Fair Blvd
Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

Feb 26 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	36	26	18	24	29	45	105	234	308	177	171	173
30	23	14	18	19	40	40	127	302	252	210	235	209
45	22	11	14	27	25	60	174	286	259	190	162	234
00	22	17	22	24	32	93	218	282	203	203	209	235
Hr Total	103	68	72	94	126	238	624	1104	1022	780	777	851

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	231	234	233	259	379	562	344	170	134	100	60	50
30	216	207	224	280	304	506	339	135	108	84	64	42
45	218	241	253	333	419	463	214	124	96	72	62	50
00	227	224	236	277	429	428	202	95	106	67	57	28
Hr Total	892	906	946	1149	1531	1959	1099	524	444	323	243	170

24 Hour Total : 16045
AM peak hour begins : 07:15 AM peak volume : 1178 Peak hour factor : 0.96
PM peak hour begins : 16:45 PM peak volume : 1960 Peak hour factor : 0.87

Feb 26 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	38	32	15	27	25	56	144	372	440	299	222	239
30	37	31	27	15	45	70	252	444	370	311	236	230
45	25	47	22	33	65	90	335	464	366	259	254	293
00	23	17	24	23	48	148	414	519	355	275	251	298
Hr Total	123	127	88	98	183	364	1145	1799	1531	1144	963	1060

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	265	236	250	270	294	367	259	136	129	110	56	66
30	237	252	267	311	292	340	270	154	121	105	72	63
45	291	267	261	315	314	352	233	133	87	93	91	57
00	274	270	253	270	321	293	187	137	129	84	103	50
Hr Total	1067	1025	1031	1166	1221	1352	949	560	466	392	322	236

24 Hour Total : 18412
AM peak hour begins : 07:15 AM peak volume : 1867 Peak hour factor : 0.90
PM peak hour begins : 16:45 PM peak volume : 1380 Peak hour factor : 0.94

Data File : D0226014.PRN
Station : 000002231301
Identification : 000065310007 Interval : 15 minutes
Start date : Feb 26, 13 Start time : 00:00
Stop date : Feb 26, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : US 301 north of Elm Fair Blvd

Feb 26 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	74	58	33	51	54	101	249	606	748	476	393	412
30	60	45	45	34	85	110	379	746	622	521	471	439
45	47	58	36	60	90	150	509	750	625	449	416	527
00	45	34	46	47	80	241	632	801	558	478	460	533
Hr Total	226	195	160	192	309	602	1769	2903	2553	1924	1740	1911

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	496	470	483	529	673	929	603	306	263	210	116	116
30	453	459	491	591	596	846	609	289	229	189	136	105
45	509	508	514	648	733	815	447	257	183	165	153	107
00	501	494	489	547	750	721	389	232	235	151	160	78
Hr Total	1959	1931	1977	2315	2752	3311	2048	1084	910	715	565	406

24 Hour Total : 34457
AM peak hour begins : 07:15 AM peak volume : 3045 Peak hour factor : 0.95
PM peak hour begins : 16:45 PM peak volume : 3340 Peak hour factor : 0.90

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0227014.PRN
Station : 000002231301
Identification : 000065310007
Start date : Feb 27, 13
Stop date : Feb 27, 13
City/Town : Tampa
Location : US 301 north of Elm Fair Blvd

Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

Feb 27 — Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	30	20	10	20	34	31	97	283	293	230	200	212
30	25	15	18	28	37	48	135	292	232	211	175	194
45	23	20	16	18	34	67	166	301	278	226	176	229
00	22	22	15	23	41	90	199	315	272	198	186	240
Hr Total	100	77	59	89	146	236	597	1191	1075	865	737	875

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	234	231	241	255	411	583	410	165	117	113	106	49
30	242	206	245	264	280	545	345	168	136	118	63	56
45	243	230	277	373	438	476	231	148	108	81	69	48
00	258	227	241	310	412	398	215	135	120	73	45	32
Hr Total	977	894	1004	1202	1541	2002	1201	616	481	385	283	185

24 Hour Total : 16818
AM peak hour begins : 07:15 AM peak volume : 1201 Peak hour factor : 0.95
PM peak hour begins : 16:45 PM peak volume : 2016 Peak hour factor : 0.86

Feb 27 — Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	39	40	31	16	33	52	168	462	753	324	250	235
30	31	15	35	33	49	76	260	595	468	306	231	246
45	22	28	24	47	67	140	372	676	469	282	248	255
00	26	18	22	36	60	151	490	852	355	266	225	254
Hr Total	118	101	112	132	209	419	1290	2585	2045	1178	954	990

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	239	257	259	297	299	415	326	192	141	118	84	67
30	291	260	233	276	296	404	270	168	135	133	74	65
45	288	210	240	319	314	388	228	161	127	99	90	66
00	260	273	238	290	321	387	202	136	130	101	75	46
Hr Total	1078	1000	970	1182	1230	1594	1026	657	533	451	323	244

24 Hour Total : 20421
AM peak hour begins : 07:15 AM peak volume : 2876 Peak hour factor : 0.84
PM peak hour begins : 17:00 PM peak volume : 1594 Peak hour factor : 0.96

Data File : D0227014.PRN
Station : 000002231301
Identification : 000065310007 Interval : 15 minutes
Start date : Feb 27, 13 Start time : 00:00
Stop date : Feb 27, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : US 301 north of Elm Fair Blvd

Feb 27 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	69	60	41	36	67	83	265	745	1046	554	450	447
30	56	30	53	61	86	124	395	887	700	517	406	440
45	45	48	40	65	101	207	538	977	747	508	424	484
00	48	40	37	59	101	241	689	1167	627	464	411	494
Hr Total	218	178	171	221	355	655	1887	3776	3120	2043	1691	1865

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	473	488	500	552	710	998	736	357	258	231	190	116
30	533	466	478	540	576	949	615	336	271	251	137	121
45	531	440	517	692	752	864	459	309	235	180	159	114
00	518	500	479	600	733	785	417	271	250	174	120	78
Hr Total	2055	1894	1974	2384	2771	3596	2227	1273	1014	836	606	429

24 Hour Total : 37239
AM peak hour begins : 07:15 AM peak volume : 4077 Peak hour factor : 0.87
PM peak hour begins : 17:00 PM peak volume : 3596 Peak hour factor : 0.90

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0228013.PRN
Station : 000002231301
Identification : 000065310007
Start date : Feb 28, 13
Stop date : Feb 28, 13
City/Town : Tampa
Location : US 301 north of Elm Fair Blvd
Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

Feb 28 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	50	24	13	24	26	35	115	283	328	234	276	242
30	37	6	29	11	38	53	118	289	318	258	278	256
45	22	20	23	28	43	52	189	346	320	303	264	230
00	33	19	18	23	41	79	235	291	281	298	240	235
Hr Total	142	69	83	86	148	219	657	1209	1247	1093	1058	963

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	255	265	262	273	399	585	389	170	122	112	84	51
30	248	239	251	255	356	561	380	162	130	105	66	52
45	232	227	266	317	398	503	236	157	121	101	66	56
00	236	197	239	269	477	404	222	124	121	72	68	42
Hr Total	971	928	1018	1114	1630	2053	1227	613	494	390	284	201

24 Hour Total : 17897
AM peak hour begins : 07:30 AM peak volume : 1283 Peak hour factor : 0.93
PM peak hour begins : 16:45 PM peak volume : 2126 Peak hour factor : 0.91

Feb 28 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	51	46	17	19	32	64	175	360	421	279	202	218
30	47	23	23	20	43	75	245	417	346	277	196	237
45	37	28	32	30	65	127	343	455	394	253	226	255
00	20	21	33	20	53	117	419	511	321	220	249	246
Hr Total	155	118	105	89	193	383	1182	1743	1482	1029	873	956

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	271	256	238	277	335	363	363	185	141	118	102	70
30	279	236	239	275	320	367	350	167	158	144	120	91
45	249	277	222	314	288	464	245	132	143	159	90	92
00	271	254	241	297	362	381	194	130	127	110	96	64
Hr Total	1070	1023	940	1163	1305	1575	1152	614	569	531	408	317

24 Hour Total : 18975
AM peak hour begins : 07:15 AM peak volume : 1804 Peak hour factor : 0.88
PM peak hour begins : 17:00 PM peak volume : 1575 Peak hour factor : 0.85

Data File : D0228013.PRN
Station : 000002231301
Identification : 000065310007 Interval : 15 minutes
Start date : Feb 28, 13 Start time : 00:00
Stop date : Feb 28, 13 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : US 301 north of Elm Fair Blvd

Feb 28 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	101	70	30	43	58	99	290	643	749	513	478	460
30	84	29	52	31	81	128	363	706	664	535	474	493
45	59	48	55	58	108	179	532	801	714	556	490	485
00	53	40	51	43	94	196	654	802	602	518	489	481
Hr Total	297	187	188	175	341	602	1839	2952	2729	2122	1931	1919

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	526	521	500	550	734	948	752	355	263	230	186	121
30	527	475	490	530	676	928	730	329	288	249	186	143
45	481	504	488	631	686	967	481	289	264	260	156	148
00	507	451	480	566	839	785	416	254	248	182	164	106
Hr Total	2041	1951	1958	2277	2935	3628	2379	1227	1063	921	692	518

24 Hour Total : 36872
AM peak hour begins : 07:15 AM peak volume : 3058 Peak hour factor : 0.95
PM peak hour begins : 16:45 PM peak volume : 3682 Peak hour factor : 0.95

APPENDIX B

2012 Weekly and Axle Adjustment Factors

2012 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL

CATEGORY: 1000 HILLSBOROUGH COUNTYWIDE

MOCF: 0.94

WEEK	DATES	SF	PSCF
1	01/01/2012 - 01/07/2012	1.03	1.09
2	01/08/2012 - 01/14/2012	1.01	1.07
3	01/15/2012 - 01/21/2012	0.99	1.05
4	01/22/2012 - 01/28/2012	0.97	1.03
* 5	01/29/2012 - 02/04/2012	0.96	1.02
* 6	02/05/2012 - 02/11/2012	0.94	1.00
* 7	02/12/2012 - 02/18/2012	0.93	0.99
* 8	02/19/2012 - 02/25/2012	0.93	0.99
* 9	02/26/2012 - 03/03/2012	0.92	0.98
*10	03/04/2012 - 03/10/2012	0.92	0.98
*11	03/11/2012 - 03/17/2012	0.92	0.98
*12	03/18/2012 - 03/24/2012	0.93	0.99
*13	03/25/2012 - 03/31/2012	0.94	1.00
*14	04/01/2012 - 04/07/2012	0.95	1.01
*15	04/08/2012 - 04/14/2012	0.96	1.02
*16	04/15/2012 - 04/21/2012	0.97	1.03
*17	04/22/2012 - 04/28/2012	0.97	1.03
18	04/29/2012 - 05/05/2012	0.98	1.04
19	05/06/2012 - 05/12/2012	0.99	1.05
20	05/13/2012 - 05/19/2012	0.99	1.05
21	05/20/2012 - 05/26/2012	1.00	1.06
22	05/27/2012 - 06/02/2012	1.02	1.08
23	06/03/2012 - 06/09/2012	1.03	1.09
24	06/10/2012 - 06/16/2012	1.04	1.10
25	06/17/2012 - 06/23/2012	1.04	1.10
26	06/24/2012 - 06/30/2012	1.05	1.12
27	07/01/2012 - 07/07/2012	1.05	1.12
28	07/08/2012 - 07/14/2012	1.05	1.12
29	07/15/2012 - 07/21/2012	1.06	1.13
30	07/22/2012 - 07/28/2012	1.06	1.13
31	07/29/2012 - 08/04/2012	1.05	1.12
32	08/05/2012 - 08/11/2012	1.05	1.12
33	08/12/2012 - 08/18/2012	1.05	1.12
34	08/19/2012 - 08/25/2012	1.05	1.12
35	08/26/2012 - 09/01/2012	1.05	1.12
36	09/02/2012 - 09/08/2012	1.04	1.10
37	09/09/2012 - 09/15/2012	1.04	1.10
38	09/16/2012 - 09/22/2012	1.03	1.09
39	09/23/2012 - 09/29/2012	1.03	1.09
40	09/30/2012 - 10/06/2012	1.02	1.08
41	10/07/2012 - 10/13/2012	1.01	1.07
42	10/14/2012 - 10/20/2012	1.01	1.07
43	10/21/2012 - 10/27/2012	1.01	1.07
44	10/28/2012 - 11/03/2012	1.01	1.07
45	11/04/2012 - 11/10/2012	1.02	1.08
46	11/11/2012 - 11/17/2012	1.02	1.08
47	11/18/2012 - 11/24/2012	1.02	1.08
48	11/25/2012 - 12/01/2012	1.03	1.09
49	12/02/2012 - 12/08/2012	1.03	1.09
50	12/09/2012 - 12/15/2012	1.03	1.09
51	12/16/2012 - 12/22/2012	1.02	1.08
52	12/23/2012 - 12/29/2012	1.00	1.06
53	12/30/2012 - 12/31/2012	0.99	1.05

* PEAK SEASON

2012 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 10 - HILLSBOROUGH

WEEK	DATES	1014 US301, CR672 - I75	1015 US301, I75 - I-4	1016 SR685(NB),SR60-SR574	1017 SR685, SR574 - SR580
1	01/01/2012 - 01/07/2012	0.98	0.95	0.99	0.99
2	01/08/2012 - 01/14/2012	0.98	0.95	0.99	0.99
3	01/15/2012 - 01/21/2012	0.98	0.95	0.99	0.99
4	01/22/2012 - 01/28/2012	0.98	0.95	0.99	0.99
5	01/29/2012 - 02/04/2012	0.98	0.95	0.99	0.99
6	02/05/2012 - 02/11/2012	0.98	0.95	0.99	0.99
7	02/12/2012 - 02/18/2012	0.98	0.95	0.99	0.99
8	02/19/2012 - 02/25/2012	0.98	0.95	0.99	0.99
9	02/26/2012 - 03/03/2012	0.98	0.95	0.99	0.99
10	03/04/2012 - 03/10/2012	0.98	0.95	0.99	0.99
11	03/11/2012 - 03/17/2012	0.98	0.95	0.99	0.99
12	03/18/2012 - 03/24/2012	0.98	0.95	0.99	0.99
13	03/25/2012 - 03/31/2012	0.98	0.95	0.99	0.99
14	04/01/2012 - 04/07/2012	0.98	0.95	0.99	0.99
15	04/08/2012 - 04/14/2012	0.98	0.95	0.99	0.99
16	04/15/2012 - 04/21/2012	0.98	0.95	0.99	0.99
17	04/22/2012 - 04/28/2012	0.98	0.95	0.99	0.99
18	04/29/2012 - 05/05/2012	0.98	0.95	0.99	0.99
19	05/06/2012 - 05/12/2012	0.98	0.95	0.99	0.99
20	05/13/2012 - 05/19/2012	0.98	0.95	0.99	0.99
21	05/20/2012 - 05/26/2012	0.98	0.95	0.99	0.99
22	05/27/2012 - 06/02/2012	0.98	0.95	0.99	0.99
23	06/03/2012 - 06/09/2012	0.98	0.95	0.99	0.99
24	06/10/2012 - 06/16/2012	0.98	0.95	0.99	0.99
25	06/17/2012 - 06/23/2012	0.98	0.95	0.99	0.99
26	06/24/2012 - 06/30/2012	0.98	0.95	0.99	0.99
27	07/01/2012 - 07/07/2012	0.98	0.95	0.99	0.99
28	07/08/2012 - 07/14/2012	0.98	0.95	0.99	0.99
29	07/15/2012 - 07/21/2012	0.98	0.95	0.99	0.99
30	07/22/2012 - 07/28/2012	0.98	0.95	0.99	0.99
31	07/29/2012 - 08/04/2012	0.98	0.95	0.99	0.99
32	08/05/2012 - 08/11/2012	0.98	0.95	0.99	0.99
33	08/12/2012 - 08/18/2012	0.98	0.95	0.99	0.99
34	08/19/2012 - 08/25/2012	0.98	0.95	0.99	0.99
35	08/26/2012 - 09/01/2012	0.98	0.95	0.99	0.99
36	09/02/2012 - 09/08/2012	0.98	0.95	0.99	0.99
37	09/09/2012 - 09/15/2012	0.98	0.95	0.99	0.99
38	09/16/2012 - 09/22/2012	0.98	0.95	0.99	0.99
39	09/23/2012 - 09/29/2012	0.98	0.95	0.99	0.99
40	09/30/2012 - 10/06/2012	0.98	0.95	0.99	0.99
41	10/07/2012 - 10/13/2012	0.98	0.95	0.99	0.99
42	10/14/2012 - 10/20/2012	0.98	0.95	0.99	0.99
43	10/21/2012 - 10/27/2012	0.98	0.95	0.99	0.99
44	10/28/2012 - 11/03/2012	0.98	0.95	0.99	0.99
45	11/04/2012 - 11/10/2012	0.98	0.95	0.99	0.99
46	11/11/2012 - 11/17/2012	0.98	0.95	0.99	0.99
47	11/18/2012 - 11/24/2012	0.98	0.95	0.99	0.99
48	11/25/2012 - 12/01/2012	0.98	0.95	0.99	0.99
49	12/02/2012 - 12/08/2012	0.98	0.95	0.99	0.99
50	12/09/2012 - 12/15/2012	0.98	0.95	0.99	0.99
51	12/16/2012 - 12/22/2012	0.98	0.95	0.99	0.99
52	12/23/2012 - 12/29/2012	0.98	0.95	0.99	0.99
53	12/30/2012 - 12/31/2012	0.98	0.95	0.99	0.99

2012 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 10 - HILLSBOROUGH

WEEK	DATES	1038 SR60, SR585 - US301	1039 SR60,US301-LAKEWOOD	1040 SR60, LKWOOD- POLK	1041 SR674, US41 - US301
1	01/01/2012 - 01/07/2012	0.97	0.98	0.95	0.97
2	01/08/2012 - 01/14/2012	0.97	0.98	0.95	0.97
3	01/15/2012 - 01/21/2012	0.97	0.98	0.95	0.97
4	01/22/2012 - 01/28/2012	0.97	0.98	0.95	0.97
5	01/29/2012 - 02/04/2012	0.97	0.98	0.95	0.97
6	02/05/2012 - 02/11/2012	0.97	0.98	0.95	0.97
7	02/12/2012 - 02/18/2012	0.97	0.98	0.95	0.97
8	02/19/2012 - 02/25/2012	0.97	0.98	0.95	0.97
9	02/26/2012 - 03/03/2012	0.97	0.98	0.95	0.97
10	03/04/2012 - 03/10/2012	0.97	0.98	0.95	0.97
11	03/11/2012 - 03/17/2012	0.97	0.98	0.95	0.97
12	03/18/2012 - 03/24/2012	0.97	0.98	0.95	0.97
13	03/25/2012 - 03/31/2012	0.97	0.98	0.95	0.97
14	04/01/2012 - 04/07/2012	0.97	0.98	0.95	0.97
15	04/08/2012 - 04/14/2012	0.97	0.98	0.95	0.97
16	04/15/2012 - 04/21/2012	0.97	0.98	0.95	0.97
17	04/22/2012 - 04/28/2012	0.97	0.98	0.95	0.97
18	04/29/2012 - 05/05/2012	0.97	0.98	0.95	0.97
19	05/06/2012 - 05/12/2012	0.97	0.98	0.95	0.97
20	05/13/2012 - 05/19/2012	0.97	0.98	0.95	0.97
21	05/20/2012 - 05/26/2012	0.97	0.98	0.95	0.97
22	05/27/2012 - 06/02/2012	0.97	0.98	0.95	0.97
23	06/03/2012 - 06/09/2012	0.97	0.98	0.95	0.97
24	06/10/2012 - 06/16/2012	0.97	0.98	0.95	0.97
25	06/17/2012 - 06/23/2012	0.97	0.98	0.95	0.97
26	06/24/2012 - 06/30/2012	0.97	0.98	0.95	0.97
27	07/01/2012 - 07/07/2012	0.96	0.98	0.95	0.97
28	07/08/2012 - 07/14/2012	0.96	0.98	0.95	0.97
29	07/15/2012 - 07/21/2012	0.96	0.98	0.95	0.97
30	07/22/2012 - 07/28/2012	0.96	0.98	0.95	0.97
31	07/29/2012 - 08/04/2012	0.96	0.98	0.95	0.97
32	08/05/2012 - 08/11/2012	0.96	0.98	0.95	0.97
33	08/12/2012 - 08/18/2012	0.96	0.98	0.95	0.97
34	08/19/2012 - 08/25/2012	0.96	0.98	0.95	0.97
35	08/26/2012 - 09/01/2012	0.96	0.98	0.95	0.97
36	09/02/2012 - 09/08/2012	0.96	0.98	0.95	0.97
37	09/09/2012 - 09/15/2012	0.96	0.98	0.95	0.97
38	09/16/2012 - 09/22/2012	0.96	0.98	0.95	0.97
39	09/23/2012 - 09/29/2012	0.96	0.98	0.95	0.97
40	09/30/2012 - 10/06/2012	0.96	0.98	0.95	0.97
41	10/07/2012 - 10/13/2012	0.96	0.98	0.95	0.97
42	10/14/2012 - 10/20/2012	0.96	0.98	0.95	0.97
43	10/21/2012 - 10/27/2012	0.96	0.98	0.95	0.97
44	10/28/2012 - 11/03/2012	0.96	0.98	0.95	0.97
45	11/04/2012 - 11/10/2012	0.97	0.98	0.95	0.97
46	11/11/2012 - 11/17/2012	0.97	0.98	0.95	0.97
47	11/18/2012 - 11/24/2012	0.97	0.98	0.95	0.97
48	11/25/2012 - 12/01/2012	0.97	0.98	0.95	0.97
49	12/02/2012 - 12/08/2012	0.97	0.98	0.95	0.97
50	12/09/2012 - 12/15/2012	0.97	0.98	0.95	0.97
51	12/16/2012 - 12/22/2012	0.97	0.98	0.95	0.97
52	12/23/2012 - 12/29/2012	0.97	0.98	0.95	0.97
53	12/30/2012 - 12/31/2012	0.97	0.98	0.95	0.97

2012 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 10 - HILLSBOROUGH

WEEK	DATES	1067 SR574, SR585 - CR574	1068 SR579, SR685 - SR45	1069 SR578, SR685 - SR45	1070 US41, SR 60-SR583
1	01/01/2012 - 01/07/2012	0.97	0.99	0.99	0.96
2	01/08/2012 - 01/14/2012	0.97	0.99	0.99	0.96
3	01/15/2012 - 01/21/2012	0.97	0.99	0.99	0.96
4	01/22/2012 - 01/28/2012	0.97	0.99	0.99	0.96
5	01/29/2012 - 02/04/2012	0.97	0.99	0.99	0.96
6	02/05/2012 - 02/11/2012	0.97	0.99	0.99	0.96
7	02/12/2012 - 02/18/2012	0.97	0.99	0.99	0.96
8	02/19/2012 - 02/25/2012	0.97	0.99	0.99	0.96
9	02/26/2012 - 03/03/2012	0.97	0.99	0.99	0.96
10	03/04/2012 - 03/10/2012	0.97	0.99	0.99	0.96
11	03/11/2012 - 03/17/2012	0.97	0.99	0.99	0.96
12	03/18/2012 - 03/24/2012	0.97	0.99	0.99	0.96
13	03/25/2012 - 03/31/2012	0.97	0.99	0.99	0.96
14	04/01/2012 - 04/07/2012	0.97	0.99	0.99	0.96
15	04/08/2012 - 04/14/2012	0.97	0.99	0.99	0.96
16	04/15/2012 - 04/21/2012	0.97	0.99	0.99	0.96
17	04/22/2012 - 04/28/2012	0.97	0.99	0.99	0.96
18	04/29/2012 - 05/05/2012	0.97	0.99	0.99	0.96
19	05/06/2012 - 05/12/2012	0.97	0.99	0.99	0.96
20	05/13/2012 - 05/19/2012	0.97	0.99	0.99	0.96
21	05/20/2012 - 05/26/2012	0.97	0.99	0.99	0.96
22	05/27/2012 - 06/02/2012	0.97	0.99	0.99	0.96
23	06/03/2012 - 06/09/2012	0.97	0.99	0.99	0.96
24	06/10/2012 - 06/16/2012	0.97	0.99	0.99	0.96
25	06/17/2012 - 06/23/2012	0.97	0.99	0.99	0.96
26	06/24/2012 - 06/30/2012	0.97	0.99	0.99	0.96
27	07/01/2012 - 07/07/2012	0.97	0.99	0.99	0.96
28	07/08/2012 - 07/14/2012	0.97	0.99	0.99	0.96
29	07/15/2012 - 07/21/2012	0.97	0.99	0.99	0.96
30	07/22/2012 - 07/28/2012	0.97	0.99	0.99	0.96
31	07/29/2012 - 08/04/2012	0.97	0.99	0.99	0.96
32	08/05/2012 - 08/11/2012	0.97	0.99	0.99	0.96
33	08/12/2012 - 08/18/2012	0.97	0.99	0.99	0.96
34	08/19/2012 - 08/25/2012	0.97	0.99	0.99	0.96
35	08/26/2012 - 09/01/2012	0.97	0.99	0.99	0.96
36	09/02/2012 - 09/08/2012	0.97	0.99	0.99	0.96
37	09/09/2012 - 09/15/2012	0.97	0.99	0.99	0.96
38	09/16/2012 - 09/22/2012	0.97	0.99	0.99	0.96
39	09/23/2012 - 09/29/2012	0.97	0.99	0.99	0.96
40	09/30/2012 - 10/06/2012	0.97	0.99	0.99	0.96
41	10/07/2012 - 10/13/2012	0.97	0.99	0.99	0.96
42	10/14/2012 - 10/20/2012	0.97	0.99	0.99	0.96
43	10/21/2012 - 10/27/2012	0.97	0.99	0.99	0.96
44	10/28/2012 - 11/03/2012	0.97	0.99	0.99	0.96
45	11/04/2012 - 11/10/2012	0.97	0.99	0.99	0.96
46	11/11/2012 - 11/17/2012	0.97	0.99	0.99	0.96
47	11/18/2012 - 11/24/2012	0.97	0.99	0.99	0.96
48	11/25/2012 - 12/01/2012	0.97	0.99	0.99	0.96
49	12/02/2012 - 12/08/2012	0.97	0.99	0.99	0.96
50	12/09/2012 - 12/15/2012	0.97	0.99	0.99	0.96
51	12/16/2012 - 12/22/2012	0.97	0.99	0.99	0.96
52	12/23/2012 - 12/29/2012	0.97	0.99	0.99	0.96
53	12/30/2012 - 12/31/2012	0.97	0.99	0.99	0.96

2012 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

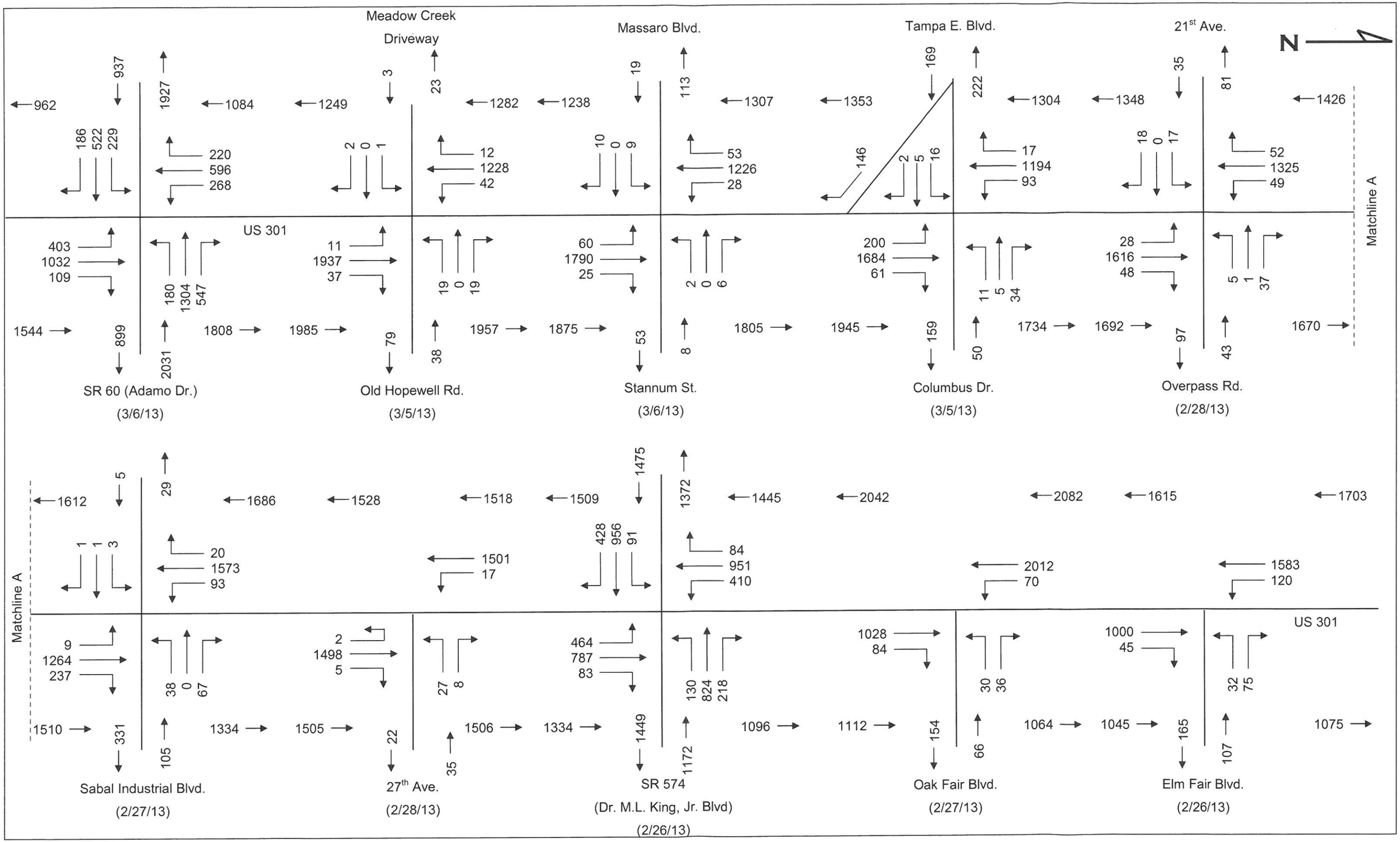
COUNTY: 10 - HILLSBOROUGH

WEEK	DATES	1000 HILLSBOROUGH - COUNTY WID	1001 HILLSBOROUGH RURAL	1002 HILLSBOROUGH URBAN	1003 I75, MANATEE-US301
1	01/01/2012 - 01/07/2012	0.96	0.83	0.94	0.88
2	01/08/2012 - 01/14/2012	0.96	0.83	0.94	0.88
3	01/15/2012 - 01/21/2012	0.96	0.83	0.94	0.88
4	01/22/2012 - 01/28/2012	0.96	0.83	0.94	0.88
5	01/29/2012 - 02/04/2012	0.96	0.83	0.94	0.88
6	02/05/2012 - 02/11/2012	0.96	0.83	0.94	0.88
7	02/12/2012 - 02/18/2012	0.96	0.83	0.94	0.88
8	02/19/2012 - 02/25/2012	0.96	0.83	0.94	0.88
9	02/26/2012 - 03/03/2012	0.96	0.83	0.94	0.88
10	03/04/2012 - 03/10/2012	0.96	0.83	0.94	0.88
11	03/11/2012 - 03/17/2012	0.96	0.83	0.94	0.88
12	03/18/2012 - 03/24/2012	0.96	0.83	0.94	0.88
13	03/25/2012 - 03/31/2012	0.96	0.83	0.94	0.88
14	04/01/2012 - 04/07/2012	0.96	0.83	0.94	0.88
15	04/08/2012 - 04/14/2012	0.96	0.83	0.94	0.88
16	04/15/2012 - 04/21/2012	0.96	0.83	0.94	0.88
17	04/22/2012 - 04/28/2012	0.96	0.83	0.94	0.88
18	04/29/2012 - 05/05/2012	0.96	0.83	0.94	0.88
19	05/06/2012 - 05/12/2012	0.95	0.83	0.94	0.88
20	05/13/2012 - 05/19/2012	0.95	0.83	0.94	0.88
21	05/20/2012 - 05/26/2012	0.95	0.83	0.94	0.88
22	05/27/2012 - 06/02/2012	0.95	0.83	0.94	0.88
23	06/03/2012 - 06/09/2012	0.95	0.83	0.94	0.88
24	06/10/2012 - 06/16/2012	0.96	0.83	0.94	0.88
25	06/17/2012 - 06/23/2012	0.95	0.83	0.94	0.88
26	06/24/2012 - 06/30/2012	0.95	0.83	0.94	0.88
27	07/01/2012 - 07/07/2012	0.95	0.83	0.94	0.88
28	07/08/2012 - 07/14/2012	0.95	0.83	0.94	0.88
29	07/15/2012 - 07/21/2012	0.95	0.83	0.94	0.88
30	07/22/2012 - 07/28/2012	0.95	0.83	0.94	0.88
31	07/29/2012 - 08/04/2012	0.95	0.83	0.94	0.88
32	08/05/2012 - 08/11/2012	0.95	0.83	0.94	0.88
33	08/12/2012 - 08/18/2012	0.95	0.83	0.94	0.88
34	08/19/2012 - 08/25/2012	0.95	0.83	0.94	0.88
35	08/26/2012 - 09/01/2012	0.96	0.83	0.94	0.88
36	09/02/2012 - 09/08/2012	0.96	0.83	0.94	0.88
37	09/09/2012 - 09/15/2012	0.96	0.83	0.94	0.88
38	09/16/2012 - 09/22/2012	0.96	0.83	0.94	0.88
39	09/23/2012 - 09/29/2012	0.96	0.83	0.94	0.88
40	09/30/2012 - 10/06/2012	0.95	0.83	0.94	0.88
41	10/07/2012 - 10/13/2012	0.95	0.83	0.94	0.88
42	10/14/2012 - 10/20/2012	0.95	0.83	0.94	0.88
43	10/21/2012 - 10/27/2012	0.95	0.83	0.94	0.88
44	10/28/2012 - 11/03/2012	0.95	0.83	0.94	0.88
45	11/04/2012 - 11/10/2012	0.96	0.83	0.94	0.88
46	11/11/2012 - 11/17/2012	0.96	0.83	0.94	0.88
47	11/18/2012 - 11/24/2012	0.96	0.83	0.94	0.88
48	11/25/2012 - 12/01/2012	0.96	0.83	0.94	0.88
49	12/02/2012 - 12/08/2012	0.96	0.83	0.94	0.88
50	12/09/2012 - 12/15/2012	0.96	0.83	0.94	0.88
51	12/16/2012 - 12/22/2012	0.96	0.83	0.94	0.88
52	12/23/2012 - 12/29/2012	0.96	0.83	0.94	0.88
53	12/30/2012 - 12/31/2012	0.96	0.83	0.94	0.88

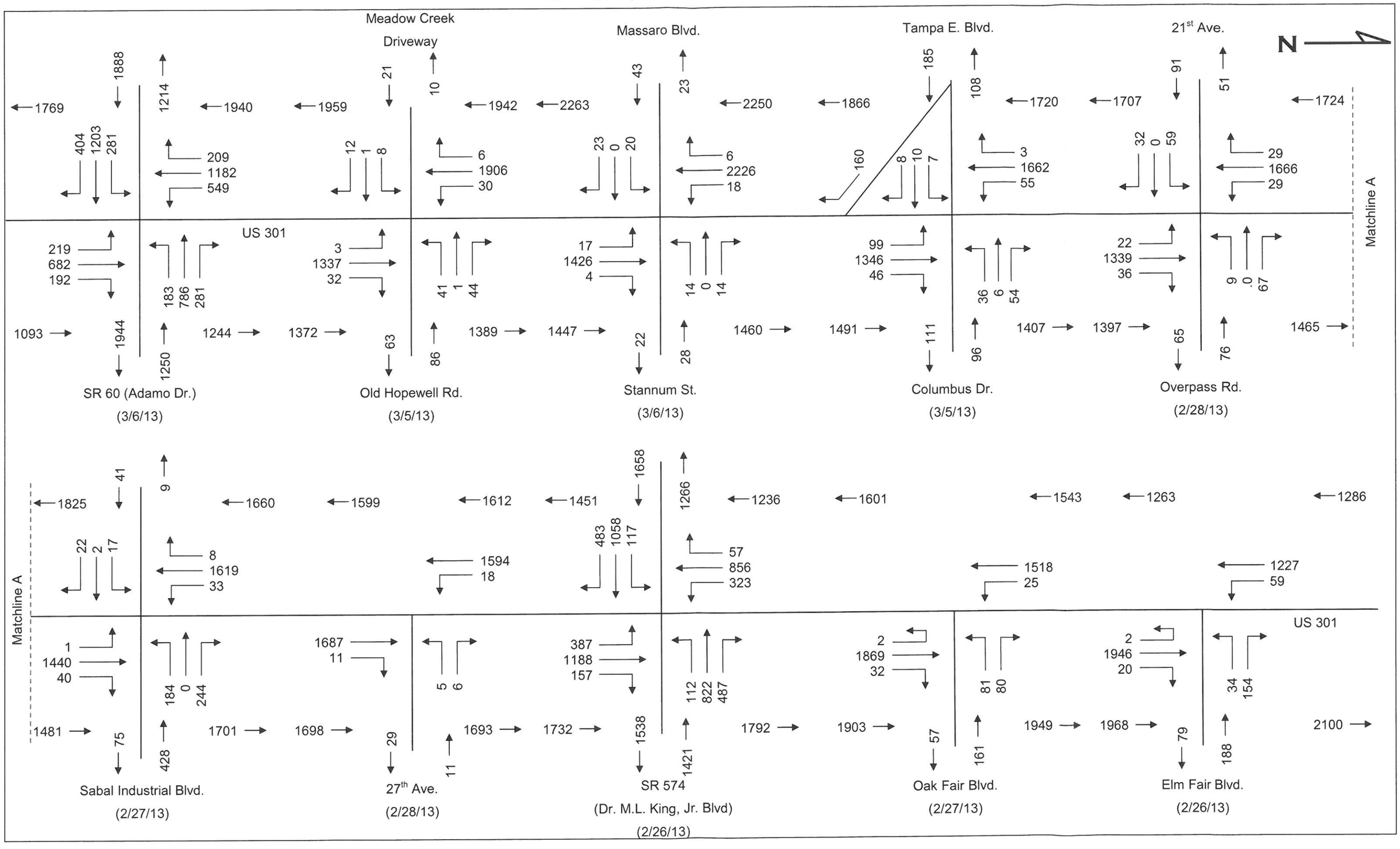
APPENDIX C

Peak Hour Intersection Turning Movement Counts

Existing Year (2013) AM Peak Hour Turning Movement Counts



Existing Year (2013) PM Peak Hour Turning Movement Counts



Adams Traffic, Inc.
P.O. Box 997
Plant City, FL 33564
Tel:(813) 763-7763 Fax:(813) 659-8688

Project No.: 12029

Turning Movement Count
Field Data Sheet

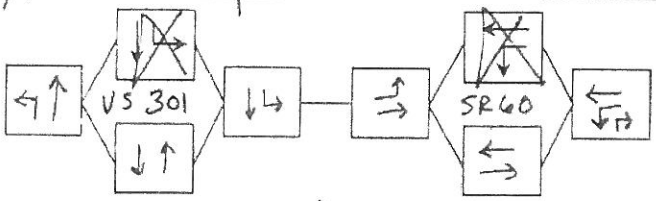
Date: 3/6/13 Count Times: 7-9 AM & 4-6 PM

Major Street: SR 60 Direction: E-W Speed Limit: 50 mph

Minor Street: US 301 Direction: N-S Speed Limit: 45 mph

City/County: Tampa / Hillsborough Weather: Clear

Phasing:

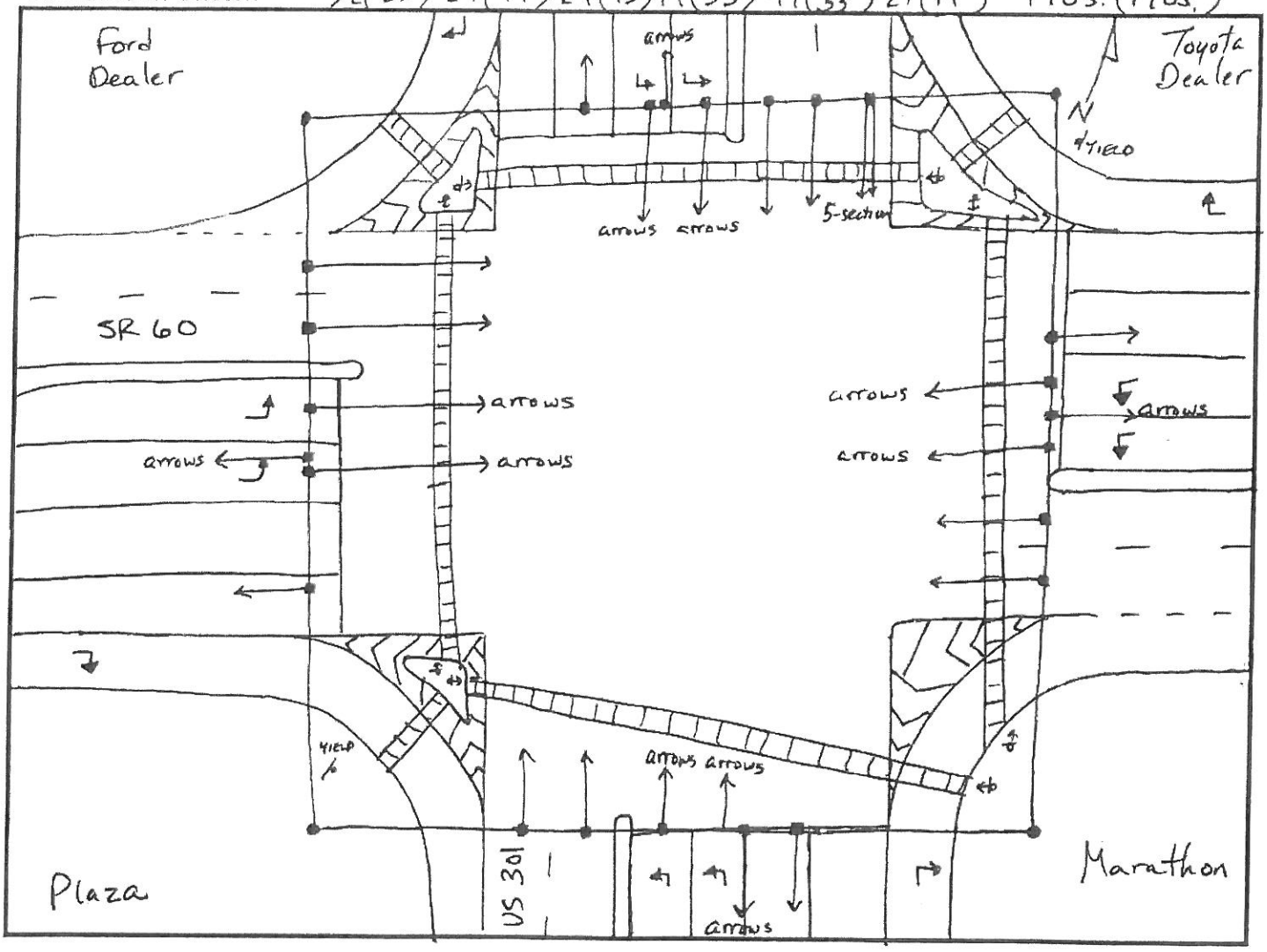


3 Cycles Measured:

AM (PM)

37 (24) 22 (19) 21 (43) 19 (32) 48 (33) 23 (19) - 170s. (170s.)
33 (24) 26 (18) 21 (44) 19 (32) 47 (33) 24 (19) - 170s. (170s.)
32 (23) 27 (19) 24 (43) 19 (33) 47 (33) 21 (19) - 170s. (170s.)

Intersection Sketch



Turning Movement Count
Adams Traffic, Inc.
(813) 763-7763

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

File Name : sr60&us301
Site Code : 00012029
Start Date : 03/06/2013
Page No : 1

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

	US 301 Southbound					SR 60 Westbound					US 301 Northbound					SR 60 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
07:00 AM	79	161	23	18	281	28	348	59	38	473	113	240	6	8	367	43	104	10	22	179	1300
07:15 AM	65	132	23	32	252	33	388	93	41	555	112	227	7	8	354	50	120	23	13	206	1367
07:30 AM	67	146	27	31	271	45	319	108	35	507	108	279	13	15	415	56	131	27	15	229	1422
07:45 AM	70	184	21	43	318	55	302	76	65	498	99	301	19	13	432	58	141	19	28	246	1494
Total	281	623	94	124	1122	161	1357	336	179	2033	432	1047	45	44	1568	207	496	79	78	860	5583
08:00 AM	66	134	17	26	243	47	295	77	52	471	84	225	15	19	343	65	130	34	27	256	1313
08:15 AM	69	153	21	28	271	45	336	82	44	507	74	223	16	15	328	49	141	29	15	234	1340
08:30 AM	82	148	10	27	267	45	216	56	39	356	103	250	28	19	400	50	128	28	10	216	1239
08:45 AM	97	194	21	37	349	35	211	44	26	316	68	212	19	22	321	56	159	26	21	262	1248
Total	314	629	69	118	1130	172	1058	259	161	1650	329	910	78	75	1392	220	558	117	73	968	5140
*** BREAK ***																					
04:00 PM	107	272	26	34	439	35	178	20	55	288	43	156	35	32	266	71	281	42	40	434	1427
04:15 PM	87	228	13	34	362	50	197	13	24	284	45	127	26	26	224	80	287	49	51	467	1337
04:30 PM	114	236	21	31	402	52	230	25	40	347	49	145	30	26	250	77	297	30	58	462	1461
04:45 PM	117	248	16	22	403	45	202	20	56	323	65	192	20	26	303	70	297	38	79	484	1513
Total	425	984	76	121	1606	182	807	78	175	1242	202	620	111	110	1043	298	1162	159	228	1847	5738
05:00 PM	138	289	31	42	500	43	206	21	57	327	55	174	24	28	281	90	316	48	52	506	1614
05:15 PM	122	287	11	34	454	34	202	25	42	303	53	162	27	17	259	67	338	62	55	522	1538
05:30 PM	140	297	16	32	485	58	205	19	49	331	56	196	20	28	300	66	277	33	43	419	1535
05:45 PM	149	309	16	27	501	48	173	19	49	289	55	150	30	18	253	58	272	58	53	441	1484
Total	549	1182	74	135	1940	183	786	84	197	1250	219	682	101	91	1093	281	1203	201	203	1888	6171
Grand Total	1569	3418	313	498	5798	698	4008	757	712	6175	1182	3259	335	320	5096	1006	3419	556	582	5563	22632
Apprch %	27.1	59.0	5.4	8.6		11.3	64.9	12.3	11.5		23.2	64.0	6.6	6.3		18.1	61.5	10.0	10.5		
Total %	6.9	15.1	1.4	2.2	25.6	3.1	17.7	3.3	3.1	27.3	5.2	14.4	1.5	1.4	22.5	4.4	15.1	2.5	2.6	24.6	

	US 301 Southbound					SR 60 Westbound					US 301 Northbound					SR 60 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 07:00 AM to 09:45 AM - Peak 1 of 1																					
Intersection	07:15 AM																				
Volume	268	596	88	132	1084	180	1304	354	193	2031	403	1032	54	55	1544	229	522	103	83	937	5596
Percent	24.7	55.0	8.1	12.2		8.9	64.2	17.4	9.5		26.1	66.8	3.5	3.6		24.4	55.7	11.0	8.9		
07:45 Volume	70	184	21	43	318	55	302	76	65	498	99	301	19	13	432	58	141	19	28	246	1494
Peak Factor																					0.936
High Int.	07:45 AM					07:15 AM					07:45 AM					08:00 AM					
Volume	70	184	21	43	318	33	388	93	41	555	99	301	19	13	432	65	130	34	27	256	
Peak Factor					0.852					0.915					0.894					0.915	

Turning Movement Count
Adams Traffic, Inc.
(813) 763-7763

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

File Name : sr60&us301
Site Code : 00012029
Start Date : 03/06/2013
Page No : 2

	US 301 Southbound					SR 60 Westbound					US 301 Northbound					SR 60 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 07:00 AM to 09:45 AM - Peak 1 of 1																					
By Approach	08:00 AM					07:00 AM					07:00 AM					08:00 AM					
Volume	314	629	69	118	1130	161	1357	336	179	2033	432	1047	45	44	1568	220	558	117	73	968	
Percent	27.8	55.7	6.1	10.4		7.9	66.7	16.5	8.8		27.6	66.8	2.9	2.8		22.7	57.6	12.1	7.5		
High Int.	08:45 AM					07:15 AM					07:45 AM					08:45 AM					
Volume	97	194	21	37	349	33	388	93	41	555	99	301	19	13	432	56	159	26	21	262	
Peak Factor					0.809					0.916					0.907					0.924	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:45 PM																				
Volume	517	1121	74	130	1842	180	815	85	204	1284	229	724	91	99	1143	293	1228	181	229	1931	6200
Percent	28.1	60.9	4.0	7.1		14.0	63.5	6.6	15.9		20.0	63.3	8.0	8.7		15.2	63.6	9.4	11.9		
05:00 Volume	138	289	31	42	500	43	206	21	57	327	55	174	24	28	281	90	316	48	52	506	1614
Peak Factor																					0.960
High Int.	05:00 PM					05:30 PM					04:45 PM					05:15 PM					
Volume	138	289	31	42	500	58	205	19	49	331	65	192	20	26	303	67	338	62	55	522	
Peak Factor					0.921					0.970					0.943					0.925	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
By Approach	05:00 PM					04:30 PM					04:45 PM					04:30 PM					
Volume	549	1182	74	135	1940	174	840	91	195	1300	229	724	91	99	1143	304	1248	178	244	1974	
Percent	28.3	60.9	3.8	7.0		13.4	64.6	7.0	15.0		20.0	63.3	8.0	8.7		15.4	63.2	9.0	12.4		
High Int.	05:45 PM					04:30 PM					04:45 PM					05:15 PM					
Volume	149	309	16	27	501	52	230	25	40	347	65	192	20	26	303	67	338	62	55	522	
Peak Factor					0.968					0.937					0.943					0.945	

Turning Movement Count
Adams Traffic, Inc.
(813) 763-7763

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

File Name : sr60&us301
Site Code : 00012029
Start Date : 03/06/2013
Page No : 1

Groups Printed- Passenger Vehicles

	US 301 Southbound					SR 60 Westbound					US 301 Northbound					SR 60 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
07:00 AM	72	145	18	14	249	27	341	57	35	460	110	234	6	6	356	38	94	10	21	163	1228
07:15 AM	58	118	22	26	224	30	381	88	40	539	110	219	7	6	342	38	105	22	12	177	1282
07:30 AM	60	136	26	28	250	41	314	105	35	495	106	271	12	14	403	51	128	25	13	217	1365
07:45 AM	59	172	16	38	285	51	293	75	64	483	96	293	19	11	419	51	130	18	26	225	1412
Total	249	571	82	106	1008	149	1329	325	174	1977	422	1017	44	37	1520	178	457	75	72	782	5287
08:00 AM	56	126	12	25	219	44	284	75	50	453	79	217	15	18	329	55	120	33	26	234	1235
08:15 AM	61	139	16	23	239	42	310	78	41	471	69	206	16	14	305	36	123	26	13	198	1213
08:30 AM	74	136	9	25	244	42	208	53	37	340	97	238	26	16	377	41	121	25	9	196	1157
08:45 AM	86	179	18	32	315	33	200	43	24	300	66	187	19	21	293	43	145	20	18	226	1134
Total	277	580	55	105	1017	161	1002	249	152	1564	311	848	76	69	1304	175	509	104	66	854	4739
*** BREAK ***																					
04:00 PM	103	258	23	30	414	30	168	19	51	268	30	145	34	30	239	58	276	41	36	411	1332
04:15 PM	86	222	12	34	354	48	189	12	24	273	41	120	26	24	211	60	278	49	50	437	1275
04:30 PM	108	228	19	30	385	47	221	22	39	329	48	136	29	26	239	69	292	29	58	448	1401
04:45 PM	114	235	15	22	386	41	193	19	54	307	56	183	20	26	285	61	294	38	76	469	1447
Total	411	943	69	116	1539	166	771	72	168	1177	175	584	109	106	974	248	1140	157	220	1765	5455
05:00 PM	133	280	28	40	481	41	192	17	57	307	54	165	22	28	269	86	311	46	52	495	1552
05:15 PM	118	279	11	31	439	32	198	23	42	295	50	149	27	17	243	62	335	60	55	512	1489
05:30 PM	139	290	16	30	475	49	196	17	45	307	52	187	20	28	287	62	273	31	43	409	1478
05:45 PM	146	303	15	26	490	47	167	17	47	278	52	146	30	18	246	49	270	58	53	430	1444
Total	536	1152	70	127	1885	169	753	74	191	1187	208	647	99	91	1045	259	1189	195	203	1846	5963
Grand Total	1473	3246	276	454	5449	645	3855	720	685	5905	1116	3096	328	303	4843	860	3295	531	561	5247	21444
Apprch %	27.0	59.6	5.1	8.3		10.9	65.3	12.2	11.6		23.0	63.9	6.8	6.3		16.4	62.8	10.1	10.7		
Total %	6.9	15.1	1.3	2.1	25.4	3.0	18.0	3.4	3.2	27.5	5.2	14.4	1.5	1.4	22.6	4.0	15.4	2.5	2.6	24.5	

	US 301 Southbound					SR 60 Westbound					US 301 Northbound					SR 60 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 07:00 AM to 09:45 AM - Peak 1 of 1																					
Intersection	07:15 AM																				
Volume	233	552	76	117	978	166	1272	343	189	1970	391	1000	53	49	1493	195	483	98	77	853	5294
Percent	23.8	56.4	7.8	12.0		8.4	64.6	17.4	9.6		26.2	67.0	3.5	3.3		22.9	56.6	11.5	9.0		
07:45 Volume	59	172	16	38	285	51	293	75	64	483	96	293	19	11	419	51	130	18	26	225	1412
Peak Factor																					0.937
High Int.	07:45 AM					07:15 AM					07:45 AM					08:00 AM					
Volume	59	172	16	38	285	30	381	88	40	539	96	293	19	11	419	55	120	33	26	234	
Peak Factor					0.858					0.914					0.891					0.911	

Turning Movement Count
Adams Traffic, Inc.
(813) 763-7763

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

File Name : sr60&us301
Site Code : 00012029
Start Date : 03/06/2013
Page No : 2

	US 301 Southbound					SR 60 Westbound					US 301 Northbound					SR 60 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 07:00 AM to 09:45 AM - Peak 1 of 1																					
By Approach	08:00 AM					07:00 AM					07:00 AM					07:30 AM					
Volume	277	580	55	105	1017	149	1329	325	174	1977	422	1017	44	37	1520	193	501	102	78	874	
Percent	27.2	57.0	5.4	10.3		7.5	67.2	16.4	8.8		27.8	66.9	2.9	2.4		22.1	57.3	11.7	8.9		
High Int.	08:45 AM					07:15 AM					07:45 AM					08:00 AM					
Volume	86	179	18	32	315	30	381	88	40	539	96	293	19	11	419	55	120	33	26	234	
Peak Factor					0.807					0.917					0.907					0.934	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:45 PM																				
Volume	504	1084	70	123	1781	163	779	76	198	1216	212	684	89	99	1084	271	1213	175	226	1885	5966
Percent	28.3	60.9	3.9	6.9		13.4	64.1	6.3	16.3		19.6	63.1	8.2	9.1		14.4	64.4	9.3	12.0		
05:00 Volume	133	280	28	40	481	41	192	17	57	307	54	165	22	28	269	86	311	46	52	495	1552
Peak Factor																					0.961
High Int.	05:00 PM					04:45 PM					05:30 PM					05:15 PM					
Volume	133	280	28	40	481	41	193	19	54	307	52	187	20	28	287	62	335	60	55	512	
Peak Factor					0.926					0.990					0.944					0.920	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
By Approach	05:00 PM					04:30 PM					04:45 PM					04:30 PM					
Volume	536	1152	70	127	1885	161	804	81	192	1238	212	684	89	99	1084	278	1232	173	241	1924	
Percent	28.4	61.1	3.7	6.7		13.0	64.9	6.5	15.5		19.6	63.1	8.2	9.1		14.4	64.0	9.0	12.5		
High Int.	05:45 PM					04:30 PM					05:30 PM					05:15 PM					
Volume	146	303	15	26	490	47	221	22	39	329	52	187	20	28	287	62	335	60	55	512	
Peak Factor					0.962					0.941					0.944					0.939	

Turning Movement Count
Adams Traffic, Inc.
(813) 763-7763

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

File Name : sr60&us301
Site Code : 00012029
Start Date : 03/06/2013
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Groups Printed- Heavy Vehicles

	US 301 Southbound					SR 60 Westbound					US 301 Northbound					SR 60 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
07:00 AM	5	16	5	4	30	0	7	2	3	12	2	6	0	2	10	3	10	0	1	14	66
07:15 AM	2	14	1	6	23	3	7	5	1	16	1	8	0	2	11	10	15	1	1	27	77
07:30 AM	4	10	1	3	18	2	5	3	0	10	2	8	1	1	12	2	3	2	2	9	49
07:45 AM	6	12	5	5	28	3	9	1	1	14	2	8	0	2	12	7	11	1	2	21	75
Total	17	52	12	18	99	8	28	11	5	52	7	30	1	7	45	22	39	4	6	71	267
08:00 AM	6	8	5	1	20	2	11	2	2	17	4	8	0	1	13	6	10	1	1	18	68
08:15 AM	7	14	5	5	31	1	26	4	3	34	2	17	0	1	20	10	18	3	2	33	118
08:30 AM	6	12	1	2	21	0	8	3	2	13	5	12	2	3	22	5	7	3	1	16	72
08:45 AM	5	15	3	5	28	1	11	1	2	15	2	25	0	1	28	12	14	6	3	35	106
Total	24	49	14	13	100	4	56	10	9	79	13	62	2	6	83	33	49	13	7	102	364
*** BREAK ***																					
04:00 PM	1	14	3	4	22	1	10	1	4	16	8	11	1	2	22	7	5	1	4	17	77
04:15 PM	1	6	1	0	8	1	8	1	0	10	2	7	0	2	11	11	9	0	1	21	50
04:30 PM	4	8	2	1	15	2	9	3	1	15	1	9	1	0	11	3	5	1	0	9	50
04:45 PM	1	13	1	0	15	2	9	1	2	14	3	9	0	0	12	4	3	0	3	10	51
Total	7	41	7	5	60	6	36	6	7	55	14	36	2	4	56	25	22	2	8	57	228
05:00 PM	3	9	3	2	17	0	14	4	0	18	1	9	2	0	12	1	5	2	0	8	55
05:15 PM	1	8	0	3	12	1	4	2	0	7	2	13	0	0	15	2	3	2	0	7	41
05:30 PM	1	7	0	2	10	5	9	2	4	20	2	9	0	0	11	1	4	2	0	7	48
05:45 PM	1	6	1	1	9	0	6	2	2	10	1	4	0	0	5	4	2	0	0	6	30
Total	6	30	4	8	48	6	33	10	6	55	6	35	2	0	43	8	14	6	0	28	174
Grand Total	54	172	37	44	307	24	153	37	27	241	40	163	7	17	227	88	124	25	21	258	1033
Apprch %	17.6	56.0	12.1	14.3		10.0	63.5	15.4	11.2		17.6	71.8	3.1	7.5		34.1	48.1	9.7	8.1		
Total %	5.2	16.7	3.6	4.3	29.7	2.3	14.8	3.6	2.6	23.3	3.9	15.8	0.7	1.6	22.0	8.5	12.0	2.4	2.0	25.0	

	US 301 Southbound					SR 60 Westbound					US 301 Northbound					SR 60 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 07:00 AM to 09:45 AM - Peak 1 of 1																					
Intersection	08:00 AM																				
Volume	24	49	14	13	100	4	56	10	9	79	13	62	2	6	83	33	49	13	7	102	364
Percent	24.0	49.0	14.0	13.0		5.1	70.9	12.7	11.4		15.7	74.7	2.4	7.2		32.4	48.0	12.7	6.9		
08:15 Volume	7	14	5	5	31	1	26	4	3	34	2	17	0	1	20	10	18	3	2	33	118
Peak Factor																					0.771
High Int.	08:15 AM					08:15 AM					08:45 AM					08:45 AM					
Volume	7	14	5	5	31	1	26	4	3	34	2	25	0	1	28	12	14	6	3	35	
Peak Factor					0.806					0.581					0.741					0.729	

Turning Movement Count
Adams Traffic, Inc.
(813) 763-7763

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

File Name : sr60&us301
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	US 301 Southbound					SR 60 Westbound					US 301 Northbound					SR 60 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 07:00 AM to 09:45 AM - Peak 1 of 1																					
By Approach	07:45 AM					08:00 AM					08:00 AM					08:00 AM					
Volume	25	46	16	13	100	4	56	10	9	79	13	62	2	6	83	33	49	13	7	102	
Percent	25.0	46.0	16.0	13.0		5.1	70.9	12.7	11.4		15.7	74.7	2.4	7.2		32.4	48.0	12.7	6.9		
High Int.	08:15 AM					08:15 AM					08:45 AM					08:45 AM					
Volume	7	14	5	5	31	1	26	4	3	34	2	25	0	1	28	12	14	6	3	35	
Peak Factor					0.806					0.581					0.741					0.729	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:00 PM																				
Volume	7	41	7	5	60	6	36	6	7	55	14	36	2	4	56	25	22	2	8	57	228
Percent	11.7	68.3	11.7	8.3		10.9	65.5	10.9	12.7		25.0	64.3	3.6	7.1		43.9	38.6	3.5	14.0		
04:00 Volume	1	14	3	4	22	1	10	1	4	16	8	11	1	2	22	7	5	1	4	17	77
Peak Factor																					0.740
High Int.	04:00 PM					04:00 PM					04:00 PM					04:15 PM					
Volume	1	14	3	4	22	1	10	1	4	16	8	11	1	2	22	11	9	0	1	21	
Peak Factor					0.682					0.859					0.636					0.679	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
By Approach	04:00 PM					04:45 PM					04:00 PM					04:00 PM					
Volume	7	41	7	5	60	8	36	9	6	59	14	36	2	4	56	25	22	2	8	57	
Percent	11.7	68.3	11.7	8.3		13.6	61.0	15.3	10.2		25.0	64.3	3.6	7.1		43.9	38.6	3.5	14.0		
High Int.	04:00 PM					05:30 PM					04:00 PM					04:15 PM					
Volume	1	14	3	4	22	5	9	2	4	20	8	11	1	2	22	11	9	0	1	21	
Peak Factor					0.682					0.738					0.636					0.679	

Turning Movement Count
Adams Traffic, Inc.
(813) 763-7763

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

File Name : sr60&us301
Site Code : 00012029
Start Date : 03/06/2013
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Groups Printed- U-Turns

	US 301 Southbound					SR 60 Westbound					US 301 Northbound					SR 60 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
07:00 AM	2	0	0	0	2	1	0	0	0	1	1	0	0	0	1	2	0	0	0	2	6
07:15 AM	5	0	0	0	5	0	0	0	0	0	1	0	0	0	1	2	0	0	0	2	8
07:30 AM	3	0	0	0	3	2	0	0	0	2	0	0	0	0	0	3	0	0	0	3	8
07:45 AM	5	0	0	0	5	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	7
Total	15	0	0	0	15	4	0	0	0	4	3	0	0	0	3	7	0	0	0	7	29
08:00 AM	4	0	0	0	4	1	0	0	0	1	1	0	0	0	1	4	0	0	0	4	10
08:15 AM	1	0	0	0	1	2	0	0	0	2	3	0	0	0	3	3	0	0	0	3	9
08:30 AM	2	0	0	0	2	3	0	0	0	3	1	0	0	0	1	4	0	0	0	4	10
08:45 AM	6	0	0	0	6	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	8
Total	13	0	0	0	13	7	0	0	0	7	5	0	0	0	5	12	0	0	0	12	37
*** BREAK ***																					
04:00 PM	3	0	0	0	3	4	0	0	0	4	5	0	0	0	5	6	0	0	0	6	18
04:15 PM	0	0	0	0	0	1	0	0	0	1	2	0	0	0	2	9	0	0	0	9	12
04:30 PM	2	0	0	0	2	3	0	0	0	3	0	0	0	0	0	5	0	0	0	5	10
04:45 PM	2	0	0	0	2	2	0	0	0	2	6	0	0	0	6	5	0	0	0	5	15
Total	7	0	0	0	7	10	0	0	0	10	13	0	0	0	13	25	0	0	0	25	55
05:00 PM	2	0	0	0	2	2	0	0	0	2	0	0	0	0	0	3	0	0	0	3	7
05:15 PM	3	0	0	0	3	1	0	0	0	1	1	0	0	0	1	3	0	0	0	3	8
05:30 PM	0	0	0	0	0	4	0	0	0	4	2	0	0	0	2	3	0	0	0	3	9
05:45 PM	2	0	0	0	2	1	0	0	0	1	2	0	0	0	2	5	0	0	0	5	10
Total	7	0	0	0	7	8	0	0	0	8	5	0	0	0	5	14	0	0	0	14	34
Grand Total	42	0	0	0	42	29	0	0	0	29	26	0	0	0	26	58	0	0	0	58	155
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 %	27.1	0.0	0.0	0.0	27.1	18.7	0.0	0.0	0.0	18.7	16.8	0.0	0.0	0.0	16.8	37.4	0.0	0.0	0.0	37.4	

	US 301 Southbound					SR 60 Westbound					US 301 Northbound					SR 60 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 07:00 AM to 09:45 AM - Peak 1 of 1																					
Intersection	08:00 AM																				
Volume	13	0	0	0	13	7	0	0	0	7	5	0	0	0	5	12	0	0	0	12	37
Percent	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		
08:30 Volume	2	0	0	0	2	3	0	0	0	3	1	0	0	0	1	4	0	0	0	4	10
Peak Factor																					0.925
High Int.	08:45 AM					08:30 AM					08:15 AM					08:00 AM					
Volume	6	0	0	0	6	3	0	0	0	3	3	0	0	0	3	4	0	0	0	4	
Peak Factor					0.542					0.583					0.417					0.750	

Turning Movement Count
Adams Traffic, Inc.
(813) 763-7763

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

File Name : sr60&us301
Site Code : 00012029
Start Date : 03/06/2013
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	US 301 Southbound					SR 60 Westbound					US 301 Northbound					SR 60 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 07:00 AM to 09:45 AM - Peak 1 of 1																					
By Approach	07:15 AM					07:45 AM					07:45 AM					08:00 AM					
Volume	17	0	0	0	17	7	0	0	0	7	6	0	0	0	6	12	0	0	0	12	
Percent	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		
High Int.	07:15 AM					08:30 AM					08:15 AM					08:00 AM					
Volume	5	0	0	0	5	3	0	0	0	3	3	0	0	0	3	4	0	0	0	4	
Peak Factor					0.850					0.583					0.500					0.750	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:00 PM																				
Volume	7	0	0	0	7	10	0	0	0	10	13	0	0	0	13	25	0	0	0	25	55
Percent	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		
04:00 Volume	3	0	0	0	3	4	0	0	0	4	5	0	0	0	5	6	0	0	0	6	18
Peak Factor																					0.764
High Int.	04:00 PM					04:00 PM					04:45 PM					04:15 PM					
Volume	3	0	0	0	3	4	0	0	0	4	6	0	0	0	6	9	0	0	0	9	
Peak Factor					0.583					0.625					0.542					0.694	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
By Approach	04:30 PM					04:00 PM					04:00 PM					04:00 PM					
Volume	9	0	0	0	9	10	0	0	0	10	13	0	0	0	13	25	0	0	0	25	
Percent	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		
High Int.	05:15 PM					04:00 PM					04:45 PM					04:15 PM					
Volume	3	0	0	0	3	4	0	0	0	4	6	0	0	0	6	9	0	0	0	9	
Peak Factor					0.750					0.625					0.542					0.694	

Adams Traffic, Inc.
P.O. Box 997
Plant City, FL 33564
Tel:(813) 763-7763 Fax:(813) 659-8688

Project No.: 12029

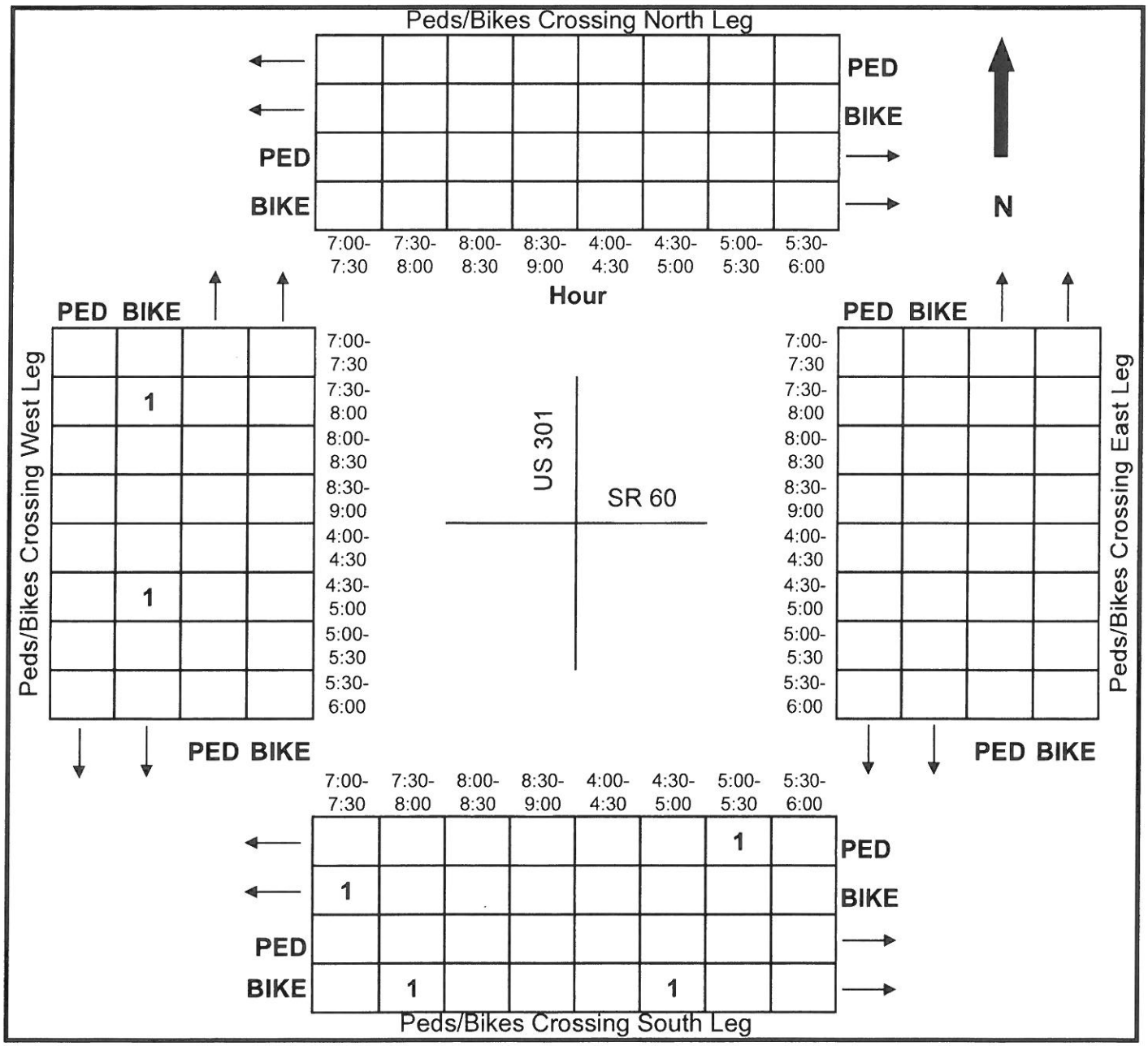
Pedestrian/Bicycle Count
Field Data Sheet

Date: 3/6/13 Day: Wednesday

Count Times: 7-9am & 4-6pm Weather: Clear

Intersection: SR 60 at US 301

Comments:



Adams Traffic, Inc.
P.O. Box 997
Plant City, FL 33564
Tel:(813) 763-7763 Fax:(813) 659-8688

Project No.: 12029

Turning Movement Count
Field Data Sheet

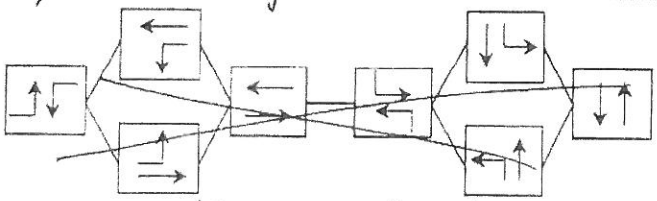
Date: 3/5/13 Count Times: 7-9AM & 4-6PM

Major Street: US 301 Direction: N-S Speed Limit: 50 mph

Minor Street: Old Hopewell Road Direction: E-W Speed Limit: NOT POSTED mph

City/County: Tampa / Hillsborough Weather: Clear

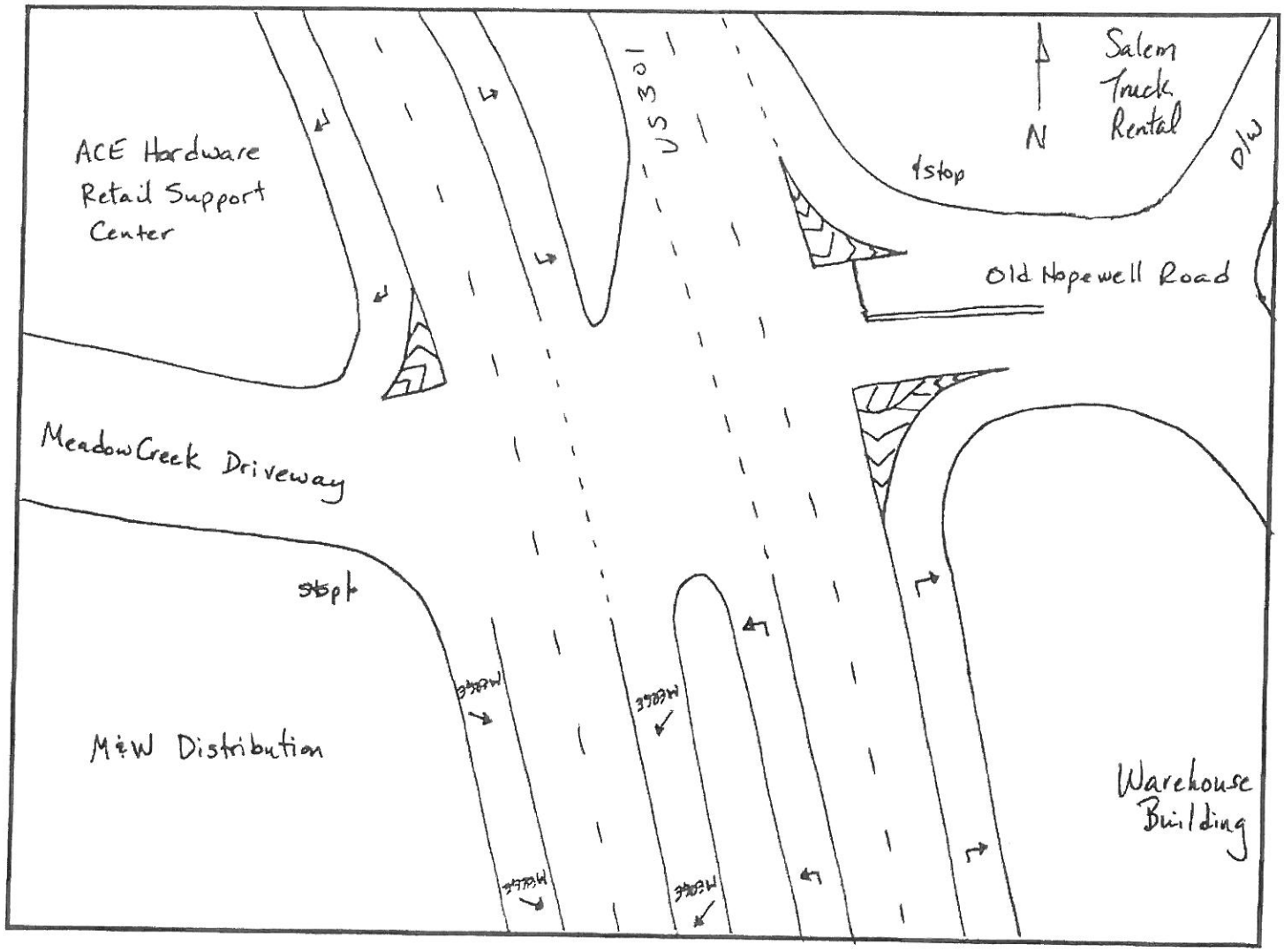
Phasing:



3 Cycles Measured:

Unsignalized

Intersection Sketch



Turning Movement Count
Adams Traffic, Inc.
(813) 763-7763

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

File Name : us301&oldhopewell
Site Code : 00012029
Start Date : 03/05/2013
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Groups Printed- Passenger Vehicles - Heavy Vehicles - U-Turns

	US 301 Southbound				OLD HOPEWELL ROAD Westbound				US 301 Northbound				MEADOWCREEK DRIVEWAY Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	9	245	2	256	3	0	1	4	2	443	4	449	0	0	0	0	709
07:15 AM	12	313	0	325	3	0	3	6	4	458	8	470	0	0	0	0	801
07:30 AM	8	297	5	310	5	0	4	9	2	452	13	467	0	0	0	0	786
07:45 AM	13	325	4	342	6	0	2	8	4	521	12	537	0	0	2	2	889
Total	42	1180	11	1233	17	0	10	27	12	1874	37	1923	0	0	2	2	3185
08:00 AM	9	293	3	305	5	0	10	15	1	506	4	511	1	0	0	1	832
08:15 AM	9	272	1	282	4	0	7	11	3	468	13	484	0	0	2	2	779
08:30 AM	5	312	4	321	5	0	6	11	1	423	7	431	2	0	0	2	765
08:45 AM	6	308	1	315	3	0	10	13	3	470	8	481	1	0	2	3	812
Total	29	1185	9	1223	17	0	33	50	8	1867	32	1907	4	0	4	8	3188
*** BREAK ***																	
04:00 PM	6	421	2	429	15	0	9	24	4	289	8	301	1	0	1	2	756
04:15 PM	6	377	2	385	9	0	5	14	0	253	10	263	3	0	1	4	666
04:30 PM	9	434	0	443	14	0	10	24	1	302	6	309	2	0	6	8	784
04:45 PM	9	408	3	420	6	0	17	23	6	277	6	289	1	0	1	2	734
Total	30	1640	7	1677	44	0	41	85	11	1121	30	1162	7	0	9	16	2940
05:00 PM	10	547	3	560	9	0	13	22	0	371	12	383	1	0	7	8	973
05:15 PM	9	473	1	483	9	0	15	24	1	328	9	338	5	0	4	9	854
05:30 PM	9	488	2	499	13	1	10	24	1	352	5	358	2	1	1	4	885
05:45 PM	2	398	0	400	10	0	6	16	1	286	6	293	0	0	0	0	709
Total	30	1906	6	1942	41	1	44	86	3	1337	32	1372	8	1	12	21	3421
Grand Total	131	5911	33	6075	119	1	128	248	34	6199	131	6364	19	1	27	47	12734
Apprch %	2.2	97.3	0.5		48.0	0.4	51.6		0.5	97.4	2.1		40.4	2.1	57.4		
Total %	1.0	46.4	0.3	47.7	0.9	0.0	1.0	1.9	0.3	48.7	1.0	50.0	0.1	0.0	0.2	0.4	

	US 301 Southbound				OLD HOPEWELL ROAD Westbound				US 301 Northbound				MEADOWCREEK DRIVEWAY Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:15 AM																
Volume	42	1228	12	1282	19	0	19	38	11	1937	37	1985	1	0	2	3	3308
Percent	3.3	95.8	0.9		50.0	0.0	50.0		0.6	97.6	1.9		33.3	0.0	66.7		
07:45 Volume	13	325	4	342	6	0	2	8	4	521	12	537	0	0	2	2	889
Peak Factor																	0.930
High Int.	07:45 AM				08:00 AM				07:45 AM				07:45 AM				
Volume	13	325	4	342	5	0	10	15	4	521	12	537	0	0	2	2	
Peak Factor				0.937				0.633				0.924				0.375	

Turning Movement Count
Adams Traffic, Inc.
(813) 763-7763

City/County: Tampa/Hillsborough
Weather: Clear
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	US 301 Southbound				OLD HOPEWELL ROAD Westbound				US 301 Northbound				MEADOWCREEK DRIVEWAY Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
By Approach	07:15 AM				08:00 AM				07:30 AM				08:00 AM				
Volume	42	1228	12	1282	17	0	33	50	10	1947	42	1999	4	0	4	8	
Percent	3.3	95.8	0.9		34.0	0.0	66.0		0.5	97.4	2.1		50.0	0.0	50.0		
High Int.	07:45 AM				08:00 AM				07:45 AM				08:45 AM				
Volume	13	325	4	342	5	0	10	15	4	521	12	537	1	0	2	3	
Peak Factor				0.937				0.833				0.931				0.667	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:45 PM																
Volume	37	1916	9	1962	37	1	55	93	8	1328	32	1368	9	1	13	23	3446
Percent	1.9	97.7	0.5		39.8	1.1	59.1		0.6	97.1	2.3		39.1	4.3	56.5		
05:00 Volume	10	547	3	560	9	0	13	22	0	371	12	383	1	0	7	8	973
Peak Factor																	0.885
High Int.	05:00 PM				05:15 PM				05:00 PM				05:15 PM				
Volume	10	547	3	560	9	0	15	24	0	371	12	383	5	0	4	9	
Peak Factor				0.876				0.969				0.893				0.639	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
By Approach	04:45 PM				04:30 PM				05:00 PM				04:30 PM				
Volume	37	1916	9	1962	38	0	55	93	3	1337	32	1372	9	0	18	27	
Percent	1.9	97.7	0.5		40.9	0.0	59.1		0.2	97.4	2.3		33.3	0.0	66.7		
High Int.	05:00 PM				04:30 PM				05:00 PM				05:15 PM				
Volume	10	547	3	560	14	0	10	24	0	371	12	383	5	0	4	9	
Peak Factor				0.876				0.969				0.896				0.750	

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Groups Printed- Passenger Vehicles

	US 301 Southbound				OLD HOPEWELL ROAD Westbound				US 301 Northbound				MEADOWCREEK DRIVEWAY Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	8	219	2	229	2	0	1	3	2	431	2	435	0	0	0	0	667
07:15 AM	10	283	0	293	1	0	2	3	2	445	4	451	0	0	0	0	747
07:30 AM	6	271	5	282	2	0	1	3	2	427	9	438	0	0	0	0	723
07:45 AM	10	297	3	310	1	0	0	1	3	495	11	509	0	0	2	2	822
Total	34	1070	10	1114	6	0	4	10	9	1798	26	1833	0	0	2	2	2959
08:00 AM	6	261	3	270	4	0	5	9	0	478	4	482	1	0	0	1	762
08:15 AM	7	251	1	259	3	0	3	6	1	440	11	452	0	0	0	0	717
08:30 AM	2	291	4	297	4	0	4	8	1	395	6	402	2	0	0	2	709
08:45 AM	5	281	1	287	2	0	8	10	1	443	6	450	0	0	1	1	748
Total	20	1084	9	1113	13	0	20	33	3	1756	27	1786	3	0	1	4	2936
*** BREAK ***																	
04:00 PM	4	401	1	406	13	0	9	22	1	263	4	268	1	0	1	2	698
04:15 PM	6	359	0	365	9	0	5	14	0	238	8	246	1	0	1	2	627
04:30 PM	3	421	0	424	13	0	10	23	0	283	6	289	2	0	4	6	742
04:45 PM	5	396	2	403	5	0	11	16	1	262	4	267	1	0	1	2	688
Total	18	1577	3	1598	40	0	35	75	2	1046	22	1070	5	0	7	12	2755
05:00 PM	4	536	2	542	6	0	13	19	0	356	8	364	1	0	7	8	933
05:15 PM	9	463	1	473	9	0	14	23	0	311	6	317	3	0	3	6	819
05:30 PM	5	475	2	482	11	1	10	22	0	341	5	346	2	1	1	4	854
05:45 PM	2	390	0	392	9	0	6	15	0	273	4	277	0	0	0	0	684
Total	20	1864	5	1889	35	1	43	79	0	1281	23	1304	6	1	11	18	3290
Grand Total	92	5595	27	5714	94	1	102	197	14	5881	98	5993	14	1	21	36	11940
Apprch %	1.6	97.9	0.5		47.7	0.5	51.8		0.2	98.1	1.6		38.9	2.8	58.3		
Total %	0.8	46.9	0.2	47.9	0.8	0.0	0.9	1.6	0.1	49.3	0.8	50.2	0.1	0.0	0.2	0.3	

	US 301 Southbound				OLD HOPEWELL ROAD Westbound				US 301 Northbound				MEADOWCREEK DRIVEWAY Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:15 AM																
Volume	32	1112	11	1155	8	0	8	16	7	1845	28	1880	1	0	2	3	3054
Percent	2.8	96.3	1.0		50.0	0.0	50.0		0.4	98.1	1.5		33.3	0.0	66.7		
07:45 Volume	10	297	3	310	1	0	0	1	3	495	11	509	0	0	2	2	822
Peak Factor																	0.929
High Int.	07:45 AM				08:00 AM				07:45 AM				07:45 AM				
Volume	10	297	3	310	4	0	5	9	3	495	11	509	0	0	2	2	
Peak Factor				0.931				0.444				0.923				0.375	

Turning Movement Count
Adams Traffic, Inc.
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	US 301 Southbound				OLD HOPEWELL ROAD Westbound				US 301 Northbound				MEADOWCREEK DRIVEWAY Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
By Approach	07:15 AM				08:00 AM				07:30 AM				07:45 AM				
Volume	32	1112	11	1155	13	0	20	33	6	1840	35	1881	3	0	2	5	
Percent	2.8	96.3	1.0		39.4	0.0	60.6		0.3	97.8	1.9		60.0	0.0	40.0		
High Int.	07:45 AM				08:45 AM				07:45 AM				07:45 AM				
Volume	10	297	3	310	2	0	8	10	3	495	11	509	0	0	2	2	
Peak Factor				0.931				0.825				0.924				0.625	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:45 PM																
Volume	23	1870	7	1900	31	1	48	80	1	1270	23	1294	7	1	12	20	3294
Percent	1.2	98.4	0.4		38.8	1.3	60.0		0.1	98.1	1.8		35.0	5.0	60.0		
05:00 Volume	4	536	2	542	6	0	13	19	0	356	8	364	1	0	7	8	933
Peak Factor																	0.883
High Int.	05:00 PM				05:15 PM				05:00 PM				05:00 PM				
Volume	4	536	2	542	9	0	14	23	0	356	8	364	1	0	7	8	
Peak Factor				0.876				0.870				0.889				0.625	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
By Approach	04:45 PM				04:30 PM				05:00 PM				04:30 PM				
Volume	23	1870	7	1900	33	0	48	81	0	1281	23	1304	7	0	15	22	
Percent	1.2	98.4	0.4		40.7	0.0	59.3		0.0	98.2	1.8		31.8	0.0	68.2		
High Int.	05:00 PM				04:30 PM				05:00 PM				05:00 PM				
Volume	4	536	2	542	13	0	10	23	0	356	8	364	1	0	7	8	
Peak Factor				0.876				0.880				0.896				0.688	

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Groups Printed- Heavy Vehicles

	US 301 Southbound				OLD HOPEWELL ROAD Westbound				US 301 Northbound				MEADOWCREEK DRIVEWAY Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	26	0	27	1	0	0	1	0	12	2	14	0	0	0	0	42
07:15 AM	1	30	0	31	2	0	1	3	0	13	4	17	0	0	0	0	51
07:30 AM	0	26	0	26	3	0	3	6	0	25	4	29	0	0	0	0	61
07:45 AM	2	28	1	31	5	0	2	7	0	26	1	27	0	0	0	0	65
Total	4	110	1	115	11	0	6	17	0	76	11	87	0	0	0	0	219
08:00 AM	3	32	0	35	1	0	5	6	0	28	0	28	0	0	0	0	69
08:15 AM	2	21	0	23	1	0	4	5	0	28	2	30	0	0	2	2	60
08:30 AM	3	21	0	24	1	0	2	3	0	28	1	29	0	0	0	0	56
08:45 AM	1	27	0	28	1	0	2	3	1	27	2	30	1	0	1	2	63
Total	9	101	0	110	4	0	13	17	1	111	5	117	1	0	3	4	248
*** BREAK ***																	
04:00 PM	0	20	1	21	2	0	0	2	1	26	4	31	0	0	0	0	54
04:15 PM	0	18	2	20	0	0	0	0	0	15	2	17	2	0	0	2	39
04:30 PM	1	13	0	14	1	0	0	1	0	19	0	19	0	0	2	2	36
04:45 PM	1	12	1	14	1	0	6	7	0	15	2	17	0	0	0	0	38
Total	2	63	4	69	4	0	6	10	1	75	8	84	2	0	2	4	167
05:00 PM	3	11	1	15	3	0	0	3	0	15	4	19	0	0	0	0	37
05:15 PM	0	10	0	10	0	0	1	1	0	17	3	20	2	0	1	3	34
05:30 PM	1	13	0	14	2	0	0	2	0	11	0	11	0	0	0	0	27
05:45 PM	0	8	0	8	1	0	0	1	0	13	2	15	0	0	0	0	24
Total	4	42	1	47	6	0	1	7	0	56	9	65	2	0	1	3	122
Grand Total	19	316	6	341	25	0	26	51	2	318	33	353	5	0	6	11	756
Apprch %	5.6	92.7	1.8		49.0	0.0	51.0		0.6	90.1	9.3		45.5	0.0	54.5		
Total %	2.5	41.8	0.8	45.1	3.3	0.0	3.4	6.7	0.3	42.1	4.4	46.7	0.7	0.0	0.8	1.5	

	US 301 Southbound				OLD HOPEWELL ROAD Westbound				US 301 Northbound				MEADOWCREEK DRIVEWAY Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:30 AM																
Volume	7	107	1	115	10	0	14	24	0	107	7	114	0	0	2	2	255
Percent	6.1	93.0	0.9		41.7	0.0	58.3		0.0	93.9	6.1		0.0	0.0	100.0		
08:00 Volume	3	32	0	35	1	0	5	6	0	28	0	28	0	0	0	0	69
Peak Factor																	0.924
High Int.	08:00 AM				07:45 AM				08:15 AM				08:15 AM				
Volume	3	32	0	35	5	0	2	7	0	28	2	30	0	0	2	2	
Peak Factor				0.821				0.857				0.950				0.250	

Turning Movement Count
Adams Traffic, Inc.
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	US 301 Southbound				OLD HOPEWELL ROAD Westbound				US 301 Northbound				MEADOWCREEK DRIVEWAY Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
By Approach	07:15 AM				07:30 AM				08:00 AM				08:00 AM				
Volume	6	116	1	123	10	0	14	24	1	111	5	117	1	0	3	4	
Percent	4.9	94.3	0.8		41.7	0.0	58.3		0.9	94.9	4.3		25.0	0.0	75.0		
High Int.	08:00 AM				07:45 AM				08:15 AM				08:15 AM				
Volume	3	32	0	35	5	0	2	7	0	28	2	30	0	0	2	2	
Peak Factor				0.879				0.857				0.975				0.500	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:00 PM																
Volume	2	63	4	69	4	0	6	10	1	75	8	84	2	0	2	4	167
Percent	2.9	91.3	5.8		40.0	0.0	60.0		1.2	89.3	9.5		50.0	0.0	50.0		
04:00 Volume	0	20	1	21	2	0	0	2	1	26	4	31	0	0	0	0	54
Peak Factor																	0.773
High Int.	04:00 PM				04:45 PM				04:00 PM				04:15 PM				
Volume	0	20	1	21	1	0	6	7	1	26	4	31	2	0	0	2	
Peak Factor				0.821				0.357				0.677				0.500	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
By Approach	04:00 PM				04:45 PM				04:00 PM				04:30 PM				
Volume	2	63	4	69	6	0	7	13	1	75	8	84	2	0	3	5	
Percent	2.9	91.3	5.8		46.2	0.0	53.8		1.2	89.3	9.5		40.0	0.0	60.0		
High Int.	04:00 PM				04:45 PM				04:00 PM				05:15 PM				
Volume	0	20	1	21	1	0	6	7	1	26	4	31	2	0	1	3	
Peak Factor				0.821				0.464				0.677				0.417	

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Groups Printed- U-Turns

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Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
*** BREAK ***																	
07:15 AM	1	0	0	1	0	0	0	0	2	0	0	2	0	0	0	0	3
07:30 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
Total	4	0	0	4	0	0	0	0	3	0	0	3	0	0	0	0	7
08:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2
*** BREAK ***																	
08:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	4
*** BREAK ***																	
04:00 PM	2	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	4
*** BREAK ***																	
04:30 PM	5	0	0	5	0	0	0	0	1	0	0	1	0	0	0	0	6
04:45 PM	3	0	0	3	0	0	0	0	5	0	0	5	0	0	0	0	8
Total	10	0	0	10	0	0	0	0	8	0	0	8	0	0	0	0	18
05:00 PM	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
05:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
05:30 PM	3	0	0	3	0	0	0	0	1	0	0	1	0	0	0	0	4
05:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	6	0	0	6	0	0	0	0	3	0	0	3	0	0	0	0	9
Grand Total	20	0	0	20	0	0	0	0	18	0	0	18	0	0	0	0	38
Apprch %	100.0	0.0	0.0		0.0	0.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0		
Total %	52.6	0.0	0.0	52.6	0.0	0.0	0.0	0.0	47.4	0.0	0.0	47.4	0.0	0.0	0.0	0.0	

	US 301 Southbound				OLD HOPEWELL ROAD Westbound				US 301 Northbound				MEADOWCREEK DRIVEWAY Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:15 AM																
Volume	4	0	0	4	0	0	0	0	4	0	0	4	0	0	0	0	8
Percent	100.0	0.0	0.0		0.0	0.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0		
07:15 Volume	1	0	0	1	0	0	0	0	2	0	0	2	0	0	0	0	3
Peak Factor																	0.667
High Int.	07:30 AM				6:45:00 AM				07:15 AM				6:45:00 AM				
Volume	2	0	0	2	0	0	0	0	2	0	0	2					
Peak Factor				0.500								0.500					

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	US 301 Southbound				OLD HOPEWELL ROAD Westbound				US 301 Northbound				MEADOWCREEK DRIVEWAY Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
By Approach	07:00 AM				07:00 AM				07:15 AM				07:00 AM				
Volume	4	0	0	4	0	0	0	0	4	0	0	4	0	0	0	0	
Percent	100.0	0.0	0.0		-	-	-		100.0	0.0	0.0		-	-	-		
High Int.	07:30 AM				-				07:15 AM				-				
Volume	2	0	0	2	-	-	-	-	2	0	0	2	-	-	-	-	
Peak Factor				0.500				-				0.500				-	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:00 PM																
Volume	10	0	0	10	0	0	0	0	8	0	0	8	0	0	0	0	18
Percent	100.0	0.0	0.0		0.0	0.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0		
04:45 Volume	3	0	0	3	0	0	0	0	5	0	0	5	0	0	0	0	8
Peak Factor																	0.563
High Int.	04:30 PM								04:45 PM								
Volume	5	0	0	5	0	0	0	0	5	0	0	5					
Peak Factor				0.500								0.400					
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
By Approach	04:15 PM				04:00 PM				04:00 PM				04:00 PM				
Volume	11	0	0	11	0	0	0	0	8	0	0	8	0	0	0	0	
Percent	100.0	0.0	0.0		-	-	-		100.0	0.0	0.0		-	-	-		
High Int.	04:30 PM				-				04:45 PM				-				
Volume	5	0	0	5	-	-	-	-	5	0	0	5	-	-	-	-	
Peak Factor				0.550				-				0.400				-	

Adams Traffic, Inc.
P.O. Box 997
Plant City, FL 33564
Tel:(813) 763-7763 Fax:(813) 659-8688

Project No.: 12029

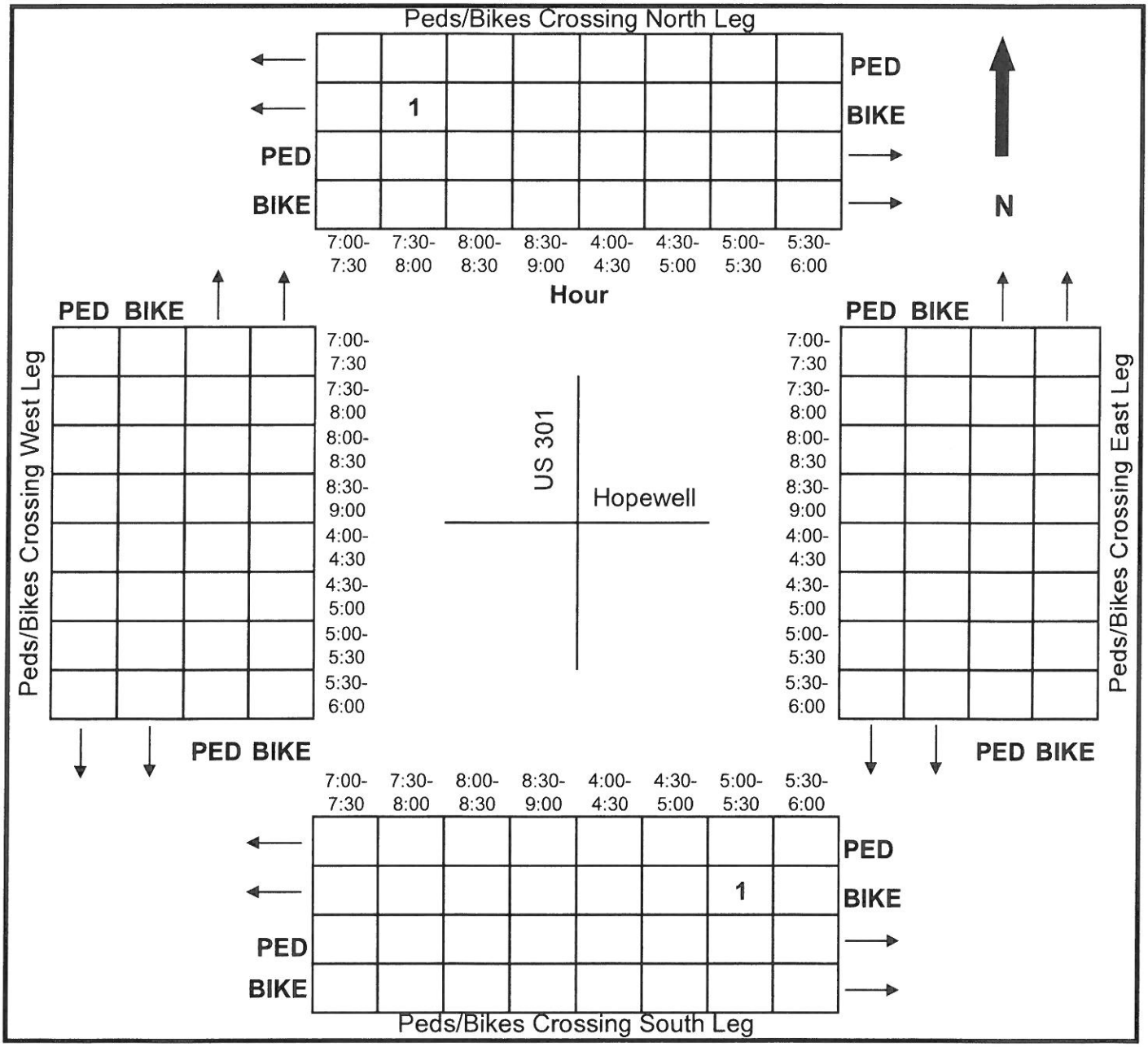
Pedestrian/Bicycle Count
Field Data Sheet

Date: 3/5/13 Day: Tuesday

Count Times: 7-9am & 4-6pm Weather: Clear

Intersection: US 301 at Old Hopewell Road

Comments:



Adams Traffic, Inc.
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Plant City, FL 33564
Tel:(813) 763-7763 Fax:(813) 659-8688

Project No.: 12029

Turning Movement Count
Field Data Sheet

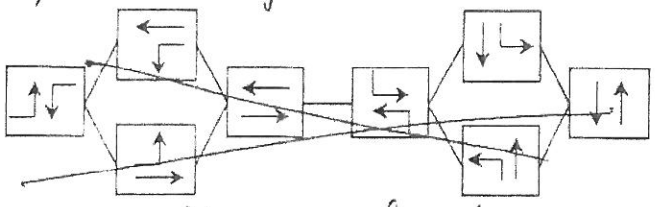
Date: 3/6/13 Count Times: 7-9AM & 4-6PM

Major Street: US 301 Direction: N-S Speed Limit: 50 mph

Minor Street: Massaro Blvd / Stannum St. Direction: E-W Speed Limit: 30 mph

City/County: Tampa / Hillsborough Weather: Clear

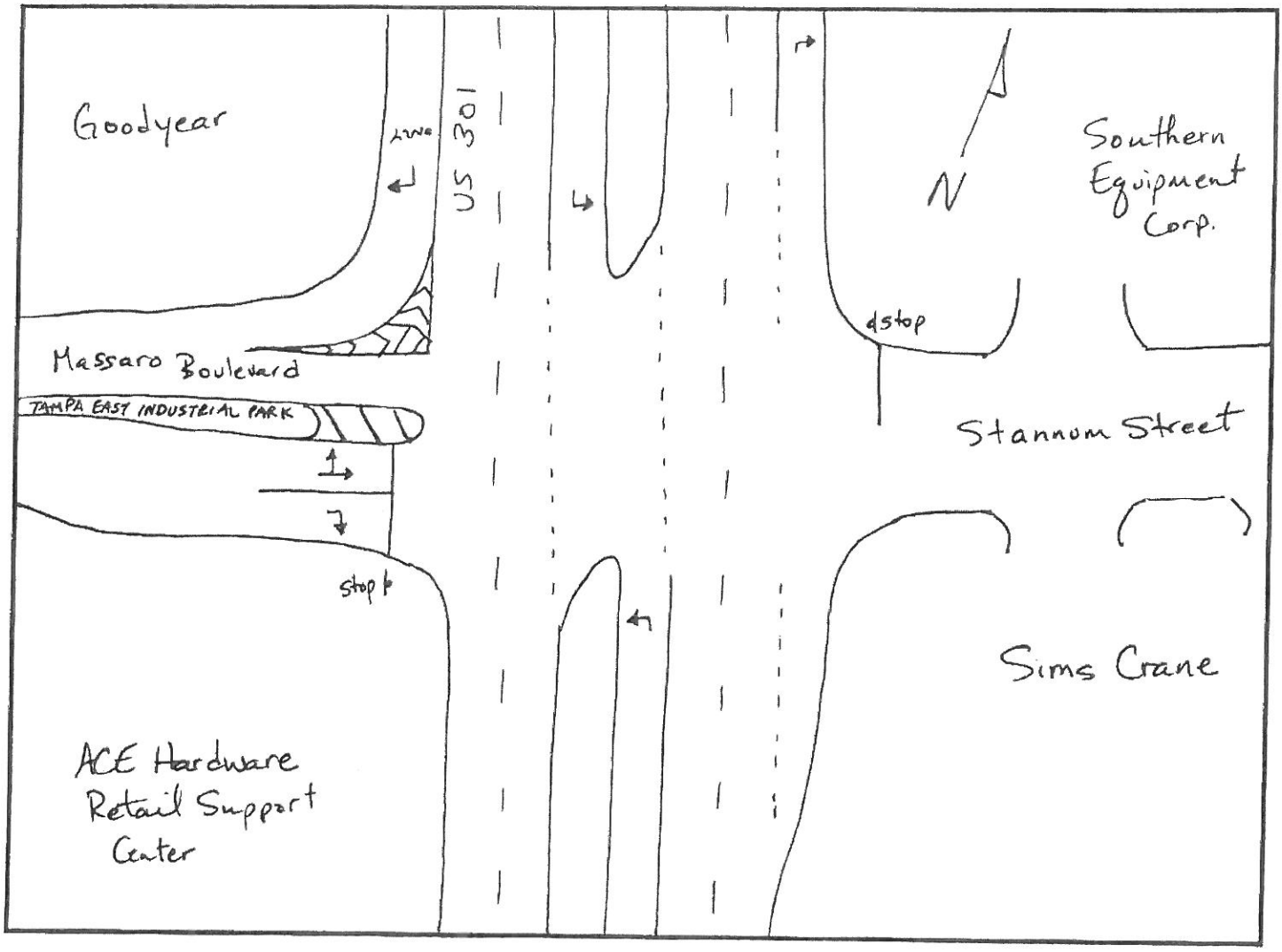
Phasing:



3 Cycles Measured:

Unsignalized

Intersection Sketch



Turning Movement Count
Adams Traffic, Inc.
(813) 763-7763

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

File Name : us301&massaro
Site Code : 00012029
Start Date : 03/06/2013
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Groups Printed- Passenger Vehicles - Heavy Vehicles - U-Turns

	US 301 Southbound				STANNUM STREET Westbound				US 301 Northbound				MASSARO BOULEVARD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	9	235	6	250	4	2	4	10	13	345	6	364	6	0	8	14	638
07:15 AM	11	307	13	331	2	0	0	2	19	437	5	461	1	0	2	3	797
07:30 AM	5	323	17	345	0	0	3	3	10	444	4	458	3	0	3	6	812
07:45 AM	3	317	12	332	0	0	0	0	20	476	9	505	3	0	4	7	844
Total	28	1182	48	1258	6	2	7	15	62	1702	24	1788	13	0	17	30	3091
08:00 AM	9	279	11	299	0	0	3	3	11	433	7	451	2	0	1	3	756
08:15 AM	4	287	10	301	2	0	3	5	9	396	5	410	4	0	6	10	726
08:30 AM	5	297	8	310	0	0	4	4	15	349	2	366	9	0	8	17	697
08:45 AM	3	291	7	301	3	1	7	11	12	355	5	372	5	0	10	15	699
Total	21	1154	36	1211	5	1	17	23	47	1533	19	1599	20	0	25	45	2878
*** BREAK ***																	
04:00 PM	3	448	2	453	6	0	7	13	11	341	4	356	8	0	17	25	847
04:15 PM	8	373	1	382	6	1	13	20	6	274	4	284	4	1	9	14	700
04:30 PM	4	429	1	434	4	0	11	15	9	321	1	331	9	0	8	17	797
04:45 PM	1	400	0	401	7	0	2	9	3	313	0	316	3	0	7	10	736
Total	16	1650	4	1670	23	1	33	57	29	1249	9	1287	24	1	41	66	3080
05:00 PM	3	571	3	577	8	0	8	16	7	382	2	391	7	0	14	21	1005
05:15 PM	4	564	0	568	0	0	2	2	4	357	1	362	9	0	8	17	949
05:30 PM	1	565	0	566	4	0	2	6	3	343	1	347	4	0	0	4	923
05:45 PM	10	526	3	539	2	0	2	4	3	344	0	347	0	0	1	1	891
Total	18	2226	6	2250	14	0	14	28	17	1426	4	1447	20	0	23	43	3768
Grand Total	83	6212	94	6389	48	4	71	123	155	5910	56	6121	77	1	106	184	12817
Apprch %	1.3	97.2	1.5		39.0	3.3	57.7		2.5	96.6	0.9		41.8	0.5	57.6		
Total %	0.6	48.5	0.7	49.8	0.4	0.0	0.6	1.0	1.2	46.1	0.4	47.8	0.6	0.0	0.8	1.4	

	US 301 Southbound				STANNUM STREET Westbound				US 301 Northbound				MASSARO BOULEVARD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:15 AM																
Volume	28	1226	53	1307	2	0	6	8	60	1790	25	1875	9	0	10	19	3209
Percent	2.1	93.8	4.1		25.0	0.0	75.0		3.2	95.5	1.3		47.4	0.0	52.6		
07:45 Volume	3	317	12	332	0	0	0	0	20	476	9	505	3	0	4	7	844
Peak Factor																	0.951
High Int.	07:30 AM				07:30 AM				07:45 AM				07:45 AM				
Volume	5	323	17	345	0	0	3	3	20	476	9	505	3	0	4	7	
Peak Factor				0.947				0.667				0.928				0.679	

Turning Movement Count
Adams Traffic, Inc.
(813) 763-7763

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

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	US 301 Southbound				STANNUM STREET Westbound				US 301 Northbound				MASSARO BOULEVARD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
By Approach	07:15 AM				08:00 AM				07:15 AM				08:00 AM				
Volume	28	1226	53	1307	5	1	17	23	60	1790	25	1875	20	0	25	45	
Percent	2.1	93.8	4.1		21.7	4.3	73.9		3.2	95.5	1.3		44.4	0.0	55.6		
High Int.	07:30 AM				08:45 AM				07:45 AM				08:30 AM				
Volume	5	323	17	345	3	1	7	11	20	476	9	505	9	0	8	17	
Peak Factor				0.947				0.523				0.928				0.662	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	18	2226	6	2250	14	0	14	28	17	1426	4	1447	20	0	23	43	3768
Percent	0.8	98.9	0.3		50.0	0.0	50.0		1.2	98.5	0.3		46.5	0.0	53.5		
05:00 Volume	3	571	3	577	8	0	8	16	7	382	2	391	7	0	14	21	1005
Peak Factor																	0.937
High Int.	05:00 PM				05:00 PM				05:00 PM				05:00 PM				
Volume	3	571	3	577	8	0	8	16	7	382	2	391	7	0	14	21	
Peak Factor				0.975				0.438				0.925				0.512	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
By Approach	05:00 PM				04:15 PM				05:00 PM				04:00 PM				
Volume	18	2226	6	2250	25	1	34	60	17	1426	4	1447	24	1	41	66	
Percent	0.8	98.9	0.3		41.7	1.7	56.7		1.2	98.5	0.3		36.4	1.5	62.1		
High Int.	05:00 PM				04:15 PM				05:00 PM				04:00 PM				
Volume	3	571	3	577	6	1	13	20	7	382	2	391	8	0	17	25	
Peak Factor				0.975				0.750				0.925				0.660	

Turning Movement Count
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City/County: Tampa/Hillsborough
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Groups Printed- Passenger Vehicles

	US 301 Southbound				STANNUM STREET Westbound				US 301 Northbound				MASSARO BOULEVARD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	5	209	5	219	4	2	2	8	10	333	6	349	4	0	4	8	584
07:15 AM	10	280	11	301	2	0	0	2	17	412	5	434	1	0	2	3	740
07:30 AM	4	307	15	326	0	0	0	0	9	427	4	440	1	0	2	3	769
07:45 AM	3	288	11	302	0	0	0	0	17	460	9	486	2	0	3	5	793
Total	22	1084	42	1148	6	2	2	10	53	1632	24	1709	8	0	11	19	2886
08:00 AM	8	257	8	273	0	0	2	2	10	414	6	430	1	0	0	1	706
08:15 AM	3	255	4	262	2	0	1	3	5	359	5	369	3	0	2	5	639
08:30 AM	4	269	6	279	0	0	4	4	11	328	2	341	9	0	6	15	639
08:45 AM	1	265	4	270	0	0	4	4	9	317	3	329	4	0	8	12	615
Total	16	1046	22	1084	2	0	11	13	35	1418	16	1469	17	0	16	33	2599
*** BREAK ***																	
04:00 PM	3	425	1	429	6	0	7	13	4	319	4	327	8	0	15	23	792
04:15 PM	8	364	0	372	6	0	13	19	1	258	2	261	4	1	8	13	665
04:30 PM	0	412	0	412	4	0	10	14	7	302	0	309	7	0	7	14	749
04:45 PM	0	379	0	379	6	0	2	8	2	304	0	306	2	0	7	9	702
Total	11	1580	1	1592	22	0	32	54	14	1183	6	1203	21	1	37	59	2908
05:00 PM	2	559	2	563	8	0	7	15	3	363	2	368	7	0	14	21	967
05:15 PM	2	552	0	554	0	0	1	1	2	345	1	348	8	0	7	15	918
05:30 PM	0	547	0	547	4	0	2	6	2	329	1	332	2	0	0	2	887
05:45 PM	7	522	1	530	2	0	2	4	2	333	0	335	0	0	1	1	870
Total	11	2180	3	2194	14	0	12	26	9	1370	4	1383	17	0	22	39	3642
Grand Total	60	5890	68	6018	44	2	57	103	111	5603	50	5764	63	1	86	150	12035
Apprch %	1.0	97.9	1.1		42.7	1.9	55.3		1.9	97.2	0.9		42.0	0.7	57.3		
Total %	0.5	48.9	0.6	50.0	0.4	0.0	0.5	0.9	0.9	46.6	0.4	47.9	0.5	0.0	0.7	1.2	

	US 301 Southbound				STANNUM STREET Westbound				US 301 Northbound				MASSARO BOULEVARD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:15 AM																
Volume	25	1132	45	1202	2	0	2	4	53	1713	24	1790	5	0	7	12	3008
Percent	2.1	94.2	3.7		50.0	0.0	50.0		3.0	95.7	1.3		41.7	0.0	58.3		
07:45 Volume	3	288	11	302	0	0	0	0	17	460	9	486	2	0	3	5	793
Peak Factor																	0.948
High Int.	07:30 AM				07:15 AM				07:45 AM				07:45 AM				
Volume	4	307	15	326	2	0	0	2	17	460	9	486	2	0	3	5	
Peak Factor				0.922				0.500				0.921				0.600	

Turning Movement Count
Adams Traffic, Inc.
(813) 763-7763

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

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	US 301 Southbound				STANNUM STREET Westbound				US 301 Northbound				MASSARO BOULEVARD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
By Approach	07:15 AM				08:00 AM				07:15 AM				08:00 AM				
Volume	25	1132	45	1202	2	0	11	13	53	1713	24	1790	17	0	16	33	
Percent	2.1	94.2	3.7		15.4	0.0	84.6		3.0	95.7	1.3		51.5	0.0	48.5		
High Int.	07:30 AM				08:30 AM				07:45 AM				08:30 AM				
Volume	4	307	15	326	0	0	4	4	17	460	9	486	9	0	6	15	
Peak Factor				0.922				0.813				0.921				0.550	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	11	2180	3	2194	14	0	12	26	9	1370	4	1383	17	0	22	39	3642
Percent	0.5	99.4	0.1		53.8	0.0	46.2		0.7	99.1	0.3		43.6	0.0	56.4		
05:00 Volume	2	559	2	563	8	0	7	15	3	363	2	368	7	0	14	21	967
Peak Factor																	0.942
High Int.	05:00 PM				05:00 PM				05:00 PM				05:00 PM				
Volume	2	559	2	563	8	0	7	15	3	363	2	368	7	0	14	21	
Peak Factor				0.974				0.433				0.940				0.464	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
By Approach	05:00 PM				04:15 PM				05:00 PM				04:00 PM				
Volume	11	2180	3	2194	24	0	32	56	9	1370	4	1383	21	1	37	59	
Percent	0.5	99.4	0.1		42.9	0.0	57.1		0.7	99.1	0.3		35.6	1.7	62.7		
High Int.	05:00 PM				04:15 PM				05:00 PM				04:00 PM				
Volume	2	559	2	563	6	0	13	19	3	363	2	368	8	0	15	23	
Peak Factor				0.974				0.737				0.940				0.641	

Turning Movement Count
Adams Traffic, Inc.
(813) 763-7763

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Groups Printed- Heavy Vehicles

	US 301 Southbound				STANNUM STREET Westbound				US 301 Northbound				MASSARO BOULEVARD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	26	1	30	0	0	2	2	0	12	0	12	2	0	4	6	50
07:15 AM	1	27	2	30	0	0	0	0	1	25	0	26	0	0	0	0	56
07:30 AM	0	16	2	18	0	0	3	3	1	17	0	18	2	0	1	3	42
07:45 AM	0	29	1	30	0	0	0	0	1	16	0	17	1	0	1	2	49
Total	4	98	6	108	0	0	5	5	3	70	0	73	5	0	6	11	197
08:00 AM	0	22	3	25	0	0	1	1	1	19	1	21	1	0	1	2	49
08:15 AM	0	32	6	38	0	0	2	2	3	37	0	40	1	0	4	5	85
08:30 AM	0	28	2	30	0	0	0	0	3	21	0	24	0	0	2	2	56
08:45 AM	0	26	3	29	3	1	3	7	2	38	2	42	1	0	2	3	81
Total	0	108	14	122	3	1	6	10	9	115	3	127	3	0	9	12	271
*** BREAK ***																	
04:00 PM	0	23	1	24	0	0	0	0	2	22	0	24	0	0	2	2	50
04:15 PM	0	9	1	10	0	1	0	1	4	16	2	22	0	0	1	1	34
04:30 PM	2	17	1	20	0	0	1	1	2	19	1	22	2	0	1	3	46
04:45 PM	0	21	0	21	1	0	0	1	1	9	0	10	1	0	0	1	33
Total	2	70	3	75	1	1	1	3	9	66	3	78	3	0	4	7	163
05:00 PM	1	12	1	14	0	0	1	1	1	19	0	20	0	0	0	0	35
05:15 PM	1	12	0	13	0	0	1	1	1	12	0	13	1	0	1	2	29
05:30 PM	0	18	0	18	0	0	0	0	0	14	0	14	2	0	0	2	34
05:45 PM	0	4	2	6	0	0	0	0	1	11	0	12	0	0	0	0	18
Total	2	46	3	51	0	0	2	2	3	56	0	59	3	0	1	4	116
Grand Total	8	322	26	356	4	2	14	20	24	307	6	337	14	0	20	34	747
Apprch %	2.2	90.4	7.3		20.0	10.0	70.0		7.1	91.1	1.8		41.2	0.0	58.8		
Total %	1.1	43.1	3.5	47.7	0.5	0.3	1.9	2.7	3.2	41.1	0.8	45.1	1.9	0.0	2.7	4.6	

	US 301 Southbound				STANNUM STREET Westbound				US 301 Northbound				MASSARO BOULEVARD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	08:00 AM																
Volume	0	108	14	122	3	1	6	10	9	115	3	127	3	0	9	12	271
Percent	0.0	88.5	11.5		30.0	10.0	60.0		7.1	90.6	2.4		25.0	0.0	75.0		
08:15 Volume	0	32	6	38	0	0	2	2	3	37	0	40	1	0	4	5	85
Peak Factor																	0.797
High Int.	08:15 AM				08:45 AM				08:45 AM				08:15 AM				
Volume	0	32	6	38	3	1	3	7	2	38	2	42	1	0	4	5	
Peak Factor				0.803				0.357				0.756				0.600	

Turning Movement Count
Adams Traffic, Inc.
(813) 763-7763

City/County: Tampa/Hillsborough
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Comments:

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	US 301 Southbound				STANNUM STREET Westbound				US 301 Northbound				MASSARO BOULEVARD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
By Approach	07:45 AM				08:00 AM				08:00 AM				07:30 AM				
Volume	0	111	12	123	3	1	6	10	9	115	3	127	5	0	7	12	
Percent	0.0	90.2	9.8		30.0	10.0	60.0		7.1	90.6	2.4		41.7	0.0	58.3		
High Int.	08:15 AM				08:45 AM				08:45 AM				08:15 AM				
Volume	0	32	6	38	3	1	3	7	2	38	2	42	1	0	4	5	
Peak Factor				0.809				0.357				0.756				0.600	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:00 PM																
Volume	2	70	3	75	1	1	1	3	9	66	3	78	3	0	4	7	163
Percent	2.7	93.3	4.0		33.3	33.3	33.3		11.5	84.6	3.8		42.9	0.0	57.1		
04:00 Volume	0	23	1	24	0	0	0	0	2	22	0	24	0	0	2	2	50
Peak Factor																	0.815
High Int.	04:00 PM				04:15 PM				04:00 PM				04:30 PM				
Volume	0	23	1	24	0	1	0	1	2	22	0	24	2	0	1	3	
Peak Factor				0.781				0.750				0.813				0.583	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
By Approach	04:00 PM				04:15 PM				04:00 PM				04:00 PM				
Volume	2	70	3	75	1	1	2	4	9	66	3	78	3	0	4	7	
Percent	2.7	93.3	4.0		25.0	25.0	50.0		11.5	84.6	3.8		42.9	0.0	57.1		
High Int.	04:00 PM				04:15 PM				04:00 PM				04:30 PM				
Volume	0	23	1	24	0	1	0	1	2	22	0	24	2	0	1	3	
Peak Factor				0.781				1.000				0.813				0.583	

Turning Movement Count
Adams Traffic, Inc.
(813) 763-7763

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

File Name : us301&massaro
Site Code : 00012029
Start Date : 03/06/2013
Page No : 1

Groups Printed- U-Turns

	US 301 Southbound				STANNUM STREET Westbound				US 301 Northbound				MASSARO BOULEVARD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	0	1	0	0	0	0	3	0	0	3	0	0	0	0	4
07:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
07:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2
Total	2	0	0	2	0	0	0	0	6	0	0	6	0	0	0	0	8
08:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
08:30 AM	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
08:45 AM	2	0	0	2	0	0	0	0	1	0	0	1	0	0	0	0	3
Total	5	0	0	5	0	0	0	0	3	0	0	3	0	0	0	0	8
*** BREAK ***																	
04:00 PM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	5
04:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
04:30 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	3	0	0	3	0	0	0	0	6	0	0	6	0	0	0	0	9
05:00 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	3
05:15 PM	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
05:30 PM	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
05:45 PM	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	5	0	0	5	0	0	0	0	5	0	0	5	0	0	0	0	10
Grand Total	15	0	0	15	0	0	0	0	20	0	0	20	0	0	0	0	35
Apprch %	100.0	0.0	0.0		0.0	0.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0		
Total %	42.9	0.0	0.0	42.9	0.0	0.0	0.0	0.0	57.1	0.0	0.0	57.1	0.0	0.0	0.0	0.0	

	US 301 Southbound				STANNUM STREET Westbound				US 301 Northbound				MASSARO BOULEVARD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:00 AM																
Volume	2	0	0	2	0	0	0	0	6	0	0	6	0	0	0	0	8
Percent	100.0	0.0	0.0		0.0	0.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0		
07:00 Volume	1	0	0	1	0	0	0	0	3	0	0	3	0	0	0	0	4
Peak Factor																	0.500
High Int.	07:00 AM				6:45:00 AM				07:00 AM				6:45:00 AM				
Volume	1	0	0	1	0	0	0	0	3	0	0	3					
Peak Factor				0.500								0.500					

Turning Movement Count
Adams Traffic, Inc.
(813) 763-7763

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

File Name : us301&massaro
Site Code : 00012029
Start Date : 03/06/2013
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	US 301 Southbound				STANNUM STREET Westbound				US 301 Northbound				MASSARO BOULEVARD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
By Approach	08:00 AM				07:00 AM				07:00 AM				07:00 AM				
Volume	5	0	0	5	0	0	0	0	6	0	0	6	0	0	0	0	
Percent	100.0	0.0	0.0		-	-	-		100.0	0.0	0.0		-	-	-		
High Int.	08:45 AM				-				07:00 AM				-				
Volume	2	0	0	2	-	-	-	-	3	0	0	3	-	-	-	-	
Peak Factor				0.625				-				0.500				-	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	5	0	0	5	0	0	0	0	5	0	0	5	0	0	0	0	10
Percent	100.0	0.0	0.0		0.0	0.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0		
05:45 Volume	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Peak Factor																	0.833
High Int.	05:45 PM								05:00 PM								
Volume	3	0	0	3	0	0	0	0	3	0	0	3					
Peak Factor				0.417								0.417					
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
By Approach	05:00 PM				04:00 PM				04:00 PM				04:00 PM				
Volume	5	0	0	5	0	0	0	0	6	0	0	6	0	0	0	0	
Percent	100.0	0.0	0.0		-	-	-		100.0	0.0	0.0		-	-	-		
High Int.	05:45 PM				-				04:00 PM				-				
Volume	3	0	0	3	-	-	-	-	5	0	0	5	-	-	-	-	
Peak Factor				0.417				-				0.300				-	

Adams Traffic, Inc.
P.O. Box 997
Plant City, FL 33564
Tel:(813) 763-7763 Fax:(813) 659-8688

Project No.: 12029

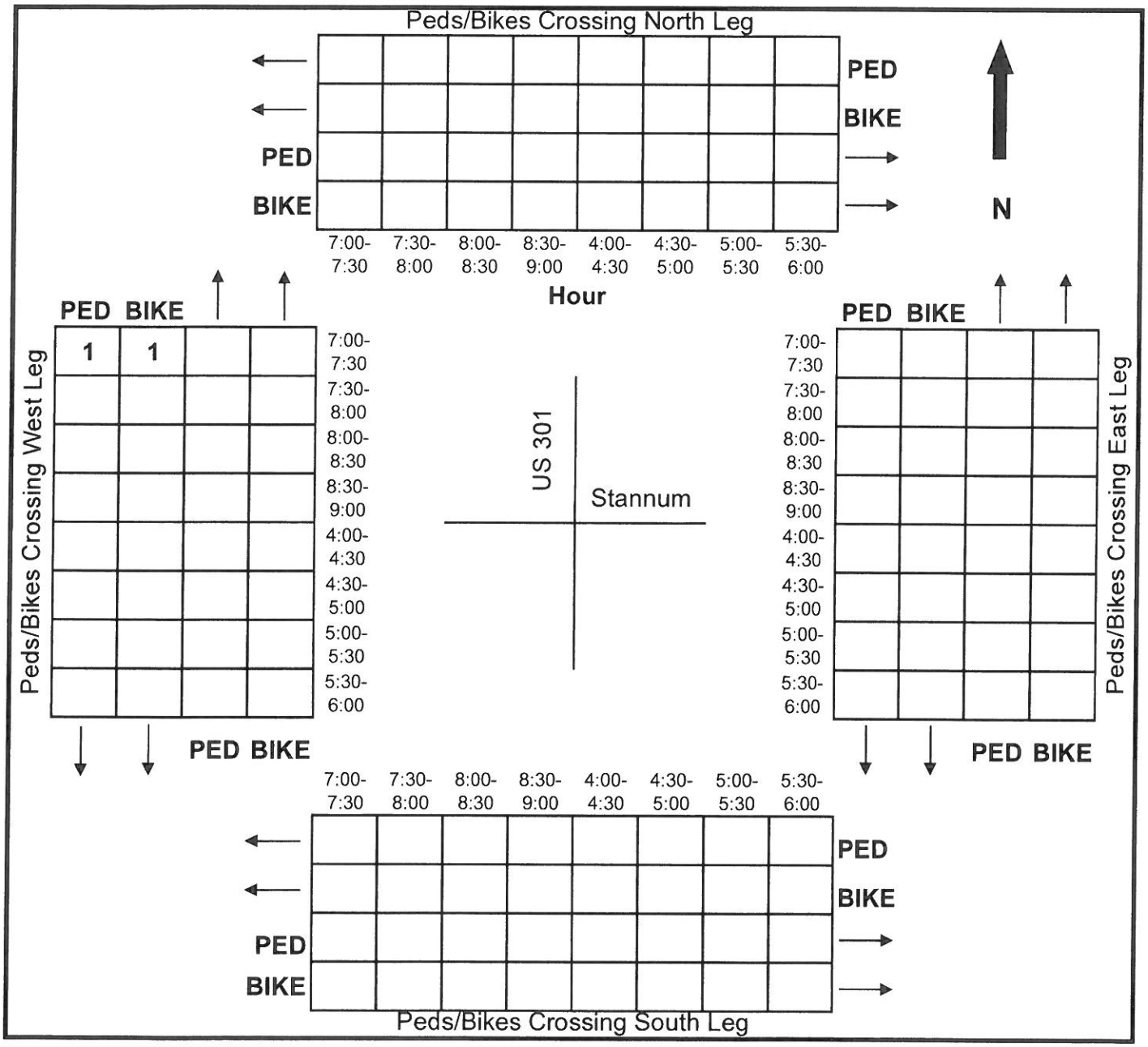
Pedestrian/Bicycle Count
Field Data Sheet

Date: 3/6/13 Day: Wednesday

Count Times: 7-9am & 4-6pm Weather: Clear

Intersection: US 301 at Massaro Boulevard/Stannum Street

Comments:



Adams Traffic, Inc.
P.O. Box 997
Plant City, FL 33564
Tel:(813) 763-7763 Fax:(813) 659-8688

Project No.: 12029

Turning Movement Count
Field Data Sheet

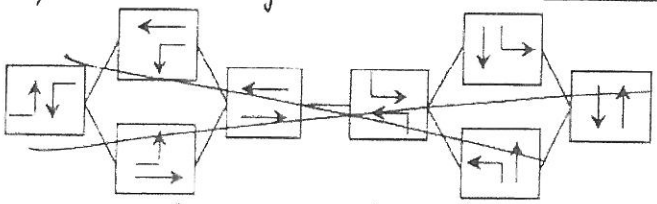
Date: 3/5/13 Count Times: 7-9am & 4-6pm

Major Street: US 301 Direction: N-S Speed Limit: 50 mph

Minor Street: Columbus Drive Direction: E-W Speed Limit: see sketch mph

City/County: Tampa / Hillsborough Weather: Clear

Phasing:

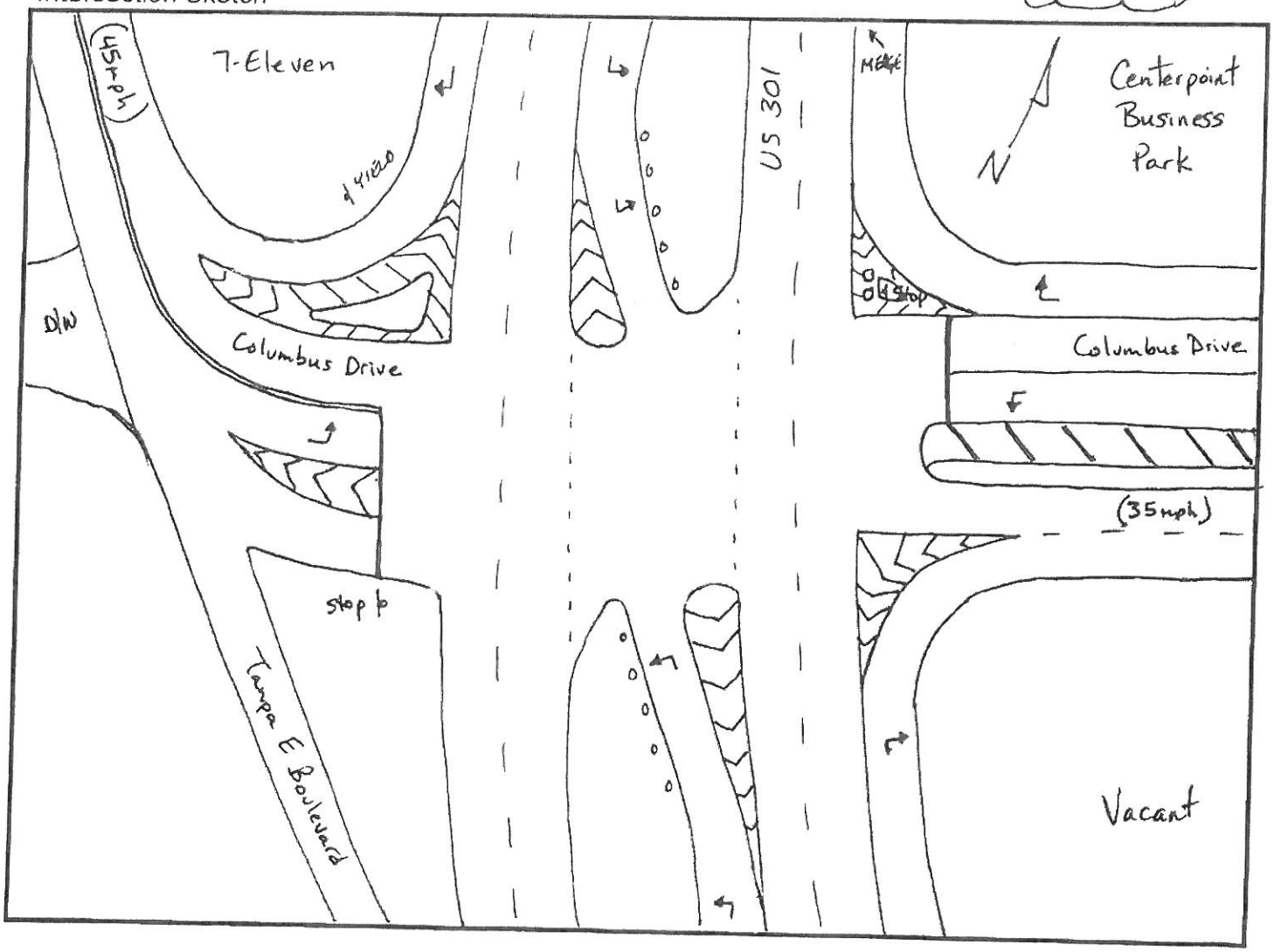


Unsignalized

3 Cycles Measured:

Lane geometry on west leg of Columbus Drive changed after count.

Intersection Sketch



Turning Movement Count
Adams Traffic, Inc.
(813) 763-7763

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

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

	US 301 Southbound				COLUMBUS DRIVE Westbound				US 301 Northbound				COLUMBUS DRIVE Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right At Stop Sign	Tampa E Blvd	App. Total	Int. Total
07:00 AM	17	219	3	239	3	2	10	15	41	350	11	402	0	0	0	29	29	685
07:15 AM	24	317	7	348	0	0	7	7	55	383	9	447	3	0	1	38	42	844
07:30 AM	20	302	1	323	4	2	9	15	44	396	10	450	6	1	1	34	42	830
07:45 AM	32	301	2	335	3	1	10	14	57	431	25	513	3	4	0	37	44	906
Total	93	1139	13	1245	10	5	36	51	197	1560	55	1812	12	5	2	138	157	3265
08:00 AM	17	274	7	298	4	2	8	14	44	474	17	535	4	0	0	37	41	888
08:15 AM	18	274	4	296	6	3	14	23	27	442	15	484	2	1	1	45	49	852
08:30 AM	9	282	1	292	7	2	11	20	26	431	12	469	7	1	1	35	44	825
08:45 AM	7	290	5	302	4	0	5	9	32	448	15	495	8	0	0	30	38	844
Total	51	1120	17	1188	21	7	38	66	129	1795	59	1983	21	2	2	147	172	3409
*** BREAK ***																		
04:00 PM	10	298	5	313	6	4	13	23	23	221	6	250	12	5	1	41	59	645
04:15 PM	3	363	3	369	3	1	15	19	31	260	6	297	8	2	0	35	45	730
04:30 PM	25	350	3	378	4	3	20	27	28	299	8	335	5	1	2	61	69	809
04:45 PM	16	382	3	401	6	3	17	26	16	298	8	322	2	2	1	35	40	789
Total	54	1393	14	1461	19	11	65	95	98	1078	28	1204	27	10	4	172	213	2973
05:00 PM	11	497	1	509	16	2	22	40	24	375	17	416	1	1	0	47	49	1014
05:15 PM	18	410	1	429	4	2	11	17	31	342	15	388	1	2	4	38	45	879
05:30 PM	11	417	0	428	10	2	16	28	19	358	7	384	2	7	2	48	59	899
05:45 PM	15	338	1	354	6	0	5	11	25	271	7	303	3	0	2	27	32	700
Total	55	1662	3	1720	36	6	54	96	99	1346	46	1491	7	10	8	160	185	3492
Grand Total	253	5314	47	5614	86	29	193	308	523	5779	188	6490	67	27	16	617	727	13139
Apprch %	4.5	94.7	0.8		27.9	9.4	62.7		8.1	89.0	2.9		9.2	3.7	2.2	84.9		
Total %	1.9	40.4	0.4	42.7	0.7	0.2	1.5	2.3	4.0	44.0	1.4	49.4	0.5	0.2	0.1	4.7	5.5	

	US 301 Southbound				COLUMBUS DRIVE Westbound				US 301 Northbound				COLUMBUS DRIVE Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right At Stop Sign	Tampa E Blvd	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																		
Intersection	07:30 AM																	
Volume	87	1151	14	1252	17	8	41	66	172	1743	67	1982	15	6	2	153	176	3476
Percent	6.9	91.9	1.1		25.8	12.1	62.1		8.7	87.9	3.4		8.5	3.4	1.1	86.9		
07:45 Volume	32	301	2	335	3	1	10	14	57	431	25	513	3	4	0	37	44	906
Peak Factor																		0.959
High Int.	07:45 AM				08:15 AM				08:00 AM				08:15 AM					
Volume	32	301	2	335	6	3	14	23	44	474	17	535	2	1	1	45	49	
Peak Factor				0.934				0.717				0.926					0.898	

Turning Movement Count
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City/County: Tampa/Hillsborough
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	US 301 Southbound				COLUMBUS DRIVE Westbound				US 301 Northbound				COLUMBUS DRIVE Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right At Stop Sign	Tampa E Blvd	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																		
By Approach	07:15 AM				07:45 AM				07:45 AM				07:45 AM					
Volume	93	1194	17	1304	20	8	43	71	154	1778	69	2001	16	6	2	154	178	
Percent	7.1	91.6	1.3		28.2	11.3	60.6		7.7	88.9	3.4		9.0	3.4	1.1	86.5		
High Int.	07:15 AM				08:15 AM				08:00 AM				08:15 AM					
Volume	24	317	7	348	6	3	14	23	44	474	17	535	2	1	1	45	49	
Peak Factor				0.937				0.772				0.935					0.908	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																		
Intersection	04:45 PM																	
Volume	56	1706	5	1767	36	9	66	111	90	1373	47	1510	6	12	7	168	193	3581
Percent	3.2	96.5	0.3		32.4	8.1	59.5		6.0	90.9	3.1		3.1	6.2	3.6	87.0		
05:00 Volume	11	497	1	509	16	2	22	40	24	375	17	416	1	1	0	47	49	1014
Peak Factor																		0.883
High Int.	05:00 PM				05:00 PM				05:00 PM				05:30 PM					
Volume	11	497	1	509	16	2	22	40	24	375	17	416	2	7	2	48	59	
Peak Factor				0.868				0.694				0.907					0.818	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																		
By Approach	04:45 PM				04:15 PM				04:45 PM				04:00 PM					
Volume	56	1706	5	1767	29	9	74	112	90	1373	47	1510	27	10	4	172	213	
Percent	3.2	96.5	0.3		25.9	8.0	66.1		6.0	90.9	3.1		12.7	4.7	1.9	80.8		
High Int.	05:00 PM				05:00 PM				05:00 PM				04:30 PM					
Volume	11	497	1	509	16	2	22	40	24	375	17	416	5	1	2	61	69	
Peak Factor				0.868				0.700				0.907					0.772	

Turning Movement Count
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Groups Printed- Passenger Vehicles

	US 301 Southbound				COLUMBUS DRIVE Westbound				US 301 Northbound				COLUMBUS DRIVE Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right At Stop Sign	Tampa E Blvd	App. Total	Int. Total
07:00 AM	17	200	3	220	3	2	9	14	35	341	11	387	0	0	0	23	23	644
07:15 AM	24	289	4	317	0	0	6	6	52	376	8	436	0	0	1	33	34	793
07:30 AM	17	281	1	299	4	2	9	15	42	369	8	419	3	1	1	29	34	767
07:45 AM	32	275	2	309	3	1	10	14	55	406	22	483	1	4	0	31	36	842
Total	90	1045	10	1145	10	5	34	49	184	1492	49	1725	4	5	2	116	127	3046
08:00 AM	14	246	7	267	4	2	8	14	40	446	16	502	3	0	0	34	37	820
08:15 AM	16	253	4	273	4	3	12	19	25	411	15	451	1	1	1	40	43	786
08:30 AM	9	261	1	271	7	2	11	20	22	407	12	441	5	1	1	28	35	767
08:45 AM	6	262	3	271	3	0	5	8	30	427	15	472	6	0	0	25	31	782
Total	45	1022	15	1082	18	7	36	61	117	1691	58	1866	15	2	2	127	146	3155
*** BREAK ***																		
04:00 PM	7	281	3	291	6	4	13	23	16	206	4	226	10	5	1	38	54	594
04:15 PM	3	337	2	342	3	1	15	19	27	244	6	277	7	2	0	32	41	679
04:30 PM	22	337	2	361	4	3	20	27	25	285	7	317	5	1	2	59	67	772
04:45 PM	13	367	3	383	6	3	17	26	13	283	8	304	2	2	1	34	39	752
Total	45	1322	10	1377	19	11	65	95	81	1018	25	1124	24	10	4	163	201	2797
05:00 PM	11	481	1	493	16	2	21	39	20	364	17	401	1	1	0	46	48	981
05:15 PM	17	401	1	419	4	2	11	17	26	330	15	371	1	2	4	36	43	850
05:30 PM	8	410	0	418	10	2	16	28	17	351	7	375	2	7	2	42	53	874
05:45 PM	13	334	1	348	6	0	5	11	23	263	7	293	3	0	2	24	29	681
Total	49	1626	3	1678	36	6	53	95	86	1308	46	1440	7	10	8	148	173	3386
Grand Total	229	5015	38	5282	83	29	188	300	468	5509	178	6155	50	27	16	554	647	12384
Apprch %	4.3	94.9	0.7		27.7	9.7	62.7		7.6	89.5	2.9		7.7	4.2	2.5	85.6		
Total %	1.8	40.5	0.3	42.7	0.7	0.2	1.5	2.4	3.8	44.5	1.4	49.7	0.4	0.2	0.1	4.5	5.2	

	US 301 Southbound				COLUMBUS DRIVE Westbound				US 301 Northbound				COLUMBUS DRIVE Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right At Stop Sign	Tampa E Blvd	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																		
Intersection	07:15 AM																	
Volume	87	1091	14	1192	11	5	33	49	189	1597	54	1840	7	5	2	127	141	3222
Percent	7.3	91.5	1.2		22.4	10.2	67.3		10.3	86.8	2.9		5.0	3.5	1.4	90.1		
07:45 Volume	32	275	2	309	3	1	10	14	55	406	22	483	1	4	0	31	36	842
Peak Factor																		0.957
High Int.	07:15 AM				07:30 AM				08:00 AM				08:00 AM					
Volume	24	289	4	317	4	2	9	15	40	446	16	502	3	0	0	34	37	
Peak Factor				0.940				0.817				0.916					0.953	

Turning Movement Count
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	US 301 Southbound				COLUMBUS DRIVE Westbound				US 301 Northbound				COLUMBUS DRIVE Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right At Stop Sign	Tampa E Blvd	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																		
By Approach	07:15 AM				07:45 AM				07:45 AM				07:45 AM					
Volume	87	1091	14	1192	18	8	41	67	142	1670	65	1877	10	6	2	133	151	
Percent	7.3	91.5	1.2		26.9	11.9	61.2		7.6	89.0	3.5		6.6	4.0	1.3	88.1		
High Int.	07:15 AM				08:30 AM				08:00 AM				08:15 AM					
Volume	24	289	4	317	7	2	11	20	40	446	16	502	1	1	1	40	43	
Peak Factor				0.940				0.838				0.935					0.878	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																		
Intersection	04:45 PM																	
Volume	49	1659	5	1713	36	9	65	110	76	1328	47	1451	6	12	7	158	183	3457
Percent	2.9	96.8	0.3		32.7	8.2	59.1		5.2	91.5	3.2		3.3	6.6	3.8	86.3		
05:00 Volume	11	481	1	493	16	2	21	39	20	364	17	401	1	1	0	46	48	981
Peak Factor																		0.881
High Int.	05:00 PM				05:00 PM				05:00 PM				05:30 PM					
Volume	11	481	1	493	16	2	21	39	20	364	17	401	2	7	2	42	53	
Peak Factor				0.869				0.705				0.905					0.863	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																		
By Approach	04:45 PM				04:15 PM				04:45 PM				04:00 PM					
Volume	49	1659	5	1713	29	9	73	111	76	1328	47	1451	24	10	4	163	201	
Percent	2.9	96.8	0.3		26.1	8.1	65.8		5.2	91.5	3.2		11.9	5.0	2.0	81.1		
High Int.	05:00 PM				05:00 PM				05:00 PM				04:30 PM					
Volume	11	481	1	493	16	2	21	39	20	364	17	401	5	1	2	59	67	
Peak Factor				0.869				0.712				0.905					0.750	

Turning Movement Count
Adams Traffic, Inc.
(813) 763-7763

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

File Name : us301&columbus
Site Code : 00012029
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Groups Printed- Heavy Vehicles

	US 301 Southbound				COLUMBUS DRIVE Westbound				US 301 Northbound				COLUMBUS DRIVE Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right At Stop Sign	Tampa E Blvd	App. Total	Int. Total
07:00 AM	0	19	0	19	0	0	1	1	6	9	0	15	0	0	0	6	6	41
07:15 AM	0	28	3	31	0	0	1	1	3	7	1	11	3	0	0	5	8	51
07:30 AM	0	21	0	21	0	0	0	0	2	27	2	31	3	0	0	5	8	60
07:45 AM	0	26	0	26	0	0	0	0	1	25	3	29	2	0	0	6	8	63
Total	0	94	3	97	0	0	2	2	12	68	6	86	8	0	0	22	30	215
08:00 AM	1	28	0	29	0	0	0	0	4	28	1	33	1	0	0	3	4	66
08:15 AM	0	21	0	21	1	0	2	3	1	31	0	32	1	0	0	5	6	62
08:30 AM	0	21	0	21	0	0	0	0	4	24	0	28	2	0	0	7	9	58
08:45 AM	0	28	2	30	1	0	0	1	2	21	0	23	2	0	0	5	7	61
Total	1	98	2	101	2	0	2	4	11	104	1	116	6	0	0	20	26	247
*** BREAK ***																		
04:00 PM	0	17	2	19	0	0	0	0	4	15	2	21	2	0	0	3	5	45
04:15 PM	0	26	1	27	0	0	0	0	4	16	0	20	1	0	0	3	4	51
04:30 PM	0	13	1	14	0	0	0	0	2	14	1	17	0	0	0	2	2	33
04:45 PM	1	15	0	16	0	0	0	0	3	15	0	18	0	0	0	1	1	35
Total	1	71	4	76	0	0	0	0	13	60	3	76	3	0	0	9	12	164
05:00 PM	0	16	0	16	0	0	1	1	3	11	0	14	0	0	0	1	1	32
05:15 PM	0	9	0	9	0	0	0	0	4	12	0	16	0	0	0	2	2	27
05:30 PM	0	7	0	7	0	0	0	0	1	7	0	8	0	0	0	6	6	21
05:45 PM	1	4	0	5	0	0	0	0	2	8	0	10	0	0	0	3	3	18
Total	1	36	0	37	0	0	1	1	10	38	0	48	0	0	0	12	12	98
Grand Total	3	299	9	311	2	0	5	7	46	270	10	326	17	0	0	63	80	724
Apprch %	1.0	96.1	2.9		28.6	0.0	71.4		14.1	82.8	3.1		21.3	0.0	0.0	78.8		
Total %	0.4	41.3	1.2	43.0	0.3	0.0	0.7	1.0	6.4	37.3	1.4	45.0	2.3	0.0	0.0	8.7	11.0	

	US 301 Southbound				COLUMBUS DRIVE Westbound				US 301 Northbound				COLUMBUS DRIVE Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right At Stop Sign	Tampa E Blvd	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																		
Intersection	07:30 AM																	
Volume	1	96	0	97	1	0	2	3	8	111	6	125	7	0	0	19	26	251
Percent	1.0	99.0	0.0		33.3	0.0	66.7		6.4	88.8	4.8		26.9	0.0	0.0	73.1		
08:00 Volume	1	28	0	29	0	0	0	0	4	28	1	33	1	0	0	3	4	66
Peak Factor																		0.951
High Int.	08:00 AM				08:15 AM				08:00 AM				07:30 AM					
Volume	1	28	0	29	1	0	2	3	4	28	1	33	3	0	0	5	8	
Peak Factor				0.836				0.250				0.947					0.813	

Turning Movement Count
Adams Traffic, Inc.
(813) 763-7763

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

File Name : us301&columbus
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	US 301 Southbound				COLUMBUS DRIVE Westbound				US 301 Northbound				COLUMBUS DRIVE Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right At Stop Sign	Tampa E Blvd	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																		
By Approach	07:15 AM				08:00 AM				07:30 AM				07:00 AM					
Volume	1	103	3	107	2	0	2	4	8	111	6	125	8	0	0	22	30	
Percent	0.9	96.3	2.8		50.0	0.0	50.0		6.4	88.8	4.8		26.7	0.0	0.0	73.3		
High Int.	07:15 AM				08:15 AM				08:00 AM				07:15 AM					
Volume	0	28	3	31	1	0	2	3	4	28	1	33	3	0	0	5	8	
Peak Factor				0.863				0.333				0.947					0.938	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																		
Intersection	04:00 PM																	
Volume	1	71	4	76	0	0	0	0	13	60	3	76	3	0	0	9	12	164
Percent	1.3	93.4	5.3		0.0	0.0	0.0		17.1	78.9	3.9		25.0	0.0	0.0	75.0		
04:15 Volume	0	26	1	27	0	0	0	0	4	16	0	20	1	0	0	3	4	51
Peak Factor																		0.804
High Int.	04:15 PM								04:00 PM				04:00 PM					
Volume	0	26	1	27	0	0	0	0	4	15	2	21	2	0	0	3	5	
Peak Factor				0.704								0.905					0.600	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																		
By Approach	04:00 PM				04:15 PM				04:00 PM				04:00 PM					
Volume	1	71	4	76	0	0	1	1	13	60	3	76	3	0	0	9	12	
Percent	1.3	93.4	5.3		0.0	0.0	100.0		17.1	78.9	3.9		25.0	0.0	0.0	75.0		
High Int.	04:15 PM				05:00 PM				04:00 PM				04:00 PM					
Volume	0	26	1	27	0	0	1	1	4	15	2	21	2	0	0	3	5	
Peak Factor				0.704				0.250				0.905					0.600	

Turning Movement Count
Adams Traffic, Inc.
(813) 763-7763

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

File Name : us301&columbus
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Groups Printed- U-Turns

	US 301 Southbound				COLUMBUS DRIVE Westbound				US 301 Northbound				COLUMBUS DRIVE Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right At Stop Sign	Tampa E Blvd	App. Total	Int. Total
*** BREAK ***																		
07:30 AM	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	3	0	0	3	0	0	0	0	1	0	0	1	0	0	0	0	0	4
08:00 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	2	0	0	2	1	0	0	1	1	0	0	1	0	0	0	0	0	4
*** BREAK ***																		
08:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	5	0	0	5	1	0	0	1	1	0	0	1	0	0	0	0	0	7
*** BREAK ***																		
04:00 PM	3	0	0	3	0	0	0	0	3	0	0	3	0	0	0	0	0	6
*** BREAK ***																		
04:30 PM	3	0	0	3	0	0	0	0	1	0	0	1	0	0	0	0	0	4
04:45 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	8	0	0	8	0	0	0	0	4	0	0	4	0	0	0	0	0	12
05:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:15 PM	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	2
05:30 PM	3	0	0	3	0	0	0	0	1	0	0	1	0	0	0	0	0	4
05:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	5	0	0	5	0	0	0	0	3	0	0	3	0	0	0	0	0	8
Grand Total	21	0	0	21	1	0	0	1	9	0	0	9	0	0	0	0	0	31
Apprch %	100.0	0.0	0.0		100.0	0.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	67.7	0.0	0.0	67.7	3.2	0.0	0.0	3.2	29.0	0.0	0.0	29.0	0.0	0.0	0.0	0.0	0.0	

	US 301 Southbound				COLUMBUS DRIVE Westbound				US 301 Northbound				COLUMBUS DRIVE Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right At Stop Sign	Tampa E Blvd	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																		
Intersection	07:30 AM																	
Volume	7	0	0	7	1	0	0	1	2	0	0	2	0	0	0	0	0	10
Percent	100.0	0.0	0.0		100.0	0.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0	0.0		
08:15 Volume	2	0	0	2	1	0	0	1	1	0	0	1	0	0	0	0	0	4
Peak Factor																		0.625
High Int.	07:30 AM				08:15 AM				07:45 AM				6:45:00 AM					
Volume	3	0	0	3	1	0	0	1	1	0	0	1						
Peak Factor				0.583				0.250				0.500						

Turning Movement Count
Adams Traffic, Inc.
(813) 763-7763

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

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	US 301 Southbound				COLUMBUS DRIVE Westbound				US 301 Northbound				COLUMBUS DRIVE Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right At Stop Sign	Tampa E Blvd	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																		
By Approach	07:30 AM				07:30 AM				07:30 AM				07:00 AM					
Volume	7	0	0	7	1	0	0	1	2	0	0	2	0	0	0	0	0	
Percent	100.0	0.0	0.0		100.0	0.0	0.0		100.0	0.0	0.0		-	-	-	-		
High Int.	07:30 AM				08:15 AM				07:45 AM				-					
Volume	3	0	0	3	1	0	0	1	1	0	0	1	-	-	-	-	-	
Peak Factor				0.583				0.250				0.500					-	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																		
Intersection	04:00 PM																	
Volume	8	0	0	8	0	0	0	0	4	0	0	4	0	0	0	0	0	12
Percent	100.0	0.0	0.0		0.0	0.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0	0.0		
04:00 Volume	3	0	0	3	0	0	0	0	3	0	0	3	0	0	0	0	0	6
Peak Factor																		0.500
High Int.	04:00 PM								04:00 PM									
Volume	3	0	0	3	0	0	0	0	3	0	0	3						
Peak Factor				0.667								0.333						
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																		
By Approach	04:00 PM				04:00 PM				04:00 PM				04:00 PM					
Volume	8	0	0	8	0	0	0	0	4	0	0	4	0	0	0	0	0	
Percent	100.0	0.0	0.0		-	-	-		100.0	0.0	0.0		-	-	-	-		
High Int.	04:00 PM				-				04:00 PM				-					
Volume	3	0	0	3	-	-	-	-	3	0	0	3	-	-	-	-	-	
Peak Factor				0.667				-				0.333					-	

Adams Traffic, Inc.
P.O. Box 997
Plant City, FL 33564
Tel:(813) 763-7763 Fax:(813) 659-8688

Project No.: 12029

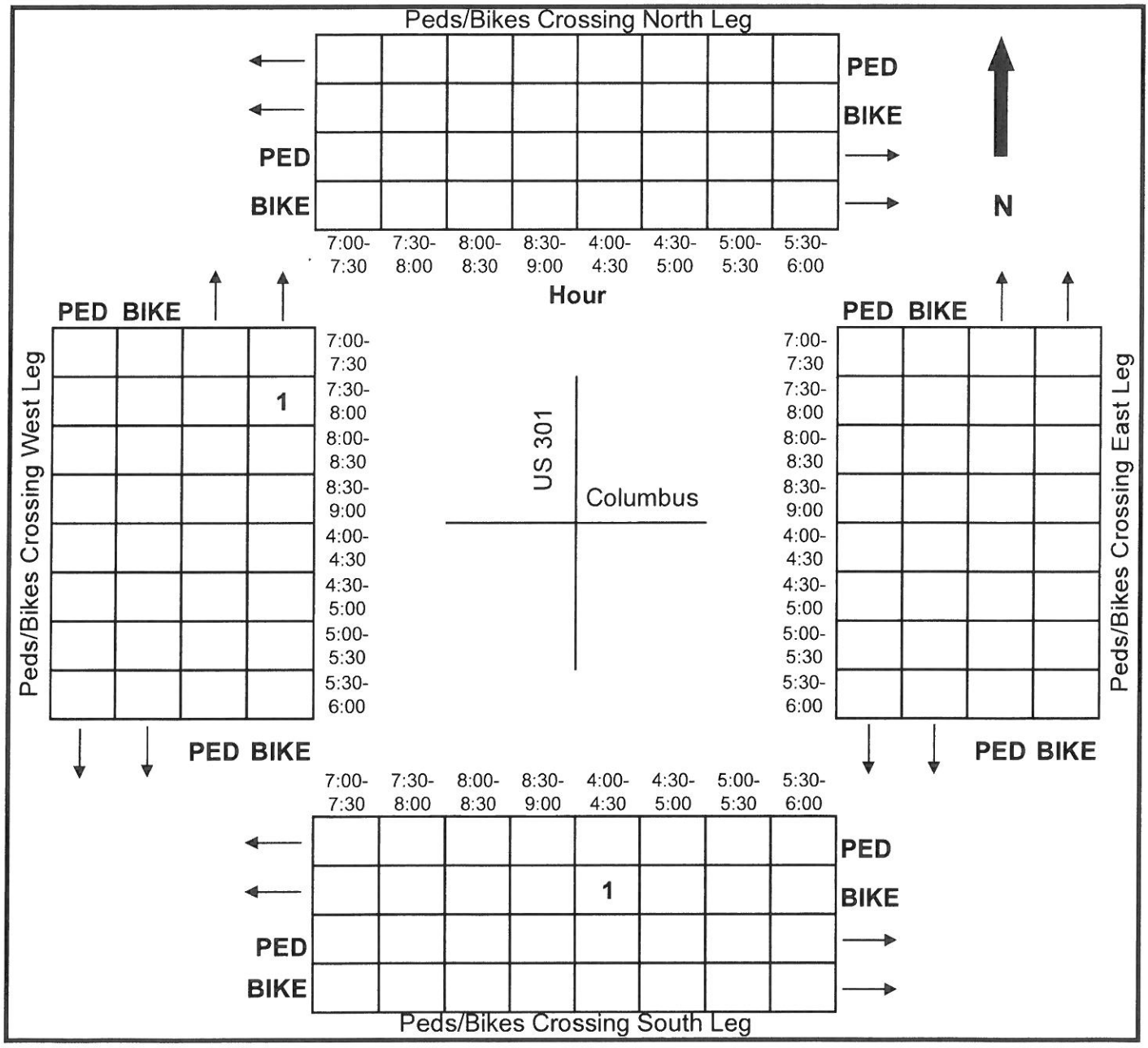
Pedestrian/Bicycle Count
Field Data Sheet

Date: 3/5/13 Day: Tuesday

Count Times: 7-9am & 4-6pm Weather: Clear

Intersection: US 301 at Columbus Drive

Comments:



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Plant City, FL 33564
Tel:(813) 763-7763 Fax:(813) 659-8688

Project No.: 12029

Turning Movement Count
Field Data Sheet

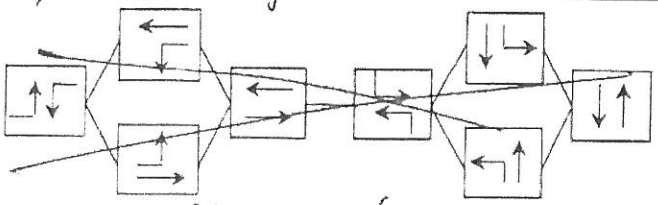
Date: 2/28/13 Count Times: 7-9AM & 4-6PM

Major Street: US 301 Direction: N-S Speed Limit: 50 mph

Minor Street: 21st Avenue / Overpass Road Direction: E-W Speed Limit: 30 mph

City/County: Tampa / Hillsborough Weather: Clear

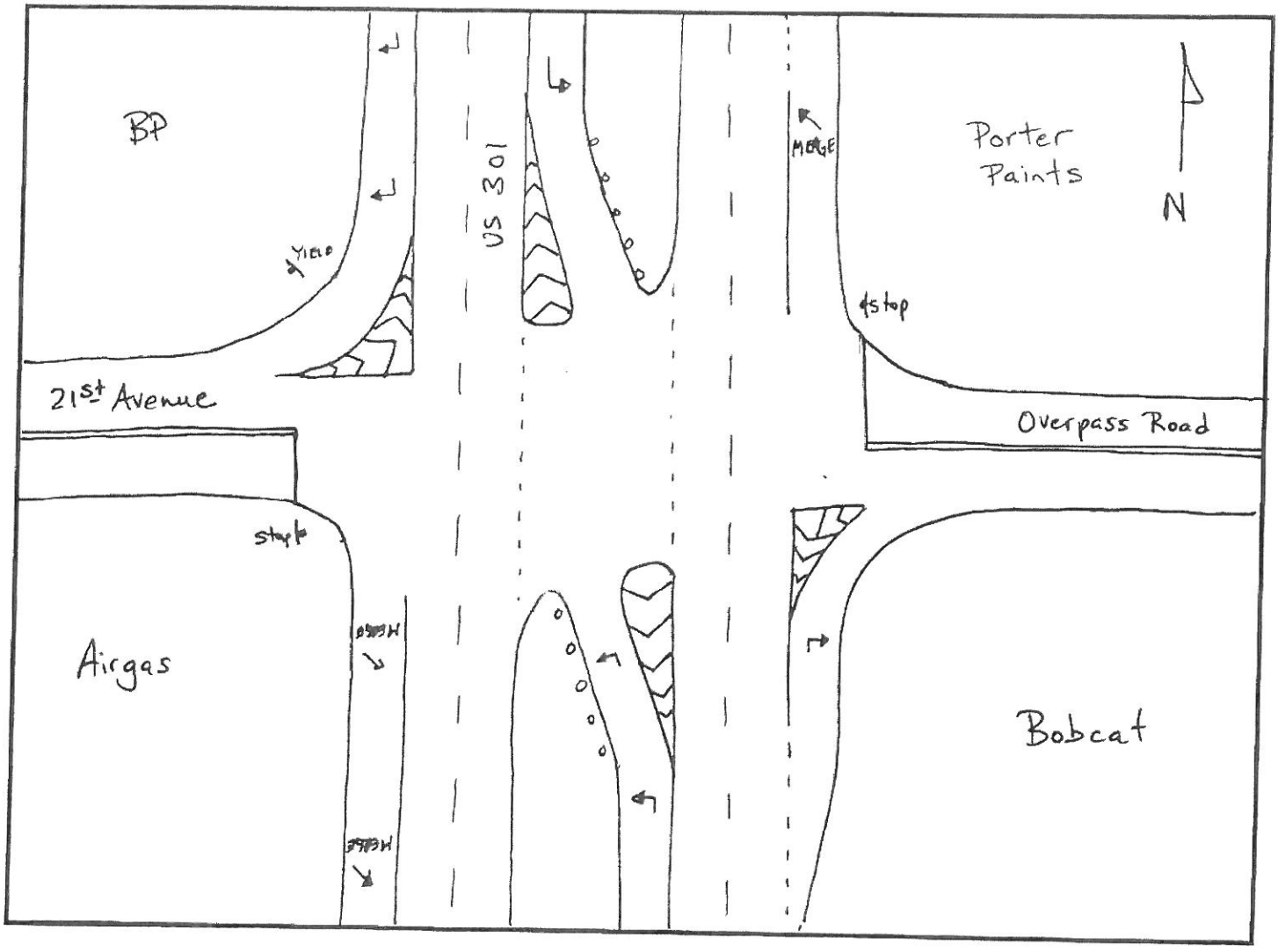
Phasing:



3 Cycles Measured:

Unsignalized

Intersection Sketch



Turning Movement Count
Adams Traffic, Inc.
(813) 763-7763

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

File Name : us301&21st
Site Code : 00012029
Start Date : 02/28/2013
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Groups Printed- Passenger Vehicles - Heavy Vehicles - U-Turns

	US 301 Southbound				OVERPASS ROAD Westbound				US 301 Northbound				21ST AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	13	287	25	325	0	1	6	7	6	331	8	345	1	0	8	9	686
07:15 AM	15	336	10	361	2	0	9	11	9	356	14	379	5	0	3	8	759
07:30 AM	10	359	15	384	1	0	15	16	2	446	7	455	3	0	5	8	863
07:45 AM	11	352	14	377	2	0	6	8	9	416	14	439	4	0	4	8	832
Total	49	1334	64	1447	5	1	36	42	26	1549	43	1618	13	0	20	33	3140
08:00 AM	13	278	13	304	0	1	7	8	8	398	13	419	5	0	6	11	742
08:15 AM	9	251	11	271	1	0	9	10	5	406	12	423	9	0	4	13	717
08:30 AM	3	275	14	292	3	0	5	8	3	359	36	398	4	0	7	11	709
08:45 AM	13	278	12	303	2	0	4	6	5	350	3	358	7	0	4	11	678
Total	38	1082	50	1170	6	1	25	32	21	1513	64	1598	25	0	21	46	2846
*** BREAK ***																	
04:00 PM	12	321	11	344	8	0	17	25	8	323	4	335	8	0	7	15	719
04:15 PM	9	335	14	358	3	2	6	11	6	293	5	304	7	0	2	9	682
04:30 PM	2	358	9	369	2	0	17	19	7	334	8	349	10	0	0	10	747
04:45 PM	11	363	6	380	1	0	20	21	7	319	6	332	5	0	7	12	745
Total	34	1377	40	1451	14	2	60	76	28	1269	23	1320	30	0	16	46	2893
05:00 PM	8	450	12	470	2	0	17	19	9	378	9	396	11	0	7	18	903
05:15 PM	4	369	4	377	1	0	24	25	4	354	10	368	11	0	7	18	788
05:30 PM	7	429	7	443	3	0	14	17	6	316	10	332	30	0	11	41	833
05:45 PM	10	418	6	434	3	0	12	15	3	291	7	301	7	0	7	14	764
Total	29	1666	29	1724	9	0	67	76	22	1339	36	1397	59	0	32	91	3288
Grand Total	150	5459	183	5792	34	4	188	226	97	5670	166	5933	127	0	89	216	12167
Apprch %	2.6	94.3	3.2		15.0	1.8	83.2		1.6	95.6	2.8		58.8	0.0	41.2		
Total %	1.2	44.9	1.5	47.6	0.3	0.0	1.5	1.9	0.8	46.6	1.4	48.8	1.0	0.0	0.7	1.8	

	US 301 Southbound				OVERPASS ROAD Westbound				US 301 Northbound				21ST AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:15 AM																
Volume	49	1325	52	1426	5	1	37	43	28	1616	48	1692	17	0	18	35	3196
Percent	3.4	92.9	3.6		11.6	2.3	86.0		1.7	95.5	2.8		48.6	0.0	51.4		
07:30 Volume	10	359	15	384	1	0	15	16	2	446	7	455	3	0	5	8	863
Peak Factor																	0.926
High Int.	07:30 AM				07:30 AM				07:30 AM				08:00 AM				
Volume	10	359	15	384	1	0	15	16	2	446	7	455	5	0	6	11	
Peak Factor				0.928				0.672				0.930				0.795	

Turning Movement Count
Adams Traffic, Inc.
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City/County: Tampa/Hillsborough
Weather: Clear
Comments:

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	US 301 Southbound				OVERPASS ROAD Westbound				US 301 Northbound				21ST AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
By Approach	07:00 AM				07:15 AM				07:30 AM				08:00 AM				
Volume	49	1334	64	1447	5	1	37	43	24	1666	46	1736	25	0	21	46	
Percent	3.4	92.2	4.4		11.6	2.3	86.0		1.4	96.0	2.6		54.3	0.0	45.7		
High Int.	07:30 AM				07:30 AM				07:30 AM				08:15 AM				
Volume	10	359	15	384	1	0	15	16	2	446	7	455	9	0	4	13	
Peak Factor				0.942				0.672				0.954				0.885	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	29	1666	29	1724	9	0	67	76	22	1339	36	1397	59	0	32	91	3288
Percent	1.7	96.6	1.7		11.8	0.0	88.2		1.6	95.8	2.6		64.8	0.0	35.2		
05:00 Volume	8	450	12	470	2	0	17	19	9	378	9	396	11	0	7	18	903
Peak Factor																	0.910
High Int.	05:00 PM				05:15 PM				05:00 PM				05:30 PM				
Volume	8	450	12	470	1	0	24	25	9	378	9	396	30	0	11	41	
Peak Factor				0.917				0.760				0.882				0.555	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
By Approach	05:00 PM				04:30 PM				04:30 PM				05:00 PM				
Volume	29	1666	29	1724	6	0	78	84	27	1385	33	1445	59	0	32	91	
Percent	1.7	96.6	1.7		7.1	0.0	92.9		1.9	95.8	2.3		64.8	0.0	35.2		
High Int.	05:00 PM				05:15 PM				05:00 PM				05:30 PM				
Volume	8	450	12	470	1	0	24	25	9	378	9	396	30	0	11	41	
Peak Factor				0.917				0.840				0.912				0.555	

Turning Movement Count
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(813) 763-7763

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

File Name : us301&21st
Site Code : 00012029
Start Date : 02/28/2013
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Groups Printed- Passenger Vehicles

	US 301 Southbound				OVERPASS ROAD Westbound				US 301 Northbound				21ST AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	11	270	25	306	0	1	6	7	5	322	8	335	1	0	6	7	655
07:15 AM	12	317	9	338	2	0	9	11	8	336	12	356	5	0	2	7	712
07:30 AM	9	347	14	370	1	0	15	16	2	431	7	440	2	0	5	7	833
07:45 AM	8	343	11	362	2	0	5	7	6	395	11	412	4	0	4	8	789
Total	40	1277	59	1376	5	1	35	41	21	1484	38	1543	12	0	17	29	2989
08:00 AM	12	261	12	285	0	1	5	6	7	386	12	405	4	0	3	7	703
08:15 AM	8	232	9	249	0	0	8	8	3	386	12	401	9	0	4	13	671
08:30 AM	2	254	12	268	3	0	4	7	2	337	32	371	2	0	5	7	653
08:45 AM	11	255	11	277	2	0	3	5	3	333	3	339	6	0	3	9	630
Total	33	1002	44	1079	5	1	20	26	15	1442	59	1516	21	0	15	36	2657
*** BREAK ***																	
04:00 PM	7	303	11	321	8	0	17	25	3	306	2	311	7	0	6	13	670
04:15 PM	6	325	8	339	3	2	3	8	6	277	3	286	7	0	2	9	642
04:30 PM	1	344	9	354	2	0	16	18	7	317	8	332	9	0	0	9	713
04:45 PM	8	354	4	366	0	0	18	18	5	305	4	314	5	0	6	11	709
Total	22	1326	32	1380	13	2	54	69	21	1205	17	1243	28	0	14	42	2734
05:00 PM	8	442	11	461	2	0	15	17	8	369	8	385	11	0	6	17	880
05:15 PM	4	362	4	370	1	0	22	23	4	343	8	355	11	0	7	18	766
05:30 PM	4	421	7	432	2	0	14	16	5	304	9	318	29	0	11	40	806
05:45 PM	8	408	6	422	3	0	12	15	2	274	6	282	7	0	7	14	733
Total	24	1633	28	1685	8	0	63	71	19	1290	31	1340	58	0	31	89	3185
Grand Total	119	5238	163	5520	31	4	172	207	76	5421	145	5642	119	0	77	196	11565
Apprch %	2.2	94.9	3.0		15.0	1.9	83.1		1.3	96.1	2.6		60.7	0.0	39.3		
Total %	1.0	45.3	1.4	47.7	0.3	0.0	1.5	1.8	0.7	46.9	1.3	48.8	1.0	0.0	0.7	1.7	

	US 301 Southbound				OVERPASS ROAD Westbound				US 301 Northbound				21ST AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:15 AM																
Volume	41	1268	46	1355	5	1	34	40	23	1548	42	1613	15	0	14	29	3037
Percent	3.0	93.6	3.4		12.5	2.5	85.0		1.4	96.0	2.6		51.7	0.0	48.3		
07:30 Volume	9	347	14	370	1	0	15	16	2	431	7	440	2	0	5	7	833
Peak Factor																	0.911
High Int.	07:30 AM				07:30 AM				07:30 AM				07:45 AM				
Volume	9	347	14	370	1	0	15	16	2	431	7	440	4	0	4	8	
Peak Factor				0.916				0.625				0.916				0.906	

Turning Movement Count
Adams Traffic, Inc.
(813) 763-7763

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

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	US 301 Southbound				OVERPASS ROAD Westbound				US 301 Northbound				21ST AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
By Approach	07:00 AM				07:00 AM				07:30 AM				08:00 AM				
Volume	40	1277	59	1376	5	1	35	41	18	1598	42	1658	21	0	15	36	
Percent	2.9	92.8	4.3		12.2	2.4	85.4		1.1	96.4	2.5		58.3	0.0	41.7		
High Int.	07:30 AM				07:30 AM				07:30 AM				08:15 AM				
Volume	9	347	14	370	1	0	15	16	2	431	7	440	9	0	4	13	
Peak Factor				0.930				0.641				0.942				0.692	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	24	1633	28	1685	8	0	63	71	19	1290	31	1340	58	0	31	89	3185
Percent	1.4	96.9	1.7		11.3	0.0	88.7		1.4	96.3	2.3		65.2	0.0	34.8		
05:00 Volume	8	442	11	461	2	0	15	17	8	369	8	385	11	0	6	17	880
Peak Factor																	0.905
High Int.	05:00 PM				05:15 PM				05:00 PM				05:30 PM				
Volume	8	442	11	461	1	0	22	23	8	369	8	385	29	0	11	40	
Peak Factor				0.914				0.772				0.870				0.556	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
By Approach	05:00 PM				04:30 PM				04:30 PM				05:00 PM				
Volume	24	1633	28	1685	5	0	71	76	24	1334	28	1386	58	0	31	89	
Percent	1.4	96.9	1.7		6.6	0.0	93.4		1.7	96.2	2.0		65.2	0.0	34.8		
High Int.	05:00 PM				05:15 PM				05:00 PM				05:30 PM				
Volume	8	442	11	461	1	0	22	23	8	369	8	385	29	0	11	40	
Peak Factor				0.914				0.826				0.900				0.556	

Turning Movement Count
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Groups Printed- Heavy Vehicles

	US 301 Southbound				OVERPASS ROAD Westbound				US 301 Northbound				21ST AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	17	0	17	0	0	0	0	0	9	0	9	0	0	2	2	28
07:15 AM	1	19	1	21	0	0	0	0	1	20	2	23	0	0	1	1	45
07:30 AM	0	12	1	13	0	0	0	0	0	15	0	15	1	0	0	1	29
07:45 AM	0	9	3	12	0	0	1	1	2	21	3	26	0	0	0	0	39
Total	1	57	5	63	0	0	1	1	3	65	5	73	1	0	3	4	141
08:00 AM	0	17	1	18	0	0	2	2	1	12	1	14	1	0	3	4	38
08:15 AM	0	19	2	21	1	0	1	2	0	20	0	20	0	0	0	0	43
08:30 AM	0	21	2	23	0	0	1	1	1	22	4	27	2	0	2	4	55
08:45 AM	0	23	1	24	0	0	1	1	0	17	0	17	1	0	1	2	44
Total	0	80	6	86	1	0	5	6	2	71	5	78	4	0	6	10	180
*** BREAK ***																	
04:00 PM	0	18	0	18	0	0	0	0	2	17	2	21	1	0	1	2	41
04:15 PM	0	10	6	16	0	0	3	3	0	16	2	18	0	0	0	0	37
04:30 PM	0	14	0	14	0	0	1	1	0	17	0	17	1	0	0	1	33
04:45 PM	2	9	2	13	1	0	2	3	1	14	2	17	0	0	1	1	34
Total	2	51	8	61	1	0	6	7	3	64	6	73	2	0	2	4	145
05:00 PM	0	8	1	9	0	0	2	2	1	9	1	11	0	0	1	1	23
05:15 PM	0	7	0	7	0	0	2	2	0	11	2	13	0	0	0	0	22
05:30 PM	0	8	0	8	1	0	0	1	1	12	1	14	1	0	0	1	24
05:45 PM	0	10	0	10	0	0	0	0	1	17	1	19	0	0	0	0	29
Total	0	33	1	34	1	0	4	5	3	49	5	57	1	0	1	2	98
Grand Total	3	221	20	244	3	0	16	19	11	249	21	281	8	0	12	20	564
Apprch %	1.2	90.6	8.2		15.8	0.0	84.2		3.9	88.6	7.5		40.0	0.0	60.0		
Total %	0.5	39.2	3.5	43.3	0.5	0.0	2.8	3.4	2.0	44.1	3.7	49.8	1.4	0.0	2.1	3.5	

	US 301 Southbound				OVERPASS ROAD Westbound				US 301 Northbound				21ST AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	08:00 AM																
Volume	0	80	6	86	1	0	5	6	2	71	5	78	4	0	6	10	180
Percent	0.0	93.0	7.0		16.7	0.0	83.3		2.6	91.0	6.4		40.0	0.0	60.0		
08:30 Volume	0	21	2	23	0	0	1	1	1	22	4	27	2	0	2	4	55
Peak Factor																	0.818
High Int.	08:45 AM				08:00 AM				08:30 AM				08:00 AM				
Volume	0	23	1	24	0	0	2	2	1	22	4	27	1	0	3	4	
Peak Factor				0.896				0.750				0.722				0.625	

Turning Movement Count
Adams Traffic, Inc.
(813) 763-7763

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	US 301 Southbound				OVERPASS ROAD Westbound				US 301 Northbound				21ST AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
By Approach	08:00 AM				07:45 AM				07:45 AM				08:00 AM				
Volume	0	80	6	86	1	0	5	6	4	75	8	87	4	0	6	10	
Percent	0.0	93.0	7.0		16.7	0.0	83.3		4.6	86.2	9.2		40.0	0.0	60.0		
High Int.	08:45 AM				08:00 AM				08:30 AM				08:00 AM				
Volume	0	23	1	24	0	0	2	2	1	22	4	27	1	0	3	4	
Peak Factor				0.896				0.750				0.806				0.625	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:00 PM																
Volume	2	51	8	61	1	0	6	7	3	64	6	73	2	0	2	4	145
Percent	3.3	83.6	13.1		14.3	0.0	85.7		4.1	87.7	8.2		50.0	0.0	50.0		
04:00 Volume	0	18	0	18	0	0	0	0	2	17	2	21	1	0	1	2	41
Peak Factor																	0.884
High Int.	04:00 PM				04:15 PM				04:00 PM				04:00 PM				
Volume	0	18	0	18	0	0	3	3	2	17	2	21	1	0	1	2	
Peak Factor				0.847				0.583				0.869				0.500	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
By Approach	04:00 PM				04:15 PM				04:00 PM				04:00 PM				
Volume	2	51	8	61	1	0	8	9	3	64	6	73	2	0	2	4	
Percent	3.3	83.6	13.1		11.1	0.0	88.9		4.1	87.7	8.2		50.0	0.0	50.0		
High Int.	04:00 PM				04:15 PM				04:00 PM				04:00 PM				
Volume	0	18	0	18	0	0	3	3	2	17	2	21	1	0	1	2	
Peak Factor				0.847				0.750				0.869				0.500	

Turning Movement Count
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Groups Printed- U-Turns

	US 301 Southbound				OVERPASS ROAD Westbound				US 301 Northbound				21ST AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	0	0	2	0	0	0	0	1	0	0	1	0	0	0	0	3
07:15 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	3	0	0	3	0	0	0	0	1	0	0	1	0	0	0	0	4
Total	8	0	0	8	0	0	0	0	2	0	0	2	0	0	0	0	10
08:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	1	0	0	1	0	0	0	0	2	0	0	2	0	0	0	0	3
08:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	2	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	4
Total	5	0	0	5	0	0	0	0	4	0	0	4	0	0	0	0	9
*** BREAK ***																	
04:00 PM	5	0	0	5	0	0	0	0	3	0	0	3	0	0	0	0	8
04:15 PM	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
Total	10	0	0	10	0	0	0	0	4	0	0	4	0	0	0	0	14
*** BREAK ***																	
05:30 PM	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
05:45 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
Grand Total	28	0	0	28	0	0	0	0	10	0	0	10	0	0	0	0	38
Apprch %	100.0	0.0	0.0		0.0	0.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0		
Total %	73.7	0.0	0.0	73.7	0.0	0.0	0.0	0.0	26.3	0.0	0.0	26.3	0.0	0.0	0.0	0.0	

	US 301 Southbound				OVERPASS ROAD Westbound				US 301 Northbound				21ST AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:00 AM																
Volume	8	0	0	8	0	0	0	0	2	0	0	2	0	0	0	0	10
Percent	100.0	0.0	0.0		0.0	0.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0		
07:45 Volume	3	0	0	3	0	0	0	0	1	0	0	1	0	0	0	0	4
Peak Factor																	0.625
High Int.	07:45 AM				6:45:00 AM				07:00 AM				6:45:00 AM				
Volume	3	0	0	3	0	0	0	0	1	0	0	1					
Peak Factor				0.667								0.500					

Turning Movement Count
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	US 301 Southbound				OVERPASS ROAD Westbound				US 301 Northbound				21ST AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
By Approach	07:00 AM				07:00 AM				08:00 AM				07:00 AM				
Volume	8	0	0	8	0	0	0	0	4	0	0	4	0	0	0	0	
Percent	100.0	0.0	0.0		-	-	-		100.0	0.0	0.0		-	-	-		
High Int.	07:45 AM				-				08:15 AM				-				
Volume	3	0	0	3	-	-	-	-	2	0	0	2	-	-	-	-	
Peak Factor				0.667				-				0.500				-	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:00 PM																
Volume	10	0	0	10	0	0	0	0	4	0	0	4	0	0	0	0	14
Percent	100.0	0.0	0.0		0.0	0.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0		
04:00 Volume	5	0	0	5	0	0	0	0	3	0	0	3	0	0	0	0	8
Peak Factor																	0.438
High Int.	04:00 PM								04:00 PM								
Volume	5	0	0	5	0	0	0	0	3	0	0	3					
Peak Factor				0.500								0.333					
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
By Approach	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
Volume	10	0	0	10	0	0	0	0	4	0	0	4	0	0	0	0	
Percent	100.0	0.0	0.0		-	-	-		100.0	0.0	0.0		-	-	-		
High Int.	04:00 PM				-				04:00 PM				-				
Volume	5	0	0	5	-	-	-	-	3	0	0	3	-	-	-	-	
Peak Factor				0.500				-				0.333				-	

Adams Traffic, Inc.
P.O. Box 997
Plant City, FL 33564
Tel:(813) 763-7763 Fax:(813) 659-8688

Project No.: 12029

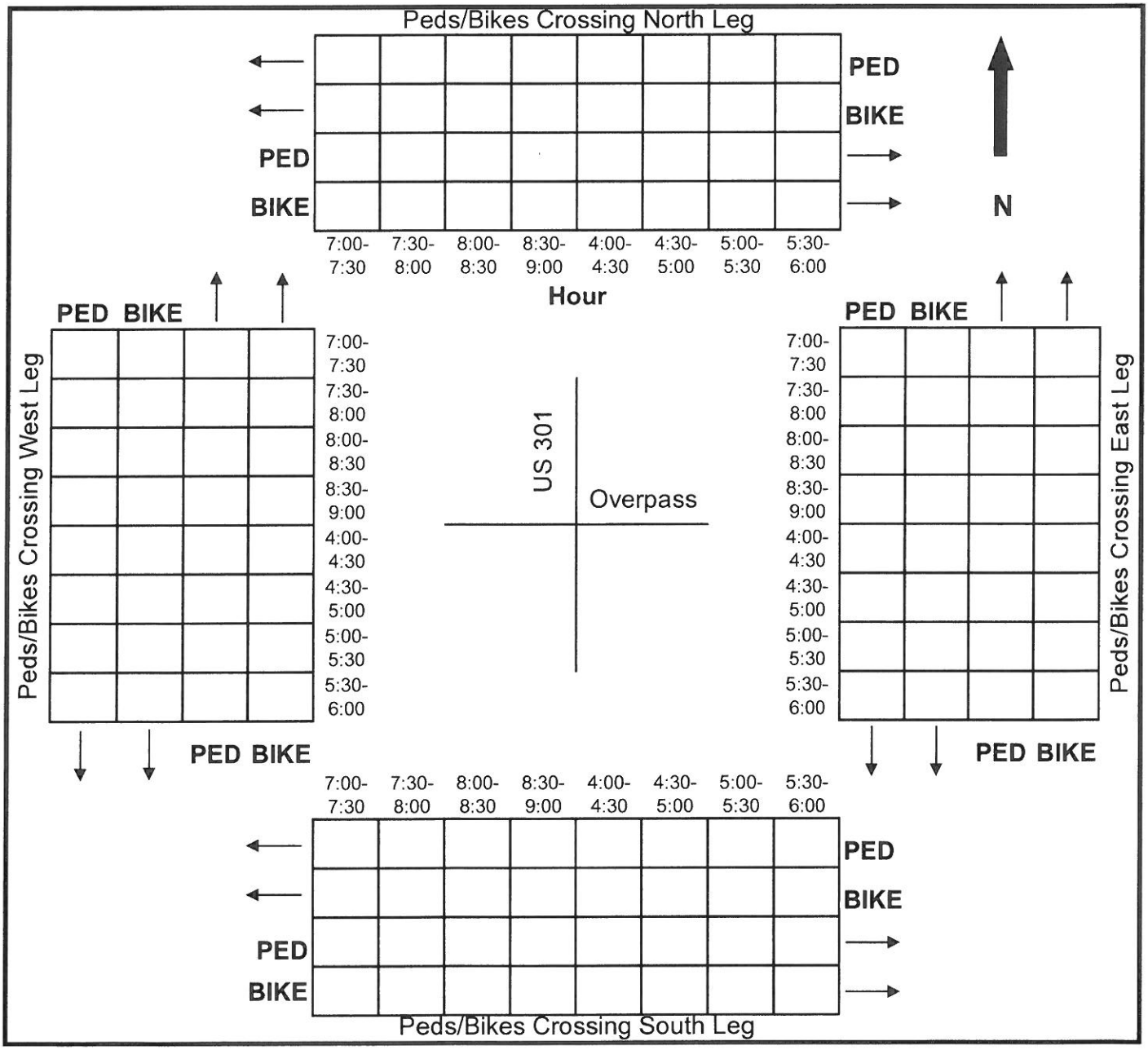
Pedestrian/Bicycle Count
Field Data Sheet

Date: 2/28/13 Day: Thursday

Count Times: 7-9am & 4-6pm Weather: Clear

Intersection: US 301 at 21st Avenue/Overpass Road

Comments: **NO PEDESTRIANS/BIKES DURING COUNT**



Adams Traffic, Inc.
P.O. Box 997
Plant City, FL 33564
Tel:(813) 763-7763 Fax:(813) 659-8688

Project No.: 12029

Turning Movement Count
Field Data Sheet

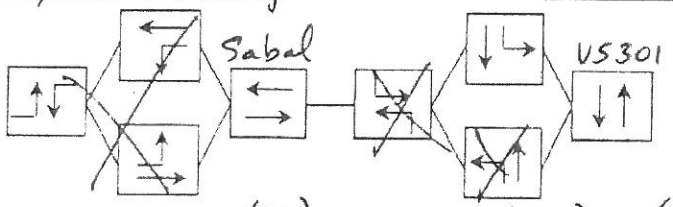
Date: 2/27/13 Count Times: 7-9AM & 4-6PM

Major Street: US 301 Direction: N-S Speed Limit: 50 mph

Minor Street: Sabal Industrial Boulevard Direction: E-W Speed Limit: 30 mph

City/County: Tampa / Hillsborough Weather: Clear

Phasing:



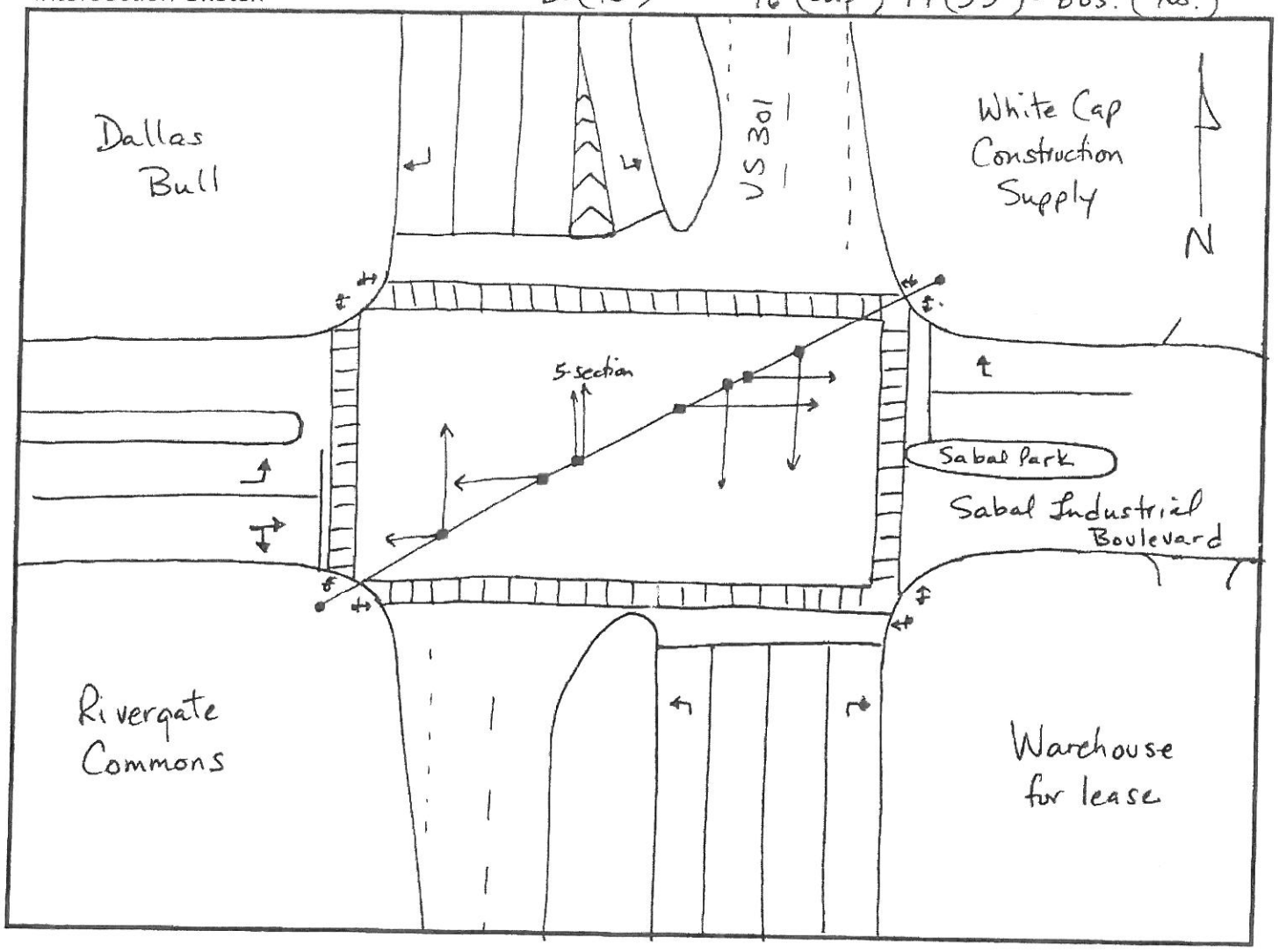
3 Cycles Measured:

Am(PM)

22(19)
17(24)
20(15)

skip(skip) 58(51) - 80s.(70s.)
19(skip) 44(46) - 80s.(70s.)
16(skip) 44(55) - 80s.(70s.)

Intersection Sketch



Turning Movement Count
Adams Traffic, Inc.
(813) 763-7763

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

File Name : us301&sabal
Site Code : 00012029
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Groups Printed- Passenger Vehicles - Heavy Vehicles - U-Turns

	US 301 Southbound					SABAL INDUSTRIAL BOULEVARD Westbound					US 301 Northbound					SABAL INDUSTRIAL 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
07:00 AM	16	363	1	0	380	11	0	2	3	16	1	295	27	7	330	1	0	0	0	1	727
07:15 AM	18	392	3	0	413	6	0	10	12	28	0	322	37	8	367	2	0	1	0	3	811
07:30 AM	14	432	3	0	449	14	0	7	8	29	1	354	52	9	416	0	1	0	0	1	895
07:45 AM	34	417	7	0	458	7	0	2	7	16	5	307	69	8	389	1	0	0	0	1	864
Total	82	1604	14	0	1700	38	0	21	30	89	7	1278	185	32	1502	4	1	1	0	6	3297
08:00 AM	27	332	5	2	366	11	0	8	13	32	3	281	43	11	338	0	0	0	0	0	736
08:15 AM	24	377	2	1	404	10	0	4	12	26	5	272	28	3	308	1	0	1	1	3	741
08:30 AM	19	347	5	1	372	13	0	1	9	23	8	363	25	3	399	0	1	0	0	1	795
08:45 AM	12	277	10	1	300	20	1	7	7	35	8	306	21	8	343	0	0	0	2	2	680
Total	82	1333	22	5	1442	54	1	20	41	116	24	1222	117	25	1388	1	1	1	3	6	2952
*** BREAK ***																					
04:00 PM	5	307	2	1	315	30	0	23	13	66	1	318	12	0	331	1	1	0	2	4	716
04:15 PM	13	330	1	0	344	16	0	6	12	34	8	254	3	2	267	1	0	1	3	5	650
04:30 PM	3	312	2	0	317	36	0	13	15	64	2	336	9	0	347	6	0	4	1	11	739
04:45 PM	15	376	1	0	392	32	0	21	8	61	1	358	5	6	370	5	1	2	2	10	833
Total	36	1325	6	1	1368	114	0	63	48	225	12	1266	29	8	1315	13	2	7	8	30	2938
05:00 PM	7	406	1	1	415	83	0	65	32	180	0	407	9	5	421	11	1	6	3	21	1037
05:15 PM	11	410	2	0	423	36	0	27	26	89	0	395	4	3	402	3	0	1	4	8	922
05:30 PM	7	413	2	0	422	42	0	42	17	101	0	360	10	3	373	2	0	3	0	5	901
05:45 PM	8	390	2	0	400	23	0	18	17	58	1	278	4	2	285	1	1	3	2	7	750
Total	33	1619	7	1	1660	184	0	152	92	428	1	1440	27	13	1481	17	2	13	9	41	3610
Grand Total	233	5881	49	7	6170	390	1	256	211	858	44	5206	358	78	5686	35	6	22	20	83	12797
Apprch %	3.8	95.3	0.8	0.1		45.5	0.1	29.8	24.6		0.8	91.6	6.3	1.4		42.2	7.2	26.5	24.1		
Total %	1.8	46.0	0.4	0.1	48.2	3.0	0.0	2.0	1.6	6.7	0.3	40.7	2.8	0.6	44.4	0.3	0.0	0.2	0.2	0.6	

	US 301 Southbound					SABAL INDUSTRIAL BOULEVARD Westbound					US 301 Northbound					SABAL INDUSTRIAL 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 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	07:15 AM																				
Volume	93	1573	18	2	1686	38	0	27	40	105	9	1264	201	36	1510	3	1	1	0	5	3306
Percent	5.5	93.3	1.1	0.1		36.2	0.0	25.7	38.1		0.6	83.7	13.3	2.4		60.0	20.0	20.0	0.0		
07:30 Volume	14	432	3	0	449	14	0	7	8	29	1	354	52	9	416	0	1	0	0	1	895
Peak Factor																					0.923
High Int.	07:45 AM					08:00 AM					07:30 AM					07:15 AM					
Volume	34	417	7	0	458	11	0	8	13	32	1	354	52	9	416	2	0	1	0	3	
Peak Factor					0.920					0.820					0.907					0.417	

Turning Movement Count
Adams Traffic, Inc.
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City/County: Tampa/Hillsborough
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	US 301 Southbound					SABAL INDUSTRIAL BOULEVARD Westbound					US 301 Northbound					SABAL INDUSTRIAL 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 07:00 AM to 08:45 AM - Peak 1 of 1																					
By Approach	07:00 AM					08:00 AM					07:15 AM					07:00 AM					
Volume	82	1604	14	0	1700	54	1	20	41	116	9	1264	201	36	1510	4	1	1	0	6	
Percent	4.8	94.4	0.8	0.0		46.6	0.9	17.2	35.3		0.6	83.7	13.3	2.4		66.7	16.7	16.7	0.0		
High Int.	07:45 AM					08:45 AM					07:30 AM					07:15 AM					
Volume	34	417	7	0	458	20	1	7	7	35	1	354	52	9	416	2	0	1	0	3	
Peak Factor					0.928					0.829					0.907					0.500	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:45 PM																				
Volume	40	1605	6	1	1652	193	0	155	83	431	1	1520	28	17	1566	21	2	12	9	44	3693
Percent	2.4	97.2	0.4	0.1		44.8	0.0	36.0	19.3		0.1	97.1	1.8	1.1		47.7	4.5	27.3	20.5		
05:00 Volume	7	406	1	1	415	83	0	65	32	180	0	407	9	5	421	11	1	6	3	21	1037
Peak Factor																					0.890
High Int.	05:15 PM					05:00 PM					05:00 PM					05:00 PM					
Volume	11	410	2	0	423	83	0	65	32	180	0	407	9	5	421	11	1	6	3	21	
Peak Factor					0.976					0.599					0.930					0.524	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
By Approach	05:00 PM					04:45 PM					04:45 PM					04:30 PM					
Volume	33	1619	7	1	1660	193	0	155	83	431	1	1520	28	17	1566	25	2	13	10	50	
Percent	2.0	97.5	0.4	0.1		44.8	0.0	36.0	19.3		0.1	97.1	1.8	1.1		50.0	4.0	26.0	20.0		
High Int.	05:15 PM					05:00 PM					05:00 PM					05:00 PM					
Volume	11	410	2	0	423	83	0	65	32	180	0	407	9	5	421	11	1	6	3	21	
Peak Factor					0.981					0.599					0.930					0.595	

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City/County: Tampa/Hillsborough
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Groups Printed- Passenger Vehicles

	US 301 Southbound					SABAL INDUSTRIAL BOULEVARD Westbound					US 301 Northbound					SABAL INDUSTRIAL 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
07:00 AM	15	345	1	0	361	6	0	1	2	9	1	281	25	6	313	1	0	0	0	1	684
07:15 AM	17	375	2	0	394	3	0	5	8	16	0	314	36	8	358	1	0	1	0	2	770
07:30 AM	13	407	3	0	423	9	0	4	5	18	1	332	52	9	394	0	1	0	0	1	836
07:45 AM	28	396	7	0	431	7	0	0	4	11	5	287	65	8	365	1	0	0	0	1	808
Total	73	1523	13	0	1609	25	0	10	19	54	7	1214	178	31	1430	3	1	1	0	5	3098
08:00 AM	24	299	5	2	330	7	0	6	9	22	2	259	41	11	313	0	0	0	0	0	665
08:15 AM	21	347	2	1	371	10	0	3	11	24	5	251	25	3	284	1	0	1	1	3	682
08:30 AM	14	326	5	1	346	12	0	0	7	19	8	335	23	2	368	0	1	0	0	1	734
08:45 AM	11	254	10	1	276	16	1	6	4	27	7	282	20	8	317	0	0	0	2	2	622
Total	70	1226	22	5	1323	45	1	15	31	92	22	1127	109	24	1282	1	1	1	3	6	2703
*** BREAK ***																					
04:00 PM	5	289	2	1	297	29	0	22	13	64	1	298	10	0	309	1	1	0	2	4	674
04:15 PM	12	315	1	0	328	15	0	6	10	31	6	239	2	2	249	1	0	1	3	5	613
04:30 PM	1	293	2	0	296	34	0	11	14	59	0	318	7	0	325	6	0	4	1	11	691
04:45 PM	10	368	1	0	379	31	0	19	8	58	1	350	4	4	359	4	1	2	2	9	805
Total	28	1265	6	1	1300	109	0	58	45	212	8	1205	23	6	1242	12	2	7	8	29	2783
05:00 PM	6	393	1	1	401	81	0	62	32	175	0	390	9	3	402	11	1	6	3	21	999
05:15 PM	6	397	2	0	405	35	0	27	25	87	0	387	4	2	393	3	0	1	4	8	893
05:30 PM	6	405	2	0	413	39	0	38	16	93	0	350	8	3	361	2	0	3	0	5	872
05:45 PM	4	379	1	0	384	23	0	16	16	55	1	273	4	2	280	1	1	3	2	7	726
Total	22	1574	6	1	1603	178	0	143	89	410	1	1400	25	10	1436	17	2	13	9	41	3490
Grand Total	193	5588	47	7	5835	357	1	226	184	768	38	4946	335	71	5390	33	6	22	20	81	12074
Apprch %	3.3	95.8	0.8	0.1		46.5	0.1	29.4	24.0		0.7	91.8	6.2	1.3		40.7	7.4	27.2	24.7		
Total %	1.6	46.3	0.4	0.1	48.3	3.0	0.0	1.9	1.5	6.4	0.3	41.0	2.8	0.6	44.6	0.3	0.0	0.2	0.2	0.7	

	US 301 Southbound					SABAL INDUSTRIAL BOULEVARD Westbound					US 301 Northbound					SABAL INDUSTRIAL 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 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	07:00 AM																				
Volume	73	1523	13	0	1609	25	0	10	19	54	7	1214	178	31	1430	3	1	1	0	5	3098
Percent	4.5	94.7	0.8	0.0		46.3	0.0	18.5	35.2		0.5	84.9	12.4	2.2		60.0	20.0	20.0	0.0		
07:30 Volume	13	407	3	0	423	9	0	4	5	18	1	332	52	9	394	0	1	0	0	1	836
Peak Factor																					0.926
High Int.	07:45 AM					07:30 AM					07:30 AM					07:15 AM					
Volume	28	396	7	0	431	9	0	4	5	18	1	332	52	9	394	1	0	1	0	2	
Peak Factor					0.933					0.750					0.907					0.625	

Turning Movement Count
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	US 301 Southbound					SABAL INDUSTRIAL BOULEVARD Westbound					US 301 Northbound					SABAL INDUSTRIAL 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 07:00 AM to 08:45 AM - Peak 1 of 1																					
By Approach	07:00 AM					08:00 AM					07:00 AM					08:00 AM					
Volume	73	1523	13	0	1609	45	1	15	31	92	7	1214	178	31	1430	1	1	1	3	6	
Percent	4.5	94.7	0.8	0.0		48.9	1.1	16.3	33.7		0.5	84.9	12.4	2.2		16.7	16.7	16.7	50.0		
High Int.	07:45 AM					08:45 AM					07:30 AM					08:15 AM					
Volume	28	396	7	0	431	16	1	6	4	27	1	332	52	9	394	1	0	1	1	3	
Peak Factor					0.933					0.852					0.907					0.500	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:45 PM																				
Volume	28	1563	6	1	1598	186	0	146	81	413	1	1477	25	12	1515	20	2	12	9	43	3569
Percent	1.8	97.8	0.4	0.1		45.0	0.0	35.4	19.6		0.1	97.5	1.7	0.8		46.5	4.7	27.9	20.9		
05:00 Volume	6	393	1	1	401	81	0	62	32	175	0	390	9	3	402	11	1	6	3	21	999
Peak Factor																					0.893
High Int.	05:30 PM					05:00 PM					05:00 PM					05:00 PM					
Volume	6	405	2	0	413	81	0	62	32	175	0	390	9	3	402	11	1	6	3	21	
Peak Factor					0.967					0.590					0.942					0.512	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
By Approach	05:00 PM					04:45 PM					04:45 PM					04:30 PM					
Volume	22	1574	6	1	1603	186	0	146	81	413	1	1477	25	12	1515	24	2	13	10	49	
Percent	1.4	98.2	0.4	0.1		45.0	0.0	35.4	19.6		0.1	97.5	1.7	0.8		49.0	4.1	26.5	20.4		
High Int.	05:30 PM					05:00 PM					05:00 PM					05:00 PM					
Volume	6	405	2	0	413	81	0	62	32	175	0	390	9	3	402	11	1	6	3	21	
Peak Factor					0.970					0.590					0.942					0.583	

Turning Movement Count
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Groups Printed- Heavy Vehicles

	US 301 Southbound					SABAL INDUSTRIAL BOULEVARD Westbound					US 301 Northbound					SABAL INDUSTRIAL 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
07:00 AM	1	18	0	0	19	5	0	1	1	7	0	14	2	1	17	0	0	0	0	0	43
07:15 AM	1	17	1	0	19	3	0	5	4	12	0	8	1	0	9	1	0	0	0	1	41
07:30 AM	1	25	0	0	26	5	0	3	3	11	0	22	0	0	22	0	0	0	0	0	59
07:45 AM	6	21	0	0	27	0	0	2	3	5	0	20	4	0	24	0	0	0	0	0	56
Total	9	81	1	0	91	13	0	11	11	35	0	64	7	1	72	1	0	0	0	1	199
08:00 AM	2	33	0	0	35	4	0	2	4	10	0	22	2	0	24	0	0	0	0	0	69
08:15 AM	3	30	0	0	33	0	0	1	1	2	0	21	3	0	24	0	0	0	0	0	59
08:30 AM	5	21	0	0	26	1	0	1	2	4	0	28	2	1	31	0	0	0	0	0	61
08:45 AM	1	23	0	0	24	4	0	1	3	8	0	24	1	0	25	0	0	0	0	0	57
Total	11	107	0	0	118	9	0	5	10	24	0	95	8	1	104	0	0	0	0	0	246
*** BREAK ***																					
04:00 PM	0	18	0	0	18	1	0	1	0	2	0	20	2	0	22	0	0	0	0	0	42
04:15 PM	1	15	0	0	16	1	0	0	2	3	0	15	1	0	16	0	0	0	0	0	35
04:30 PM	2	19	0	0	21	2	0	2	1	5	1	18	2	0	21	0	0	0	0	0	47
04:45 PM	3	8	0	0	11	1	0	2	0	3	0	8	1	2	11	1	0	0	0	1	26
Total	6	60	0	0	66	5	0	5	3	13	1	61	6	2	70	1	0	0	0	1	150
05:00 PM	1	13	0	0	14	2	0	3	0	5	0	17	0	2	19	0	0	0	0	0	38
05:15 PM	5	13	0	0	18	1	0	0	1	2	0	8	0	1	9	0	0	0	0	0	29
05:30 PM	1	8	0	0	9	3	0	4	1	8	0	10	2	0	12	0	0	0	0	0	29
05:45 PM	4	11	1	0	16	0	0	2	1	3	0	5	0	0	5	0	0	0	0	0	24
Total	11	45	1	0	57	6	0	9	3	18	0	40	2	3	45	0	0	0	0	0	120
Grand Total	37	293	2	0	332	33	0	30	27	90	1	260	23	7	291	2	0	0	0	2	715
Apprch %	11.1	88.3	0.6	0.0		36.7	0.0	33.3	30.0		0.3	89.3	7.9	2.4		100.0	0.0	0.0	0.0		
Total %	5.2	41.0	0.3	0.0	46.4	4.6	0.0	4.2	3.8	12.6	0.1	36.4	3.2	1.0	40.7	0.3	0.0	0.0	0.0	0.3	

	US 301 Southbound					SABAL INDUSTRIAL BOULEVARD Westbound					US 301 Northbound					SABAL INDUSTRIAL 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 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	08:00 AM																				
Volume	11	107	0	0	118	9	0	5	10	24	0	95	8	1	104	0	0	0	0	0	246
Percent	9.3	90.7	0.0	0.0		37.5	0.0	20.8	41.7		0.0	91.3	7.7	1.0		0.0	0.0	0.0	0.0		
08:00 Volume	2	33	0	0	35	4	0	2	4	10	0	22	2	0	24	0	0	0	0	0	69
Peak Factor																					0.891
High Int.	08:00 AM					08:00 AM					08:30 AM					6:45:00 AM					
Volume	2	33	0	0	35	4	0	2	4	10	0	28	2	1	31						
Peak Factor					0.843					0.600					0.839						

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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																					
By Approach	07:30 AM					07:15 AM					08:00 AM					07:00 AM					
Volume	12	109	0	0	121	12	0	12	14	38	0	95	8	1	104	1	0	0	0	1	
Percent	9.9	90.1	0.0	0.0		31.6	0.0	31.6	36.8		0.0	91.3	7.7	1.0		100.0	0.0	0.0	0.0		
High Int.	08:00 AM					07:15 AM					08:30 AM					07:15 AM					
Volume	2	33	0	0	35	3	0	5	4	12	0	28	2	1	31	1	0	0	0	1	
Peak Factor					0.864					0.792					0.839					0.250	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:00 PM																				
Volume	6	60	0	0	66	5	0	5	3	13	1	61	6	2	70	1	0	0	0	1	150
Percent	9.1	90.9	0.0	0.0		38.5	0.0	38.5	23.1		1.4	87.1	8.6	2.9		100.0	0.0	0.0	0.0		
04:30 Volume	2	19	0	0	21	2	0	2	1	5	1	18	2	0	21	0	0	0	0	0	47
Peak Factor																					0.798
High Int.	04:30 PM					04:30 PM					04:00 PM					04:45 PM					
Volume	2	19	0	0	21	2	0	2	1	5	0	20	2	0	22	1	0	0	0	1	
Peak Factor					0.786					0.650					0.795					0.250	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
By Approach	04:00 PM					04:45 PM					04:00 PM					04:00 PM					
Volume	6	60	0	0	66	7	0	9	2	18	1	61	6	2	70	1	0	0	0	1	
Percent	9.1	90.9	0.0	0.0		38.9	0.0	50.0	11.1		1.4	87.1	8.6	2.9		100.0	0.0	0.0	0.0		
High Int.	04:30 PM					05:30 PM					04:00 PM					04:45 PM					
Volume	2	19	0	0	21	3	0	4	1	8	0	20	2	0	22	1	0	0	0	1	
Peak Factor					0.786					0.563					0.795					0.250	

Turning Movement Count
Adams Traffic, Inc.
(813) 763-7763

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

File Name : us301&sabal
Site Code : 00012029
Start Date : 02/27/2013
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Groups Printed- U-Turns

	US 301 Southbound					SABAL INDUSTRIAL BOULEVARD Westbound					US 301 Northbound					SABAL INDUSTRIAL 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
*** BREAK ***																					
08:00 AM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
*** BREAK ***																					
08:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3
*** BREAK ***																					
04:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
04:45 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	2	0	0	0	2	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	5
*** BREAK ***																					
Grand Total	3	0	0	0	3	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	8
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 %	37.5	0.0	0.0	0.0	37.5	0.0	0.0	0.0	0.0	0.0	62.5	0.0	0.0	0.0	62.5	0.0	0.0	0.0	0.0	0.0	

	US 301 Southbound					SABAL INDUSTRIAL BOULEVARD Westbound					US 301 Northbound					SABAL INDUSTRIAL 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 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	08:00 AM																				
Volume	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3
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		
08:00 Volume	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
Peak Factor																					0.375
High Int.	08:00 AM					6:45:00 AM					08:00 AM					6:45:00 AM					
Volume	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1						
Peak Factor					0.250										0.500						
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
By Approach	07:15 AM					07:00 AM					08:00 AM					07:00 AM					
Volume	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	
Percent	100.0	0.0	0.0	0.0		-	-	-	-		100.0	0.0	0.0	0.0		-	-	-	-		
High Int.	08:00 AM					-					08:00 AM					-					
Volume	1	0	0	0	1	-	-	-	-	-	1	0	0	0	1	-	-	-	-	-	
Peak Factor					0.250					-					0.500					-	

Turning Movement Count
Adams Traffic, Inc.
(813) 763-7763

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

File Name : us301&sabal
Site Code : 00012029
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	US 301 Southbound					SABAL INDUSTRIAL BOULEVARD Westbound					US 301 Northbound					SABAL INDUSTRIAL 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	2	0	0	0	2	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	5
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	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Peak Factor																					0.625
High Int.	04:45 PM										04:15 PM										
Volume	2	0	0	0	2	0	0	0	0	0	2	0	0	0	2						
Peak Factor					0.250										0.375						
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
By Approach	04:00 PM					04:00 PM					04:00 PM					04:00 PM					
Volume	2	0	0	0	2	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	
Percent	100.0	0.0	0.0	0.0		-	-	-	-		100.0	0.0	0.0	0.0		-	-	-	-		
High Int.	04:45 PM					-					04:15 PM					-					
Volume	2	0	0	0	2	-	-	-	-	-	2	0	0	0	2	-	-	-	-	-	
Peak Factor					0.250					-					0.375					-	

Adams Traffic, Inc.
P.O. Box 997
Plant City, FL 33564
Tel:(813) 763-7763 Fax:(813) 659-8688

Project No.: 12029

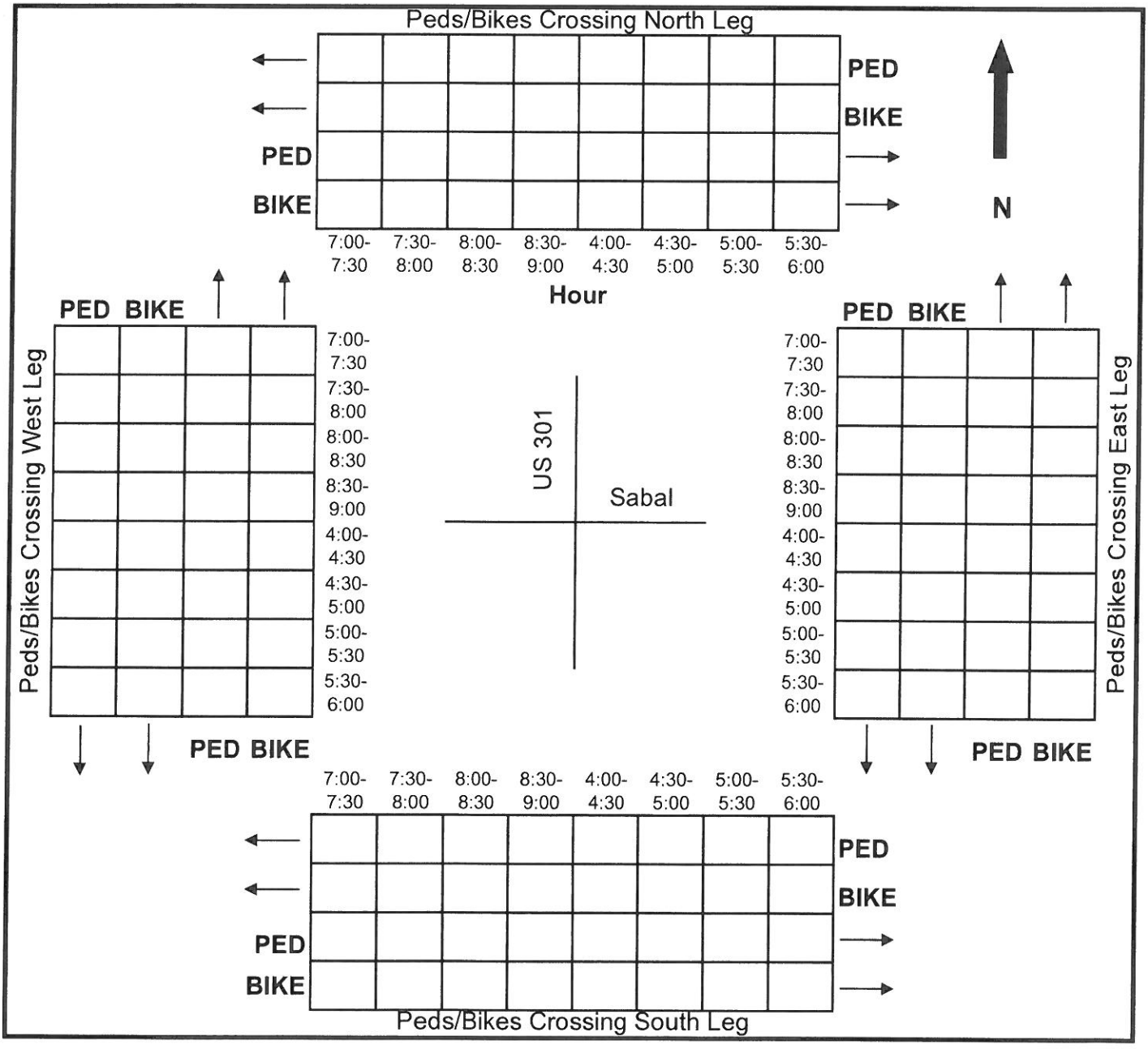
Pedestrian/Bicycle Count
Field Data Sheet

Date: 2/27/13 Day: Wednesday

Count Times: 7-9am & 4-6pm Weather: Clear

Intersection: US 301 at Sabal Industrial Boulevard

Comments: **NO PEDESTRIANS/BIKES DURING COUNT**



Adams Traffic, Inc.
P.O. Box 997
Plant City, FL 33564
Tel:(813) 763-7763 Fax:(813) 659-8688

Project No.: 12029

Turning Movement Count
Field Data Sheet

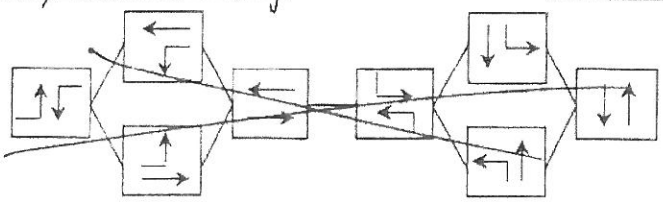
Date: 2/28/13 Count Times: 7-9AM & 4-6PM

Major Street: US 301 Direction: N-S Speed Limit: 50 mph

Minor Street: 27th Avenue Direction: E-W Speed Limit: NOT POSTED mph

City/County: Tampa / Hillsborough Weather: Clear

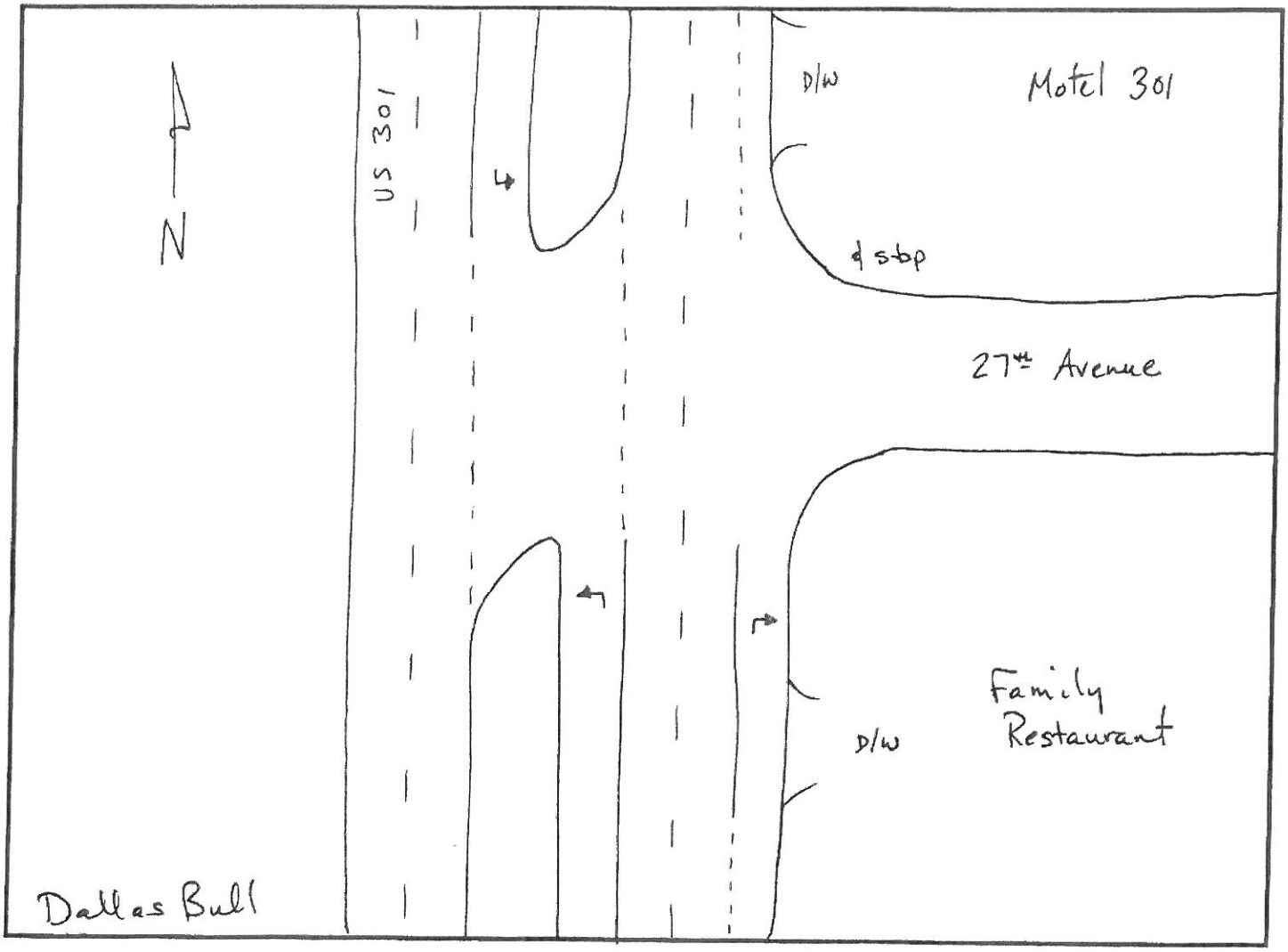
Phasing:



3 Cycles Measured:

Unsignalized

Intersection Sketch



Turning Movement Count
Adams Traffic, Inc.
(813) 763-7763

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

File Name : us301&27th
Site Code : 00012029
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Groups Printed- Passenger Vehicles - Heavy Vehicles - U-Turns

	US 301 Southbound				27TH AVENUE Westbound				US 301 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	336	0	337	5	0	3	8	0	326	0	326	671
07:15 AM	7	391	0	398	9	0	2	11	0	336	1	337	746
07:30 AM	7	402	0	409	5	0	4	9	1	407	2	410	828
07:45 AM	2	397	0	399	6	0	2	8	0	384	1	385	792
Total	17	1526	0	1543	25	0	11	36	1	1453	4	1458	3037
08:00 AM	1	311	0	312	7	0	0	7	1	371	1	373	692
08:15 AM	2	278	0	280	0	0	4	4	0	375	1	376	660
08:30 AM	11	331	0	342	2	0	1	3	2	396	3	401	746
08:45 AM	1	299	0	300	3	0	5	8	0	339	1	340	648
Total	15	1219	0	1234	12	0	10	22	3	1481	6	1490	2746
*** BREAK ***													
04:00 PM	1	327	0	328	2	0	0	2	0	393	3	396	726
04:15 PM	0	332	0	332	3	0	0	3	0	322	2	324	659
04:30 PM	0	342	0	342	0	0	1	1	1	382	1	384	727
04:45 PM	4	363	0	367	1	0	3	4	0	400	2	402	773
Total	5	1364	0	1369	6	0	4	10	1	1497	8	1506	2885
05:00 PM	6	404	0	410	2	0	1	3	0	483	4	487	900
05:15 PM	3	362	0	365	1	0	1	2	0	455	1	456	823
05:30 PM	3	413	0	416	0	0	0	0	0	416	0	416	832
05:45 PM	6	415	0	421	2	0	4	6	0	333	6	339	766
Total	18	1594	0	1612	5	0	6	11	0	1687	11	1698	3321
Grand Total	55	5703	0	5758	48	0	31	79	5	6118	29	6152	11989
Apprch %	1.0	99.0	0.0		60.8	0.0	39.2		0.1	99.4	0.5		
Total %	0.5	47.6	0.0	48.0	0.4	0.0	0.3	0.7	0.0	51.0	0.2	51.3	

	US 301 Southbound				27TH AVENUE Westbound				US 301 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1													
Intersection	07:15 AM												
Volume	17	1501	0	1518	27	0	8	35	2	1498	5	1505	3058
Percent	1.1	98.9	0.0		77.1	0.0	22.9		0.1	99.5	0.3		
07:30 Volume	7	402	0	409	5	0	4	9	1	407	2	410	828
Peak Factor													0.923
High Int.	07:30 AM				07:15 AM				07:30 AM				
Volume	7	402	0	409	9	0	2	11	1	407	2	410	
Peak Factor				0.928				0.795				0.918	

Turning Movement Count
Adams Traffic, Inc.
(813) 763-7763

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

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	US 301 Southbound				27TH AVENUE Westbound				US 301 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1													
By Approach	07:00 AM				07:00 AM				07:30 AM				
Volume	17	1526	0	1543	25	0	11	36	2	1537	5	1544	
Percent	1.1	98.9	0.0		69.4	0.0	30.6		0.1	99.5	0.3		
High Int.	07:30 AM				07:15 AM				07:30 AM				
Volume	7	402	0	409	9	0	2	11	1	407	2	410	
Peak Factor				0.943				0.818				0.941	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1													
Intersection	04:45 PM												
Volume	16	1542	0	1558	4	0	5	9	0	1754	7	1761	3328
Percent	1.0	99.0	0.0		44.4	0.0	55.6		0.0	99.6	0.4		
05:00 Volume	6	404	0	410	2	0	1	3	0	483	4	487	900
Peak Factor													0.924
High Int.	05:30 PM				04:45 PM				05:00 PM				
Volume	3	413	0	416	1	0	3	4	0	483	4	487	
Peak Factor				0.936				0.563				0.904	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1													
By Approach	05:00 PM				04:15 PM				04:45 PM				
Volume	18	1594	0	1612	6	0	5	11	0	1754	7	1761	
Percent	1.1	98.9	0.0		54.5	0.0	45.5		0.0	99.6	0.4		
High Int.	05:45 PM				04:45 PM				05:00 PM				
Volume	6	415	0	421	1	0	3	4	0	483	4	487	
Peak Factor				0.957				0.688				0.904	

Turning Movement Count
Adams Traffic, Inc.
(813) 763-7763

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

File Name : us301&27th
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Groups Printed- Passenger Vehicles

	US 301 Southbound				27TH AVENUE Westbound				US 301 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	315	0	316	4	0	3	7	0	314	0	314	637
07:15 AM	5	367	0	372	9	0	1	10	0	312	1	313	695
07:30 AM	6	387	0	393	4	0	3	7	0	387	1	388	788
07:45 AM	2	379	0	381	6	0	2	8	0	352	1	353	742
Total	14	1448	0	1462	23	0	9	32	0	1365	3	1368	2862
08:00 AM	1	287	0	288	7	0	0	7	0	345	1	346	641
08:15 AM	2	254	0	256	0	0	4	4	0	348	1	349	609
08:30 AM	9	302	0	311	2	0	1	3	0	363	3	366	680
08:45 AM	1	278	0	279	3	0	5	8	0	318	1	319	606
Total	13	1121	0	1134	12	0	10	22	0	1374	6	1380	2536
*** BREAK ***													
04:00 PM	1	305	0	306	2	0	0	2	0	375	3	378	686
04:15 PM	0	312	0	312	3	0	0	3	0	304	2	306	621
04:30 PM	0	321	0	321	0	0	1	1	0	363	1	364	686
04:45 PM	3	348	0	351	1	0	3	4	0	382	2	384	739
Total	4	1286	0	1290	6	0	4	10	0	1424	8	1432	2732
05:00 PM	5	394	0	399	2	0	1	3	0	467	4	471	873
05:15 PM	2	354	0	356	1	0	1	2	0	443	1	444	802
05:30 PM	1	399	0	400	0	0	0	0	0	402	0	402	802
05:45 PM	6	403	0	409	2	0	4	6	0	315	6	321	736
Total	14	1550	0	1564	5	0	6	11	0	1627	11	1638	3213
Grand Total	45	5405	0	5450	46	0	29	75	0	5790	28	5818	11343
Apprch %	0.8	99.2	0.0		61.3	0.0	38.7		0.0	99.5	0.5		
Total %	0.4	47.7	0.0	48.0	0.4	0.0	0.3	0.7	0.0	51.0	0.2	51.3	

	US 301 Southbound				27TH AVENUE Westbound				US 301 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1													
Intersection	07:15 AM												
Volume	14	1420	0	1434	26	0	6	32	0	1396	4	1400	2866
Percent	1.0	99.0	0.0		81.3	0.0	18.8		0.0	99.7	0.3		
07:30 Volume	6	387	0	393	4	0	3	7	0	387	1	388	788
Peak Factor													0.909
High Int.	07:30 AM				07:15 AM				07:30 AM				
Volume	6	387	0	393	9	0	1	10	0	387	1	388	
Peak Factor				0.912				0.800				0.902	

Turning Movement Count
Adams Traffic, Inc.
(813) 763-7763

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

File Name : us301&27th
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	US 301 Southbound				27TH AVENUE Westbound				US 301 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1													
By Approach	07:00 AM				07:00 AM				07:30 AM				
Volume	14	1448	0	1462	23	0	9	32	0	1432	4	1436	
Percent	1.0	99.0	0.0		71.9	0.0	28.1		0.0	99.7	0.3		
High Int.	07:30 AM				07:15 AM				07:30 AM				
Volume	6	387	0	393	9	0	1	10	0	387	1	388	
Peak Factor				0.930				0.800				0.925	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1													
Intersection	04:45 PM												
Volume	11	1495	0	1506	4	0	5	9	0	1694	7	1701	3216
Percent	0.7	99.3	0.0		44.4	0.0	55.6		0.0	99.6	0.4		
05:00 Volume	5	394	0	399	2	0	1	3	0	467	4	471	873
Peak Factor													0.921
High Int.	05:30 PM				04:45 PM				05:00 PM				
Volume	1	399	0	400	1	0	3	4	0	467	4	471	
Peak Factor				0.941				0.563				0.903	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1													
By Approach	05:00 PM				04:15 PM				04:45 PM				
Volume	14	1550	0	1564	6	0	5	11	0	1694	7	1701	
Percent	0.9	99.1	0.0		54.5	0.0	45.5		0.0	99.6	0.4		
High Int.	05:45 PM				04:45 PM				05:00 PM				
Volume	6	403	0	409	1	0	3	4	0	467	4	471	
Peak Factor				0.956				0.688				0.903	

Turning Movement Count
Adams Traffic, Inc.
(813) 763-7763

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

File Name : us301&27th
Site Code : 00012029
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Groups Printed- Heavy Vehicles

	US 301 Southbound				27TH AVENUE Westbound				US 301 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	21	0	21	1	0	0	1	0	12	0	12	34
07:15 AM	1	24	0	25	0	0	1	1	0	24	0	24	50
07:30 AM	0	15	0	15	1	0	1	2	0	20	1	21	38
07:45 AM	0	18	0	18	0	0	0	0	0	32	0	32	50
Total	1	78	0	79	2	0	2	4	0	88	1	89	172
08:00 AM	0	24	0	24	0	0	0	0	0	26	0	26	50
08:15 AM	0	24	0	24	0	0	0	0	0	27	0	27	51
08:30 AM	1	29	0	30	0	0	0	0	0	33	0	33	63
08:45 AM	0	21	0	21	0	0	0	0	0	21	0	21	42
Total	1	98	0	99	0	0	0	0	0	107	0	107	206
*** BREAK ***													
04:00 PM	0	22	0	22	0	0	0	0	0	18	0	18	40
04:15 PM	0	20	0	20	0	0	0	0	0	18	0	18	38
04:30 PM	0	21	0	21	0	0	0	0	0	19	0	19	40
04:45 PM	1	15	0	16	0	0	0	0	0	18	0	18	34
Total	1	78	0	79	0	0	0	0	0	73	0	73	152
05:00 PM	0	10	0	10	0	0	0	0	0	16	0	16	26
05:15 PM	0	8	0	8	0	0	0	0	0	12	0	12	20
05:30 PM	0	14	0	14	0	0	0	0	0	14	0	14	28
05:45 PM	0	12	0	12	0	0	0	0	0	18	0	18	30
Total	0	44	0	44	0	0	0	0	0	60	0	60	104
Grand Total	3	298	0	301	2	0	2	4	0	328	1	329	634
Apprch %	1.0	99.0	0.0		50.0	0.0	50.0		0.0	99.7	0.3		
Total %	0.5	47.0	0.0	47.5	0.3	0.0	0.3	0.6	0.0	51.7	0.2	51.9	

	US 301 Southbound				27TH AVENUE Westbound				US 301 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1													
Intersection	07:45 AM												
Volume	1	95	0	96	0	0	0	0	0	118	0	118	214
Percent	1.0	99.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
08:30 Volume	1	29	0	30	0	0	0	0	0	33	0	33	63
Peak Factor													0.849
High Int.	08:30 AM				6:45:00 AM				08:30 AM				
Volume	1	29	0	30	0	0	0	0	0	33	0	33	
Peak Factor				0.800								0.894	

Turning Movement Count
Adams Traffic, Inc.
(813) 763-7763

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

File Name : us301&27th
Site Code : 00012029
Start Date : 02/28/2013
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	US 301 Southbound				27TH AVENUE Westbound				US 301 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1													
By Approach	08:00 AM				07:00 AM				07:45 AM				
Volume	1	98	0	99	2	0	2	4	0	118	0	118	
Percent	1.0	99.0	0.0		50.0	0.0	50.0		0.0	100.0	0.0		
High Int.	08:30 AM				07:30 AM				08:30 AM				
Volume	1	29	0	30	1	0	1	2	0	33	0	33	
Peak Factor				0.825				0.500				0.894	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1													
Intersection	04:00 PM												
Volume	1	78	0	79	0	0	0	0	0	73	0	73	152
Percent	1.3	98.7	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
04:30 Volume	0	21	0	21	0	0	0	0	0	19	0	19	40
Peak Factor													0.950
High Int.	04:00 PM								04:30 PM				
Volume	0	22	0	22	0	0	0	0	0	19	0	19	
Peak Factor				0.898								0.961	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1													
By Approach	04:00 PM				04:00 PM				04:00 PM				
Volume	1	78	0	79	0	0	0	0	0	73	0	73	
Percent	1.3	98.7	0.0		-	-	-		0.0	100.0	0.0		
High Int.	04:00 PM				-				04:30 PM				
Volume	0	22	0	22	-	-	-	-	0	19	0	19	
Peak Factor				0.898				-				0.961	

Turning Movement Count
Adams Traffic, Inc.
(813) 763-7763

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

File Name : us301&27th
Site Code : 00012029
Start Date : 02/28/2013
Page No : 1

Groups Printed- U-Turns

	US 301 Southbound				27TH AVENUE Westbound				US 301 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
*** BREAK ***													
07:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	1	0	0	1	0	0	0	0	1	0	0	1	2
*** BREAK ***													
Total	2	0	0	2	0	0	0	0	1	0	0	1	3
08:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***													
08:30 AM	1	0	0	1	0	0	0	0	2	0	0	2	3
*** BREAK ***													
Total	1	0	0	1	0	0	0	0	3	0	0	3	4
*** BREAK ***													
04:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***													
Total	0	0	0	0	0	0	0	0	1	0	0	1	1
05:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
*** BREAK ***													
Total	4	0	0	4	0	0	0	0	0	0	0	0	4
Grand Total	7	0	0	7	0	0	0	0	5	0	0	5	12
Apprch %	100.0	0.0	0.0		0.0	0.0	0.0		100.0	0.0	0.0		
Total %	58.3	0.0	0.0	58.3	0.0	0.0	0.0	0.0	41.7	0.0	0.0	41.7	

	US 301 Southbound				27TH AVENUE Westbound				US 301 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1													
Intersection	07:15 AM												
Volume	2	0	0	2	0	0	0	0	2	0	0	2	4
Percent	100.0	0.0	0.0		0.0	0.0	0.0		100.0	0.0	0.0		
07:30 Volume	1	0	0	1	0	0	0	0	1	0	0	1	2
Peak Factor													0.500
High Int.	07:15 AM				6:45:00 AM				07:30 AM				
Volume	1	0	0	1	0	0	0	0	1	0	0	1	
Peak Factor				0.500								0.500	

Turning Movement Count
Adams Traffic, Inc.
(813) 763-7763

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

File Name : us301&27th
Site Code : 00012029
Start Date : 02/28/2013
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	US 301 Southbound				27TH AVENUE Westbound				US 301 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1													
By Approach	07:00 AM				07:00 AM				07:45 AM				
Volume	2	0	0	2	0	0	0	0	3	0	0	3	
Percent	100.0	0.0	0.0		-	-	-		100.0	0.0	0.0		
High Int.	07:15 AM				-				08:30 AM				
Volume	1	0	0	1	-	-	-	-	2	0	0	2	
Peak Factor				0.500				-				0.375	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1													
Intersection	04:45 PM												
Volume	4	0	0	4	0	0	0	0	0	0	0	0	4
Percent	100.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
05:30 Volume	2	0	0	2	0	0	0	0	0	0	0	0	2
Peak Factor													0.500
High Int.	05:30 PM												
Volume	2	0	0	2									
Peak Factor				0.500									
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1													
By Approach	04:45 PM				04:00 PM				04:00 PM				
Volume	4	0	0	4	0	0	0	0	1	0	0	1	
Percent	100.0	0.0	0.0		-	-	-		100.0	0.0	0.0		
High Int.	05:30 PM				-				04:30 PM				
Volume	2	0	0	2	-	-	-	-	1	0	0	1	
Peak Factor				0.500				-				0.250	

Adams Traffic, Inc.
P.O. Box 997
Plant City, FL 33564
Tel:(813) 763-7763 Fax:(813) 659-8688

Project No.: 12029

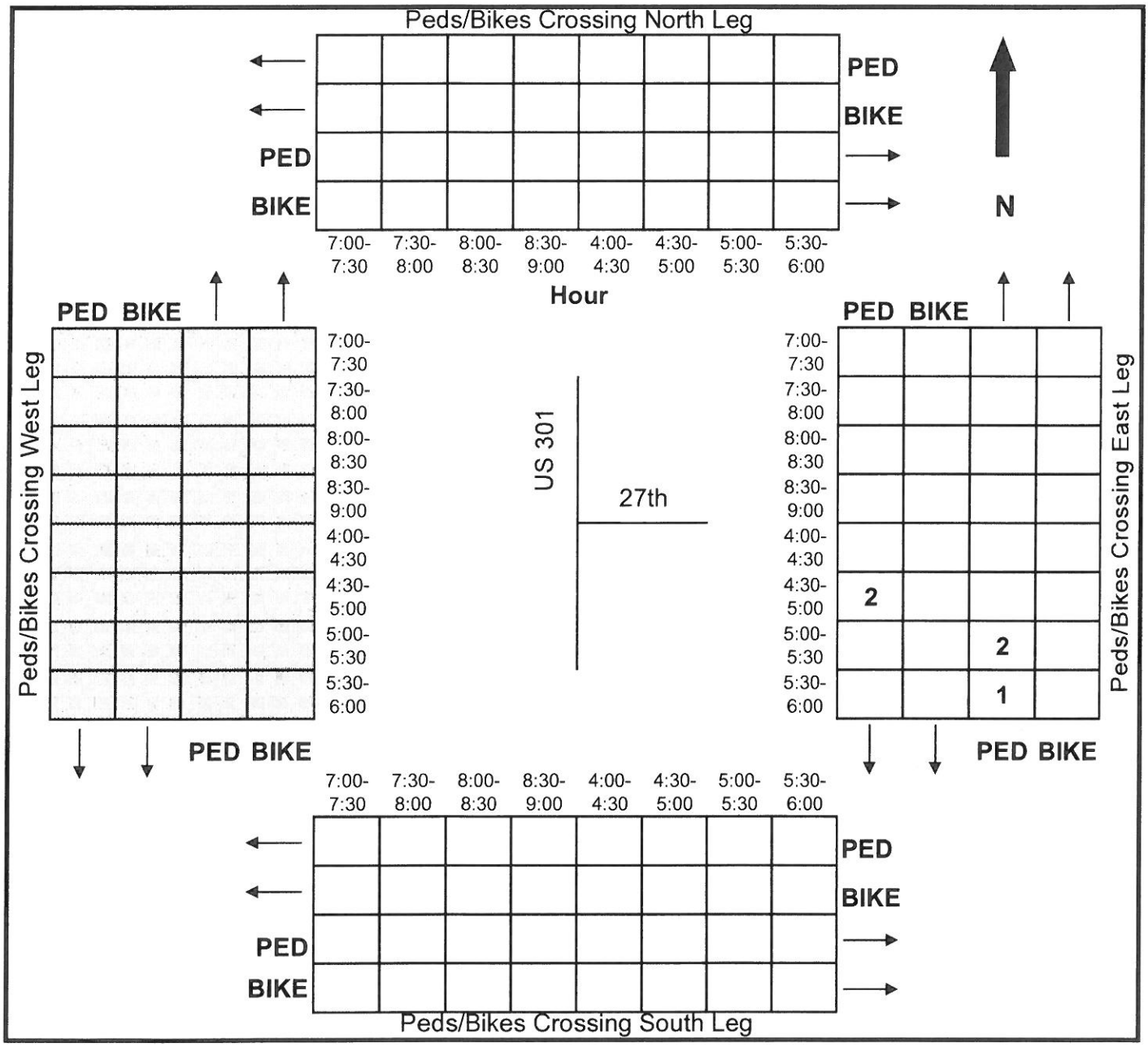
Pedestrian/Bicycle Count
Field Data Sheet

Date: 2/28/13 Day: Thursday

Count Times: 7-9am & 4-6pm Weather: Clear

Intersection: US 301 at 27th Avenue

Comments:



Adams Traffic, Inc.
P.O. Box 997
Plant City, FL 33564
Tel:(813) 763-7763 Fax:(813) 659-8688

Project No.: 12029

Turning Movement Count
Field Data Sheet

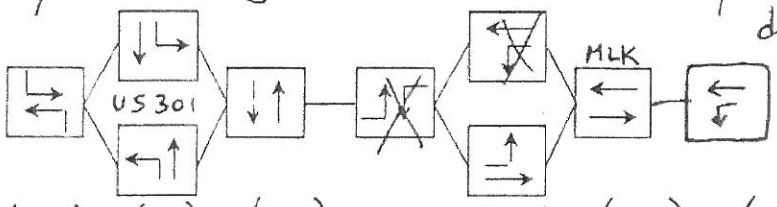
Date: 2/26/13 Count Times: 7-9AM & 4-6PM

Major Street: Dr. ML King Jr Boulevard Direction: E-W Speed Limit: 50 mph

Minor Street: US 301 Direction: N-S Speed Limit: 50 mph

City/County: Tampa / Hillsborough Weather: Cloudy - did not rain during count

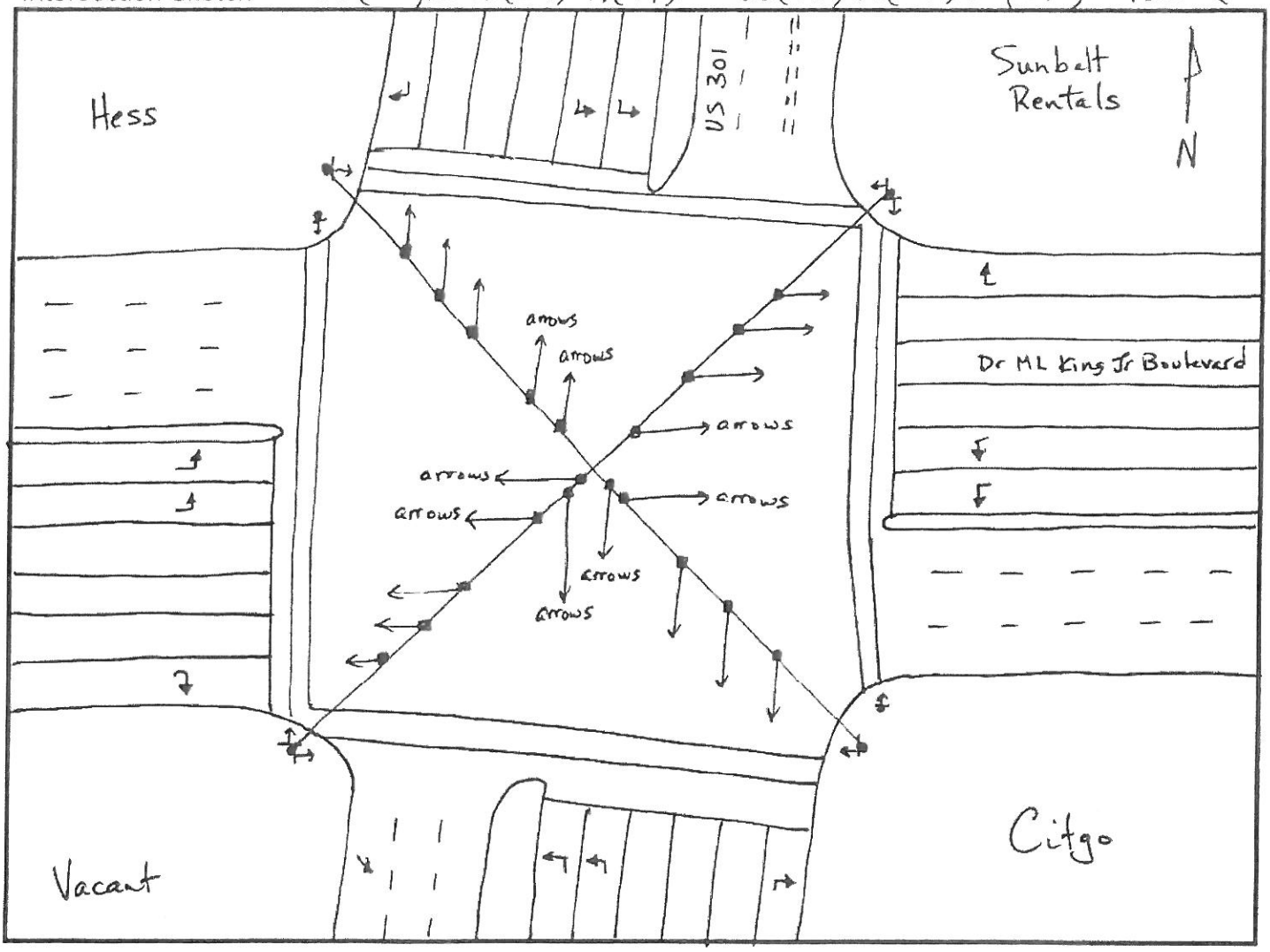
Phasing:



3 Cycles Measured:
AM (PM)

32 (20) Skip (NB-9) 49 (52) 17 (16) 29 (26) 20 (17) - 147s. (140s.)
29 (27) Skip (NB-4) 50 (50) 18 (18) 43 (34) 20 (40) - 160s. (163s.)
22 (24) NB-16 (NB-4) 47 (44) 23 (16) 32 (21) 20 (14) - 160s. (123s.)

Intersection Sketch



Turning Movement Count
Adams Traffic, Inc.
(813) 763-7763

City/County: Tampa/Hillsborough
Weather: Cloudy
Comments:

File Name : mlk&us301
Site Code : 00012029
Start Date : 02/26/2013
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Groups Printed- Passenger Vehicles - Heavy Vehicles - U-Turns

	US 301 Southbound					DR ML KING JR BOULEVARD Westbound					US 301 Northbound					DR ML KING JR 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
07:00 AM	62	230	11	9	312	31	207	23	34	295	112	149	5	7	273	15	167	65	36	283	1163
07:15 AM	94	247	8	7	356	33	216	29	22	300	128	194	10	9	341	14	184	74	39	311	1308
07:30 AM	83	220	14	10	327	40	247	28	26	341	116	170	14	9	309	31	266	58	64	419	1396
07:45 AM	114	260	8	12	394	29	191	30	33	283	106	212	11	5	334	18	268	46	41	373	1384
Total	353	957	41	38	1389	133	861	110	115	1219	462	725	40	30	1257	78	885	243	180	1386	5251
08:00 AM	119	224	14	11	368	28	170	27	23	248	114	211	8	17	350	28	238	57	49	372	1338
08:15 AM	79	193	10	8	290	23	158	32	25	238	88	147	9	11	255	14	293	45	43	395	1178
08:30 AM	81	231	5	13	330	29	148	17	24	218	106	178	12	16	312	19	224	53	40	336	1196
08:45 AM	80	190	3	10	283	34	122	20	16	192	99	144	15	11	269	7	228	46	53	334	1078
Total	359	838	32	42	1271	114	598	96	88	896	407	680	44	55	1186	68	983	201	185	1437	4790
*** BREAK ***																					
04:00 PM	54	192	5	14	265	24	143	32	39	238	91	219	16	10	336	36	201	49	64	350	1189
04:15 PM	68	186	5	11	270	30	171	26	25	252	83	167	11	14	275	33	239	65	52	389	1186
04:30 PM	75	183	8	5	271	22	145	35	48	250	87	257	23	15	382	35	228	75	69	407	1310
04:45 PM	68	198	4	9	279	29	185	53	34	301	81	267	13	19	380	22	247	54	60	383	1343
Total	265	759	22	39	1085	105	644	146	146	1041	342	910	63	58	1373	126	915	243	245	1529	5028
05:00 PM	83	223	4	10	320	20	231	75	47	373	122	322	29	19	492	33	272	59	68	432	1617
05:15 PM	83	231	5	11	330	37	213	57	66	373	78	332	25	19	454	32	245	42	58	377	1534
05:30 PM	73	202	6	5	286	30	216	67	53	366	104	280	15	17	416	27	289	71	68	455	1523
05:45 PM	84	200	8	8	300	25	162	55	67	309	83	254	19	14	370	25	252	63	54	394	1373
Total	323	856	23	34	1236	112	822	254	233	1421	387	1188	88	69	1732	117	1058	235	248	1658	6047
Grand Total	1300	3410	118	153	4981	464	2925	606	582	4577	1598	3503	235	212	5548	389	3841	922	858	6010	21116
Apprch %	26.1	68.5	2.4	3.1		10.1	63.9	13.2	12.7		28.8	63.1	4.2	3.8		6.5	63.9	15.3	14.3		
Total %	6.2	16.1	0.6	0.7	23.6	2.2	13.9	2.9	2.8	21.7	7.6	16.6	1.1	1.0	26.3	1.8	18.2	4.4	4.1	28.5	

	US 301 Southbound					DR ML KING JR BOULEVARD Westbound					US 301 Northbound					DR ML KING JR 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 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	07:15 AM																				
Volume	410	951	44	40	1445	130	824	114	104	1172	464	787	43	40	1334	91	956	235	193	1475	5426
Percent	28.4	65.8	3.0	2.8		11.1	70.3	9.7	8.9		34.8	59.0	3.2	3.0		6.2	64.8	15.9	13.1		
07:30 Volume	83	220	14	10	327	40	247	28	26	341	116	170	14	9	309	31	266	58	64	419	1396
Peak Factor																					0.972
High Int.	07:45 AM					07:30 AM					08:00 AM					07:30 AM					
Volume	114	260	8	12	394	40	247	28	26	341	114	211	8	17	350	31	266	58	64	419	
Peak Factor					0.917					0.859					0.953					0.880	

Turning Movement Count
Adams Traffic, Inc.
(813) 763-7763

City/County: Tampa/Hillsborough
Weather: Cloudy
Comments:

File Name : mlk&us301
Site Code : 00012029
Start Date : 02/26/2013
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	US 301 Southbound					DR ML KING JR BOULEVARD Westbound					US 301 Northbound					DR ML KING JR 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 07:00 AM to 08:45 AM - Peak 1 of 1																					
By Approach	07:15 AM					07:00 AM					07:15 AM					07:30 AM					
Volume	410	951	44	40	1445	133	861	110	115	1219	464	787	43	40	1334	91	1065	206	197	1559	
Percent	28.4	65.8	3.0	2.8		10.9	70.6	9.0	9.4		34.8	59.0	3.2	3.0		5.8	68.3	13.2	12.6		
High Int.	07:45 AM					07:30 AM					08:00 AM					07:30 AM					
Volume	114	260	8	12	394	40	247	28	26	341	114	211	8	17	350	31	266	58	64	419	
Peak Factor					0.917					0.894					0.953					0.930	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	323	856	23	34	1236	112	822	254	233	1421	387	1188	88	69	1732	117	1058	235	248	1658	6047
Percent	26.1	69.3	1.9	2.8		7.9	57.8	17.9	16.4		22.3	68.6	5.1	4.0		7.1	63.8	14.2	15.0		
05:00 Volume	83	223	4	10	320	20	231	75	47	373	122	322	29	19	492	33	272	59	68	432	1617
Peak Factor																					0.935
High Int.	05:15 PM					05:00 PM					05:00 PM					05:30 PM					
Volume	83	231	5	11	330	20	231	75	47	373	122	322	29	19	492	27	289	71	68	455	
Peak Factor					0.936					0.952					0.880					0.911	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
By Approach	05:00 PM					05:00 PM					04:45 PM					05:00 PM					
Volume	323	856	23	34	1236	112	822	254	233	1421	385	1201	82	74	1742	117	1058	235	248	1658	
Percent	26.1	69.3	1.9	2.8		7.9	57.8	17.9	16.4		22.1	68.9	4.7	4.2		7.1	63.8	14.2	15.0		
High Int.	05:15 PM					05:00 PM					05:00 PM					05:30 PM					
Volume	83	231	5	11	330	20	231	75	47	373	122	322	29	19	492	27	289	71	68	455	
Peak Factor					0.936					0.952					0.885					0.911	

Turning Movement Count
Adams Traffic, Inc.
(813) 763-7763

City/County: Tampa/Hillsborough
Weather: Cloudy
Comments:

File Name : mlk&us301
Site Code : 00012029
Start Date : 02/26/2013
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Groups Printed- Passenger Vehicles

	US 301 Southbound					DR ML KING JR BOULEVARD Westbound					US 301 Northbound					DR ML KING JR 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
07:00 AM	60	211	11	7	289	31	205	23	34	293	110	135	5	7	257	11	166	60	35	272	1111
07:15 AM	88	233	8	5	334	30	212	28	21	291	125	174	9	9	317	8	180	72	39	299	1241
07:30 AM	80	210	12	10	312	39	240	28	26	333	107	158	13	9	287	23	255	55	60	393	1325
07:45 AM	112	245	8	12	377	29	185	29	33	276	103	190	11	5	309	15	258	44	40	357	1319
Total	340	899	39	34	1312	129	842	108	114	1193	445	657	38	30	1170	57	859	231	174	1321	4996
08:00 AM	114	208	11	9	342	28	162	26	22	238	111	181	8	17	317	21	236	50	44	351	1248
08:15 AM	75	179	10	7	271	21	151	28	24	224	84	130	8	8	230	13	283	45	40	381	1106
08:30 AM	80	212	5	13	310	28	143	16	23	210	98	159	8	11	276	15	219	52	39	325	1121
08:45 AM	75	173	3	9	260	31	117	19	14	181	93	127	14	9	243	5	222	45	50	322	1006
Total	344	772	29	38	1183	108	573	89	83	853	386	597	38	45	1066	54	960	192	173	1379	4481
*** BREAK ***																					
04:00 PM	53	183	4	13	253	19	139	30	39	227	86	209	15	9	319	32	189	48	62	331	1130
04:15 PM	61	174	5	11	251	27	167	23	25	242	75	153	10	14	252	28	235	64	51	378	1123
04:30 PM	68	169	8	4	249	22	141	35	48	246	83	248	21	15	367	31	222	72	67	392	1254
04:45 PM	64	192	4	9	269	26	180	52	34	292	77	253	11	18	359	19	242	54	57	372	1292
Total	246	718	21	37	1022	94	627	140	146	1007	321	863	57	56	1297	110	888	238	237	1473	4799
05:00 PM	81	218	4	10	313	19	228	75	47	369	120	315	28	19	482	27	268	58	65	418	1582
05:15 PM	82	221	5	11	319	34	208	56	65	363	71	321	23	18	433	26	236	42	55	359	1474
05:30 PM	71	198	5	5	279	29	213	67	53	362	96	273	15	16	400	21	285	71	66	443	1484
05:45 PM	77	193	8	8	286	24	160	55	66	305	78	245	19	14	356	22	246	62	51	381	1328
Total	311	830	22	34	1197	106	809	253	231	1399	365	1154	85	67	1671	96	1035	233	237	1601	5868
Grand Total	1241	3219	111	143	4714	437	2851	590	574	4452	1517	3271	218	198	5204	317	3742	894	821	5774	20144
Apprch %	26.3	68.3	2.4	3.0		9.8	64.0	13.3	12.9		29.2	62.9	4.2	3.8		5.5	64.8	15.5	14.2		
Total %	6.2	16.0	0.6	0.7	23.4	2.2	14.2	2.9	2.8	22.1	7.5	16.2	1.1	1.0	25.8	1.6	18.6	4.4	4.1	28.7	

	US 301 Southbound					DR ML KING JR BOULEVARD Westbound					US 301 Northbound					DR ML KING JR 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 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	07:15 AM																				
Volume	394	896	39	36	1365	126	799	111	102	1138	446	703	41	40	1230	67	929	221	183	1400	5133
Percent	28.9	65.6	2.9	2.6		11.1	70.2	9.8	9.0		36.3	57.2	3.3	3.3		4.8	66.4	15.8	13.1		
07:30 Volume	80	210	12	10	312	39	240	28	26	333	107	158	13	9	287	23	255	55	60	393	1325
Peak Factor																					0.968
High Int.	07:45 AM					07:30 AM					07:15 AM					07:30 AM					
Volume	112	245	8	12	377	39	240	28	26	333	125	174	9	9	317	23	255	55	60	393	
Peak Factor					0.905					0.854					0.970					0.891	

Turning Movement Count
Adams Traffic, Inc.
(813) 763-7763

City/County: Tampa/Hillsborough
Weather: Cloudy
Comments:

File Name : mlk&us301
Site Code : 00012029
Start Date : 02/26/2013
Page No : 2

	US 301 Southbound					DR ML KING JR BOULEVARD Westbound					US 301 Northbound					DR ML KING JR 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 07:00 AM to 08:45 AM - Peak 1 of 1																					
By Approach	07:15 AM					07:00 AM					07:15 AM					07:30 AM					
Volume	394	896	39	36	1365	129	842	108	114	1193	446	703	41	40	1230	72	1032	194	184	1482	
Percent	28.9	65.6	2.9	2.6		10.8	70.6	9.1	9.6		36.3	57.2	3.3	3.3		4.9	69.6	13.1	12.4		
High Int.	07:45 AM					07:30 AM					07:15 AM					07:30 AM					
Volume	112	245	8	12	377	39	240	28	26	333	125	174	9	9	317	23	255	55	60	393	
Peak Factor					0.905					0.896					0.970					0.943	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	311	830	22	34	1197	106	809	253	231	1399	365	1154	85	67	1671	96	1035	233	237	1601	5868
Percent	26.0	69.3	1.8	2.8		7.6	57.8	18.1	16.5		21.8	69.1	5.1	4.0		6.0	64.6	14.6	14.8		
05:00 Volume	81	218	4	10	313	19	228	75	47	369	120	315	28	19	482	27	268	58	65	418	1582
Peak Factor																					0.927
High Int.	05:15 PM					05:00 PM					05:00 PM					05:30 PM					
Volume	82	221	5	11	319	19	228	75	47	369	120	315	28	19	482	21	285	71	66	443	
Peak Factor					0.938					0.948					0.867					0.903	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
By Approach	05:00 PM					05:00 PM					04:45 PM					05:00 PM					
Volume	311	830	22	34	1197	106	809	253	231	1399	364	1162	77	71	1674	96	1035	233	237	1601	
Percent	26.0	69.3	1.8	2.8		7.6	57.8	18.1	16.5		21.7	69.4	4.6	4.2		6.0	64.6	14.6	14.8		
High Int.	05:15 PM					05:00 PM					05:00 PM					05:30 PM					
Volume	82	221	5	11	319	19	228	75	47	369	120	315	28	19	482	21	285	71	66	443	
Peak Factor					0.938					0.948					0.868					0.903	

Turning Movement Count
Adams Traffic, Inc.
(813) 763-7763

City/County: Tampa/Hillsborough
Weather: Cloudy
Comments:

File Name : mlk&us301
Site Code : 00012029
Start Date : 02/26/2013
Page No : 1

Groups Printed- Heavy Vehicles

	US 301 Southbound					DR ML KING JR BOULEVARD Westbound					US 301 Northbound					DR ML KING JR 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
07:00 AM	1	19	0	2	22	0	2	0	0	2	2	14	0	0	16	2	1	5	1	9	49
07:15 AM	1	14	0	2	17	3	4	1	1	9	3	20	1	0	24	3	4	2	0	9	59
07:30 AM	3	10	2	0	15	1	7	0	0	8	7	12	1	0	20	7	11	3	4	25	68
07:45 AM	2	15	0	0	17	0	6	1	0	7	3	22	0	0	25	1	10	2	1	14	63
Total	7	58	2	4	71	4	19	2	1	26	15	68	2	0	85	13	26	12	6	57	239
08:00 AM	3	16	3	2	24	0	8	1	1	10	3	30	0	0	33	4	2	7	5	18	85
08:15 AM	2	14	0	1	17	2	7	4	1	14	3	17	1	3	24	1	10	0	3	14	69
08:30 AM	1	19	0	0	20	1	5	1	1	8	7	19	4	5	35	3	5	1	1	10	73
08:45 AM	5	17	0	1	23	3	5	1	2	11	5	17	1	2	25	1	6	1	3	11	70
Total	11	66	3	4	84	6	25	7	5	43	18	83	6	10	117	9	23	9	12	53	297
*** BREAK ***																					
04:00 PM	1	9	1	1	12	4	4	2	0	10	2	10	1	1	14	2	12	1	2	17	53
04:15 PM	5	12	0	0	17	3	4	3	0	10	6	14	1	0	21	3	4	1	1	9	57
04:30 PM	7	14	0	1	22	0	4	0	0	4	2	9	2	0	13	3	6	3	2	14	53
04:45 PM	4	6	0	0	10	3	5	1	0	9	2	14	2	1	19	0	5	0	3	8	46
Total	17	41	1	2	61	10	17	6	0	33	12	47	6	2	67	8	27	5	8	48	209
05:00 PM	2	5	0	0	7	1	3	0	0	4	1	7	1	0	9	2	4	1	3	10	30
05:15 PM	1	10	0	0	11	2	5	1	1	9	4	11	2	1	18	2	9	0	3	14	52
05:30 PM	1	4	1	0	6	1	3	0	0	4	1	7	0	1	9	3	4	0	2	9	28
05:45 PM	4	7	0	0	11	1	2	0	1	4	2	9	0	0	11	2	6	1	3	12	38
Total	8	26	1	0	35	5	13	1	2	21	8	34	3	2	47	9	23	2	11	45	148
Grand Total	43	191	7	10	251	25	74	16	8	123	53	232	17	14	316	39	99	28	37	203	893
Apprch %	17.1	76.1	2.8	4.0		20.3	60.2	13.0	6.5		16.8	73.4	5.4	4.4		19.2	48.8	13.8	18.2		
Total %	4.8	21.4	0.8	1.1	28.1	2.8	8.3	1.8	0.9	13.8	5.9	26.0	1.9	1.6	35.4	4.4	11.1	3.1	4.1	22.7	

	US 301 Southbound					DR ML KING JR BOULEVARD Westbound					US 301 Northbound					DR ML KING JR 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 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	08:00 AM																				
Volume	11	66	3	4	84	6	25	7	5	43	18	83	6	10	117	9	23	9	12	53	297
Percent	13.1	78.6	3.6	4.8		14.0	58.1	16.3	11.6		15.4	70.9	5.1	8.5		17.0	43.4	17.0	22.6		
08:00 Volume	3	16	3	2	24	0	8	1	1	10	3	30	0	0	33	4	2	7	5	18	85
Peak Factor																					0.874
High Int.	08:00 AM					08:15 AM					08:30 AM					08:00 AM					
Volume	3	16	3	2	24	2	7	4	1	14	7	19	4	5	35	4	2	7	5	18	
Peak Factor					0.875					0.768					0.836					0.736	

Turning Movement Count
Adams Traffic, Inc.
(813) 763-7763

City/County: Tampa/Hillsborough
Weather: Cloudy
Comments:

File Name : mlk&us301
Site Code : 00012029
Start Date : 02/26/2013
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	US 301 Southbound					DR ML KING JR BOULEVARD Westbound					US 301 Northbound					DR ML KING JR 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 07:00 AM to 08:45 AM - Peak 1 of 1																					
By Approach	08:00 AM					08:00 AM					07:45 AM					07:30 AM					
Volume	11	66	3	4	84	6	25	7	5	43	16	88	5	8	117	13	33	12	13	71	
Percent	13.1	78.6	3.6	4.8		14.0	58.1	16.3	11.6		13.7	75.2	4.3	6.8		18.3	46.5	16.9	18.3		
High Int.	08:00 AM					08:15 AM					08:30 AM					07:30 AM					
Volume	3	16	3	2	24	2	7	4	1	14	7	19	4	5	35	7	11	3	4	25	
Peak Factor					0.875					0.768					0.836					0.710	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:00 PM																				
Volume	17	41	1	2	61	10	17	6	0	33	12	47	6	2	67	8	27	5	8	48	209
Percent	27.9	67.2	1.6	3.3		30.3	51.5	18.2	0.0		17.9	70.1	9.0	3.0		16.7	56.3	10.4	16.7		
04:15 Volume	5	12	0	0	17	3	4	3	0	10	6	14	1	0	21	3	4	1	1	9	57
Peak Factor																					0.917
High Int.	04:30 PM					04:00 PM					04:15 PM					04:00 PM					
Volume	7	14	0	1	22	4	4	2	0	10	6	14	1	0	21	2	12	1	2	17	
Peak Factor					0.693					0.825					0.798					0.706	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
By Approach	04:00 PM					04:00 PM					04:00 PM					04:00 PM					
Volume	17	41	1	2	61	10	17	6	0	33	12	47	6	2	67	8	27	5	8	48	
Percent	27.9	67.2	1.6	3.3		30.3	51.5	18.2	0.0		17.9	70.1	9.0	3.0		16.7	56.3	10.4	16.7		
High Int.	04:30 PM					04:00 PM					04:15 PM					04:00 PM					
Volume	7	14	0	1	22	4	4	2	0	10	6	14	1	0	21	2	12	1	2	17	
Peak Factor					0.693					0.825					0.798					0.706	

Turning Movement Count
Adams Traffic, Inc.
(813) 763-7763

City/County: Tampa/Hillsborough
Weather: Cloudy
Comments:

File Name : mlk&us301
Site Code : 00012029
Start Date : 02/26/2013
Page No : 1

Groups Printed- U-Turns

	US 301 Southbound					DR ML KING JR BOULEVARD Westbound					US 301 Northbound					DR ML KING JR 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
07:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	3
07:15 AM	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	8
07:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
Total	6	0	0	0	6	0	0	0	0	0	2	0	0	0	2	8	0	0	0	8	16
08:00 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	5
08:15 AM	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	2
Total	4	0	0	0	4	0	0	0	0	0	3	0	0	0	3	5	0	0	0	5	12
*** BREAK ***																					
04:00 PM	0	0	0	0	0	1	0	0	0	1	3	0	0	0	3	2	0	0	0	2	6
04:15 PM	2	0	0	0	2	0	0	0	0	0	2	0	0	0	2	2	0	0	0	2	6
04:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	3	0	0	0	3	5
Total	2	0	0	0	2	1	0	0	0	1	9	0	0	0	9	8	0	0	0	8	20
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	4	0	0	0	4	5
05:15 PM	0	0	0	0	0	1	0	0	0	1	3	0	0	0	3	4	0	0	0	4	8
05:30 PM	1	0	0	0	1	0	0	0	0	0	7	0	0	0	7	3	0	0	0	3	11
05:45 PM	3	0	0	0	3	0	0	0	0	0	3	0	0	0	3	1	0	0	0	1	7
Total	4	0	0	0	4	1	0	0	0	1	14	0	0	0	14	12	0	0	0	12	31
Grand Total	16	0	0	0	16	2	0	0	0	2	28	0	0	0	28	33	0	0	0	33	79
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 %	20.3	0.0	0.0	0.0	20.3	2.5	0.0	0.0	0.0	2.5	35.4	0.0	0.0	0.0	35.4	41.8	0.0	0.0	0.0	41.8	

	US 301 Southbound					DR ML KING JR BOULEVARD Westbound					US 301 Northbound					DR ML KING JR 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 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	07:15 AM																				
Volume	7	0	0	0	7	0	0	0	0	0	2	0	0	0	2	9	0	0	0	9	18
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		100.0	0.0	0.0	0.0		
07:15 Volume	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	8
Peak Factor																					0.563
High Int.	07:15 AM					6:45:00 AM					07:30 AM					07:15 AM					
Volume	5	0	0	0	5	0	0	0	0	0	2	0	0	0	2	3	0	0	0	3	
Peak Factor					0.350										0.250					0.750	

Turning Movement Count
Adams Traffic, Inc.
(813) 763-7763

City/County: Tampa/Hillsborough
Weather: Cloudy
Comments:

File Name : mlk&us301
Site Code : 00012029
Start Date : 02/26/2013
Page No : 2

	US 301 Southbound					DR ML KING JR BOULEVARD Westbound					US 301 Northbound					DR ML KING JR 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 07:00 AM to 08:45 AM - Peak 1 of 1																					
By Approach	07:15 AM					07:00 AM					07:30 AM					07:15 AM					
Volume	7	0	0	0	7	0	0	0	0	0	3	0	0	0	3	9	0	0	0	9	
Percent	100.0	0.0	0.0	0.0		-	-	-	-		100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		
High Int.	07:15 AM					-					07:30 AM					07:15 AM					
Volume	5	0	0	0	5	-	-	-	-	-	2	0	0	0	2	3	0	0	0	3	
Peak Factor					0.350					-					0.375					0.750	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	4	0	0	0	4	1	0	0	0	1	14	0	0	0	14	12	0	0	0	12	31
Percent	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		
05:30 Volume	1	0	0	0	1	0	0	0	0	0	7	0	0	0	7	3	0	0	0	3	11
Peak Factor																					0.705
High Int.	05:45 PM					05:15 PM					05:30 PM					05:00 PM					
Volume	3	0	0	0	3	1	0	0	0	1	7	0	0	0	7	4	0	0	0	4	
Peak Factor					0.333					0.250					0.500					0.750	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
By Approach	05:00 PM					04:00 PM					05:00 PM					04:45 PM					
Volume	4	0	0	0	4	1	0	0	0	1	14	0	0	0	14	14	0	0	0	14	
Percent	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		
High Int.	05:45 PM					04:00 PM					05:30 PM					05:00 PM					
Volume	3	0	0	0	3	1	0	0	0	1	7	0	0	0	7	4	0	0	0	4	
Peak Factor					0.333					0.250					0.500					0.875	

Adams Traffic, Inc.
P.O. Box 997
Plant City, FL 33564
Tel:(813) 763-7763 Fax:(813) 659-8688

Project No.: 12029

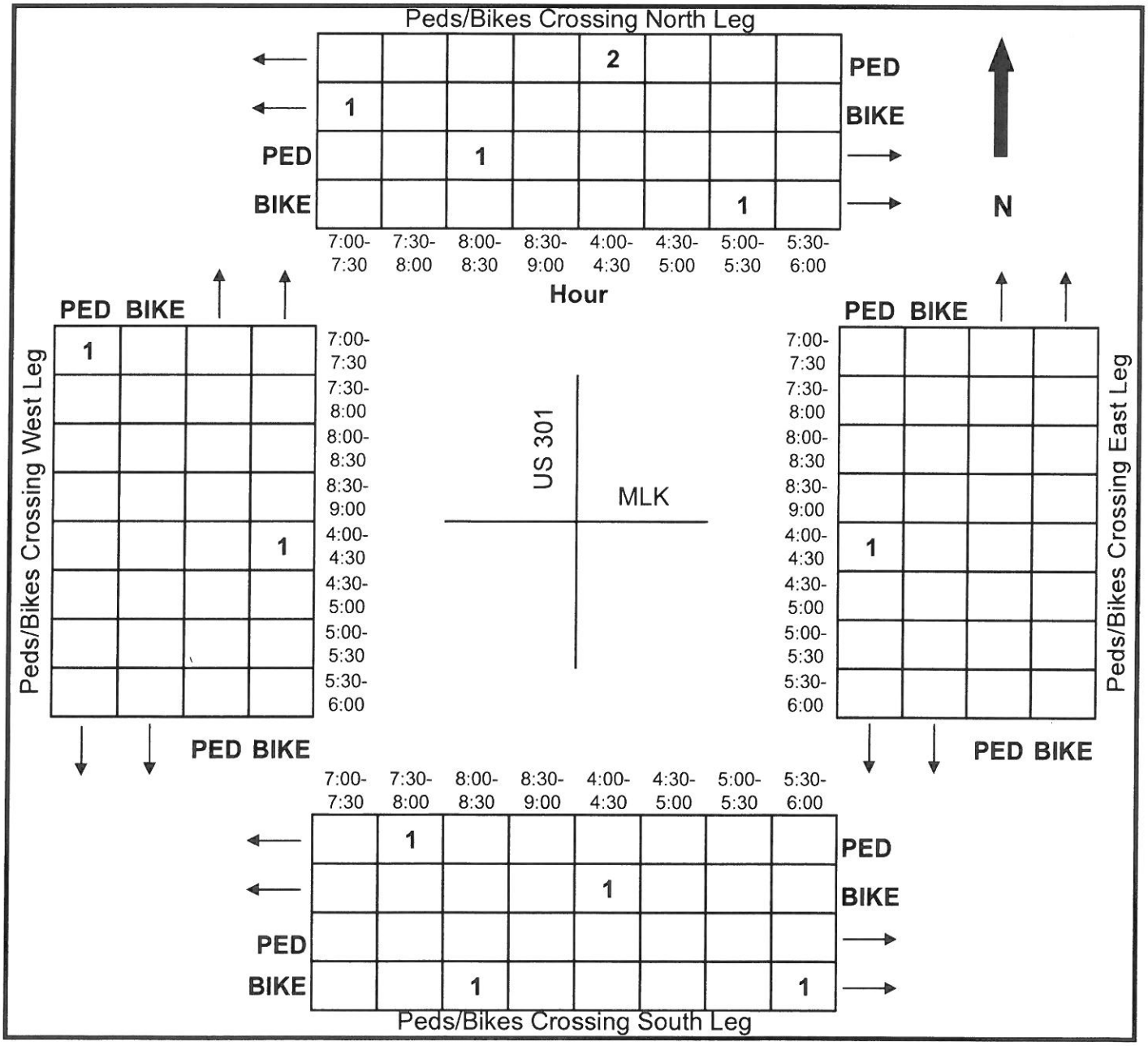
Pedestrian/Bicycle Count
Field Data Sheet

Date: 2/26/13 Day: Tuesday

Count Times: 7-9am & 4-6pm Weather: Cloudy - No Rain

Intersection: Dr ML King Jr Boulevard at US 301 During Count

Comments:



MLKPED.xls

Adams Traffic, Inc.
P.O. Box 997
Plant City, FL 33564
Tel:(813) 763-7763 Fax:(813) 659-8688

Project No.: 12029

Turning Movement Count
Field Data Sheet

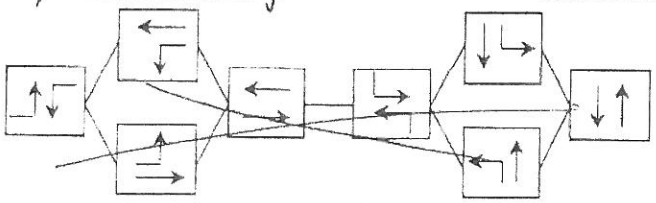
Date: 2/27/13 Count Times: 7-9AM & 4-6PM

Major Street: US 301 Direction: N-S Speed Limit: 50 mph

Minor Street: Oak Fair Boulevard Direction: E-W Speed Limit: NOT POSTED mph

City/County: Tampa / Hillsborough Weather: Clear

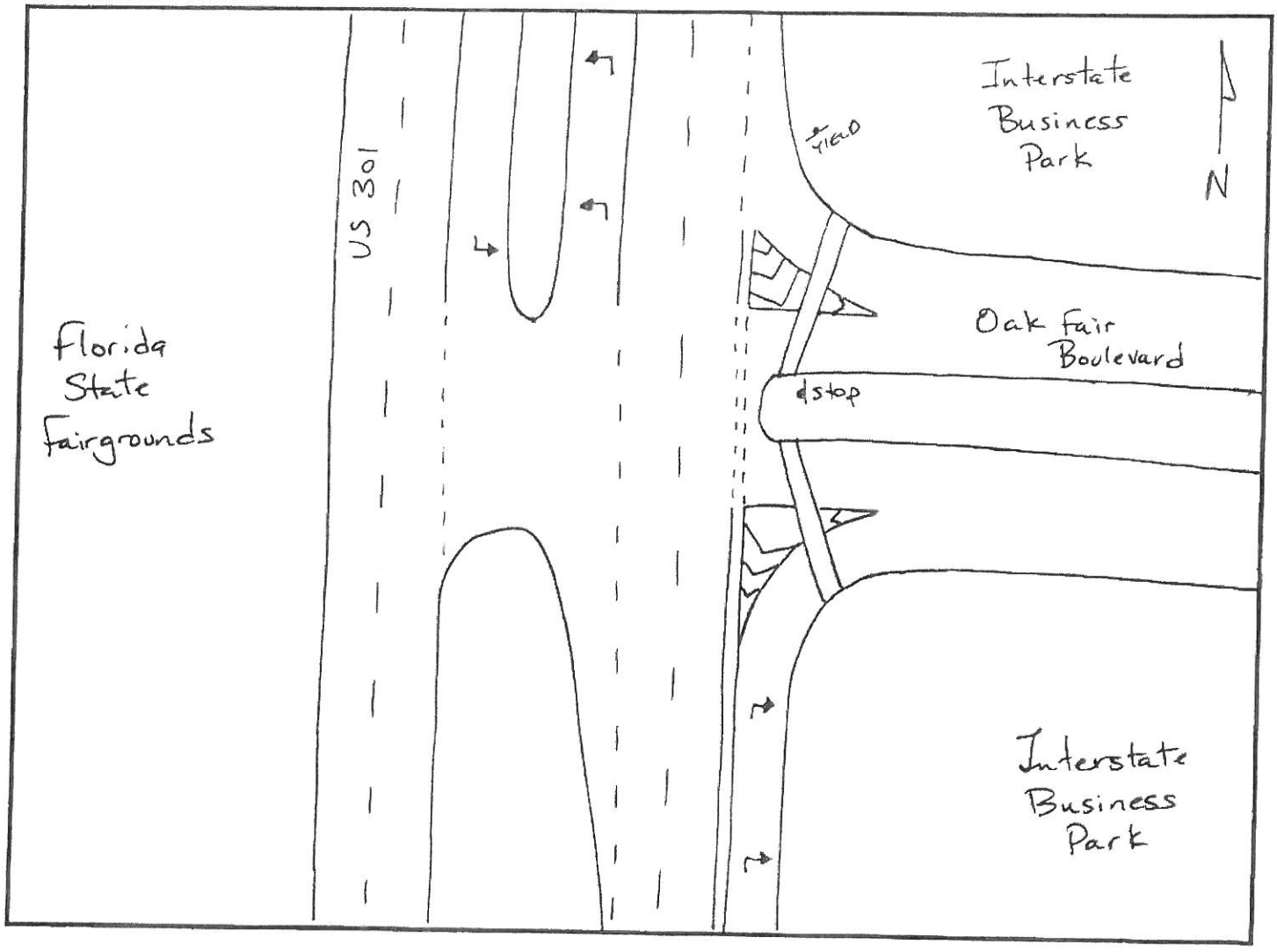
Phasing:



3 Cycles Measured:

Unsignalized

Intersection Sketch



Turning Movement Count
Adams Traffic, Inc.
(813) 763-7763

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

File Name : us301&oakfair
Site Code : 00012029
Start Date : 02/27/2013
Page No : 1

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

	US 301 Southbound				OAK FAIR BOULEVARD Westbound				US 301 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	13	347	0	360	5	0	11	16	0	247	12	259	635
07:15 AM	12	484	0	496	4	0	5	9	0	248	23	271	776
07:30 AM	23	512	0	535	11	0	5	16	0	250	17	267	818
07:45 AM	21	501	0	522	6	0	12	18	0	286	29	315	855
Total	69	1844	0	1913	26	0	33	59	0	1031	81	1112	3084
08:00 AM	14	515	0	529	9	0	14	23	0	244	15	259	811
08:15 AM	12	432	0	444	3	0	12	15	0	207	12	219	678
08:30 AM	21	395	0	416	9	0	10	19	0	269	15	284	719
08:45 AM	19	265	0	284	6	0	9	15	0	208	13	221	520
Total	66	1607	0	1673	27	0	45	72	0	928	55	983	2728
*** BREAK ***													
04:00 PM	5	267	0	272	18	0	22	40	0	333	6	339	651
04:15 PM	8	283	0	291	9	0	12	21	0	261	4	265	577
04:30 PM	5	287	0	292	25	0	22	47	0	381	7	388	727
04:45 PM	8	304	0	312	8	0	10	18	0	378	7	385	715
Total	26	1141	0	1167	60	0	66	126	0	1353	24	1377	2670
05:00 PM	7	408	0	415	34	0	49	83	1	513	10	524	1022
05:15 PM	7	373	0	380	19	0	13	32	0	505	9	514	926
05:30 PM	4	368	0	372	21	0	12	33	0	450	9	459	864
05:45 PM	7	369	0	376	7	0	6	13	1	401	4	406	795
Total	25	1518	0	1543	81	0	80	161	2	1869	32	1903	3607
Grand Total	186	6110	0	6296	194	0	224	418	2	5181	192	5375	12089
Apprch %	3.0	97.0	0.0		46.4	0.0	53.6		0.0	96.4	3.6		
Total %	1.5	50.5	0.0	52.1	1.6	0.0	1.9	3.5	0.0	42.9	1.6	44.5	

	US 301 Southbound				OAK FAIR BOULEVARD Westbound				US 301 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1													
Intersection	07:15 AM												
Volume	70	2012	0	2082	30	0	36	66	0	1028	84	1112	3260
Percent	3.4	96.6	0.0		45.5	0.0	54.5		0.0	92.4	7.6		
07:45 Volume	21	501	0	522	6	0	12	18	0	286	29	315	855
Peak Factor													0.953
High Int.	07:30 AM				08:00 AM				07:45 AM				
Volume	23	512	0	535	9	0	14	23	0	286	29	315	
Peak Factor				0.973				0.717				0.883	

Turning Movement Count
Adams Traffic, Inc.
(813) 763-7763

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

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	US 301 Southbound				OAK FAIR BOULEVARD Westbound				US 301 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1													
By Approach	07:15 AM				07:45 AM				07:00 AM				
Volume	70	2012	0	2082	27	0	48	75	0	1031	81	1112	
Percent	3.4	96.6	0.0		36.0	0.0	64.0		0.0	92.7	7.3		
High Int.	07:30 AM				08:00 AM				07:45 AM				
Volume	23	512	0	535	9	0	14	23	0	286	29	315	
Peak Factor				0.973				0.815				0.883	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1													
Intersection	05:00 PM												
Volume	25	1518	0	1543	81	0	80	161	2	1869	32	1903	3607
Percent	1.6	98.4	0.0		50.3	0.0	49.7		0.1	98.2	1.7		
05:00 Volume	7	408	0	415	34	0	49	83	1	513	10	524	1022
Peak Factor													0.882
High Int.	05:00 PM				05:00 PM				05:00 PM				
Volume	7	408	0	415	34	0	49	83	1	513	10	524	
Peak Factor				0.930				0.485				0.908	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1													
By Approach	05:00 PM				04:30 PM				05:00 PM				
Volume	25	1518	0	1543	86	0	94	180	2	1869	32	1903	
Percent	1.6	98.4	0.0		47.8	0.0	52.2		0.1	98.2	1.7		
High Int.	05:00 PM				05:00 PM				05:00 PM				
Volume	7	408	0	415	34	0	49	83	1	513	10	524	
Peak Factor				0.930				0.542				0.908	

Turning Movement Count
Adams Traffic, Inc.
(813) 763-7763

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

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Groups Printed- Passenger Vehicles

	US 301 Southbound				OAK FAIR BOULEVARD Westbound				US 301 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	11	332	0	343	3	0	10	13	0	236	11	247	603
07:15 AM	11	459	0	470	3	0	5	8	0	235	23	258	736
07:30 AM	19	493	0	512	6	0	3	9	0	222	17	239	760
07:45 AM	19	464	0	483	4	0	9	13	0	265	29	294	790
Total	60	1748	0	1808	16	0	27	43	0	958	80	1038	2889
08:00 AM	13	483	0	496	6	0	10	16	0	219	14	233	745
08:15 AM	11	408	0	419	1	0	8	9	0	186	12	198	626
08:30 AM	19	376	0	395	4	0	7	11	0	243	14	257	663
08:45 AM	18	238	0	256	4	0	7	11	0	181	12	193	460
Total	61	1505	0	1566	15	0	32	47	0	829	52	881	2494
*** BREAK ***													
04:00 PM	4	252	0	256	18	0	22	40	0	313	4	317	613
04:15 PM	5	270	0	275	8	0	12	20	0	241	4	245	540
04:30 PM	3	265	0	268	24	0	21	45	0	354	6	360	673
04:45 PM	5	295	0	300	8	0	8	16	0	371	6	377	693
Total	17	1082	0	1099	58	0	63	121	0	1279	20	1299	2519
05:00 PM	6	392	0	398	34	0	49	83	0	496	5	501	982
05:15 PM	5	352	0	357	19	0	13	32	0	498	7	505	894
05:30 PM	2	360	0	362	21	0	12	33	0	436	5	441	836
05:45 PM	3	354	0	357	7	0	6	13	0	396	4	400	770
Total	16	1458	0	1474	81	0	80	161	0	1826	21	1847	3482
Grand Total	154	5793	0	5947	170	0	202	372	0	4892	173	5065	11384
Apprch %	2.6	97.4	0.0		45.7	0.0	54.3		0.0	96.6	3.4		
Total %	1.4	50.9	0.0	52.2	1.5	0.0	1.8	3.3	0.0	43.0	1.5	44.5	

	US 301 Southbound				OAK FAIR BOULEVARD Westbound				US 301 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1													
Intersection	07:15 AM												
Volume	62	1899	0	1961	19	0	27	46	0	941	83	1024	3031
Percent	3.2	96.8	0.0		41.3	0.0	58.7		0.0	91.9	8.1		
07:45 Volume	19	464	0	483	4	0	9	13	0	265	29	294	790
Peak Factor													0.959
High Int.	07:30 AM				08:00 AM				07:45 AM				
Volume	19	493	0	512	6	0	10	16	0	265	29	294	
Peak Factor				0.958				0.719				0.871	

Turning Movement Count
Adams Traffic, Inc.
(813) 763-7763

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

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	US 301 Southbound				OAK FAIR BOULEVARD Westbound				US 301 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1													
By Approach	07:15 AM				07:45 AM				07:00 AM				
Volume	62	1899	0	1961	15	0	34	49	0	958	80	1038	
Percent	3.2	96.8	0.0		30.6	0.0	69.4		0.0	92.3	7.7		
High Int.	07:30 AM				08:00 AM				07:45 AM				
Volume	19	493	0	512	6	0	10	16	0	265	29	294	
Peak Factor				0.958				0.766				0.883	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1													
Intersection	05:00 PM												
Volume	16	1458	0	1474	81	0	80	161	0	1826	21	1847	3482
Percent	1.1	98.9	0.0		50.3	0.0	49.7		0.0	98.9	1.1		
05:00 Volume	6	392	0	398	34	0	49	83	0	496	5	501	982
Peak Factor													0.886
High Int.	05:00 PM				05:00 PM				05:15 PM				
Volume	6	392	0	398	34	0	49	83	0	498	7	505	
Peak Factor				0.926				0.485				0.914	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1													
By Approach	05:00 PM				04:30 PM				05:00 PM				
Volume	16	1458	0	1474	85	0	91	176	0	1826	21	1847	
Percent	1.1	98.9	0.0		48.3	0.0	51.7		0.0	98.9	1.1		
High Int.	05:00 PM				05:00 PM				05:15 PM				
Volume	6	392	0	398	34	0	49	83	0	498	7	505	
Peak Factor				0.926				0.530				0.914	

Turning Movement Count
Adams Traffic, Inc.
(813) 763-7763

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

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Groups Printed- Heavy Vehicles

	US 301 Southbound				OAK FAIR BOULEVARD Westbound				US 301 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	15	0	16	2	0	1	3	0	11	1	12	31
07:15 AM	1	25	0	26	1	0	0	1	0	13	0	13	40
07:30 AM	3	19	0	22	5	0	2	7	0	28	0	28	57
07:45 AM	0	37	0	37	2	0	3	5	0	21	0	21	63
Total	5	96	0	101	10	0	6	16	0	73	1	74	191
08:00 AM	0	32	0	32	3	0	4	7	0	25	1	26	65
08:15 AM	0	24	0	24	2	0	4	6	0	21	0	21	51
08:30 AM	1	19	0	20	5	0	3	8	0	26	1	27	55
08:45 AM	1	27	0	28	2	0	2	4	0	27	1	28	60
Total	2	102	0	104	12	0	13	25	0	99	3	102	231
*** BREAK ***													
04:00 PM	0	15	0	15	0	0	0	0	0	20	2	22	37
04:15 PM	0	13	0	13	1	0	0	1	0	20	0	20	34
04:30 PM	0	22	0	22	1	0	1	2	0	27	1	28	52
04:45 PM	0	9	0	9	0	0	2	2	0	7	1	8	19
Total	0	59	0	59	2	0	3	5	0	74	4	78	142
05:00 PM	0	16	0	16	0	0	0	0	0	17	5	22	38
05:15 PM	0	21	0	21	0	0	0	0	0	7	2	9	30
05:30 PM	0	8	0	8	0	0	0	0	0	14	4	18	26
05:45 PM	1	15	0	16	0	0	0	0	0	5	0	5	21
Total	1	60	0	61	0	0	0	0	0	43	11	54	115
Grand Total	8	317	0	325	24	0	22	46	0	289	19	308	679
Apprch %	2.5	97.5	0.0		52.2	0.0	47.8		0.0	93.8	6.2		
Total %	1.2	46.7	0.0	47.9	3.5	0.0	3.2	6.8	0.0	42.6	2.8	45.4	

	US 301 Southbound				OAK FAIR BOULEVARD Westbound				US 301 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1													
Intersection	07:30 AM												
Volume	3	112	0	115	12	0	13	25	0	95	1	96	236
Percent	2.6	97.4	0.0		48.0	0.0	52.0		0.0	99.0	1.0		
08:00 Volume	0	32	0	32	3	0	4	7	0	25	1	26	65
Peak Factor													0.908
High Int.	07:45 AM				07:30 AM				07:30 AM				
Volume	0	37	0	37	5	0	2	7	0	28	0	28	
Peak Factor				0.777				0.893				0.857	

Turning Movement Count
Adams Traffic, Inc.
(813) 763-7763

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

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	US 301 Southbound				OAK FAIR BOULEVARD Westbound				US 301 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1													
By Approach	07:15 AM				07:45 AM				08:00 AM				
Volume	4	113	0	117	12	0	14	26	0	99	3	102	
Percent	3.4	96.6	0.0		46.2	0.0	53.8		0.0	97.1	2.9		
High Int.	07:45 AM				08:30 AM				08:45 AM				
Volume	0	37	0	37	5	0	3	8	0	27	1	28	
Peak Factor				0.791				0.813				0.911	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1													
Intersection	04:15 PM												
Volume	0	60	0	60	2	0	3	5	0	71	7	78	143
Percent	0.0	100.0	0.0		40.0	0.0	60.0		0.0	91.0	9.0		
04:30 Volume	0	22	0	22	1	0	1	2	0	27	1	28	52
Peak Factor													0.688
High Int.	04:30 PM				04:30 PM				04:30 PM				
Volume	0	22	0	22	1	0	1	2	0	27	1	28	
Peak Factor				0.682				0.625				0.696	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1													
By Approach	04:30 PM				04:00 PM				04:00 PM				
Volume	0	68	0	68	2	0	3	5	0	74	4	78	
Percent	0.0	100.0	0.0		40.0	0.0	60.0		0.0	94.9	5.1		
High Int.	04:30 PM				04:30 PM				04:30 PM				
Volume	0	22	0	22	1	0	1	2	0	27	1	28	
Peak Factor				0.773				0.625				0.696	

Turning Movement Count
Adams Traffic, Inc.
(813) 763-7763

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

File Name : us301&oakfair
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Groups Printed- U-Turns

	US 301 Southbound				OAK FAIR BOULEVARD Westbound				US 301 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***													
07:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	2	0	0	2	0	0	0	0	0	0	0	0	2
Total	4	0	0	4	0	0	0	0	0	0	0	0	4
08:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
08:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
08:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***													
Total	3	0	0	3	0	0	0	0	0	0	0	0	3
*** BREAK ***													
04:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
04:15 PM	3	0	0	3	0	0	0	0	0	0	0	0	3
04:30 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
04:45 PM	3	0	0	3	0	0	0	0	0	0	0	0	3
Total	9	0	0	9	0	0	0	0	0	0	0	0	9
05:00 PM	1	0	0	1	0	0	0	0	1	0	0	1	2
05:15 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
05:30 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
05:45 PM	3	0	0	3	0	0	0	0	1	0	0	1	4
Total	8	0	0	8	0	0	0	0	2	0	0	2	10
Grand Total	24	0	0	24	0	0	0	0	2	0	0	2	26
Apprch %	100.0	0.0	0.0		0.0	0.0	0.0		100.0	0.0	0.0		
Total %	92.3	0.0	0.0	92.3	0.0	0.0	0.0	0.0	7.7	0.0	0.0	7.7	

	US 301 Southbound				OAK FAIR BOULEVARD Westbound				US 301 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1													
Intersection	07:30 AM												
Volume	5	0	0	5	0	0	0	0	0	0	0	0	5
Percent	100.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
07:45 Volume	2	0	0	2	0	0	0	0	0	0	0	0	2
Peak Factor													0.625
High Int.	07:45 AM				6:45:00 AM				6:45:00 AM				
Volume	2	0	0	2									
Peak Factor				0.625									

Turning Movement Count
Adams Traffic, Inc.
(813) 763-7763

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

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	US 301 Southbound				OAK FAIR BOULEVARD Westbound				US 301 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1													
By Approach	07:30 AM				07:00 AM				07:00 AM				
Volume	5	0	0	5	0	0	0	0	0	0	0	0	
Percent	100.0	0.0	0.0		-	-	-		-	-	-		
High Int.	07:45 AM				-				-				
Volume	2	0	0	2	-	-	-	-	-	-	-	-	
Peak Factor				0.625				-				-	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1													
Intersection	04:15 PM												
Volume	9	0	0	9	0	0	0	0	1	0	0	1	10
Percent	100.0	0.0	0.0		0.0	0.0	0.0		100.0	0.0	0.0		
04:45 Volume	3	0	0	3	0	0	0	0	0	0	0	0	3
Peak Factor													0.833
High Int.	04:15 PM								05:00 PM				
Volume	3	0	0	3	0	0	0	0	1	0	0	1	
Peak Factor				0.750								0.250	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1													
By Approach	04:00 PM				04:00 PM				05:00 PM				
Volume	9	0	0	9	0	0	0	0	2	0	0	2	
Percent	100.0	0.0	0.0		-	-	-		100.0	0.0	0.0		
High Int.	04:15 PM				-				05:00 PM				
Volume	3	0	0	3	-	-	-	-	1	0	0	1	
Peak Factor				0.750				-				0.500	

Adams Traffic, Inc.
P.O. Box 997
Plant City, FL 33564
Tel:(813) 763-7763 Fax:(813) 659-8688

Project No.: 12029

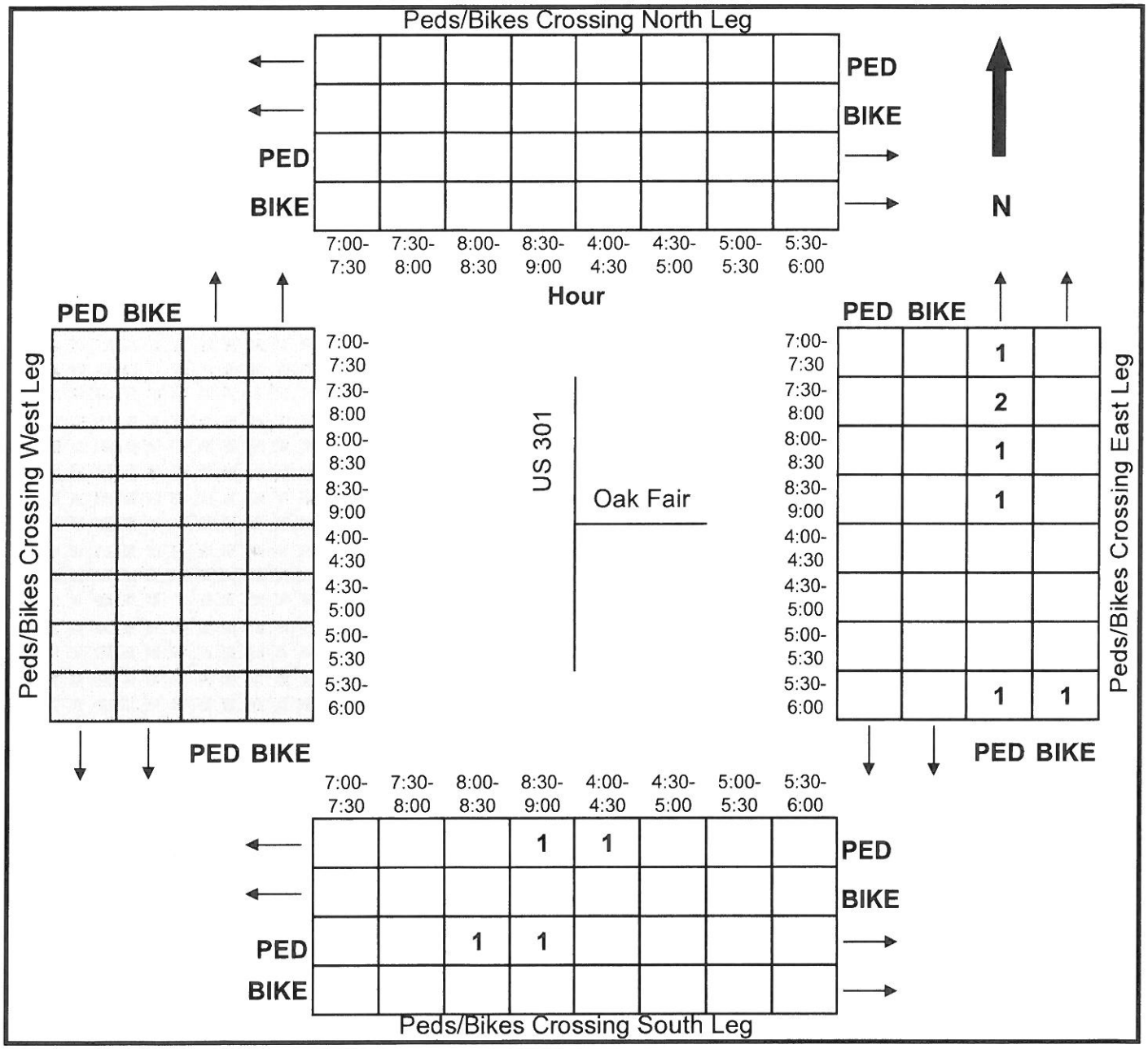
Pedestrian/Bicycle Count
Field Data Sheet

Date: 2/27/13 Day: Wednesday

Count Times: 7-9am & 4-6pm Weather: Clear

Intersection: US 301 at Oak Fair Boulevard

Comments:



Adams Traffic, Inc.
P.O. Box 997
Plant City, FL 33564
Tel:(813) 763-7763 Fax:(813) 659-8688

Project No.: 12029

Turning Movement Count
Field Data Sheet

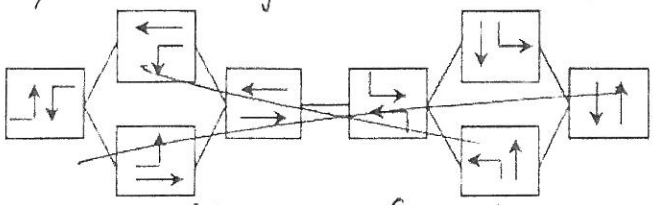
Date: 2/26/13 Count Times: 7-9AM & 4-6PM

Major Street: US 301 Direction: N-S Speed Limit: 45 mph

Minor Street: Elm Fair Boulevard Direction: E-W Speed Limit: NOT POSTED mph

City/County: Tampa / Hillsborough Weather: Cloudy - did not rain during count

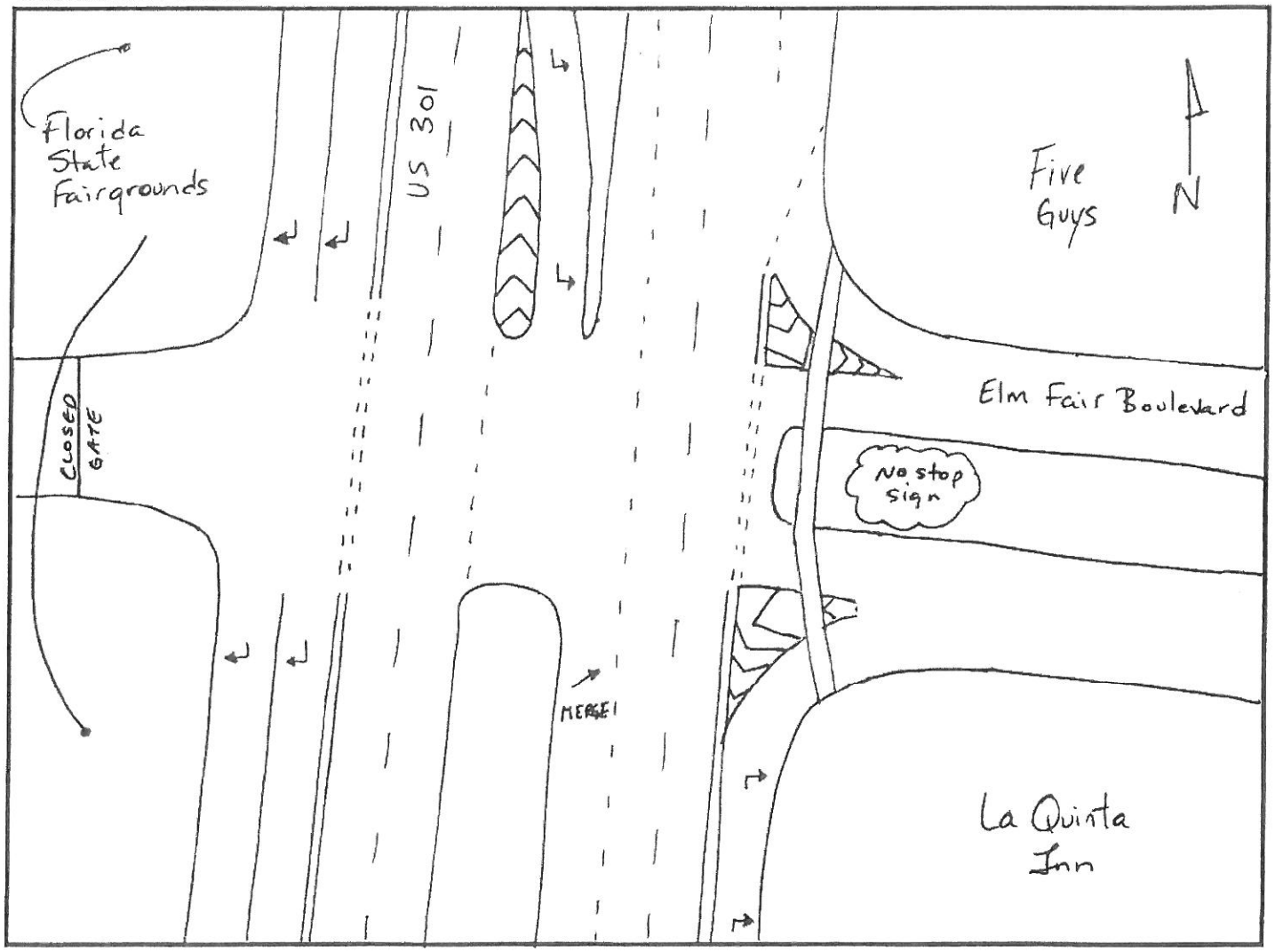
Phasing:



3 Cycles Measured:

Unsignalized

Intersection Sketch



Turning Movement Count
Adams Traffic, Inc.
(813) 763-7763

City/County: Tampa/Hillsborough
Weather: Cloudy
Comments:

File Name : us301&elmfair
Site Code : 00012029
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Groups Printed- Passenger Vehicles - Heavy Vehicles - U-Turns

	US 301 Southbound				ELM FAIR BOULEVARD Westbound				US 301 Northbound				FAIRGROUNDS DRIVEWAY Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	24	333	0	357	7	0	23	30	0	193	11	204	0	0	0	0	591
07:15 AM	23	371	0	394	5	0	21	26	0	231	5	236	0	0	0	0	656
07:30 AM	26	410	0	436	9	0	26	35	0	265	20	285	0	0	0	0	756
07:45 AM	46	431	0	477	12	0	20	32	0	251	12	263	0	0	0	0	772
Total	119	1545	0	1664	33	0	90	123	0	940	48	988	0	0	0	0	2775
08:00 AM	25	371	0	396	6	0	8	14	0	253	8	261	0	0	0	0	671
08:15 AM	17	333	0	350	6	0	12	18	0	251	12	263	0	0	0	0	631
08:30 AM	18	319	0	337	6	0	14	20	0	206	4	210	0	0	0	0	567
08:45 AM	18	302	0	320	5	0	10	15	0	190	11	201	0	0	0	0	536
Total	78	1325	0	1403	23	0	44	67	0	900	35	935	0	0	0	0	2405
*** BREAK ***																	
04:00 PM	22	251	0	273	5	0	32	37	0	311	10	321	0	0	0	0	631
04:15 PM	16	258	2	276	9	0	25	34	0	297	6	303	0	0	0	0	613
04:30 PM	15	268	0	283	8	0	33	41	0	373	6	379	0	0	0	0	703
04:45 PM	13	285	0	298	4	0	33	37	0	405	0	405	0	0	0	0	740
Total	66	1062	2	1130	26	0	123	149	0	1386	22	1408	0	0	0	0	2687
05:00 PM	12	327	0	339	9	0	48	57	0	563	3	566	0	0	0	0	962
05:15 PM	15	306	0	321	8	0	42	50	0	501	10	511	0	0	0	0	882
05:30 PM	14	325	0	339	11	0	27	38	0	468	6	474	1	0	0	1	852
05:45 PM	18	269	0	287	6	0	37	43	2	414	1	417	0	0	0	0	747
Total	59	1227	0	1286	34	0	154	188	2	1946	20	1968	1	0	0	1	3443
Grand Total	322	5159	2	5483	116	0	411	527	2	5172	125	5299	1	0	0	1	11310
Apprch %	5.9	94.1	0.0		22.0	0.0	78.0		0.0	97.6	2.4		100.0	0.0	0.0		
Total %	2.8	45.6	0.0	48.5	1.0	0.0	3.6	4.7	0.0	45.7	1.1	46.9	0.0	0.0	0.0	0.0	

	US 301 Southbound				ELM FAIR BOULEVARD Westbound				US 301 Northbound				FAIRGROUNDS DRIVEWAY Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:15 AM																
Volume	120	1583	0	1703	32	0	75	107	0	1000	45	1045	0	0	0	0	2855
Percent	7.0	93.0	0.0		29.9	0.0	70.1		0.0	95.7	4.3		0.0	0.0	0.0		
07:45 Volume	46	431	0	477	12	0	20	32	0	251	12	263	0	0	0	0	772
Peak Factor																	0.925
High Int.	07:45 AM				07:30 AM				07:30 AM				6:45:00 AM				
Volume	46	431	0	477	9	0	26	35	0	265	20	285					
Peak Factor				0.893				0.764				0.917					

Turning Movement Count
Adams Traffic, Inc.
(813) 763-7763

City/County: Tampa/Hillsborough
Weather: Cloudy
Comments:

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	US 301 Southbound				ELM FAIR BOULEVARD Westbound				US 301 Northbound				FAIRGROUNDS DRIVEWAY Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
By Approach	07:15 AM				07:00 AM				07:30 AM				07:00 AM				
Volume	120	1583	0	1703	33	0	90	123	0	1020	52	1072	0	0	0	0	
Percent	7.0	93.0	0.0		26.8	0.0	73.2		0.0	95.1	4.9		-	-	-		
High Int.	07:45 AM				07:30 AM				07:30 AM				-				
Volume	46	431	0	477	9	0	26	35	0	265	20	285	-	-	-	-	
Peak Factor				0.893				0.879				0.940				-	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	59	1227	0	1286	34	0	154	188	2	1946	20	1968	1	0	0	1	3443
Percent	4.6	95.4	0.0		18.1	0.0	81.9		0.1	98.9	1.0		100.0	0.0	0.0		
05:00 Volume	12	327	0	339	9	0	48	57	0	563	3	566	0	0	0	0	962
Peak Factor																	0.895
High Int.	05:00 PM				05:00 PM				05:00 PM				05:30 PM				
Volume	12	327	0	339	9	0	48	57	0	563	3	566	1	0	0	1	
Peak Factor				0.948				0.825				0.869				0.250	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
By Approach	04:45 PM				05:00 PM				05:00 PM				04:45 PM				
Volume	54	1243	0	1297	34	0	154	188	2	1946	20	1968	1	0	0	1	
Percent	4.2	95.8	0.0		18.1	0.0	81.9		0.1	98.9	1.0		100.0	0.0	0.0		
High Int.	05:00 PM				05:00 PM				05:00 PM				05:30 PM				
Volume	12	327	0	339	9	0	48	57	0	563	3	566	1	0	0	1	
Peak Factor				0.956				0.825				0.869				0.250	

Turning Movement Count
Adams Traffic, Inc.
(813) 763-7763

City/County: Tampa/Hillsborough
Weather: Cloudy
Comments:

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Groups Printed- Passenger Vehicles

	US 301 Southbound				ELM FAIR BOULEVARD Westbound				US 301 Northbound				FAIRGROUNDS DRIVEWAY Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	22	311	0	333	6	0	9	15	0	176	9	185	0	0	0	0	533
07:15 AM	21	354	0	375	5	0	13	18	0	205	5	210	0	0	0	0	603
07:30 AM	24	398	0	422	5	0	10	15	0	243	18	261	0	0	0	0	698
07:45 AM	42	414	0	456	4	0	9	13	0	231	12	243	0	0	0	0	712
Total	109	1477	0	1586	20	0	41	61	0	855	44	899	0	0	0	0	2546
08:00 AM	25	351	0	376	5	0	6	11	0	219	8	227	0	0	0	0	614
08:15 AM	15	319	0	334	6	0	9	15	0	223	12	235	0	0	0	0	584
08:30 AM	16	298	0	314	6	0	9	15	0	188	3	191	0	0	0	0	520
08:45 AM	16	277	0	293	5	0	7	12	0	171	10	181	0	0	0	0	486
Total	72	1245	0	1317	22	0	31	53	0	801	33	834	0	0	0	0	2204
*** BREAK ***																	
04:00 PM	17	241	0	258	5	0	30	35	0	298	10	308	0	0	0	0	601
04:15 PM	12	241	2	255	8	0	24	32	0	280	6	286	0	0	0	0	573
04:30 PM	9	252	0	261	7	0	33	40	0	364	4	368	0	0	0	0	669
04:45 PM	11	272	0	283	4	0	31	35	0	393	0	393	0	0	0	0	711
Total	49	1006	2	1057	24	0	118	142	0	1335	20	1355	0	0	0	0	2554
05:00 PM	8	316	0	324	9	0	48	57	0	557	3	560	0	0	0	0	941
05:15 PM	13	293	0	306	8	0	41	49	0	489	10	499	0	0	0	0	854
05:30 PM	10	314	0	324	11	0	27	38	0	455	6	461	1	0	0	1	824
05:45 PM	11	257	0	268	6	0	37	43	0	405	0	405	0	0	0	0	716
Total	42	1180	0	1222	34	0	153	187	0	1906	19	1925	1	0	0	1	3335
Grand Total	272	4908	2	5182	100	0	343	443	0	4897	116	5013	1	0	0	1	10639
Apprch %	5.2	94.7	0.0		22.6	0.0	77.4		0.0	97.7	2.3		100.0	0.0	0.0		
Total %	2.6	46.1	0.0	48.7	0.9	0.0	3.2	4.2	0.0	46.0	1.1	47.1	0.0	0.0	0.0	0.0	

	US 301 Southbound				ELM FAIR BOULEVARD Westbound				US 301 Northbound				FAIRGROUNDS DRIVEWAY Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:15 AM																
Volume	112	1517	0	1629	19	0	38	57	0	898	43	941	0	0	0	0	2627
Percent	6.9	93.1	0.0		33.3	0.0	66.7		0.0	95.4	4.6		0.0	0.0	0.0		
07:45 Volume	42	414	0	456	4	0	9	13	0	231	12	243	0	0	0	0	712
Peak Factor																	0.922
High Int.	07:45 AM				07:15 AM				07:30 AM				6:45:00 AM				
Volume	42	414	0	456	5	0	13	18	0	243	18	261					
Peak Factor				0.893				0.792				0.901					

Turning Movement Count
Adams Traffic, Inc.
(813) 763-7763

City/County: Tampa/Hillsborough
Weather: Cloudy
Comments:

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	US 301 Southbound				ELM FAIR BOULEVARD Westbound				US 301 Northbound				FAIRGROUNDS DRIVEWAY Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
By Approach	07:15 AM				07:00 AM				07:30 AM				07:00 AM				
Volume	112	1517	0	1629	20	0	41	61	0	916	50	966	0	0	0	0	
Percent	6.9	93.1	0.0		32.8	0.0	67.2		0.0	94.8	5.2		-	-	-		
High Int.	07:45 AM				07:15 AM				07:30 AM				-				
Volume	42	414	0	456	5	0	13	18	0	243	18	261	-	-	-	-	
Peak Factor				0.893				0.847				0.925				-	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	42	1180	0	1222	34	0	153	187	0	1906	19	1925	1	0	0	1	3335
Percent	3.4	96.6	0.0		18.2	0.0	81.8		0.0	99.0	1.0		100.0	0.0	0.0		
05:00 Volume	8	316	0	324	9	0	48	57	0	557	3	560	0	0	0	0	941
Peak Factor																	0.886
High Int.	05:00 PM				05:00 PM				05:00 PM				05:30 PM				
Volume	8	316	0	324	9	0	48	57	0	557	3	560	1	0	0	1	
Peak Factor				0.943				0.820				0.859				0.250	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
By Approach	04:45 PM				05:00 PM				05:00 PM				04:45 PM				
Volume	42	1195	0	1237	34	0	153	187	0	1906	19	1925	1	0	0	1	
Percent	3.4	96.6	0.0		18.2	0.0	81.8		0.0	99.0	1.0		100.0	0.0	0.0		
High Int.	05:00 PM				05:00 PM				05:00 PM				05:30 PM				
Volume	8	316	0	324	9	0	48	57	0	557	3	560	1	0	0	1	
Peak Factor				0.954				0.820				0.859				0.250	

Turning Movement Count
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Groups Printed- Heavy Vehicles

	US 301 Southbound				ELM FAIR BOULEVARD Westbound				US 301 Northbound				FAIRGROUNDS DRIVEWAY Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	22	0	23	1	0	14	15	0	17	2	19	0	0	0	0	57
07:15 AM	2	17	0	19	0	0	8	8	0	26	0	26	0	0	0	0	53
07:30 AM	1	12	0	13	4	0	16	20	0	22	2	24	0	0	0	0	57
07:45 AM	2	17	0	19	8	0	11	19	0	20	0	20	0	0	0	0	58
Total	6	68	0	74	13	0	49	62	0	85	4	89	0	0	0	0	225
08:00 AM	0	20	0	20	1	0	2	3	0	34	0	34	0	0	0	0	57
08:15 AM	1	14	0	15	0	0	3	3	0	28	0	28	0	0	0	0	46
08:30 AM	1	21	0	22	0	0	5	5	0	18	1	19	0	0	0	0	46
08:45 AM	0	25	0	25	0	0	3	3	0	19	1	20	0	0	0	0	48
Total	2	80	0	82	1	0	13	14	0	99	2	101	0	0	0	0	197
*** BREAK ***																	
04:00 PM	3	10	0	13	0	0	2	2	0	13	0	13	0	0	0	0	28
04:15 PM	2	17	0	19	0	0	1	1	0	17	0	17	0	0	0	0	37
04:30 PM	3	16	0	19	1	0	0	1	0	9	2	11	0	0	0	0	31
04:45 PM	2	13	0	15	0	0	2	2	0	12	0	12	0	0	0	0	29
Total	10	56	0	66	1	0	5	6	0	51	2	53	0	0	0	0	125
05:00 PM	3	11	0	14	0	0	0	0	0	6	0	6	0	0	0	0	20
05:15 PM	1	13	0	14	0	0	1	1	0	12	0	12	0	0	0	0	27
05:30 PM	3	11	0	14	0	0	0	0	0	13	0	13	0	0	0	0	27
05:45 PM	4	12	0	16	0	0	0	0	0	9	1	10	0	0	0	0	26
Total	11	47	0	58	0	0	1	1	0	40	1	41	0	0	0	0	100
Grand Total	29	251	0	280	15	0	68	83	0	275	9	284	0	0	0	0	647
Apprch %	10.4	89.6	0.0		18.1	0.0	81.9		0.0	96.8	3.2		0.0	0.0	0.0		
Total %	4.5	38.8	0.0	43.3	2.3	0.0	10.5	12.8	0.0	42.5	1.4	43.9	0.0	0.0	0.0	0.0	

	US 301 Southbound				ELM FAIR BOULEVARD Westbound				US 301 Northbound				FAIRGROUNDS DRIVEWAY Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:00 AM																
Volume	6	68	0	74	13	0	49	62	0	85	4	89	0	0	0	0	225
Percent	8.1	91.9	0.0		21.0	0.0	79.0		0.0	95.5	4.5		0.0	0.0	0.0		
07:45 Volume	2	17	0	19	8	0	11	19	0	20	0	20	0	0	0	0	58
Peak Factor																	0.970
High Int.	07:00 AM				07:30 AM				07:15 AM				6:45:00 AM				
Volume	1	22	0	23	4	0	16	20	0	26	0	26					
Peak Factor				0.804				0.775				0.856					

Turning Movement Count
Adams Traffic, Inc.
(813) 763-7763

City/County: Tampa/Hillsborough
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	US 301 Southbound				ELM FAIR BOULEVARD Westbound				US 301 Northbound				FAIRGROUNDS DRIVEWAY Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
By Approach	08:00 AM				07:00 AM				07:30 AM				07:00 AM				
Volume	2	80	0	82	13	0	49	62	0	104	2	106	0	0	0	0	
Percent	2.4	97.6	0.0		21.0	0.0	79.0		0.0	98.1	1.9		-	-	-		
High Int.	08:45 AM				07:30 AM				08:00 AM				-				
Volume	0	25	0	25	4	0	16	20	0	34	0	34	-	-	-	-	
Peak Factor				0.820				0.775				0.779				-	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:00 PM																
Volume	10	56	0	66	1	0	5	6	0	51	2	53	0	0	0	0	125
Percent	15.2	84.8	0.0		16.7	0.0	83.3		0.0	96.2	3.8		0.0	0.0	0.0		
04:15 Volume	2	17	0	19	0	0	1	1	0	17	0	17	0	0	0	0	37
Peak Factor																	0.845
High Int.	04:15 PM				04:00 PM				04:15 PM								
Volume	2	17	0	19	0	0	2	2	0	17	0	17					
Peak Factor				0.868				0.750				0.779					
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
By Approach	04:15 PM				04:00 PM				04:00 PM				04:00 PM				
Volume	10	57	0	67	1	0	5	6	0	51	2	53	0	0	0	0	
Percent	14.9	85.1	0.0		16.7	0.0	83.3		0.0	96.2	3.8		-	-	-		
High Int.	04:15 PM				04:00 PM				04:15 PM				-				
Volume	2	17	0	19	0	0	2	2	0	17	0	17	-	-	-	-	
Peak Factor				0.882				0.750				0.779				-	

Turning Movement Count
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Groups Printed- U-Turns

	US 301 Southbound				ELM FAIR BOULEVARD Westbound				US 301 Northbound				FAIRGROUNDS DRIVEWAY Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
07:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
*** BREAK ***																	
08:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
*** BREAK ***																	
04:00 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	2	0	0	2	1	0	0	1	0	0	0	0	0	0	0	0	3
04:30 PM	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
*** BREAK ***																	
Total	7	0	0	7	1	0	0	1	0	0	0	0	0	0	0	0	8
05:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	3	0	0	3	0	0	0	0	2	0	0	2	0	0	0	0	5
Total	6	0	0	6	0	0	0	0	2	0	0	2	0	0	0	0	8
Grand Total	21	0	0	21	1	0	0	1	2	0	0	2	0	0	0	0	24
Apprch %	100.0	0.0	0.0		100.0	0.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0		
Total %	87.5	0.0	0.0	87.5	4.2	0.0	0.0	4.2	8.3	0.0	0.0	8.3	0.0	0.0	0.0	0.0	

	US 301 Southbound				ELM FAIR BOULEVARD Westbound				US 301 Northbound				FAIRGROUNDS DRIVEWAY Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:00 AM																
Volume	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
Percent	100.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
07:45 Volume	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Peak Factor																	0.500
High Int.	07:45 AM				6:45:00 AM				6:45:00 AM				6:45:00 AM				
Volume	2	0	0	2													
Peak Factor				0.500													

Turning Movement Count
Adams Traffic, Inc.
(813) 763-7763

City/County: Tampa/Hillsborough
Weather: Cloudy
Comments:

File Name : us301&elmfair
Site Code : 00012029
Start Date : 02/26/2013
Page No : 2

	US 301 Southbound				ELM FAIR BOULEVARD Westbound				US 301 Northbound				FAIRGROUNDS DRIVEWAY Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
By Approach	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
Volume	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	
Percent	100.0	0.0	0.0		-	-	-		-	-	-		-	-	-		
High Int.	07:45 AM				-				-				-				
Volume	2	0	0	2	-	-	-	-	-	-	-	-	-	-	-	-	
Peak Factor				0.500				-				-				-	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:00 PM																
Volume	7	0	0	7	1	0	0	1	0	0	0	0	0	0	0	0	8
Percent	100.0	0.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
04:30 Volume	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Peak Factor																	0.667
High Int.	04:30 PM				04:15 PM												
Volume	3	0	0	3	1	0	0	1									
Peak Factor				0.583				0.250									
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
By Approach	04:00 PM				04:00 PM				05:00 PM				04:00 PM				
Volume	7	0	0	7	1	0	0	1	2	0	0	2	0	0	0	0	
Percent	100.0	0.0	0.0		100.0	0.0	0.0		100.0	0.0	0.0		-	-	-		
High Int.	04:30 PM				04:15 PM				05:45 PM				-				
Volume	3	0	0	3	1	0	0	1	2	0	0	2	-	-	-	-	
Peak Factor				0.583				0.250				0.250				-	

Adams Traffic, Inc.
P.O. Box 997
Plant City, FL 33564
Tel:(813) 763-7763 Fax:(813) 659-8688

Project No.: 12029

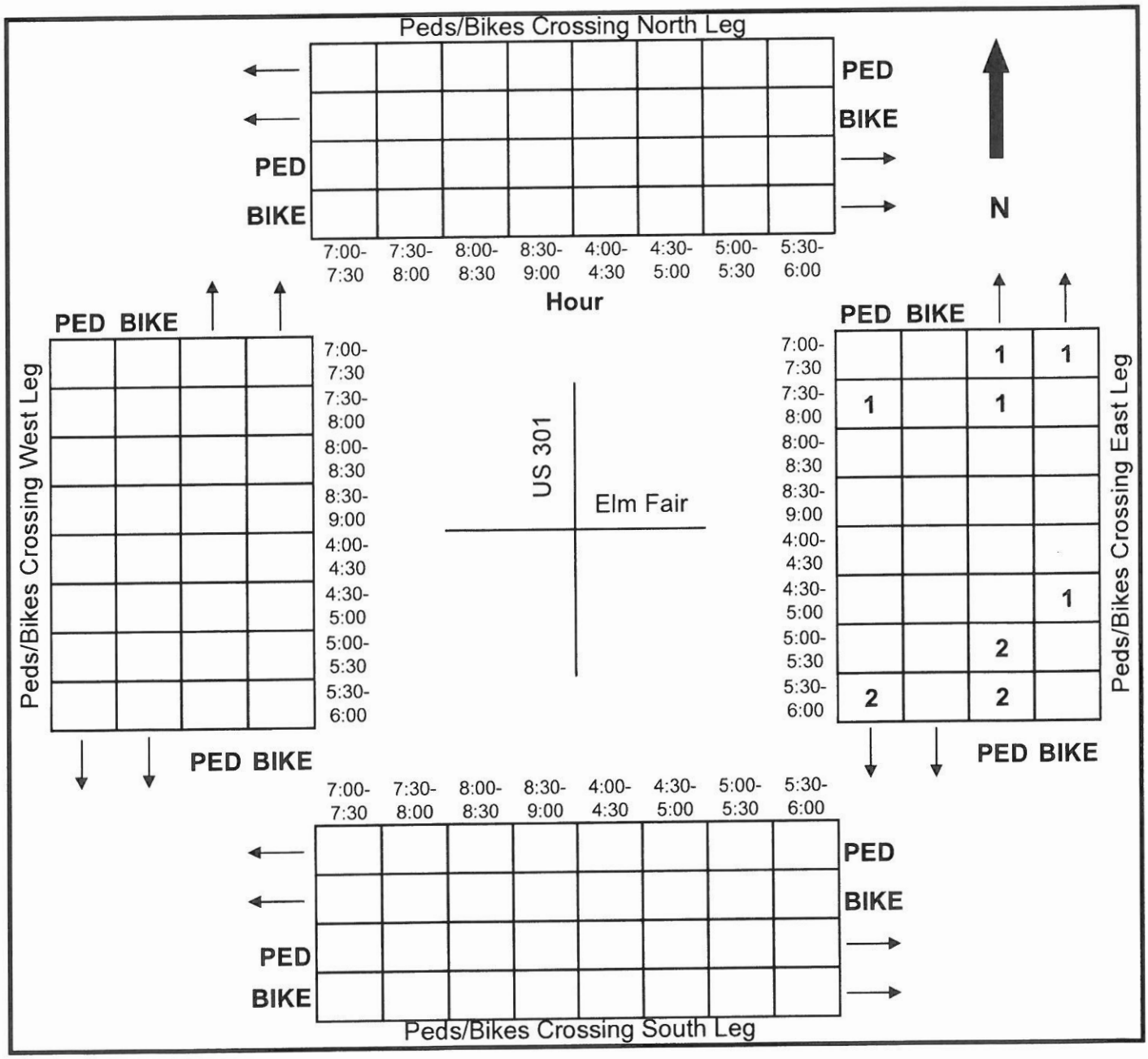
Pedestrian/Bicycle Count
Field Data Sheet

Date: 2/26/13 Day: Tuesday

Count Times: 7-9am & 4-6pm Weather: Cloudy - No Rain

Intersection: US 301 at Elm Fair Boulevard During Count

Comments:



APPENDIX D

2012 Annual Average Daily Traffic Reports

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2012 HISTORICAL AADT REPORT

COUNTY: 10 - HILLSBOROUGH

SITE: 5326 - SR 43/US 301, NORTH OF SR 60

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2012	37500 C	N 18500	S 19000	9.00	59.00	9.00
2011	34500 C	N 17000	S 17500	9.00	57.20	9.00
2010	35500 C	N 17500	S 18000	9.51	56.00	8.10
2009	37000 C	N 18000	S 19000	9.54	55.72	8.40
2008	38000 C	N 18500	S 19500	9.13	55.29	6.20
2007	44000 C	N 21000	S 23000	9.52	56.79	9.50
2006	43500 C	N 21000	S 22500	9.41	55.29	9.70
2005	39500 C	N 19500	S 20000	9.70	55.90	8.70
2004	35000 F	N 18500	S 16500	8.60	54.00	8.70
2003	34000 C	N 18000	S 16000	9.80	58.50	8.70
2002	37500 F	N 18000	S 19500	9.80	55.20	10.20
2001	36500 C	N 17500	S 19000	9.20	53.50	9.10
2000	33000 C	N 16500	S 16500	9.60	55.00	9.10
1999	33500 C	N 16000	S 17500	10.40	54.60	8.50
1998	35500 C	N 17000	S 18500	9.90	54.40	8.50
1997	34500 C	N 15000	S 19500	9.50	59.50	7.10

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2012 HISTORICAL AADT REPORT

COUNTY: 10 - HILLSBOROUGH

SITE: 5327 - SR 43/US 301, SOUTH OF SR 574

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2012	33000 C	N 16000	S 17000	9.00	59.00	8.20
2011	31000 C	N 15000	S 16000	9.00	57.20	7.90
2010	33000 C	N 15500	S 17500	9.51	56.00	9.60
2009	34500 C	N 16500	S 18000	9.54	55.72	9.60
2008	38000 C	N 18500	S 19500	9.13	55.29	9.60
2007	41500 C	N 19500	S 22000	9.52	56.79	9.30
2006	40000 C	N 19500	S 20500	9.41	55.29	9.70
2005	39000 C	N 18500	S 20500	9.70	55.90	8.60
2004	35500 F	N 17500	S 18000	8.60	54.00	6.90
2003	34500 C	N 17000	S 17500	9.80	58.50	10.10
2002	33000 F	N 16000	S 17000	9.80	55.20	10.20
2001	32000 C	N 15500	S 16500	9.20	53.50	10.10
2000	31000 C	N 15000	S 16000	9.60	55.00	8.90
1999	30500 C	N 15000	S 15500	10.40	54.60	8.70
1998	32500 C	N 16000	S 16500	9.90	54.40	8.40
1997	32000 C	N 15500	S 16500	9.50	59.50	8.50

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2012 HISTORICAL AADT REPORT

COUNTY: 10 - HILLSBOROUGH

SITE: 0010 - SR 41/US 301, SOUTH OF THE INTERCHANGE OF I-4 AND US 92

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2012	30500 F	N 14500	S 16000	9.00	59.00	10.10
2011	30500 C	N 14500	S 16000	9.00	57.20	10.10
2010	30000 C	N 14500	S 15500	9.51	56.00	9.90
2009	38000 C	N 17500	S 20500	9.54	55.72	6.80
2008	37000 E	N 17500	S 19500	9.13	55.29	8.40
2007	37500 C	N 18000	S 19500	9.52	56.79	8.40
2006	35500 C	N 17000	S 18500	9.41	55.29	11.60
2005	34000 C	N 16500	S 17500	9.70	55.90	9.30
2004	31500 F	N 15000	S 16500	8.60	54.00	9.30
2003	30500 C	N 14500	S 16000	9.80	58.50	9.30
2002	31000 C	N 15000	S 16000	9.80	55.20	10.90
2001	28500 C	N 13000	S 15500	9.20	53.50	9.90
2000	27000 F	N 13500	S 13500	9.60	55.00	8.90
1999	26000 C	N 13000	S 13000	10.40	54.60	9.30
1998	27000 C	N 14000	S 13000	9.90	54.40	10.60
1997	29000 C	N 13500	S 15500	9.50	59.50	10.30

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

APPENDIX E

Existing Year (2013) DDHV and Turning Movement Volume Calculations

Existing Year (2013) A.M. Peak Hour Directional Design Hour Volumes (DDHV's) - US 301 Mainline

Location	AADT	K-Factor	Peak Dir. D-Factor	Off-Peak Dir. D-Factor	Estimated			Actual		
					Two-Way Pk Hr Volume	Peak Dir. DDHV	Off-Peak Dir. DDHV	Two-Way Pk Hr Volume	Peak Dir. DDHV	Off-Peak Dir. DDHV
South of SR 60	31,900	0.09	0.57	0.43	2,871	1,636	1,235	2,597	1,641	956
Between SR 60 & Old Hopewell Rd.	35,000	0.09	0.57	0.43	3,150	1,796	1,354	3,137	1,861	1,276
Between Old Hopewell Rd. & Massaro Blvd.	36,200	0.09	0.57	0.43	3,258	1,857	1,401	3,240	1,934	1,306
South of Columbus Dr./Tampa E. Blvd.	36,000	0.09	0.57	0.43	3,240	1,847	1,393	3,248	1,875	1,373
North of Columbus Dr./Tampa E. Blvd.	32,500	0.09	0.57	0.43	2,925	1,667	1,258	2,993	1,691	1,302
South of Overpass Rd./21st Ave.	32,500	0.09	0.57	0.43	2,925	1,667	1,258	3,065	1,615	1,450
Between Overpass Rd./21st Ave. & Sabal Industrial Blvd.	33,800	0.09	0.57	0.43	3,042	1,734	1,308	3,148	1,632	1,516
Between Sabal Industrial Blvd. & 27th Ave.	33,700	0.09	0.57	0.43	3,033	1,729	1,304	3,023	1,590	1,433
North of 27th Ave.	33,700	0.09	0.57	0.43	3,033	1,729	1,304	3,023	1,576	1,447
South of SR 574	33,800	0.09	0.57	0.43	3,042	1,734	1,308	3,029	1,583	1,446
North of SR 574	29,800	0.09	0.57	0.43	2,682	1,529	1,153	2,751	1,522	1,229
South of Oak Fair Blvd.	29,800	0.09	0.57	0.43	2,682	1,529	1,153	2,691	1,494	1,197
North of Oak Fair Blvd.	29,800	0.09	0.57	0.43	2,682	1,529	1,153	2,700	1,540	1,160
South of Elm Fair Blvd.	29,700	0.09	0.57	0.43	2,673	1,524	1,149	2,716	1,544	1,172
North of Elm Fair Blvd.	32,500	0.09	0.57	0.43	2,925	1,667	1,258	3,047	1,836	1,211

Existing Year (2013) P.M. Peak Hour Directional Design Hour Volumes (DDHV's) - US 301 Mainline

Location	AADT	K-Factor	Peak Dir. D-Factor	Off-Peak Dir. D-Factor	Estimated			Actual		
					Two-Way Pk Hr Volume	Peak Dir. DDHV	Off-Peak Dir. DDHV	Two-Way Pk Hr Volume	Peak Dir. DDHV	Off-Peak Dir. DDHV
South of SR 60	31,900	0.09	0.57	0.43	2,871	1,636	1,235	3,047	1,868	1,179
Between SR 60 & Old Hopewell Rd.	35,000	0.09	0.57	0.43	3,150	1,796	1,354	3,278	1,999	1,279
Between Old Hopewell Rd. & Massaro Blvd.	36,200	0.09	0.57	0.43	3,258	1,857	1,401	3,568	2,145	1,423
South of Columbus Dr./Tampa E. Blvd.	36,000	0.09	0.57	0.43	3,240	1,847	1,393	3,512	2,048	1,464
North of Columbus Dr./Tampa E. Blvd.	32,500	0.09	0.57	0.43	2,925	1,667	1,258	3,240	1,856	1,384
South of Overpass Rd./21st Ave.	32,500	0.09	0.57	0.43	2,925	1,667	1,258	3,092	1,690	1,402
Between Overpass Rd./21st Ave. & Sabal Industrial Blvd.	33,800	0.09	0.57	0.43	3,042	1,734	1,308	3,234	1,723	1,511
Between Sabal Industrial Blvd. & 27th Ave.	33,700	0.09	0.57	0.43	3,033	1,729	1,304	3,260	1,665	1,595
North of 27th Ave.	33,700	0.09	0.57	0.43	3,033	1,729	1,304	3,247	1,673	1,574
South of SR 574	33,800	0.09	0.57	0.43	3,042	1,734	1,308	3,288	1,715	1,573
North of SR 574	29,800	0.09	0.57	0.43	2,682	1,529	1,153	3,327	1,828	1,499
South of Oak Fair Blvd.	29,800	0.09	0.57	0.43	2,682	1,529	1,153	3,289	1,817	1,472
North of Oak Fair Blvd.	29,800	0.09	0.57	0.43	2,682	1,529	1,153	3,341	1,901	1,440
South of Elm Fair Blvd.	29,700	0.09	0.57	0.43	2,673	1,524	1,149	3,333	1,899	1,434
North of Elm Fair Blvd.	32,500	0.09	0.57	0.43	2,925	1,667	1,258	3,512	2,005	1,507

Existing Year (2013) A.M. Peak Hour Directional Design Hour Volumes (DDHV's) - US 301 Cross Streets

Location	AADT	K-Factor	Peak Dir. D-Factor	Off-Peak Dir. D-Factor	Estimated			Actual		
					Two-Way Pk Hr Volume	Peak Dir. DDHV	Off-Peak Dir. DDHV	Two-Way Pk Hr Volume	Peak Dir. DDHV	Off-Peak Dir. DDHV
SR 60 West of US 301	36,700	0.09	0.673	0.327	3,303	2,223	1,080	2,864	1,927	937
SR 60 East of US 301	36,900	0.09	0.693	0.307	3,321	2,301	1,020	2,930	2,031	899
Meadow Creek Driveway West of US 301	320	0.09	0.885	0.115	29	26	3	26	23	3
Old Hopewell Rd. East of US 301	1,900	0.09	0.675	0.325	171	115	56	117	79	38
Massaro Blvd. West of US 301	1,800	0.09	0.856	0.144	162	139	23	132	113	19
Stannum St. East of US 301	1,000	0.09	0.869	0.131	90	78	12	61	53	8
Tampa E. Blvd. West of US 301	4,600	0.09	0.568	0.432	414	235	179	391	222	169
Columbus Dr. East of US 301	1,900	0.09	0.761	0.239	171	130	41	209	159	50
21st Ave. West of US 301	1,600	0.09	0.698	0.302	144	101	43	116	81	35
Overpass Rd. East of US 301	1,400	0.09	0.693	0.307	126	87	39	140	97	43
Sabal Industrial Blvd. West of US 301	690	0.09	0.853	0.147	62	53	9	34	29	5
Sabal Industrial Blvd. East of US 301	4,000	0.09	0.759	0.241	360	273	87	436	331	105
27th Ave. East of US 301	380	0.09	0.614	0.386	34	21	13	57	35	22
SR 574 West of US 301	31,400	0.09	0.518	0.482	2,826	1,464	1,362	2,847	1,475	1,372
SR 574 East of US 301	28,900	0.09	0.553	0.447	2,601	1,438	1,163	2,621	1,449	1,172
Oak Fair Blvd. East of US 301	2,100	0.09	0.700	0.300	189	132	57	220	154	66
Elm Fair Blvd. East of US 301	3,100	0.09	0.607	0.393	279	169	110	272	165	107

Existing Year (2013) P.M. Peak Hour Directional Design Hour Volumes (DDHV's) - US 301 Cross Streets

Location	AADT	K-Factor	Peak Dir. D-Factor	Off-Peak Dir. D-Factor	Estimated			Actual		
					Two-Way Pk Hr Volume	Peak Dir. DDHV	Off-Peak Dir. DDHV	Two-Way Pk Hr Volume	Peak Dir. DDHV	Off-Peak Dir. DDHV
SR 60 West of US 301	36,700	0.09	0.609	0.391	3,303	2,012	1,291	3,102	1,888	1,214
SR 60 East of US 301	36,900	0.09	0.609	0.391	3,321	2,022	1,299	3,194	1,944	1,250
Meadow Creek Driveway West of US 301	320	0.09	0.677	0.323	29	20	9	31	21	10
Old Hopewell Rd. East of US 301	1,900	0.09	0.577	0.423	171	99	72	149	86	63
Massaro Blvd. West of US 301	1,800	0.09	0.652	0.348	162	106	56	66	43	23
Stannum St. East of US 301	1,000	0.09	0.560	0.440	90	50	40	50	28	22
Tampa E. Blvd. West of US 301	4,600	0.09	0.631	0.369	414	261	153	293	185	108
Columbus Dr. East of US 301	1,900	0.09	0.536	0.464	171	92	79	207	111	96
21st Ave. West of US 301	1,600	0.09	0.641	0.359	144	92	52	142	91	51
Overpass Rd. East of US 301	1,400	0.09	0.539	0.461	126	68	58	141	76	65
Sabal Industrial Blvd. West of US 301	690	0.09	0.820	0.180	62	51	11	50	41	9
Sabal Industrial Blvd. East of US 301	4,000	0.09	0.851	0.149	360	306	54	503	428	75
27th Ave. East of US 301	380	0.09	0.725	0.275	34	25	9	40	29	11
SR 574 West of US 301	31,400	0.09	0.567	0.433	2,826	1,602	1,224	2,924	1,658	1,266
SR 574 East of US 301	28,900	0.09	0.520	0.480	2,601	1,353	1,248	2,959	1,538	1,421
Oak Fair Blvd. East of US 301	2,100	0.09	0.739	0.261	189	140	49	218	161	57
Elm Fair Blvd. East of US 301	3,100	0.09	0.704	0.296	279	196	83	267	188	79

Existing Year (2013) Turning Movement Percentages

Intersection	Movement	AM Peak Hour			PM Peak Hour		
		Raw Count	Approach Total	Movement %	Raw Count	Approach Total	Movement %
SR 60	NB LT	403		26.1%	219		20.0%
	NB TH	1,032	1,544	66.8%	682	1,093	62.4%
	NB RT	109		7.1%	192		17.6%
	SB LT	268		24.7%	549		28.3%
	SB TH	596	1,084	55.0%	1,182	1,940	60.9%
	SB RT	220		20.3%	209		10.8%
	WB LT	180		8.9%	183		14.6%
	WB TH	1,304	2,031	64.2%	786	1,250	62.9%
	WB RT	547		26.9%	281		22.5%
	EB LT	229		24.4%	281		14.9%
	EB TH	522	937	55.7%	1,203	1,888	63.7%
	EB RT	186		19.9%	404		21.4%
Old Hopewell Rd.	NB LT	11		0.5%	3		0.2%
	NB TH	1,937	1,985	97.6%	1,337	1,372	97.5%
	NB RT	37		1.9%	32		2.3%
	SB LT	42		3.3%	30		1.5%
	SB TH	1,228	1,282	95.8%	1,906	1,942	98.1%
	SB RT	12		0.9%	6		0.3%
	WB LT	19		50.0%	41		47.7%
	WB TH	0	38	0.0%	1	86	1.2%
	WB RT	19		50.0%	44		51.2%
	EB LT	1		33.3%	8		38.1%
	EB TH	0	3	0.0%	1	21	4.8%
	EB RT	2		66.7%	12		57.1%
Stannum St./ Massaro Blvd.	NB LT	60		3.2%	17		1.2%
	NB TH	1,790	1,875	95.5%	1,426	1,447	98.5%
	NB RT	25		1.3%	4		0.3%
	SB LT	28		2.1%	18		0.8%
	SB TH	1,226	1,307	93.8%	2,226	2,250	98.9%
	SB RT	53		4.1%	6		0.3%
	WB LT	2		25.0%	14		50.0%
	WB TH	0	8	0.0%	0	28	0.0%
	WB RT	6		75.0%	14		50.0%
	EB LT	9		47.4%	20		46.5%
	EB TH	0	19	0.0%	0	43	0.0%
	EB RT	10		52.6%	23		53.5%
Columbus Dr./ Tampa E. Blvd.	NB LT	200		10.3%	99		6.6%
	NB TH	1,684	1,945	86.6%	1,346	1,491	90.3%
	NB RT	61		3.1%	46		3.1%
	SB LT	93		7.1%	55		3.2%
	SB TH	1,194	1,304	91.6%	1,662	1,720	96.6%
	SB RT	17		1.3%	3		0.2%
	WB LT	11		22.0%	36		37.5%
	WB TH	5	50	10.0%	6	96	6.3%
	WB RT	34		68.0%	54		56.2%
	EB LT	16		9.4%	7		3.8%
	EB TH	5	169	3.0%	10	185	5.4%
	EB RT	148		87.6%	168		90.8%

Existing Year (2013) Turning Movement Percentages (continued)

Intersection	Movement	AM Peak Hour			PM Peak Hour		
		Raw Count	Approach Total	Movement %	Raw Count	Approach Total	Movement %
Overpass Rd./ 21st Ave.	NB LT	28	1,692	1.7%	22	1,397	1.6%
	NB TH	1,616		95.5%	1,339		95.8%
	NB RT	48		2.8%	36		2.6%
	SB LT	49	1,426	3.5%	29	1,724	1.7%
	SB TH	1,325		92.9%	1,666		96.6%
	SB RT	52		3.6%	29		1.7%
	WB LT	5	43	11.6%	9	76	11.8%
	WB TH	1		2.3%	0		0.0%
	WB RT	37		86.1%	67		88.2%
	EB LT	17	35	48.6%	59	91	64.8%
	EB TH	0		0.0%	0		0.0%
	EB RT	18		51.4%	32		35.2%
Sabal Industrial Blvd.	NB LT	9	1,510	0.6%	1	1,481	0.1%
	NB TH	1,264		83.7%	1,440		97.2%
	NB RT	237		15.7%	40		2.7%
	SB LT	93	1,686	5.5%	33	1,660	2.0%
	SB TH	1,573		93.3%	1,619		97.5%
	SB RT	20		1.2%	8		0.5%
	WB LT	38	105	36.2%	184	428	43.0%
	WB TH	0		0.0%	0		0.0%
	WB RT	67		63.8%	244		57.0%
	EB LT	3	5	60.0%	17	41	41.5%
	EB TH	1		20.0%	2		4.9%
	EB RT	1		20.0%	22		53.6%
27th Ave.	NB UT	2	1,505	0.1%	0	1,698	0.0%
	NB TH	1,498		99.5%	1,687		99.4%
	NB RT	5		0.4%	11		0.6%
	SB LT	17	1,518	1.1%	18	1,612	1.1%
	SB TH	1,501		98.9%	1,594		98.9%
	SB RT	0		0.0%	0		0.0%
	WB LT	27	35	77.1%	5	11	45.5%
	WB TH	0		0.0%	0		0.0%
	WB RT	8		22.9%	6		54.5%
	EB LT	0	0	0.0%	0	0	0.0%
	EB TH	0		0.0%	0		0.0%
	EB RT	0		0.0%	0		0.0%

Existing Year (2013) Turning Movement Percentages (continued)

Intersection	Movement	AM Peak Hour			PM Peak Hour		
		Raw Count	Approach Total	Movement %	Raw Count	Approach Total	Movement %
SR 574	NB LT	464	1,334	34.8%	387	1,732	22.3%
	NB TH	787		59.0%	1,188		68.6%
	NB RT	83		6.2%	157		9.1%
	SB LT	410	1,445	28.4%	323	1,236	26.1%
	SB TH	951		65.8%	856		69.3%
	SB RT	84		5.8%	57		4.6%
	WB LT	130	1,172	11.1%	112	1,421	7.9%
	WB TH	824		70.3%	822		57.8%
	WB RT	218		18.6%	487		34.3%
	EB LT	91	1,475	6.2%	117	1,658	7.1%
	EB TH	956		64.8%	1,058		63.8%
	EB RT	428		29.0%	483		29.1%
Oak Fair Blvd.	NB UT	0	1,112	0.0%	2	1,903	0.1%
	NB TH	1,028		92.4%	1,869		98.2%
	NB RT	84		7.6%	32		1.7%
	SB LT	70	2,082	3.4%	25	1,543	1.6%
	SB TH	2,012		96.6%	1,518		98.4%
	SB RT	0		0.0%	0		0.0%
	WB LT	30	66	45.5%	81	161	50.3%
	WB TH	0		0.0%	0		0.0%
	WB RT	36		54.5%	80		49.7%
	EB LT	0	0	0.0%	0	0	0.0%
	EB TH	0		0.0%	0		0.0%
	EB RT	0		0.0%	0		0.0%
Elm Fair Blvd.	NB UT	0	1,045	0.0%	2	1,968	0.1%
	NB TH	1,000		95.7%	1,946		98.9%
	NB RT	45		4.3%	20		1.0%
	SB LT	120	1,703	7.0%	59	1,286	4.6%
	SB TH	1,583		93.0%	1,227		95.4%
	SB RT	0		0.0%	0		0.0%
	WB LT	32	107	29.9%	34	188	18.1%
	WB TH	0		0.0%	0		0.0%
	WB RT	75		70.1%	154		81.9%
	EB LT	0	0	0.0%	0	0	0.0%
	EB TH	0		0.0%	0		0.0%
	EB RT	0		0.0%	0		0.0%

Existing Year (2013) Design Hour Volume Calculations

Intersection	Movement	AM Peak Hour			PM Peak Hour		
		Movement %	Approach Volume	Movement Volume	Movement %	Approach Volume	Movement Volume
SR 60	NB LT	0.261	1,636	427	0.200	1,235	247
	NB TH	0.668		1,093	0.624		771
	NB RT	0.071		116	0.176		217
	SB LT	0.247	1,354	334	0.283	1,796	508
	SB TH	0.550		745	0.609		1,094
	SB RT	0.203		275	0.108		194
	WB LT	0.089	2,301	205	0.146	1,299	190
	WB TH	0.642		1,477	0.629		817
	WB RT	0.269		619	0.225		292
	EB LT	0.244	1,080	263	0.149	2,012	300
	EB TH	0.557		602	0.637		1,282
	EB RT	0.199		215	0.214		430
Old Hopewell Rd.	NB LT	0.005	1,796	9	0.002	1,354	3
	NB TH	0.976		1,753	0.975		1,320
	NB RT	0.019		34	0.023		31
	SB LT	0.033	1,401	46	0.016	1,857	30
	SB TH	0.958		1,342	0.981		1,822
	SB RT	0.009		13	0.003		5
	WB LT	0.500	56	28	0.477	99	47
	WB TH	0.000		0	0.012		1
	WB RT	0.500		28	0.512		51
	EB LT	0.333	3	1	0.381	20	8
	EB TH	0.000		0	0.048		1
	EB RT	0.667		2	0.571		11
Stannum St./ Massaro Blvd.	NB LT	0.032	1,857	59	0.012	1,401	17
	NB TH	0.955		1,774	0.985		1,380
	NB RT	0.013		24	0.003		4
	SB LT	0.021	1,393	29	0.008	1,847	15
	SB TH	0.938		1,307	0.989		1,827
	SB RT	0.041		57	0.003		5
	WB LT	0.250	12	3	0.500	50	25
	WB TH	0.000		0	0.000		0
	WB RT	0.750		9	0.500		25
	EB LT	0.474	23	11	0.465	106	49
	EB TH	0.000		0	0.000		0
	EB RT	0.526		12	0.535		57
Columbus Dr./ Tampa E. Blvd.	NB LT	0.103	1,847	190	0.066	1,393	92
	NB TH	0.866		1,600	0.903		1,258
	NB RT	0.031		57	0.031		43
	SB LT	0.071	1,258	89	0.032	1,667	54
	SB TH	0.916		1,152	0.966		1,610
	SB RT	0.013		17	0.002		3
	WB LT	0.220	41	9	0.375	79	30
	WB TH	0.100		4	0.063		5
	WB RT	0.680		28	0.562		44
	EB LT	0.094	179	17	0.038	261	10
	EB TH	0.030		5	0.054		14
	EB RT	0.876		157	0.908		237

Existing Year (2013) Design Hour Volume Calculations (continued)

Intersection	Movement	AM Peak Hour			PM Peak Hour		
		Movement %	Approach Volume	Movement Volume	Movement %	Approach Volume	Movement Volume
Overpass Rd./ 21st Ave.	NB LT	0.017	1,667	28	0.016	1,258	20
	NB TH	0.955		1,592	0.958		1,205
	NB RT	0.028		47	0.026		33
	SB LT	0.035	1,308	46	0.017	1,734	29
	SB TH	0.929		1,215	0.966		1,676
	SB RT	0.036		47	0.017		29
	WB LT	0.116	40	5	0.118	68	8
	WB TH	0.023		1	0.000		0
	WB RT	0.861		34	0.882		60
	EB LT	0.486	43	21	0.648	92	60
	EB TH	0.000		0	0.000		0
	EB RT	0.512		22	0.352		32
Sabal Industrial Blvd.	NB LT	0.006	1,734	10	0.001	1,308	2
	NB TH	0.837		1,451	0.972		1,271
	NB RT	0.157		272	0.027		35
	SB LT	0.055	1,729	95	0.020	1,304	26
	SB TH	0.933		1,613	0.975		1,271
	SB RT	0.012		21	0.005		7
	WB LT	0.362	87	31	0.430	306	132
	WB TH	0.000		0	0.000		0
	WB RT	0.638		56	0.570		174
	EB LT	0.600	9	5	0.415	51	21
	EB TH	0.200		2	0.049		3
	EB RT	0.200		2	0.536		27
27th Ave.	NB UT	0.001	1,304	1	0.000	1,729	0
	NB TH	0.995		1,298	0.994		1,719
	NB RT	0.004		5	0.006		10
	SB LT	0.011	1,729	19	0.011	1,304	14
	SB TH	0.989		1,710	0.989		1,290
	SB RT	0.000		0	0.000		0
	WB LT	0.771	21	16	0.455	9	4
	WB TH	0.000		0	0.000		0
	WB RT	0.229		5	0.545		5
	EB LT	0.000	0	0	0.000	0	0
	EB TH	0.000		0	0.000		0
	EB RT	0.000		0	0.000		0

Existing Year (2013) Design Hour Volume Calculations (continued)

Intersection	Movement	AM Peak Hour			PM Peak Hour		
		Movement %	Approach Volume	Movement Volume	Movement %	Approach Volume	Movement Volume
SR 574	NB LT	0.348	1,308	455	0.223	1,734	387
	NB TH	0.590		772	0.686		1,189
	NB RT	0.062		81	0.091		158
	SB LT	0.284	1,529	434	0.261	1,153	301
	SB TH	0.658		1,006	0.693		799
	SB RT	0.058		89	0.046		53
	WB LT	0.111	1,163	129	0.079	1,248	99
	WB TH	0.703		818	0.578		721
	WB RT	0.186		216	0.343		428
	EB LT	0.062	1,465	91	0.071	1,602	114
	EB TH	0.648		949	0.638		1,022
	EB RT	0.290		425	0.291		466
Oak Fair Blvd.	NB UT	0.000	1,153	0	0.001	1,529	2
	NB TH	0.924		1,065	0.982		1,501
	NB RT	0.076		88	0.017		26
	SB LT	0.034	1,529	52	0.016	1,153	18
	SB TH	0.966		1,477	0.984		1,135
	SB RT	0.000		0	0.000		0
	WB LT	0.455	57	26	0.503	140	70
	WB TH	0.000		0	0.000		0
	WB RT	0.545		31	0.497		70
	EB LT	0.000	0	0	0.000	0	0
	EB TH	0.000		0	0.000		0
	EB RT	0.000		0	0.000		0
Elm Fair Blvd.	NB UT	0.000	1,149	0	0.001	1,524	2
	NB TH	0.957		1,100	0.989		1,507
	NB RT	0.043		49	0.010		15
	SB LT	0.070	1,667	117	0.046	1,258	58
	SB TH	0.930		1,550	0.954		1,200
	SB RT	0.000		0	0.000		0
	WB LT	0.299	110	33	0.181	196	35
	WB TH	0.000		0	0.000		0
	WB RT	0.701		77	0.819		161
	EB LT	0.000	0	0	0.000	0	0
	EB TH	0.000		0	0.000		0
	EB RT	0.000		0	0.000		0

Existing Year (2013) Turning Movement Volumes

Intersection	Movement	AM Peak Hour			PM Peak Hour		
		Raw Count	Calculated Volume	Adjusted Volume	Raw Count	Calculated Volume	Adjusted Volume
SR 60	NB LT	403	427	427	219	247	**251**
	NB TH	1,032	1,093	**1,103**	682	771	**763**
	NB RT	109	116	116	192	217	**231**
	SB LT	268	334	**320**	549	508	**539**
	SB TH	596	745	745	1,182	1,094	**1,121**
	SB RT	220	275	**264**	209	194	**212**
	WB LT	180	205	**255**	183	190	**161**
	WB TH	1,304	1,477	**1,222**	786	817	**1,023**
	WB RT	547	619	**536**	281	292	**289**
	EB LT	229	263	**233**	281	300	**297**
	EB TH	522	602	**1,020**	1,203	1,282	**1,256**
	EB RT	186	215	**245**	404	430	**364**
Old Hopewell Rd.	NB LT	11	9	**7**	3	3	**1**
	NB TH	1,937	1,753	**1,838**	1,337	1,320	**1,326**
	NB RT	37	34	**27**	32	31	**22**
	SB LT	42	46	**35**	30	30	**35**
	SB TH	1,228	1,342	**1,295**	1,906	1,822	**1,814**
	SB RT	12	13	**8**	6	5	**8**
	WB LT	19	28	**30**	41	47	**45**
	WB TH	0	0	0	1	1	1
	WB RT	19	28	**29**	44	51	**64**
	EB LT	1	1	**3**	8	8	**11**
	EB TH	0	0	0	1	1	1
	EB RT	2	2	**4**	12	11	**13**
Stannum St./ Massaro Blvd.	NB LT	60	59	**48**	17	17	**29**
	NB TH	1,790	1,774	**1,803**	1,426	1,380	**1,361**
	NB RT	25	24	**19**	4	4	**11**
	SB LT	28	29	**24**	18	15	**23**
	SB TH	1,226	1,307	**1,324**	2,226	1,827	**1,813**
	SB RT	53	57	**45**	6	5	**11**
	WB LT	2	3	**2**	14	25	**19**
	WB TH	0	0	0	0	0	0
	WB RT	6	9	**12**	14	25	**15**
	EB LT	9	11	**17**	20	49	**17**
	EB TH	0	0	0	0	0	0
	EB RT	10	12	12	23	57	**25**
Columbus Dr./ Tampa E. Blvd.	NB LT	200	190	**177**	99	92	**109**
	NB TH	1,684	1,600	**1,604**	1,346	1,258	**1,233**
	NB RT	61	57	**51**	46	43	**51**
	SB LT	93	89	**98**	55	54	**64**
	SB TH	1,194	1,152	**1,227**	1,662	1,610	**1,600**
	SB RT	17	17	**22**	3	3	3
	WB LT	11	9	9	36	30	**42**
	WB TH	5	4	4	6	5	5
	WB RT	34	28	**42**	54	44	**50**
	EB LT	16	17	**21**	7	10	10
	EB TH	5	5	5	10	14	14
	EB RT	148	157	157	168	237	**205**

Existing Year (2013) Turning Movement Volumes (continued)

Intersection	Movement	AM Peak Hour			PM Peak Hour		
		Raw Count	Calculated Volume	Adjusted Volume	Raw Count	Calculated Volume	Adjusted Volume
Overpass Rd./ 21st Ave.	NB LT	28	28	**35**	22	20	**25**
	NB TH	1,616	1,597	**1,514**	1,339	1,205	**1,283**
	NB RT	48	47	**59**	36	33	**42**
	SB LT	49	46	**59**	29	29	**30**
	SB TH	1,325	1,215	**1,431**	1,666	1,676	**1,537**
	SB RT	52	47	**62**	29	29	**30**
	WB LT	5	5	**4**	9	8	**10**
	WB TH	1	1	1	0	0	0
	WB RT	37	34	34	67	60	**70**
	EB LT	17	21	21	59	60	**68**
	EB TH	0	0	0	0	0	0
	EB RT	18	22	**14**	32	32	**39**
Sabal Industrial Blvd.	NB LT	9	10	**11**	1	2	2
	NB TH	1,264	1,451	**1,301**	1,440	1,271	**1,384**
	NB RT	237	272	**257**	40	35	35
	SB LT	93	95	**113**	33	26	**35**
	SB TH	1,573	1,613	**1,520**	1,619	1,271	**1,342**
	SB RT	20	21	21	8	7	**9**
	WB LT	38	31	31	184	132	**224**
	WB TH	0	0	0	0	0	0
	WB RT	67	56	**87**	244	174	**302**
	EB LT	3	5	5	17	21	**25**
	EB TH	1	2	2	2	3	**2**
	EB RT	1	2	**1**	22	27	**31**
27th Ave.	NB UT	2	1	**2**	0	0	0
	NB TH	1,498	1,298	**1,386**	1,687	1,719	**1,699**
	NB RT	5	5	5	11	10	**12**
	SB LT	17	19	**20**	18	14	**16**
	SB TH	1,501	1,710	**1,630**	1,594	1,290	**1,381**
	SB RT	0	0	0	0	0	0
	WB LT	27	16	**24**	5	4	**5**
	WB TH	0	0	0	0	0	0
	WB RT	8	5	**10**	6	5	5
	EB LT	0	0	0	0	0	0
	EB TH	0	0	0	0	0	0
	EB RT	0	0	0	0	0	0
SR 574	NB LT	464	455	455	387	387	**443**
	NB TH	787	772	**860**	1,188	1,189	**1,054**
	NB RT	83	81	81	157	158	**207**
	SB LT	410	434	**385**	323	301	**281**
	SB TH	951	1,006	**1,080**	856	799	**824**
	SB RT	84	89	**73**	57	53	**49**
	WB LT	130	129	**135**	112	99	**108**
	WB TH	824	818	**807**	822	721	**678**
	WB RT	218	216	**237**	487	428	**397**
	EB LT	91	91	**101**	117	114	**87**
	EB TH	956	949	**986**	1,058	1,022	**1,112**
	EB RT	428	425	**435**	483	466	**465**

Existing Year (2013) Turning Movement Volumes (continued)

Intersection	Movement	AM Peak Hour			PM Peak Hour		
		Raw Count	Calculated Volume	Adjusted Volume	Raw Count	Calculated Volume	Adjusted Volume
Oak Fair Blvd.	NB UT	0	0	0	2	2	2
	NB TH	1,028	1,065	**1,124**	1,869	1,501	**1,484**
	NB RT	84	88	**74**	32	26	**52**
	SB LT	70	52	**67**	25	18	**59**
	SB TH	2,012	1,477	**1,497**	1,518	1,135	**1,101**
	SB RT	0	0	0	0	0	0
	WB LT	30	26	**41**	81	70	**53**
	WB TH	0	0	0	0	0	0
	WB RT	36	31	**46**	80	70	**80**
	EB LT	0	0	0	0	0	0
	EB TH	0	0	0	0	0	0
	EB RT	0	0	0	0	0	0
Elm Fair Blvd.	NB UT	0	0	0	2	2	2
	NB TH	1,000	1,100	**1,128**	1,946	1,507	**1,539**
	NB RT	45	49	**42**	20	15	**23**
	SB LT	120	117	**152**	59	58	**89**
	SB TH	1,583	1,550	**1,543**	1,227	1,200	**1,134**
	SB RT	0	0	0	0	0	0
	WB LT	32	33	**21**	34	35	**26**
	WB TH	0	0	0	0	0	0
	WB RT	75	77	**95**	154	161	**156**
	EB LT	0	0	0	0	0	0
	EB TH	0	0	0	0	0	0
	EB RT	0	0	0	0	0	0

APPENDIX F

Existing Conditions HCS Analyses

Multilane Highway Segment Analyses

MULTILANE HIGHWAYS WORKSHEET(Direction 1)

☒

General Information

Analyst	GSR
Agency or Company	AIM Engineering & Surveying
Date Performed	1/8/2014
Analysis Time Period	AM Peak Hour

Site Information

Highway/Direction to Travel	US 301
From/To	SR 60/Old Hopewell
Jurisdiction	Hillsborough County
Analysis Year	Existing Year (2013)

Project Description US 301 PD&E Study

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1872	Peak-Hour Factor, PHF	0.93
AADT(veh/h)		%Trucks and Buses, P_T	8
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	0.99	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	0.99	E_R	1.2
E_T	1.5	f_{HV}	0.962

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	2
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	50.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	0.5
f_M (mi/h)	0.0
FFS (mi/h)	49.5

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	1057
Speed, S (mi/h)	50.0
D (pc/mi/ln)	21.1
LOS	C

Design

Design (N)

Required Number of Lanes, N

Flow Rate, v_p (pc/h)

Max Service Flow Rate (pc/h/ln)

Design LOS

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*1006.5*
Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.62*
Bicycle level of service score, BLOS (Eq. 15-31)	*4.56*
Bicycle level of service (Exhibit 15-4)	*E*

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MULTILANE HIGHWAYS WORKSHEET(Direction 2)

☒

General Information

Analyst	GSR
Agency or Company	AIM Engineering & Surveying
Date Performed	1/8/2014
Analysis Time Period	AM Peak Hour

Site Information

Highway/Direction to Travel	US 301
From/To	SR 60/Old Hopewell
Jurisdiction	Hillsborough County
Analysis Year	Existing Year (2013)

Project Description US 301 PD&E Study

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1329	Peak-Hour Factor, PHF	0.93
AADT(veh/h)		%Trucks and Buses, P_T	8
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	0.99	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	0.99	E_R	1.2
E_T	1.5	f_{HV}	0.962

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	2
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	50.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	0.5
f_M (mi/h)	0.0
FFS (mi/h)	49.5

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	750
Speed, S (mi/h)	50.0
D (pc/mi/ln)	15.0
LOS	B

Design

Design (N)

Required Number of Lanes, N

Flow Rate, v_p (pc/h)

Max Service Flow Rate (pc/h/ln)

Design LOS

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*714.5*
Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.62*
Bicycle level of service score, BLOS (Eq. 15-31)	*4.39*
Bicycle level of service (Exhibit 15-4)	*D*

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MULTILANE HIGHWAYS WORKSHEET(Direction 1)

☒

General Information

Analyst	GSR
Agency or Company	AIM Engineering & Surveying
Date Performed	1/8/2014
Analysis Time Period	AM Peak Hour

Site Information

Highway/Direction to Travel	US 301
From/To	Old Hopewell/Stannum_Massaro
Jurisdiction	Hillsborough County
Analysis Year	Existing Year (2013)

Project Description US 301 PD&E Study

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1870	Peak-Hour Factor, PHF	0.93
AADT(veh/h)		%Trucks and Buses, P_T	8
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	0.99	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	0.99	E_R	1.2
E_T	1.5	f_{HV}	0.962

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	0
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	50.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	0.0
f_M (mi/h)	0.0
FFS (mi/h)	50.0

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	1056
Speed, S (mi/h)	50.0
D (pc/mi/ln)	21.1
LOS	C

Design

Design (N)

Required Number of Lanes, N

Flow Rate, v_p (pc/h)

Max Service Flow Rate (pc/h/ln)

Design LOS

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*1005.4*
Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.62*
Bicycle level of service score, BLOS (Eq. 15-31)	*4.56*
Bicycle level of service (Exhibit 15-4)	*E*

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MULTILANE HIGHWAYS WORKSHEET(Direction 2)

☒

General Information

Analyst	GSR
Agency or Company	AIM Engineering & Surveying
Date Performed	1/8/2014
Analysis Time Period	AM Peak Hour

Site Information

Highway/Direction to Travel	US 301
From/To	Old Hopewell/Stannum_Massaro
Jurisdiction	Hillsborough County
Analysis Year	Existing Year (2013)

Project Description US 301 PD&E Study

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1338	Peak-Hour Factor, PHF	0.93
AADT(veh/h)		%Trucks and Buses, P_T	8
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	0.99	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	0.99	E_R	1.2
E_T	1.5	f_{HV}	0.962

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	6
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	50.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	1.5
f_M (mi/h)	0.0
FFS (mi/h)	48.5

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	755
Speed, S (mi/h)	50.0
D (pc/mi/ln)	15.1
LOS	B

Design

Design (N)

Required Number of Lanes, N

Flow Rate, v_p (pc/h)

Max Service Flow Rate (pc/h/ln)

Design LOS

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*719.4*
Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.62*
Bicycle level of service score, BLOS (Eq. 15-31)	*4.39*
Bicycle level of service (Exhibit 15-4)	*D*

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MULTILANE HIGHWAYS WORKSHEET(Direction 1)

☒

General Information

Analyst	GSR
Agency or Company	AIM Engineering & Surveying
Date Performed	1/8/2014
Analysis Time Period	AM Peak Hour

Site Information

Highway/Direction to Travel	US 301
From/To	Stannum_Massaro/Columbus
Jurisdiction	Hillsborough County
Analysis Year	Existing Year (2013)

Project Description US 301 PD&E Study

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1832	Peak-Hour Factor, PHF	0.93
AADT(veh/h)		%Trucks and Buses, P_T	8
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	0.99	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	0.99	E_R	1.2
E_T	1.5	f_{HV}	0.962

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	5
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	50.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	1.3
f_M (mi/h)	0.0
FFS (mi/h)	48.8

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	1034
Speed, S (mi/h)	50.0
D (pc/mi/ln)	20.7
LOS	C

Design

Design (N)

Required Number of Lanes, N

Flow Rate, v_p (pc/h)

Max Service Flow Rate (pc/h/ln)

Design LOS

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*984.9*
Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.62*
Bicycle level of service score, BLOS (Eq. 15-31)	*4.55*
Bicycle level of service (Exhibit 15-4)	*E*

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MULTILANE HIGHWAYS WORKSHEET(Direction 2)

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General Information

Analyst	GSR
Agency or Company	AIM Engineering & Surveying
Date Performed	1/8/2014
Analysis Time Period	AM Peak Hour

Site Information

Highway/Direction to Travel	US 301
From/To	Stannum_Massaro/Columbus
Jurisdiction	Hillsborough County
Analysis Year	Existing Year (2013)

Project Description US 301 PD&E Study

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1393	Peak-Hour Factor, PHF	0.93
AADT(veh/h)		%Trucks and Buses, P_T	8
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	0.99	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	0.99	E_R	1.2
E_T	1.5	f_{HV}	0.962

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	5
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	50.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	1.3
f_M (mi/h)	0.0
FFS (mi/h)	48.8

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	786
Speed, S (mi/h)	50.0
D (pc/mi/ln)	15.7
LOS	B

Design

Design (N)

Required Number of Lanes, N

Flow Rate, v_p (pc/h)

Max Service Flow Rate (pc/h/ln)

Design LOS

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*748.9*
Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.62*
Bicycle level of service score, BLOS (Eq. 15-31)	*4.41*
Bicycle level of service (Exhibit 15-4)	*D*

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MULTILANE HIGHWAYS WORKSHEET(Direction 1)

☒

General Information

Analyst	GSR
Agency or Company	AIM Engineering & Surveying
Date Performed	1/8/2014
Analysis Time Period	AM Peak Hour

Site Information

Highway/Direction to Travel	US 301
From/To	Columbus/Overpass_21st
Jurisdiction	Hillsborough County
Analysis Year	Existing Year (2013)

Project Description US 301 PD&E Study

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1638	Peak-Hour Factor, PHF	0.93
AADT(veh/h)		%Trucks and Buses, P_T	8
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	0.99	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	0.99	E_R	1.2
E_T	1.5	f_{HV}	0.962

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	4
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	50.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	1.0
f_M (mi/h)	0.0
FFS (mi/h)	49.0

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	925
Speed, S (mi/h)	50.0
D (pc/mi/ln)	18.5
LOS	C

Design

Design (N)

Required Number of Lanes, N

Flow Rate, v_p (pc/h)

Max Service Flow Rate (pc/h/ln)

Design LOS

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*880.6*
Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.62*
Bicycle level of service score, BLOS (Eq. 15-31)	*4.49*
Bicycle level of service (Exhibit 15-4)	*D*

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MULTILANE HIGHWAYS WORKSHEET(Direction 2)

☒

General Information

Analyst	GSR
Agency or Company	AIM Engineering & Surveying
Date Performed	1/8/2014
Analysis Time Period	AM Peak Hour

Site Information

Highway/Direction to Travel	US 301
From/To	Columbus/Overpass_21st
Jurisdiction	Hillsborough County
Analysis Year	Existing Year (2013)

Project Description US 301 PD&E Study

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1398	Peak-Hour Factor, PHF	0.93
AADT(veh/h)		%Trucks and Buses, P_T	8
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	0.99	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	0.99	E_R	1.2
E_T	1.5	f_{HV}	0.962

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	11
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	50.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	2.8
f_M (mi/h)	0.0
FFS (mi/h)	47.3

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	789
Speed, S (mi/h)	45.0
D (pc/mi/ln)	17.5
LOS	B

Design

Design (N)

Required Number of Lanes, N

Flow Rate, v_p (pc/h)

Max Service Flow Rate (pc/h/ln)

Design LOS

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*751.6*
Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.62*
Bicycle level of service score, BLOS (Eq. 15-31)	*4.41*
Bicycle level of service (Exhibit 15-4)	*D*

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MULTILANE HIGHWAYS WORKSHEET(Direction 1)

General Information

Analyst	GSR
Agency or Company	AIM Engineering & Surveying
Date Performed	1/8/2014
Analysis Time Period	AM Peak Hour

Site Information

Highway/Direction to Travel	US 301
From/To	Overpass_21st/Sabal
Jurisdiction	Hillsborough County
Analysis Year	Existing Year (2013)

Project Description US 301 PD&E Study

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1569	Peak-Hour Factor, PHF	0.93
AADT(veh/h)		%Trucks and Buses, P_T	8
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	0.99	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	0.99	E_R	1.2
E_T	1.5	f_{HV}	0.962

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	16
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	50.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	4.0
f_M (mi/h)	0.0
FFS (mi/h)	46.0

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	886
Speed, S (mi/h)	45.0
D (pc/mi/ln)	19.7
LOS	C

Design

Design (N)

Required Number of Lanes, N

Flow Rate, v_p (pc/h)

Max Service Flow Rate (pc/h/ln)

Design LOS

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*843.5*
Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.62*
Bicycle level of service score, BLOS (Eq. 15-31)	*4.47*
Bicycle level of service (Exhibit 15-4)	*D*

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MULTILANE HIGHWAYS WORKSHEET(Direction 2)

☒

General Information

Analyst	GSR
Agency or Company	AIM Engineering & Surveying
Date Performed	1/8/2014
Analysis Time Period	AM Peak Hour

Site Information

Highway/Direction to Travel	US 301
From/To	Overpass_21st/Sabal
Jurisdiction	Hillsborough County
Analysis Year	Existing Year (2013)

Project Description US 301 PD&E Study

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1552	Peak-Hour Factor, PHF	0.93
AADT(veh/h)		%Trucks and Buses, P_T	8
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	0.99	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	0.99	E_R	1.2
E_T	1.5	f_{HV}	0.962

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	11
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	50.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	2.8
f_M (mi/h)	0.0
FFS (mi/h)	47.3

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	876
Speed, S (mi/h)	45.0
D (pc/mi/ln)	19.5
LOS	C

Design

Design (N)

Required Number of Lanes, N

Flow Rate, v_p (pc/h)

Max Service Flow Rate (pc/h/ln)

Design LOS

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*834.4*
Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.62*
Bicycle level of service score, BLOS (Eq. 15-31)	*4.47*
Bicycle level of service (Exhibit 15-4)	*D*

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MULTILANE HIGHWAYS WORKSHEET(Direction 1)

☒

General Information

Analyst	GSR
Agency or Company	AIM Engineering & Surveying
Date Performed	1/8/2014
Analysis Time Period	AM Peak Hour

Site Information

Highway/Direction to Travel	US 301
From/To	Sabal/27th
Jurisdiction	Hillsborough County
Analysis Year	Existing Year (2013)

Project Description US 301 PD&E Study

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1393	Peak-Hour Factor, PHF	0.93
AADT(veh/h)		%Trucks and Buses, P_T	8
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	0.99	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	0.99	E_R	1.2
E_T	1.5	f_{HV}	0.962

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	9
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	50.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	2.3
f_M (mi/h)	0.0
FFS (mi/h)	47.8

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	786
Speed, S (mi/h)	50.0
D (pc/mi/ln)	15.7
LOS	B

Design

Design (N)

Required Number of Lanes, N

Flow Rate, v_p (pc/h)

Max Service Flow Rate (pc/h/ln)

Design LOS

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*748.9*
Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.62*
Bicycle level of service score, BLOS (Eq. 15-31)	*4.41*
Bicycle level of service (Exhibit 15-4)	*D*

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MULTILANE HIGHWAYS WORKSHEET(Direction 2)

☒

General Information

Analyst	GSR
Agency or Company	AIM Engineering & Surveying
Date Performed	1/8/2014
Analysis Time Period	AM Peak Hour

Site Information

Highway/Direction to Travel	US 301
From/To	Sabal/27th
Jurisdiction	Hillsborough County
Analysis Year	Existing Year (2013)

Project Description US 301 PD&E Study

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1654	Peak-Hour Factor, PHF	0.93
AADT(veh/h)		%Trucks and Buses, P_T	8
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	0.99	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	0.99	E_R	1.2
E_T	1.5	f_{HV}	0.962

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	9
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	50.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	2.3
f_M (mi/h)	0.0
FFS (mi/h)	47.8

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	934
Speed, S (mi/h)	50.0
D (pc/mi/ln)	18.7
LOS	C

Design

Design (N)

Required Number of Lanes, N

Flow Rate, v_p (pc/h)

Max Service Flow Rate (pc/h/ln)

Design LOS

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*889.2*
Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.62*
Bicycle level of service score, BLOS (Eq. 15-31)	*4.50*
Bicycle level of service (Exhibit 15-4)	*D*

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MULTILANE HIGHWAYS WORKSHEET(Direction 1)

☒

General Information

Analyst	GSR
Agency or Company	AIM Engineering & Surveying
Date Performed	1/8/2014
Analysis Time Period	AM Peak Hour

Site Information

Highway/Direction to Travel	US 301
From/To	27th/SR 574
Jurisdiction	Hillsborough County
Analysis Year	Existing Year (2013)

Project Description US 301 PD&E Study

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1396	Peak-Hour Factor, PHF	0.93
AADT(veh/h)		%Trucks and Buses, P_T	8
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	0.99	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	0.99	E_R	1.2
E_T	1.5	f_{HV}	0.962

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	13
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	50.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	3.3
f_M (mi/h)	0.0
FFS (mi/h)	46.8

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	788
Speed, S (mi/h)	45.0
D (pc/mi/ln)	17.5
LOS	B

Design

Design (N)

Required Number of Lanes, N

Flow Rate, v_p (pc/h)

Max Service Flow Rate (pc/h/ln)

Design LOS

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*750.5*
Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.62*
Bicycle level of service score, BLOS (Eq. 15-31)	*4.41*
Bicycle level of service (Exhibit 15-4)	*D*

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MULTILANE HIGHWAYS WORKSHEET(Direction 2)

☒

General Information

Analyst	GSR
Agency or Company	AIM Engineering & Surveying
Date Performed	1/8/2014
Analysis Time Period	AM Peak Hour

Site Information

Highway/Direction to Travel	US 301
From/To	27th/SR 574
Jurisdiction	Hillsborough County
Analysis Year	Existing Year (2013)

Project Description US 301 PD&E Study

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1650	Peak-Hour Factor, PHF	0.93
AADT(veh/h)		%Trucks and Buses, P_T	8
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	0.99	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	0.99	E_R	1.2
E_T	1.5	f_{HV}	0.962

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	9
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	50.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	2.3
f_M (mi/h)	0.0
FFS (mi/h)	47.8

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	931
Speed, S (mi/h)	50.0
D (pc/mi/ln)	18.6
LOS	C

Design

Design (N)

Required Number of Lanes, N

Flow Rate, v_p (pc/h)

Max Service Flow Rate (pc/h/ln)

Design LOS

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*887.1*
Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.62*
Bicycle level of service score, BLOS (Eq. 15-31)	*4.50*
Bicycle level of service (Exhibit 15-4)	*D*

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MULTILANE HIGHWAYS WORKSHEET(Direction 1)

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General Information

Analyst	GSR
Agency or Company	AIM Engineering & Surveying
Date Performed	1/8/2014
Analysis Time Period	AM Peak Hour

Site Information

Highway/Direction to Travel	US 301
From/To	SR 574/Oak Fair
Jurisdiction	Hillsborough County
Analysis Year	Existing Year (2013)

Project Description US 301 PD&E Study

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1198	Peak-Hour Factor, PHF	0.93
AADT(veh/h)		%Trucks and Buses, P_T	8
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	0.99	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	0.99	E_R	1.2
E_T	1.5	f_{HV}	0.962

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	13
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	50.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	3.3
f_M (mi/h)	0.0
FFS (mi/h)	46.8

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	676
Speed, S (mi/h)	45.0
D (pc/mi/ln)	15.0
LOS	B

Design

Design (N)

Required Number of Lanes, N

Flow Rate, v_p (pc/h)

Max Service Flow Rate (pc/h/ln)

Design LOS

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*644.1*
Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.62*
Bicycle level of service score, BLOS (Eq. 15-31)	*4.33*
Bicycle level of service (Exhibit 15-4)	*D*

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MULTILANE HIGHWAYS WORKSHEET(Direction 2)

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General Information

Analyst	GSR
Agency or Company	AIM Engineering & Surveying
Date Performed	1/8/2014
Analysis Time Period	AM Peak Hour

Site Information

Highway/Direction to Travel	US 301
From/To	SR 574/Oak Fair
Jurisdiction	Hillsborough County
Analysis Year	Existing Year (2013)

Project Description US 301 PD&E Study

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1538	Peak-Hour Factor, PHF	0.93
AADT(veh/h)		%Trucks and Buses, P_T	8
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	0.99	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	0.99	E_R	1.2
E_T	1.5	f_{HV}	0.962

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	5
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	50.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	1.3
f_M (mi/h)	0.0
FFS (mi/h)	48.8

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	868
Speed, S (mi/h)	50.0
D (pc/mi/ln)	17.4
LOS	B

Design

Design (N)

Required Number of Lanes, N

Flow Rate, v_p (pc/h)

Max Service Flow Rate (pc/h/ln)

Design LOS

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*826.9*
Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.62*
Bicycle level of service score, BLOS (Eq. 15-31)	*4.46*
Bicycle level of service (Exhibit 15-4)	*D*

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MULTILANE HIGHWAYS WORKSHEET(Direction 1)

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General Information

Analyst	GSR
Agency or Company	AIM Engineering & Surveying
Date Performed	1/8/2014
Analysis Time Period	AM Peak Hour

Site Information

Highway/Direction to Travel	US 301
From/To	Oak Fair/Elm Fair
Jurisdiction	Hillsborough County
Analysis Year	Existing Year (2013)

Project Description US 301 PD&E Study

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1170	Peak-Hour Factor, PHF	0.93
AADT(veh/h)		%Trucks and Buses, P_T	8
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	0.99	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	0.99	E_R	1.2
E_T	1.5	f_{HV}	0.962

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	0
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	50.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	0.0
f_M (mi/h)	0.0
FFS (mi/h)	50.0

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	660
Speed, S (mi/h)	50.0
D (pc/mi/ln)	13.2
LOS	B

Design

Design (N)

Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*629.0*
Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.62*
Bicycle level of service score, BLOS (Eq. 15-31)	*4.32*
Bicycle level of service (Exhibit 15-4)	*D*

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MULTILANE HIGHWAYS WORKSHEET(Direction 2)

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General Information

Analyst	GSR
Agency or Company	AIM Engineering & Surveying
Date Performed	1/8/2014
Analysis Time Period	AM Peak Hour

Site Information

Highway/Direction to Travel	US 301
From/To	Oak Fair/Elm Fair
Jurisdiction	Hillsborough County
Analysis Year	Existing Year (2013)

Project Description US 301 PD&E Study

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1564	Peak-Hour Factor, PHF	0.93
AADT(veh/h)		%Trucks and Buses, P_T	8
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	0.99	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	0.99	E_R	1.2
E_T	1.5	f_{HV}	0.962

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	0
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	50.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	0.0
f_M (mi/h)	0.0
FFS (mi/h)	50.0

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	883
Speed, S (mi/h)	50.0
D (pc/mi/ln)	17.7
LOS	B

Design

Design (N)

Required Number of Lanes, N

Flow Rate, v_p (pc/h)

Max Service Flow Rate (pc/h/ln)

Design LOS

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*840.9*
Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.62*
Bicycle level of service score, BLOS (Eq. 15-31)	*4.47*
Bicycle level of service (Exhibit 15-4)	*D*

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MULTILANE HIGHWAYS WORKSHEET(Direction 1)

☒

General Information

Analyst	GSR
Agency or Company	AIM Engineering & Surveying
Date Performed	1/8/2014
Analysis Time Period	AM Peak Hour

Site Information

Highway/Direction to Travel	US 301
From/To	Elm Fair/I-4
Jurisdiction	Hillsborough County
Analysis Year	Existing Year (2013)

Project Description US 301 PD&E Study

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1223	Peak-Hour Factor, PHF	0.93
AADT(veh/h)		%Trucks and Buses, P_T	8
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	0.99	Up/Down %	0.00
		Number of Lanes	3

Calculate Flow Adjustments

f_p	0.99	E_R	1.2
E_T	1.5	f_{HV}	0.962

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	11
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	50.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	2.8
f_M (mi/h)	0.0
FFS (mi/h)	47.3

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	460
Speed, S (mi/h)	45.0
D (pc/mi/ln)	10.2
LOS	A

Design

Design (N)

Required Number of Lanes, N

Flow Rate, v_p (pc/h)

Max Service Flow Rate (pc/h/ln)

Design LOS

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*438.4*
Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.62*
Bicycle level of service score, BLOS (Eq. 15-31)	*4.14*
Bicycle level of service (Exhibit 15-4)	*D*

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MULTILANE HIGHWAYS WORKSHEET(Direction 2)

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General Information

Analyst	GSR
Agency or Company	AIM Engineering & Surveying
Date Performed	1/8/2014
Analysis Time Period	AM Peak Hour

Site Information

Highway/Direction to Travel	US 301
From/To	Elm Fair/I-4
Jurisdiction	Hillsborough County
Analysis Year	Existing Year (2013)

Project Description US 301 PD&E Study

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1695	Peak-Hour Factor, PHF	0.93
AADT(veh/h)		%Trucks and Buses, P_T	8
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	0.99	Up/Down %	0.00
		Number of Lanes	3

Calculate Flow Adjustments

f_p	0.99	E_R	1.2
E_T	1.5	f_{HV}	0.962

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	5
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	50.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	1.3
f_M (mi/h)	0.0
FFS (mi/h)	48.8

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	638
Speed, S (mi/h)	50.0
D (pc/mi/ln)	12.8
LOS	B

Design

Design (N)

Required Number of Lanes, N

Flow Rate, v_p (pc/h)

Max Service Flow Rate (pc/h/ln)

Design LOS

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*607.5*
Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.62*
Bicycle level of service score, BLOS (Eq. 15-31)	*4.31*
Bicycle level of service (Exhibit 15-4)	*D*

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MULTILANE HIGHWAYS WORKSHEET(Direction 1)

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General Information

Analyst	AL
Agency or Company	AIM Engineering & Surveying
Date Performed	1/8/2014
Analysis Time Period	PM Peak Hour

Site Information

Highway/Direction to Travel	US 301
From/To	SR 60/Old Hopewell
Jurisdiction	Hillsborough County
Analysis Year	Existing Year (2013)

Project Description US 301 PD&E Study

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1349	Peak-Hour Factor, PHF	0.93
AADT(veh/h)		%Trucks and Buses, P_T	4
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	0.99	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	0.99	E_R	1.2
E_T	1.5	f_{HV}	0.980

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	2
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	50.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	0.5
f_M (mi/h)	0.0
FFS (mi/h)	49.5

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	747
Speed, S (mi/h)	50.0
D (pc/mi/ln)	14.9
LOS	B

Design

Design (N)

Required Number of Lanes, N

Flow Rate, v_p (pc/h)

Max Service Flow Rate (pc/h/ln)

Design LOS

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*725.3*
Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.62*
Bicycle level of service score, BLOS (Eq. 15-31)	*3.15*
Bicycle level of service (Exhibit 15-4)	*C*

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MULTILANE HIGHWAYS WORKSHEET(Direction 2)

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General Information

Analyst	AL
Agency or Company	AIM Engineering & Surveying
Date Performed	1/8/2014
Analysis Time Period	PM Peak Hour

Site Information

Highway/Direction to Travel	US 301
From/To	SR 60/Old Hopewell
Jurisdiction	Hillsborough County
Analysis Year	Existing Year (2013)

Project Description US 301 PD&E Study

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1872	Peak-Hour Factor, PHF	0.93
AADT(veh/h)		%Trucks and Buses, P_T	4
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	0.99	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	0.99	E_R	1.2
E_T	1.5	f_{HV}	0.980

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	2
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	50.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	0.5
f_M (mi/h)	0.0
FFS (mi/h)	49.5

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	1036
Speed, S (mi/h)	50.0
D (pc/mi/ln)	20.7
LOS	C

Design

Design (N)

Required Number of Lanes, N

Flow Rate, v_p (pc/h)

Max Service Flow Rate (pc/h/ln)

Design LOS

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*1006.5*
Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.62*
Bicycle level of service score, BLOS (Eq. 15-31)	*3.32*
Bicycle level of service (Exhibit 15-4)	*C*

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MULTILANE HIGHWAYS WORKSHEET(Direction 1)

☒

General Information

Analyst	GSR
Agency or Company	AIM Engineering & Surveying
Date Performed	1/8/2014
Analysis Time Period	PM Peak Hour

Site Information

Highway/Direction to Travel	US 301
From/To	Old Hopewell/Stannum_Massaro
Jurisdiction	Hillsborough County
Analysis Year	Existing Year (2013)

Project Description US 301 PD&E Study

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1401	Peak-Hour Factor, PHF	0.93
AADT(veh/h)		%Trucks and Buses, P_T	4
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	0.99	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	0.99	E_R	1.2
E_T	1.5	f_{HV}	0.980

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	0
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	50.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	0.0
f_M (mi/h)	0.0
FFS (mi/h)	50.0

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	776
Speed, S (mi/h)	50.0
D (pc/mi/ln)	15.5
LOS	B

Design

Design (N)

Required Number of Lanes, N

Flow Rate, v_p (pc/h)

Max Service Flow Rate (pc/h/ln)

Design LOS

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*753.2*
Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.62*
Bicycle level of service score, BLOS (Eq. 15-31)	*3.17*
Bicycle level of service (Exhibit 15-4)	*C*

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MULTILANE HIGHWAYS WORKSHEET(Direction 2)

☒

General Information

Analyst	GSR
Agency or Company	AIM Engineering & Surveying
Date Performed	1/8/2014
Analysis Time Period	PM Peak Hour

Site Information

Highway/Direction to Travel	US 301
From/To	Old Hopewell/Stannum_Massaro
Jurisdiction	Hillsborough County
Analysis Year	Existing Year (2013)

Project Description US 301 PD&E Study

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1857	Peak-Hour Factor, PHF	0.93
AADT(veh/h)		%Trucks and Buses, P_T	4
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	0.99	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	0.99	E_R	1.2
E_T	1.5	f_{HV}	0.980

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	6
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	50.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	1.5
f_M (mi/h)	0.0
FFS (mi/h)	48.5

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	1028
Speed, S (mi/h)	50.0
D (pc/mi/ln)	20.6
LOS	C

Design

Design (N)

Required Number of Lanes, N

Flow Rate, v_p (pc/h)

Max Service Flow Rate (pc/h/ln)

Design LOS

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*998.4*
Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.62*
Bicycle level of service score, BLOS (Eq. 15-31)	*3.31*
Bicycle level of service (Exhibit 15-4)	*C*

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MULTILANE HIGHWAYS WORKSHEET(Direction 1)

☒

General Information

Analyst	GSR
Agency or Company	AIM Engineering & Surveying
Date Performed	1/8/2014
Analysis Time Period	PM Peak Hour

Site Information

Highway/Direction to Travel	US 301
From/To	Stannum_Massaro/Columbus
Jurisdiction	Hillsborough County
Analysis Year	Existing Year (2013)

Project Description US 301 PD&E Study

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1393	Peak-Hour Factor, PHF	0.93
AADT(veh/h)		%Trucks and Buses, P_T	4
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	0.99	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	0.99	E_R	1.2
E_T	1.5	f_{HV}	0.980

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	5
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	50.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	1.3
f_M (mi/h)	0.0
FFS (mi/h)	48.8

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	771
Speed, S (mi/h)	50.0
D (pc/mi/ln)	15.4
LOS	B

Design

Design (N)

Required Number of Lanes, N

Flow Rate, v_p (pc/h)

Max Service Flow Rate (pc/h/ln)

Design LOS

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*748.9*
Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.62*
Bicycle level of service score, BLOS (Eq. 15-31)	*3.17*
Bicycle level of service (Exhibit 15-4)	*C*

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MULTILANE HIGHWAYS WORKSHEET(Direction 2)

☒

General Information

Analyst	GSR
Agency or Company	AIM Engineering & Surveying
Date Performed	1/8/2014
Analysis Time Period	PM Peak Hour

Site Information

Highway/Direction to Travel	US 301
From/To	Stannum_Massaro/Columbus
Jurisdiction	Hillsborough County
Analysis Year	Existing Year (2013)

Project Description US 301 PD&E Study

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1847	Peak-Hour Factor, PHF	0.93
AADT(veh/h)		%Trucks and Buses, P_T	4
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	0.99	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	0.99	E_R	1.2
E_T	1.5	f_{HV}	0.980

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	5
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	50.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	1.3
f_M (mi/h)	0.0
FFS (mi/h)	48.8

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	1023
Speed, S (mi/h)	50.0
D (pc/mi/ln)	20.5
LOS	C

Design

Design (N)

Required Number of Lanes, N

Flow Rate, v_p (pc/h)

Max Service Flow Rate (pc/h/ln)

Design LOS

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*993.0*
Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.62*
Bicycle level of service score, BLOS (Eq. 15-31)	*3.31*
Bicycle level of service (Exhibit 15-4)	*C*

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MULTILANE HIGHWAYS WORKSHEET(Direction 1)

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General Information

Analyst	GSR
Agency or Company	AIM Engineering & Surveying
Date Performed	1/8/2014
Analysis Time Period	PM Peak Hour

Site Information

Highway/Direction to Travel	US 301
From/To	Columbus/Overpass_21st
Jurisdiction	Hillsborough County
Analysis Year	Existing Year (2013)

Project Description US 301 PD&E Study

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1322	Peak-Hour Factor, PHF	0.93
AADT(veh/h)		%Trucks and Buses, P_T	4
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	0.99	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	0.99	E_R	1.2
E_T	1.5	f_{HV}	0.980

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	4
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	50.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	1.0
f_M (mi/h)	0.0
FFS (mi/h)	49.0

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	732
Speed, S (mi/h)	50.0
D (pc/mi/ln)	14.6
LOS	B

Design

Design (N)

Required Number of Lanes, N

Flow Rate, v_p (pc/h)

Max Service Flow Rate (pc/h/ln)

Design LOS

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*710.8*
Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.62*
Bicycle level of service score, BLOS (Eq. 15-31)	*3.14*
Bicycle level of service (Exhibit 15-4)	*C*

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MULTILANE HIGHWAYS WORKSHEET(Direction 2)

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General Information

Analyst	GSR
Agency or Company	AIM Engineering & Surveying
Date Performed	1/8/2014
Analysis Time Period	PM Peak Hour

Site Information

Highway/Direction to Travel	US 301
From/To	Columbus/Overpass_21st
Jurisdiction	Hillsborough County
Analysis Year	Existing Year (2013)

Project Description US 301 PD&E Study

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1627	Peak-Hour Factor, PHF	0.93
AADT(veh/h)		%Trucks and Buses, P_T	4
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	0.99	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	0.99	E_R	1.2
E_T	1.5	f_{HV}	0.980

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	11
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	50.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	2.8
f_M (mi/h)	0.0
FFS (mi/h)	47.3

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	901
Speed, S (mi/h)	45.0
D (pc/mi/ln)	20.0
LOS	C

Design

Design (N)

Required Number of Lanes, N

Flow Rate, v_p (pc/h)

Max Service Flow Rate (pc/h/ln)

Design LOS

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*874.7*
Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.62*
Bicycle level of service score, BLOS (Eq. 15-31)	*3.25*
Bicycle level of service (Exhibit 15-4)	*C*

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MULTILANE HIGHWAYS WORKSHEET(Direction 1)

☒

General Information

Analyst	GSR
Agency or Company	AIM Engineering & Surveying
Date Performed	1/8/2014
Analysis Time Period	PM Peak Hour

Site Information

Highway/Direction to Travel	US 301
From/To	Overpass_21st/Sabal
Jurisdiction	Hillsborough County
Analysis Year	Existing Year (2013)

Project Description US 301 PD&E Study

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1421	Peak-Hour Factor, PHF	0.93
AADT(veh/h)		%Trucks and Buses, P_T	4
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	0.99	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	0.99	E_R	1.2
E_T	1.5	f_{HV}	0.980

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	16
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	50.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	4.0
f_M (mi/h)	0.0
FFS (mi/h)	46.0

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	787
Speed, S (mi/h)	45.0
D (pc/mi/ln)	17.5
LOS	B

Design

Design (N)

Required Number of Lanes, N

Flow Rate, v_p (pc/h)

Max Service Flow Rate (pc/h/ln)

Design LOS

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*764.0*
Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.62*
Bicycle level of service score, BLOS (Eq. 15-31)	*3.18*
Bicycle level of service (Exhibit 15-4)	*C*

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MULTILANE HIGHWAYS WORKSHEET(Direction 2)

☒

General Information

Analyst	GSR
Agency or Company	AIM Engineering & Surveying
Date Performed	1/8/2014
Analysis Time Period	PM Peak Hour

Site Information

Highway/Direction to Travel	US 301
From/To	Overpass_21st/Sabal
Jurisdiction	Hillsborough County
Analysis Year	Existing Year (2013)

Project Description US 301 PD&E Study

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1597	Peak-Hour Factor, PHF	0.93
AADT(veh/h)		%Trucks and Buses, P_T	4
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	0.99	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	0.99	E_R	1.2
E_T	1.5	f_{HV}	0.980

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	11
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	50.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	2.8
f_M (mi/h)	0.0
FFS (mi/h)	47.3

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	884
Speed, S (mi/h)	45.0
D (pc/mi/ln)	19.6
LOS	C

Design

Design (N)

Required Number of Lanes, N

Flow Rate, v_p (pc/h)

Max Service Flow Rate (pc/h/ln)

Design LOS

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*858.6*
Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.62*
Bicycle level of service score, BLOS (Eq. 15-31)	*3.24*
Bicycle level of service (Exhibit 15-4)	*C*

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MULTILANE HIGHWAYS WORKSHEET(Direction 1)

☒

General Information

Analyst	GSR
Agency or Company	AIM Engineering & Surveying
Date Performed	1/8/2014
Analysis Time Period	PM Peak Hour

Site Information

Highway/Direction to Travel	US 301
From/To	Sabal/27th
Jurisdiction	Hillsborough County
Analysis Year	Existing Year (2013)

Project Description US 301 PD&E Study

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1711	Peak-Hour Factor, PHF	0.93
AADT(veh/h)		%Trucks and Buses, P_T	4
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	0.99	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	0.99	E_R	1.2
E_T	1.5	f_{HV}	0.980

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	9
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	50.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	2.3
f_M (mi/h)	0.0
FFS (mi/h)	47.8

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	947
Speed, S (mi/h)	50.0
D (pc/mi/ln)	18.9
LOS	C

Design

Design (N)

Required Number of Lanes, N

Flow Rate, v_p (pc/h)

Max Service Flow Rate (pc/h/ln)

Design LOS

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*919.9*
Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.62*
Bicycle level of service score, BLOS (Eq. 15-31)	*3.27*
Bicycle level of service (Exhibit 15-4)	*C*

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MULTILANE HIGHWAYS WORKSHEET(Direction 2)

☒

General Information

Analyst	GSR
Agency or Company	AIM Engineering & Surveying
Date Performed	1/8/2014
Analysis Time Period	PM Peak Hour

Site Information

Highway/Direction to Travel	US 301
From/To	Sabal/27th
Jurisdiction	Hillsborough County
Analysis Year	Existing Year (2013)

Project Description US 301 PD&E Study

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1386	Peak-Hour Factor, PHF	0.93
AADT(veh/h)		%Trucks and Buses, P_T	4
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	0.99	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	0.99	E_R	1.2
E_T	1.5	f_{HV}	0.980

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	9
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	50.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	2.3
f_M (mi/h)	0.0
FFS (mi/h)	47.8

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	767
Speed, S (mi/h)	50.0
D (pc/mi/ln)	15.3
LOS	B

Design

Design (N)

Required Number of Lanes, N

Flow Rate, v_p (pc/h)

Max Service Flow Rate (pc/h/ln)

Design LOS

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*745.2*
Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.62*
Bicycle level of service score, BLOS (Eq. 15-31)	*3.16*
Bicycle level of service (Exhibit 15-4)	*C*

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MULTILANE HIGHWAYS WORKSHEET(Direction 1)

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General Information

Analyst	GSR
Agency or Company	AIM Engineering & Surveying
Date Performed	1/8/2014
Analysis Time Period	PM Peak Hour

Site Information

Highway/Direction to Travel	US 301
From/To	27th/SR 574
Jurisdiction	Hillsborough County
Analysis Year	Existing Year (2013)

Project Description US 301 PD&E Study

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1704	Peak-Hour Factor, PHF	0.93
AADT(veh/h)		%Trucks and Buses, P_T	4
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	0.99	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	0.99	E_R	1.2
E_T	1.5	f_{HV}	0.980

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	13
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	50.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	3.3
f_M (mi/h)	0.0
FFS (mi/h)	46.8

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	943
Speed, S (mi/h)	45.0
D (pc/mi/ln)	21.0
LOS	C

Design

Design (N)

Required Number of Lanes, N

Flow Rate, v_p (pc/h)

Max Service Flow Rate (pc/h/ln)

Design LOS

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*916.1*
Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.62*
Bicycle level of service score, BLOS (Eq. 15-31)	*3.27*
Bicycle level of service (Exhibit 15-4)	*C*

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MULTILANE HIGHWAYS WORKSHEET(Direction 2)

☒

General Information

Analyst	GSR
Agency or Company	AIM Engineering & Surveying
Date Performed	1/8/2014
Analysis Time Period	PM Peak Hour

Site Information

Highway/Direction to Travel	US 301
From/To	27th/SR 574
Jurisdiction	Hillsborough County
Analysis Year	Existing Year (2013)

Project Description US 301 PD&E Study

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1397	Peak-Hour Factor, PHF	0.93
AADT(veh/h)		%Trucks and Buses, P_T	4
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	0.99	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	0.99	E_R	1.2
E_T	1.5	f_{HV}	0.980

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	9
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	50.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	2.3
f_M (mi/h)	0.0
FFS (mi/h)	47.8

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	773
Speed, S (mi/h)	50.0
D (pc/mi/ln)	15.5
LOS	B

Design

Design (N)

Required Number of Lanes, N

Flow Rate, v_p (pc/h)

Max Service Flow Rate (pc/h/ln)

Design LOS

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*751.1*
Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.62*
Bicycle level of service score, BLOS (Eq. 15-31)	*3.17*
Bicycle level of service (Exhibit 15-4)	*C*

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MULTILANE HIGHWAYS WORKSHEET(Direction 1)

☒

General Information

Analyst	GSR
Agency or Company	AIM Engineering & Surveying
Date Performed	1/8/2014
Analysis Time Period	PM Peak Hour

Site Information

Highway/Direction to Travel	US 301
From/To	SR 574/Oak Fair
Jurisdiction	Hillsborough County
Analysis Year	Existing Year (2013)

Project Description US 301 PD&E Study

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1538	Peak-Hour Factor, PHF	0.93
AADT(veh/h)		%Trucks and Buses, P_T	4
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	0.99	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	0.99	E_R	1.2
E_T	1.5	f_{HV}	0.980

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	13
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	50.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	3.3
f_M (mi/h)	0.0
FFS (mi/h)	46.8

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	851
Speed, S (mi/h)	45.0
D (pc/mi/ln)	18.9
LOS	C

Design

Design (N)

Required Number of Lanes, N

Flow Rate, v_p (pc/h)

Max Service Flow Rate (pc/h/ln)

Design LOS

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*826.9*
Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.62*
Bicycle level of service score, BLOS (Eq. 15-31)	*3.22*
Bicycle level of service (Exhibit 15-4)	*C*

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MULTILANE HIGHWAYS WORKSHEET(Direction 2)

☒

General Information

Analyst	GSR
Agency or Company	AIM Engineering & Surveying
Date Performed	1/8/2014
Analysis Time Period	PM Peak Hour

Site Information

Highway/Direction to Travel	US 301
From/To	SR 574/Oak Fair
Jurisdiction	Hillsborough County
Analysis Year	Existing Year (2013)

Project Description US 301 PD&E Study

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1154	Peak-Hour Factor, PHF	0.93
AADT(veh/h)		%Trucks and Buses, P_T	4
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	0.99	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	0.99	E_R	1.2
E_T	1.5	f_{HV}	0.980

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	5
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	50.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	1.3
f_M (mi/h)	0.0
FFS (mi/h)	48.8

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	639
Speed, S (mi/h)	50.0
D (pc/mi/ln)	12.8
LOS	B

Design

Design (N)

Required Number of Lanes, N

Flow Rate, v_p (pc/h)

Max Service Flow Rate (pc/h/ln)

Design LOS

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*620.4*
Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.62*
Bicycle level of service score, BLOS (Eq. 15-31)	*3.07*
Bicycle level of service (Exhibit 15-4)	*C*

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MULTILANE HIGHWAYS WORKSHEET(Direction 1)

☒

General Information

Analyst	GSR
Agency or Company	AIM Engineering & Surveying
Date Performed	1/8/2014
Analysis Time Period	PM Peak Hour

Site Information

Highway/Direction to Travel	US 301
From/To	Oak Fair/Elm Fair
Jurisdiction	Hillsborough County
Analysis Year	Existing Year (2013)

Project Description US 301 PD&E Study

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1564	Peak-Hour Factor, PHF	0.93
AADT(veh/h)		%Trucks and Buses, P_T	4
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	0.99	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	0.99	E_R	1.2
E_T	1.5	f_{HV}	0.980

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	0
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	50.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	0.0
f_M (mi/h)	0.0
FFS (mi/h)	50.0

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	866
Speed, S (mi/h)	50.0
D (pc/mi/ln)	17.3
LOS	B

Design

Design (N)

Required Number of Lanes, N

Flow Rate, v_p (pc/h)

Max Service Flow Rate (pc/h/ln)

Design LOS

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*840.9*
Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.62*
Bicycle level of service score, BLOS (Eq. 15-31)	*3.23*
Bicycle level of service (Exhibit 15-4)	*C*

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MULTILANE HIGHWAYS WORKSHEET(Direction 2)

☒

General Information

Analyst	GSR
Agency or Company	AIM Engineering & Surveying
Date Performed	1/8/2014
Analysis Time Period	PM Peak Hour

Site Information

Highway/Direction to Travel	US 301
From/To	Oak Fair/Elm Fair
Jurisdiction	Hillsborough County
Analysis Year	Existing Year (2013)

Project Description US 301 PD&E Study

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1160	Peak-Hour Factor, PHF	0.93
AADT(veh/h)		%Trucks and Buses, P_T	4
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	0.99	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	0.99	E_R	1.2
E_T	1.5	f_{HV}	0.980

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	0
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	50.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	0.0
f_M (mi/h)	0.0
FFS (mi/h)	50.0

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	642
Speed, S (mi/h)	50.0
D (pc/mi/ln)	12.8
LOS	B

Design

Design (N)

Required Number of Lanes, N

Flow Rate, v_p (pc/h)

Max Service Flow Rate (pc/h/ln)

Design LOS

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*623.7*
Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.62*
Bicycle level of service score, BLOS (Eq. 15-31)	*3.07*
Bicycle level of service (Exhibit 15-4)	*C*

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MULTILANE HIGHWAYS WORKSHEET(Direction 1)

☒

General Information

Analyst	GSR
Agency or Company	AIM Engineering & Surveying
Date Performed	1/8/2014
Analysis Time Period	PM Peak Hour

Site Information

Highway/Direction to Travel	US 301
From/To	Elm Fair/I-4
Jurisdiction	Hillsborough County
Analysis Year	Existing Year (2103)

Project Description US 301 PD&E Study

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1695	Peak-Hour Factor, PHF	0.93
AADT(veh/h)		%Trucks and Buses, P_T	4
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	0.99	Up/Down %	0.00
		Number of Lanes	3

Calculate Flow Adjustments

f_p	0.99	E_R	1.2
E_T	1.5	f_{HV}	0.980

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	11
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	50.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	2.8
f_M (mi/h)	0.0
FFS (mi/h)	47.3

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	625
Speed, S (mi/h)	45.0
D (pc/mi/ln)	13.9
LOS	B

Design

Design (N)

Required Number of Lanes, N

Flow Rate, v_p (pc/h)

Max Service Flow Rate (pc/h/ln)

Design LOS

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*607.5*
Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.62*
Bicycle level of service score, BLOS (Eq. 15-31)	*3.06*
Bicycle level of service (Exhibit 15-4)	*C*

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MULTILANE HIGHWAYS WORKSHEET(Direction 2)

☒

General Information

Analyst	GSR
Agency or Company	AIM Engineering & Surveying
Date Performed	1/8/2014
Analysis Time Period	PM Peak Hour

Site Information

Highway/Direction to Travel	US 301
From/To	Elm Fair/I-4
Jurisdiction	Hillsborough County
Analysis Year	Existing Year (2103)

Project Description US 301 PD&E Study

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1223	Peak-Hour Factor, PHF	0.93
AADT(veh/h)		%Trucks and Buses, P_T	4
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	0.99	Up/Down %	0.00
		Number of Lanes	3

Calculate Flow Adjustments

f_p	0.99	E_R	1.2
E_T	1.5	f_{HV}	0.980

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	5
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	50.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	1.3
f_M (mi/h)	0.0
FFS (mi/h)	48.8

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	451
Speed, S (mi/h)	50.0
D (pc/mi/ln)	9.0
LOS	A

Design

Design (N)

Required Number of Lanes, N

Flow Rate, v_p (pc/h)

Max Service Flow Rate (pc/h/ln)

Design LOS

Bicycle Level of Service

Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*438.4*
Effective width, W_v (Eq. 15-29) ft	*24.00*
Effective speed factor, S_t (Eq. 15-30)	*4.62*
Bicycle level of service score, BLOS (Eq. 15-31)	*2.90*
Bicycle level of service (Exhibit 15-4)	*C*

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Unsignalized Intersection Analyses

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*GSR*
Agency/Co.	*AIM ENGINEERING & SURVEYING*
Date Performed	*9/23/2013*
Analysis Time Period	*AM PEAK HOUR*

Site Information

Intersection	*US 301@OLD HOPEWELL RD*
Jurisdiction	*HILLSBOROUGH COUNTY*
Analysis Year	*2013*

Project Description *US 301 PD&E STUDY*

East/West Street: *OLD HOPEWELL RD* | North/South Street: *US 301*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*7*	*1838*	*27*	*35*	*1295*	*8*
Peak-Hour Factor, PHF	*0.92*	*0.92*	*0.92*	*0.94*	*0.94*	*0.94*
Hourly Flow Rate, HFR (veh/h)	*7*	*1997*	*29*	*37*	*1377*	*8*
Percent Heavy Vehicles	*0*	--	--	*14*	--	--
Median Type	*Raised curb*					
RT Channelized			*1*			*0*
Lanes	*1*	*2*	*1*	*1*	*2*	*1*
Configuration	*L*	*T*	*R*	*L*	*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*3*	*0*	*4*	*30*	*0*	*29*
Peak-Hour Factor, PHF	*0.38*	*0.38*	*0.38*	*0.63*	*0.63*	*0.63*
Hourly Flow Rate, HFR (veh/h)	*7*	*0*	*10*	*47*	*0*	*46*
Percent Heavy Vehicles	*0*	*0*	*0*	*58*	*0*	*58*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*1*
Lanes	*0*	*1*	*0*	*0*	*1*	*1*
Configuration		*LTR*		*LT*		*R*

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*	*LT*		*R*		*LTR*	
v (veh/h)	*7*	*37*	*47*		*46*		*17*	
C (m) (veh/h)	*501*	*242*	*25*		*197*		*134*	
v/c	*0.01*	*0.15*	*1.88*		*0.23*		*0.13*	
95% queue length	*0.04*	*0.53*	*5.79*		*0.87*		*0.42*	
Control Delay (s/veh)	*12.3*	*22.5*	*748.3*		*28.8*		*35.7*	
LOS	*B*	*C*	*F*		*D*		*E*	
Approach Delay (s/veh)	--	--	*392.4*			*35.7*		
Approach LOS	--	--	*F*			*E*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*GSR*
Agency/Co.	*AIM ENGINEERING & SURVEYING*
Date Performed	*9/23/2013*
Analysis Time Period	*AM PEAK HOUR*

Site Information

Intersection	*US 301@MASSARO BLVD/STANNUM ST*
Jurisdiction	*HILLSBOROUGH COUNTY*
Analysis Year	*2013*

Project Description *US 301 PD&E STUDY*

East/West Street: *MASSARO BLVD/STANNUM ST* | North/South Street: *US 301*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*48*	*1803*	*19*	*24*	*1324*	*45*
Peak-Hour Factor, PHF	*0.93*	*0.93*	*0.93*	*0.95*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*51*	*1938*	*20*	*25*	*1393*	*47*
Percent Heavy Vehicles	*7*	--	--	*4*	--	--
Median Type	*Raised curb*					
RT Channelized			*0*			*1*
Lanes	*1*	*2*	*1*	*1*	*2*	*1*
Configuration	*L*	*T*	*R*	*L*	*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*17*	*0*	*12*	*2*	*0*	*12*
Peak-Hour Factor, PHF	*0.68*	*0.68*	*0.68*	*0.67*	*0.67*	*0.67*
Hourly Flow Rate, HFR (veh/h)	*24*	*0*	*17*	*2*	*0*	*17*
Percent Heavy Vehicles	*44*	*0*	*30*	*0*	*0*	*67*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*Y*	
Storage		*0*			*1*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration	*LT*		*R*		*LTR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*		*LTR*		*LT*		*R*
v (veh/h)	*51*	*25*		*19*		*24*		*17*
C (m) (veh/h)	*462*	*286*		*217*		*48*		*373*
v/c	*0.11*	*0.09*		*0.09*		*0.50*		*0.05*
95% queue length	*0.37*	*0.28*		*0.28*		*1.85*		*0.14*
Control Delay (s/veh)	*13.8*	*18.8*		*32.7*		*139.3*		*15.1*
LOS	*B*	*C*		*D*		*F*		*C*
Approach Delay (s/veh)	--	--	*32.7*			*87.8*		
Approach LOS	--	--	*D*			*F*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*GSR*
Agency/Co.	*AIM ENGINEERING & SURVEYING*
Date Performed	*9/23/2013*
Analysis Time Period	*AM PEAK HOUR*

Site Information

Intersection	*US 301@TAMPA E BLVD/COLUMBUS D*
Jurisdiction	*HILLSBOROUGH COUNTY*
Analysis Year	*2013*

Project Description *US 301 PD&E STUDY*

East/West Street: *TAMPA E BLVD/COLUMBUS DR* | North/South Street: *US 301*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*177*	*1604*	*51*	*98*	*1227*	*22*
Peak-Hour Factor, PHF	*0.91*	*0.91*	*0.91*	*0.94*	*0.94*	*0.94*
Hourly Flow Rate, HFR (veh/h)	*194*	*1762*	*56*	*104*	*1305*	*23*
Percent Heavy Vehicles	*5*	--	--	*1*	--	--
Median Type	*Raised curb*					
RT Channelized			*1*			*1*
Lanes	*1*	*2*	*1*	*1*	*2*	*1*
Configuration	*L*	*T*	*R*	*L*	*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*21*	*5*	*2*	*9*	*4*	*0*
Peak-Hour Factor, PHF	*0.96*	*0.96*	*0.96*	*0.83*	*0.83*	*0.83*
Hourly Flow Rate, HFR (veh/h)	*21*	*5*	*2*	*10*	*4*	*0*
Percent Heavy Vehicles	*56*	*0*	*0*	*0*	*0*	*3*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*1*
Lanes	*1*	*1*	*0*	*1*	*1*	*1*
Configuration	*L*		*TR*	*L*	*T*	*R*

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*	*L*	*T*	*R*	*L*		*TR*
v (veh/h)	*194*	*104*	*10*	*4*	*0*	*21*		*7*
C (m) (veh/h)	*511*	*355*		*0*	*342*			*0*
v/c	*0.38*	*0.29*			*0.00*			
95% queue length	*1.76*	*1.20*			*0.00*			
Control Delay (s/veh)	*16.3*	*19.3*			*15.5*			
LOS	*C*	*C*		*F*	*C*			*F*
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*GSR*
Agency/Co.	*AIM ENGINEERING & SURVEYING*
Date Performed	*9/23/2013*
Analysis Time Period	*AM PEAK HOUR*

Site Information

Intersection	*US 301@OVERPASS RD/21ST AVE*
Jurisdiction	*HILLSBOROUGH COUNTY*
Analysis Year	*2013*

Project Description *US 301 PD&E STUDY*

East/West Street: *OVERPASS RD/21ST AVE* | North/South Street: *US 301*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*35*	*1514*	*59*	*59*	*1431*	*62*
Peak-Hour Factor, PHF	*0.93*	*0.93*	*0.93*	*0.93*	*0.93*	*0.93*
Hourly Flow Rate, HFR (veh/h)	*37*	*1627*	*63*	*63*	*1538*	*66*
Percent Heavy Vehicles	*14*	--	--	*2*	--	--
Median Type	*Raised curb*					
RT Channelized			*0*			*0*
Lanes	*1*	*2*	*1*	*1*	*2*	*1*
Configuration	*L*	*T*	*R*	*L*	*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*21*	*0*	*14*	*4*	*1*	*34*
Peak-Hour Factor, PHF	*0.80*	*0.80*	*0.80*	*0.67*	*0.67*	*0.67*
Hourly Flow Rate, HFR (veh/h)	*26*	*0*	*17*	*5*	*1*	*50*
Percent Heavy Vehicles	*12*	*0*	*22*	*0*	*0*	*8*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*Y*	
Storage		*0*			*1*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*		*LTR*			*LTR*	
v (veh/h)	*37*	*63*		*56*			*43*	
C (m) (veh/h)	*352*	*374*		*405*			*74*	
v/c	*0.11*	*0.17*		*0.14*			*0.58*	
95% queue length	*0.35*	*0.60*		*0.48*			*2.52*	
Control Delay (s/veh)	*16.4*	*16.6*		*22.7*			*106.4*	
LOS	*C*	*C*		*C*			*F*	
Approach Delay (s/veh)	--	--	*22.7*			*106.4*		
Approach LOS	--	--	*C*			*F*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*GSR*
Agency/Co.	*AIM ENGINEERING & SURVEYING*
Date Performed	*9/23/2013*
Analysis Time Period	*AM PEAK HOUR*

Site Information

Intersection	*US 301@27TH AVE*
Jurisdiction	*HILLSBOROUGH COUNTY*
Analysis Year	*2013*

Project Description *US 301 PD&E STUDY*

East/West Street: *27TH AVE* | North/South Street: *US 301*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*2*	*1386*	*5*	*20*	*1630*	
Peak-Hour Factor, PHF	*0.92*	*0.92*	*0.92*	*0.93*	*0.93*	*0.93*
Hourly Flow Rate, HFR (veh/h)	*2*	*1506*	*5*	*21*	*1752*	*0*
Percent Heavy Vehicles	*0*	--	--	*6*	--	--
Median Type	*Raised curb*					
RT Channelized			*0*			*0*
Lanes	*1*	*2*	*1*	*1*	*2*	*0*
Configuration	*L*	*T*	*R*	*L*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*24*		*10*
Peak-Hour Factor, PHF	*0.93*	*0.93*	*0.93*	*0.80*	*0.67*	*0.80*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*29*	*0*	*12*
Percent Heavy Vehicles	*0*	*0*	*0*	*4*	*0*	*25*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*		*LR*				
v (veh/h)	*2*	*21*		*41*				
C (m) (veh/h)	*362*	*420*		*138*				
v/c	*0.01*	*0.05*		*0.30*				
95% queue length	*0.02*	*0.16*		*1.16*				
Control Delay (s/veh)	*15.0*	*14.0*		*41.8*				
LOS	*B*	*B*		*E*				
Approach Delay (s/veh)	--	--	*41.8*					
Approach LOS	--	--	*E*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*GSR*
Agency/Co.	*AIM ENGINEERING & SURVEYING*
Date Performed	*9/23/2013*
Analysis Time Period	*AM PEAK HOUR*

Site Information

Intersection	*US 301@OAK FAIR BLVD*
Jurisdiction	*HILLSBOROUGH COUNTY*
Analysis Year	*2013*

Project Description *US 301 PD&E STUDY*

East/West Street: *OAK FAIR BLVD* | North/South Street: *US 301*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*1124*	*74*	*67*	*1497*	
Peak-Hour Factor, PHF	*1.00*	*0.88*	*0.88*	*0.97*	*0.97*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*1277*	*84*	*69*	*1543*	*0*
Percent Heavy Vehicles	*0*	--	--	*6*	--	--
Median Type	*Raised curb*					
RT Channelized			*1*			*0*
Lanes	*0*	*2*	*1*	*1*	*2*	*0*
Configuration		*T*	*R*	*L*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*41*		*46*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*0.72*	*1.00*	*0.72*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*56*	*0*	*63*
Percent Heavy Vehicles	*0*	*0*	*0*	*37*	*0*	*25*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*1*
Lanes	*0*	*0*	*0*	*1*	*0*	*1*
Configuration				*L*		*R*

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*	*L*		*R*			
v (veh/h)		*69*	*56*		*63*			
C (m) (veh/h)		*518*	*100*		*417*			
v/c		*0.13*	*0.56*		*0.15*			
95% queue length		*0.46*	*2.59*		*0.53*			
Control Delay (s/veh)		*13.0*	*79.4*		*15.2*			
LOS		*B*	*F*		*C*			
Approach Delay (s/veh)	--	--	*45.4*					
Approach LOS	--	--	*E*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*GSR*
Agency/Co.	*AIM ENGINEERING & SURVEYING*
Date Performed	*9/23/2013*
Analysis Time Period	*AM PEAK HOUR*

Site Information

Intersection	*US 301@ELM FAIR BLVD*
Jurisdiction	*HILLSBOROUGH COUNTY*
Analysis Year	*2013*

Project Description *US 301 PD&E STUDY*

East/West Street: *ELM FAIR BLVD* | North/South Street: *US 301*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*0*	*1128*	*42*	*152*	*1543*	
Peak-Hour Factor, PHF	*1.00*	*0.92*	*0.92*	*0.89*	*0.89*	*0.89*
Hourly Flow Rate, HFR (veh/h)	*0*	*1226*	*45*	*170*	*1733*	*0*
Percent Heavy Vehicles	*0*	--	--	*4*	--	--
Median Type	*Raised curb*					
RT Channelized			*1*			*0*
Lanes	*1*	*2*	*1*	*1*	*2*	*0*
Configuration	*L*	*T*	*R*	*L*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*21*		*0*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*0.76*	*1.00*	*0.76*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*27*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*41*	*0*	*49*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*1*
Lanes	*0*	*0*	*0*	*1*	*0*	*1*
Configuration				*L*		*R*

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*	*L*		*R*			
v (veh/h)	*0*	*170*	*27*		*0*			
C (m) (veh/h)	*369*	*553*	*71*		*380*			
v/c	*0.00*	*0.31*	*0.38*		*0.00*			
95% queue length	*0.00*	*1.30*	*1.46*		*0.00*			
Control Delay (s/veh)	*14.8*	*14.4*	*84.0*		*14.5*			
LOS	*B*	*B*	*F*		*B*			
Approach Delay (s/veh)	--	--	*84.0*					
Approach LOS	--	--	*F*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*GSR*
Agency/Co.	*AIM ENGINEERING & SURVEYING*
Date Performed	*9/23/2013*
Analysis Time Period	*PM PEAK HOUR*

Site Information

Intersection	*US 301@OLD HOPEWELL RD*
Jurisdiction	*HILLSBOROUGH COUNTY*
Analysis Year	*2013*

Project Description *US 301 PD&E STUDY*

East/West Street: *OLD HOPEWELL RD* | North/South Street: *US 301*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*1*	*1326*	*22*	*35*	*1814*	*8*
Peak-Hour Factor, PHF	*0.90*	*0.90*	*0.90*	*0.87*	*0.87*	*0.87*
Hourly Flow Rate, HFR (veh/h)	*1*	*1473*	*24*	*40*	*2085*	*9*
Percent Heavy Vehicles	*0*	--	--	*13*	--	--
Median Type	*Raised curb*					
RT Channelized			*1*			*0*
Lanes	*1*	*2*	*1*	*1*	*2*	*1*
Configuration	*L*	*T*	*R*	*L*	*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*11*	*1*	*13*	*45*	*1*	*64*
Peak-Hour Factor, PHF	*0.58*	*0.58*	*0.58*	*0.90*	*0.90*	*0.90*
Hourly Flow Rate, HFR (veh/h)	*18*	*1*	*22*	*50*	*1*	*71*
Percent Heavy Vehicles	*0*	*0*	*0*	*15*	*0*	*2*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*1*
Lanes	*0*	*1*	*0*	*0*	*1*	*1*
Configuration		*LTR*		*LT*		*R*

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*	*LT*		*R*		*LTR*	
v (veh/h)	*1*	*40*	*51*		*71*		*41*	
C (m) (veh/h)	*267*	*403*	*65*		*417*		*68*	
v/c	*0.00*	*0.10*	*0.78*		*0.17*		*0.60*	
95% queue length	*0.01*	*0.33*	*3.58*		*0.61*		*2.58*	
Control Delay (s/veh)	*18.5*	*14.9*	*159.9*		*15.4*		*118.1*	
LOS	*C*	*B*	*F*		*C*		*F*	
Approach Delay (s/veh)	--	--	*75.8*			*118.1*		
Approach LOS	--	--	*F*			*F*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*AL*
Agency/Co.	*AIM ENGINEERING & SURVEYING*
Date Performed	*9/3/2013*
Analysis Time Period	*PM PEAK HOUR*

Site Information

Intersection	*US 301@MASSARO BLVD/STANNUM ST*
Jurisdiction	*HILLSBOROUGH COUNTY*
Analysis Year	*2013*

Project Description *US 301 PD&E STUDY*

East/West Street: *MASSARO BLVD/STANNUM ST* | North/South Street: *US 301*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*29*	*1361*	*11*	*23*	*1813*	*11*
Peak-Hour Factor, PHF	*0.92*	*0.92*	*0.92*	*0.97*	*0.97*	*0.97*
Hourly Flow Rate, HFR (veh/h)	*31*	*1479*	*11*	*23*	*1869*	*11*
Percent Heavy Vehicles	*18*	--	--	*11*	--	--
Median Type	*Raised curb*					
RT Channelized			*0*			*1*
Lanes	*1*	*2*	*1*	*1*	*2*	*1*
Configuration	*L*	*T*	*R*	*L*	*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*17*	*0*	*25*	*19*	*0*	*15*
Peak-Hour Factor, PHF	*0.51*	*0.51*	*0.51*	*0.44*	*0.44*	*0.44*
Hourly Flow Rate, HFR (veh/h)	*33*	*0*	*49*	*43*	*0*	*34*
Percent Heavy Vehicles	*15*	*0*	*4*	*0*	*0*	*14*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*Y*	
Storage		*0*			*1*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration	*LT*		*R*		*LTR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*		*LTR*		*LT*		*R*
v (veh/h)	*31*	*23*		*77*		*33*		*49*
C (m) (veh/h)	*260*	*405*		*110*		*43*		*316*
v/c	*0.12*	*0.06*		*0.70*		*0.77*		*0.16*
95% queue length	*0.40*	*0.18*		*3.69*		*2.95*		*0.54*
Control Delay (s/veh)	*20.7*	*14.4*		*92.2*		*214.3*		*18.5*
LOS	*C*	*B*		*F*		*F*		*C*
Approach Delay (s/veh)	--	--	*92.2*			*97.3*		
Approach LOS	--	--	*F*			*F*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*GSR*
Agency/Co.	*AIM ENGINEERING & SURVEYING*
Date Performed	*9/3/2013*
Analysis Time Period	*PM PEAK HOUR*

Site Information

Intersection	*US 301@TAMPA E BLVD/COLUMBUS D*
Jurisdiction	*HILLSBOROUGH COUNTY*
Analysis Year	*2013*

Project Description *US 301 PD&E STUDY*

East/West Street: *TAMPA E BLVD/COLUMBUS DR* | North/South Street: *US 301*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*109*	*1233*	*51*	*64*	*1600*	*3*
Peak-Hour Factor, PHF	*0.90*	*0.90*	*0.90*	*0.84*	*0.84*	*0.84*
Hourly Flow Rate, HFR (veh/h)	*121*	*1370*	*56*	*76*	*1904*	*3*
Percent Heavy Vehicles	*10*	--	--	*2*	--	--
Median Type	*Raised curb*					
RT Channelized			*1*			*1*
Lanes	*1*	*2*	*1*	*1*	*2*	*1*
Configuration	*L*	*T*	*R*	*L*	*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*10*	*14*	*10*	*42*	*5*	*0*
Peak-Hour Factor, PHF	*0.78*	*0.78*	*0.78*	*0.60*	*0.60*	*0.60*
Hourly Flow Rate, HFR (veh/h)	*12*	*17*	*12*	*69*	*8*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*2*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*1*
Lanes	*1*	*1*	*0*	*1*	*1*	*1*
Configuration	*L*		*TR*	*L*	*T*	*R*

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*	*L*	*T*	*R*	*L*		*TR*
v (veh/h)	*121*	*76*	*69*	*8*	*0*	*12*		*29*
C (m) (veh/h)	*278*	*497*	*17*	*0*	*446*			*22*
v/c	*0.44*	*0.15*	*4.06*		*0.00*			*1.32*
95% queue length	*2.09*	*0.54*	*9.29*		*0.00*			*3.76*
Control Delay (s/veh)	*27.6*	*13.5*	*1833*		*13.1*			*559.9*
LOS	*D*	*B*	*F*	*F*	*B*			*F*
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*GSR*
Agency/Co.	*AIM ENGINEERING & SURVEYING*
Date Performed	*9/23/2013*
Analysis Time Period	*PM PEAK HOUR*

Site Information

Intersection	*US 301@OVERPASS RD/21ST AVE*
Jurisdiction	*HILLSBOROUGH COUNTY*
Analysis Year	*2013*

Project Description *US 301 PD&E STUDY*

East/West Street: *OVERPASS RD/21ST AVE* | North/South Street: *US 301*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*25*	*1283*	*42*	*30*	*1537*	*30*
Peak-Hour Factor, PHF	*0.88*	*0.88*	*0.88*	*0.92*	*0.92*	*0.92*
Hourly Flow Rate, HFR (veh/h)	*28*	*1457*	*47*	*32*	*1670*	*32*
Percent Heavy Vehicles	*14*	--	--	*0*	--	--
Median Type	*Raised curb*					
RT Channelized			*0*			*0*
Lanes	*1*	*2*	*1*	*1*	*2*	*1*
Configuration	*L*	*T*	*R*	*L*	*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*68*	*0*	*39*	*10*	*0*	*70*
Peak-Hour Factor, PHF	*0.55*	*0.55*	*0.55*	*0.76*	*0.76*	*0.76*
Hourly Flow Rate, HFR (veh/h)	*123*	*0*	*70*	*13*	*0*	*92*
Percent Heavy Vehicles	*2*	*0*	*3*	*11*	*0*	*6*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*Y*	
Storage		*0*			*1*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*		*LTR*			*LTR*	
v (veh/h)	*28*	*32*		*105*			*193*	
C (m) (veh/h)	*321*	*451*		*469*			*85*	
v/c	*0.09*	*0.07*		*0.22*			*2.27*	
95% queue length	*0.28*	*0.23*		*0.85*			*17.61*	
Control Delay (s/veh)	*17.3*	*13.6*		*23.2*			*686.8*	
LOS	*C*	*B*		*C*			*F*	
Approach Delay (s/veh)	--	--	*23.2*			*686.8*		
Approach LOS	--	--	*C*			*F*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*GSR*
Agency/Co.	*AIM ENGINEERING & SURVEYING*
Date Performed	*9/23/2013*
Analysis Time Period	*PM PEAK HOUR*

Site Information

Intersection	*US 301@27TH AVE*
Jurisdiction	*HILLSBOROUGH COUNTY*
Analysis Year	*2013*

Project Description *US 301 PD&E STUDY*

East/West Street: *27TH AVE* | North/South Street: *US 301*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*0*	*1699*	*12*	*16*	*1381*	
Peak-Hour Factor, PHF	*1.00*	*0.87*	*0.87*	*0.95*	*0.95*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*1952*	*13*	*16*	*1453*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Raised curb*					
RT Channelized			*0*			*0*
Lanes	*1*	*2*	*1*	*1*	*2*	*0*
Configuration	*L*	*T*	*R*	*L*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*5*		*5*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*0.46*	*1.00*	*0.46*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*10*	*0*	*10*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*		*LR*				
v (veh/h)	*0*	*16*		*20*				
C (m) (veh/h)	*472*	*300*		*123*				
v/c	*0.00*	*0.05*		*0.16*				
95% queue length	*0.00*	*0.17*		*0.56*				
Control Delay (s/veh)	*12.6*	*17.7*		*39.9*				
LOS	*B*	*C*		*E*				
Approach Delay (s/veh)	--	--	*39.9*					
Approach LOS	--	--	*E*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*GSR*
Agency/Co.	*AIM ENGINEERING & SURVEYING*
Date Performed	*9/23/2013*
Analysis Time Period	*PM PEAK HOUR*

Site Information

Intersection	*US 301@OAK FAIR BLVD*
Jurisdiction	*HILLSBOROUGH COUNTY*
Analysis Year	*2013*

Project Description *US 301 PD&E STUDY*

East/West Street: *OAK FAIR BLVD* | North/South Street: *US 301*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*1484*	*52*	*59*	*1101*	
Peak-Hour Factor, PHF	*0.91*	*0.91*	*0.91*	*0.93*	*0.93*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*1630*	*57*	*63*	*1183*	*0*
Percent Heavy Vehicles	*0*	--	--	*4*	--	--
Median Type	*Raised curb*					
RT Channelized			*1*			*0*
Lanes	*0*	*2*	*1*	*1*	*2*	*0*
Configuration		*T*	*R*	*L*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*53*		*80*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*0.48*	*1.00*	*0.48*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*110*	*0*	*166*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*1*
Lanes	*0*	*0*	*0*	*1*	*0*	*1*
Configuration				*L*		*R*

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*	*L*		*R*			
v (veh/h)		*63*	*110*		*166*			
C (m) (veh/h)		*385*	*106*		*381*			
v/c		*0.16*	*1.04*		*0.44*			
95% queue length		*0.58*	*6.68*		*2.15*			
Control Delay (s/veh)		*16.2*	*173.7*		*21.5*			
LOS		*C*	*F*		*C*			
Approach Delay (s/veh)	--	--	*82.2*					
Approach LOS	--	--	*F*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*GSR*
Agency/Co.	*AIM ENGINEERING & SURVEYING*
Date Performed	*9/23/2013*
Analysis Time Period	*PM PEAK HOUR*

Site Information

Intersection	*US 301@ELM FAIR BLVD*
Jurisdiction	*HILLSBOROUGH COUNTY*
Analysis Year	*2013*

Project Description *US 301 PD&E STUDY*

East/West Street: *ELM FAIR BLVD* | North/South Street: *US 301*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*2*	*1539*	*23*	*89*	*1134*	
Peak-Hour Factor, PHF	*0.87*	*0.87*	*0.87*	*0.95*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*2*	*1768*	*26*	*93*	*1193*	*0*
Percent Heavy Vehicles	*0*	--	--	*19*	--	--
Median Type	*Raised curb*					
RT Channelized			*1*			*0*
Lanes	*1*	*2*	*1*	*1*	*2*	*0*
Configuration	*L*	*T*	*R*	*L*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*26*		*0*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*0.82*	*1.00*	*0.82*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*31*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*1*
Lanes	*0*	*0*	*0*	*1*	*0*	*1*
Configuration				*L*		*R*

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*	*L*		*R*			
v (veh/h)	*2*	*93*	*31*		*0*			
C (m) (veh/h)	*592*	*284*	*84*		*347*			
v/c	*0.00*	*0.33*	*0.37*		*0.00*			
95% queue length	*0.01*	*1.38*	*1.44*		*0.00*			
Control Delay (s/veh)	*11.1*	*23.7*	*71.0*		*15.4*			
LOS	*B*	*C*	*F*		*C*			
Approach Delay (s/veh)	--	--	*71.0*					
Approach LOS	--	--	*F*					

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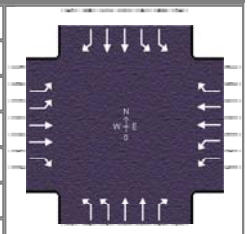
Signalized Intersection Analyses

HCS 2010 Signalized Intersection Results Summary

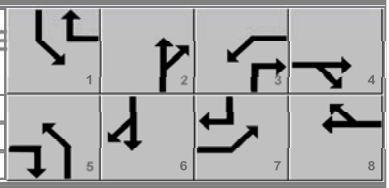
General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	AL	Analysis Date	Jan 14, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	AM Peak Hour	PHF	0.89
Intersection	SR 60/Adamo Drive	Analysis Year	2013 Existing	Analysis Period	1> 7:00
File Name	2013 Arterial - AM.xus				
Project Description	US 301 PD&E Study				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	233	1020	245	255	1222	536	427	1103	116	320	745	264

Signal Information			
Cycle, s	170.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	29.3	20.3	14.1	14.3	42.3	15.7
Yellow	4.7	4.7	4.7	4.7	4.7	4.7
Red	0.0	0.0	3.2	0.0	0.0	2.6



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	19.0	66.0	23.0	70.0	34.0	59.0	22.0	47.0
Change Period, ($Y+R_c$), s	4.7	4.7	7.3	7.3	4.7	4.7	7.9	7.9
Max Allow Headway (*MAH*), s	3.0	3.0	3.0	3.0	3.0	2.9	3.0	3.0
Queue Clearance Time (g_s), s	16.0	58.5	16.6	64.7	24.8	56.3	16.1	41.1
Green Extension Time (g_e), s	0.0	1.2	0.0	0.0	0.6	0.0	0.0	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Max Out Probability	1.00	1.00	1.00	1.00	0.33	1.00	1.00	1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	262	1146	182	287	1373	385	480	1239	69	347	808	286
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1583	1675	1563	1658	1756	1563	1723	1756	1519	1642	1690	1438
Queue Service Time (g_s), s	14.0	56.5	10.5	14.6	62.7	30.5	22.8	54.3	4.7	14.1	39.1	29.0
Cycle Queue Clearance Time (g_c), s	14.0	56.5	10.5	14.6	62.7	30.5	22.8	54.3	4.7	14.1	39.1	29.0
Green Ratio (*g/C*)	0.08	0.36	0.53	0.09	0.37	0.45	0.17	0.32	0.41	0.08	0.23	0.31
Capacity (*c*), veh/h	266	1208	833	306	1295	706	594	1122	625	272	778	452
Volume-to-Capacity Ratio (*X*)	0.983	0.949	0.218	0.936	1.060	0.546	0.808	1.105	0.110	1.274	1.039	0.634
Available Capacity (c_a), veh/h	266	1208	833	306	1295	706	594	1122	625	272	778	452
Back of Queue (*Q*), veh/ln (50th percentile)	7.5	25.7	1.7	7.6	34.6	8.2	10.5	33.0	1.7	11.2	20.5	10.5
Queue Storage Ratio (*RQ*) (50th percentile)	0.22	0.00	0.05	0.20	0.00	0.21	0.44	0.00	0.14	0.76	0.00	0.68
Uniform Delay (d_1), s/veh	77.7	52.8	5.0	76.6	53.7	21.0	67.6	57.9	30.8	78.0	65.5	49.9
Incremental Delay (d_2), s/veh	50.2	15.1	0.0	34.5	42.5	0.5	7.6	60.3	0.0	140.4	36.4	1.4
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	127.9	67.9	5.1	111.1	96.2	21.5	75.2	118.2	30.8	218.3	101.9	51.4
Level of Service (LOS)	F	E	A	F	F	C	E	F	C	F	F	D
Approach Delay, s/veh / LOS	70.6	E		84.2	F		103.3	F		119.9	F	
Intersection Delay, s/veh / LOS	93.5						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.2	C	3.1	C	3.4	C	3.2	C
Bicycle LOS Score / LOS	1.8	A	2.2	B	2.0	A	1.7	A

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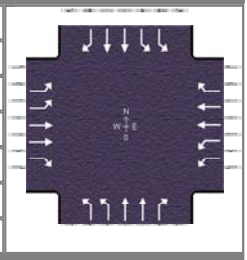
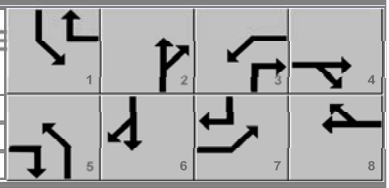
HCS 2010 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	AL	Analysis Date	Jan 14, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	AM Peak Hour	PHF	0.89
Intersection	SR 60/Adamo Drive	Analysis Year	2013 Existing	Analysis Period	1> 7:00
File Name	2013 Arterial - AM.xus				
Project Description	US 301 PD&E Study				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	233	1020	245	255	1222	536	427	1103	116	320	745	264

Signal Information										
Cycle, s	170.0	Reference Phase	2							
Offset, s	0	Reference Point	End							
Uncoordinated	Yes	Simult. Gap E/W	On							
Force Mode	Fixed	Simult. Gap N/S	On							
				Green	29.3	20.3	14.1	14.3	42.3	15.7
				Yellow	4.7	4.7	4.7	4.7	4.7	4.7
				Red	0.0	0.0	3.2	0.0	0.0	2.6



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	233	1020	245	255	1222	536	427	1103	116	320	745	264
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	11	8	3	6	3	3	2	3	6	7	7	12
Ped / Bike / RTOR, /h	0	0	83	0	0	193	0	0	55	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.64	0.64	0.64
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	910	0	910	1020	0	1010	603	0	325	390	0	420
Grade (*Pg*), %	0	0	0	0	0	0	0	0	0	0	0	0
Speed Limit, mi/h	45	45	45	45	45	45	45	45	45	45	45	45

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	14.3	61.3	15.7	62.7	29.3	54.3	14.1	39.1
Yellow Change Interval (*Y*), s	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7
Red Clearance Interval (R_c), s	0.0	0.0	2.6	2.6	0.0	0.0	3.2	3.2
Minimum Green (G_{min}), s	7	7	7	7	7	7	7	7
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Off	Off	Off	Off	Min	Off	Min
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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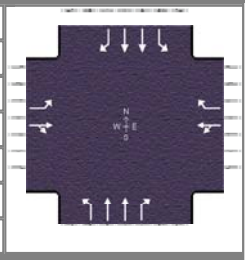
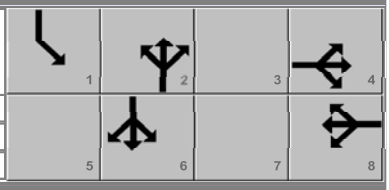
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	AL	Analysis Date	Jan 14, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	AM Peak Hour	PHF	0.77
Intersection	Sabal Industrial Boulevard	Analysis Year	2013 Existing	Analysis Period	1> 7:00
File Name	2013 Arterial - AM.xus				
Project Description	US 301 PD&E Study				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	5	2	1	31	0	87	11	1301	257	113	1520	21

Signal Information					EB		WB			NB			SB		
Cycle, s	80.3	Reference Phase	2												
Offset, s	0	Reference Point	End	Green	13.3	37.2	10.0	0.0	0.0	0.0					
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	4.0	4.7	3.2	0.0	0.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	2.1	4.8	0.0	0.0	0.0					



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2	1	6
Case Number		6.0		7.0		5.3	1.0	3.0
Phase Duration, s		18.0		18.0		44.0	18.3	62.3
Change Period, (*Y*+*Rc*), s		8.0		8.0		6.8	5.0	6.8
Max Allow Headway (*MAH*), s		3.1		3.1		2.9	3.0	2.9
Queue Clearance Time (g_s), s		5.2		5.9		33.5	4.3	26.7
Green Extension Time (g_e), s		0.1		0.1		3.0	0.1	12.9
Phase Call Probability		1.00		1.00		1.00	1.00	1.00
Max Out Probability		0.11		0.27		0.96	0.00	0.25

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	6	4			40	61	12	1442	245	127	1703	21
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1361	1792			1070	1158	292	1706	1563	1630	1706	1533
Queue Service Time (g_s), s	0.4	0.2			2.7	3.9	2.2	31.5	8.0	2.3	24.7	0.3
Cycle Queue Clearance Time (g_c), s	3.2	0.2			2.9	3.9	8.6	31.5	8.0	2.3	24.7	0.3
Green Ratio (*g*/*C*)	0.12	0.12			0.12	0.12	0.46	0.46	0.46	0.65	0.69	0.69
Capacity (*c*), veh/h	211	223			223	144	202	1581	724	384	2359	1060
Volume-to-Capacity Ratio (*X*)	0.031	0.017			0.181	0.423	0.060	0.912	0.338	0.330	0.722	0.020
Available Capacity (c_a), veh/h	211	223			223	144	202	1581	724	384	2359	1060
Back of Queue (*Q*), veh/ln (50th percentile)	0.1	0.1			0.7	1.0	0.1	10.6	2.4	0.9	5.5	0.1
Queue Storage Ratio (*RQ*) (50th percentile)	0.04	0.02			0.00	0.21	0.01	0.00	0.54	0.07	0.00	0.01
Uniform Delay (d_1), s/veh	33.5	30.8			32.1	32.5	15.9	20.0	13.7	14.3	7.6	3.9
Incremental Delay (d_2), s/veh	0.0	0.0			0.1	0.7	0.0	1.5	0.0	0.1	0.6	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	33.5	30.9			32.2	33.2	15.9	21.5	13.7	14.4	8.3	3.9
Level of Service (LOS)	C	C			C	C	B	C	B	B	A	A
Approach Delay, s/veh / LOS	32.5	C		32.8	C		20.3	C		8.6	A	
Intersection Delay, s/veh / LOS	14.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.0	C	3.0	C	2.3	B	2.2	B
Bicycle LOS Score / LOS	0.5	A	0.7	A	2.1	B	2.3	B

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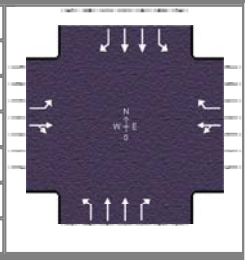
HCS 2010 Signalized Intersection Input Data

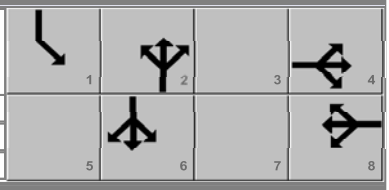
General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	AL	Analysis Date	Jan 14, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	AM Peak Hour	PHF	0.77
Intersection	Sabal Industrial Boulevard	Analysis Year	2013 Existing	Analysis Period	1> 7:00
File Name	2013 Arterial - AM.xus				
Project Description	US 301 PD&E Study				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	5	2	1	31	0	87	11	1301	257	113	1520	21

Signal Information			
Cycle, s	80.3	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	13.3	37.2	10.0	0.0	0.0	0.0	
Yellow	4.0	4.7	3.2	0.0	0.0	0.0	
Red	1.0	2.1	4.8	0.0	0.0	0.0	



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	5	2	1	31	0	87	11	1301	257	113	1520	21
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	33	0			32	39	0	6	3	11	6	5
Ped / Bike / RTOR, /h	0	0	0	0	0	40	0	0	36	0	0	2
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	0.15	0.15	0.15	0.81	0.81	0.81
Lane Width (*W*), ft	12.0	12.0			12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	0	77			0	162	275	0	114	337	0	177
Grade (*Pg*), %	0	0	0	0	0	0	0	0	0	0	0	0
Speed Limit, mi/h	50	50	50	50	50	50	50	50	50	50	50	50

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		10.0		10.0		37.2	13.3	55.2
Yellow Change Interval (*Y*), s	4.0	3.2	4.0	3.2	4.0	4.7	4.0	4.7
Red Clearance Interval (R_c), s	1.0	4.8	1.0	4.8	1.0	2.1	1.0	2.1
Minimum Green (G_{min}), s	7	7	7	7	7	7	7	7
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Off	Off	Off	Off	Min	Off	Min
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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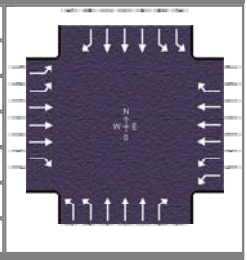
HCS 2010 Signalized Intersection Results Summary

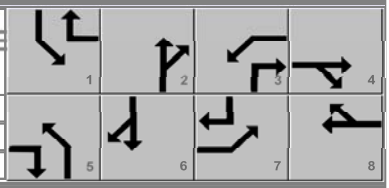
General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	AL	Analysis Date	Jan 14, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	AM Peak Hour	PHF	0.90
Intersection	MLK Jr. Blvd/SR 574	Analysis Year	2013 Existing	Analysis Period	1> 7:00
File Name	2013 Arterial - AM.xus				
Project Description	US 301 PD&E Study				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	101	986	435	135	807	237	455	860	81	385	1080	73

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	23.3	4.3	41.4	14.3	30.3	11.8
Yellow	4.7	4.7	4.7	4.7	4.7	4.7
Red	0.0	0.0	2.9	0.0	0.0	3.5



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	19.0	54.0	20.0	55.0	28.0	49.0	37.0	58.0
Change Period, (*Y*+*Rc*), s	4.7	4.7	8.2	8.2	4.7	7.6	4.7	7.6
Max Allow Headway (*MAH*), s	3.0	2.9	2.9	2.9	3.0	2.9	3.0	2.9
Queue Clearance Time (g_s), s	7.7	33.2	8.8	26.6	25.3	33.1	20.1	37.7
Green Extension Time (g_e), s	0.1	3.1	1.1	2.7	0.0	4.1	0.8	2.3
Phase Call Probability	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Max Out Probability	0.00	0.02	0.98	0.00	1.00	0.43	0.00	0.89

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	112	1096	269	150	897	148	512	968	46	428	1200	37
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1502	1659	1519	1706	1675	1579	1706	1554	1579	1723	1628	1451
Queue Service Time (g_s), s	5.7	31.2	18.8	6.8	24.6	8.4	23.3	31.1	3.2	18.1	35.7	2.5
Cycle Queue Clearance Time (g_c), s	5.7	31.2	18.8	6.8	24.6	8.4	23.3	31.1	3.2	18.1	35.7	2.5
Green Ratio (*g*/*C*)	0.09	0.31	0.45	0.07	0.29	0.49	0.15	0.26	0.33	0.20	0.31	0.40
Capacity (*c*), veh/h	268	1533	689	252	1470	780	497	1206	525	695	1538	587
Volume-to-Capacity Ratio (*X*)	0.418	0.714	0.390	0.596	0.610	0.189	1.031	0.803	0.088	0.615	0.780	0.063
Available Capacity (c_a), veh/h	268	1533	689	252	1470	780	497	1206	525	695	1538	587
Back of Queue (*Q*), veh/ln (50th percentile)	2.2	12.8	3.5	3.0	10.1	3.1	12.1	12.0	1.0	7.9	14.5	0.9
Queue Storage Ratio (*RQ*) (50th percentile)	0.12	0.00	0.55	0.31	0.00	0.30	1.08	0.00	0.07	0.58	0.00	0.22
Uniform Delay (d_1), s/veh	68.9	49.1	4.3	71.8	48.7	22.6	68.4	55.5	9.0	58.2	49.8	29.1
Incremental Delay (d_2), s/veh	0.4	1.4	0.1	2.7	0.5	0.0	31.8	1.3	0.0	1.2	2.4	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	69.3	50.5	4.5	74.5	49.3	22.6	100.2	56.8	9.0	59.4	52.2	29.1
Level of Service (LOS)	E	D	A	E	D	C	F	E	A	E	D	C
Approach Delay, s/veh / LOS	43.5	D		49.1	D		69.9	E		53.5	D	
Intersection Delay, s/veh / LOS	54.4						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.6	D	3.5	D	3.6	D	3.8	D
Bicycle LOS Score / LOS	1.3	A	1.1	A	1.3	A	1.4	A

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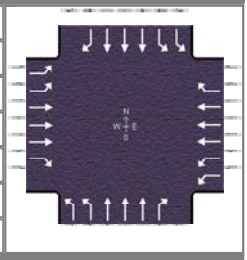
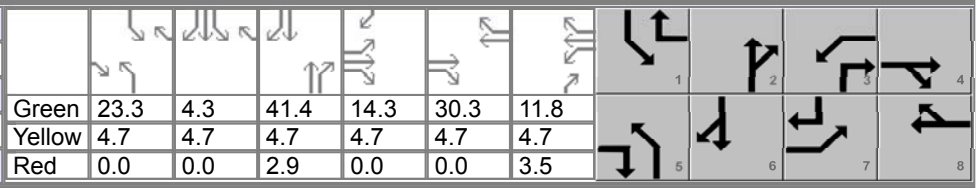
HCS 2010 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	AL	Analysis Date	Jan 14, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	AM Peak Hour	PHF	0.90
Intersection	MLK Jr. Blvd/SR 574	Analysis Year	2013 Existing	Analysis Period	1> 7:00
File Name	2013 Arterial - AM.xus				
Project Description	US 301 PD&E Study				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	101	986	435	135	807	237	455	860	81	385	1080	73

Signal Information					EB			WB			NB			SB		
Cycle, s	160.0	Reference Phase	2		L	T	R	L	T	R	L	T	R	L	T	R
Offset, s	0	Reference Point	End	Green	23.3	4.3		41.4	14.3		30.3		11.8			
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	4.7	4.7		4.7	4.7		4.7		4.7			
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0		2.9	0.0		0.0		3.5			



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	101	986	435	135	807	237	455	860	81	385	1080	73
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	17	4	6	3	3	2	3	11	2	2	6	11
Ped / Bike / RTOR, /h	0	0	193	0	0	104	0	0	40	0	0	40
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	494	0	167	252	0	255	288	0	331	344	0	104
Grade (*Pg*), %	0	0	0	0	0	0	0	0	0	0	0	0
Speed Limit, mi/h	50	50	50	50	50	50	50	50	50	50	50	50

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	14.3	49.3	11.8	46.8	23.3	41.4	32.3	41.4
Yellow Change Interval (*Y*), s	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7
Red Clearance Interval (R_c), s	0.0	0.0	3.5	3.5	0.0	2.9	0.0	2.9
Minimum Green (G_{min}), s	7	7	7	7	7	7	7	7
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Off	Off	Off	Off	Min	Off	Min
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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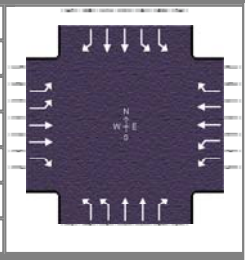
HCS 2010 Signalized Intersection Results Summary

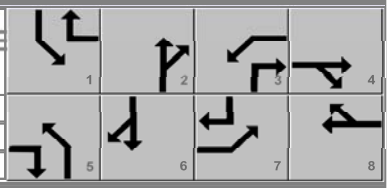
General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	AL	Analysis Date	Jan 14, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	PM Peak Hour	PHF	0.93
Intersection	SR 60/Adamo Drive	Analysis Year	2013 Existing	Analysis Period	1> 7:00
File Name	2013 Arterial - PM.xus				
Project Description	US 301 PD&E Study				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	297	1256	364	161	1023	289	251	763	231	539	1121	212

Signal Information									
Cycle, s	170.0	Reference Phase	2						
Offset, s	0	Reference Point	End						
Uncoordinated	Yes	Simult. Gap E/W	On						
Force Mode	Fixed	Simult. Gap N/S	On						

Green	19.2	14.3	35.0	27.2	28.7	11.6
Yellow	4.7	4.7	4.7	4.7	4.7	4.7
Red	0.0	0.0	3.2	0.0	0.0	2.6



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	31.9	65.3	18.9	52.3	23.9	42.9	42.9	61.9
Change Period, (Y+R_c), s	4.7	4.7	7.3	7.3	4.7	4.7	7.9	7.9
Max Allow Headway (*MAH*), s	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Queue Clearance Time (g_s), s	16.7	62.6	10.5	47.0	15.0	40.2	26.0	54.4
Green Extension Time (g_e), s	0.5	0.0	0.6	0.0	0.2	0.0	3.1	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Max Out Probability	0.00	1.00	1.00	1.00	0.28	1.00	0.24	1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	319	1351	246	173	1100	99	270	820	151	525	1093	9
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1706	1791	1579	1706	1739	1519	1706	1723	1594	1740	1756	1519
Queue Service Time (g_s), s	14.7	60.6	16.7	8.5	45.0	6.3	13.0	38.2	12.5	24.0	52.4	0.5
Cycle Queue Clearance Time (g_c), s	14.7	60.6	16.7	8.5	45.0	6.3	13.0	38.2	12.5	24.0	52.4	0.5
Green Ratio (*g*/*C*)	0.16	0.36	0.47	0.07	0.26	0.47	0.11	0.22	0.29	0.21	0.32	0.48
Capacity (*c*), veh/h	546	1277	741	233	921	715	385	774	467	716	1116	726
Volume-to-Capacity Ratio (*X*)	0.585	1.058	0.332	0.744	1.195	0.138	0.700	1.060	0.322	0.733	0.979	0.012
Available Capacity (c_a), veh/h	546	1277	741	233	921	715	385	774	467	716	1116	726
Back of Queue (*Q*), veh/ln (50th percentile)	6.4	34.0	3.9	4.0	32.1	1.0	5.9	21.8	5.0	10.7	25.3	0.2
Queue Storage Ratio (*RQ*) (50th percentile)	0.18	0.00	0.11	0.10	0.00	0.03	0.25	0.00	0.39	0.69	0.00	0.01
Uniform Delay (d_1), s/veh	66.2	54.7	5.5	77.7	62.5	14.4	72.6	65.9	46.9	63.1	57.5	23.3
Incremental Delay (d_2), s/veh	1.1	42.0	0.1	10.8	98.3	0.0	4.7	49.3	0.1	2.2	16.7	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	67.3	96.7	5.6	88.6	160.8	14.4	77.4	115.2	47.1	65.3	74.1	23.3
Level of Service (LOS)	E	F	A	F	F	B	E	F	D	E	E	C
Approach Delay, s/veh / LOS	80.1	F		141.1	F		98.7	F		71.0	E	
Intersection Delay, s/veh / LOS	95.0						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.2	C	3.4	C	3.4	C	3.3	C
Bicycle LOS Score / LOS	2.1	B	1.6	A	1.5	A	2.0	A

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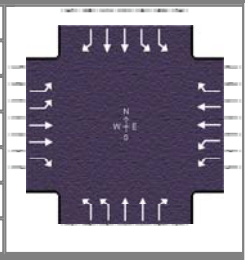
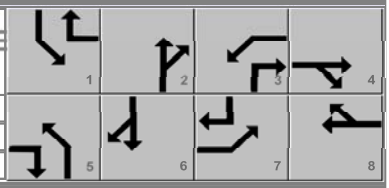
HCS 2010 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	AL	Analysis Date	Jan 14, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	PM Peak Hour	PHF	0.93
Intersection	SR 60/Adamo Drive	Analysis Year	2013 Existing	Analysis Period	1> 7:00
File Name	2013 Arterial - PM.xus				
Project Description	US 301 PD&E Study				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	297	1256	364	161	1023	289	251	763	231	539	1121	212

Signal Information					EB			WB			NB			SB		
Cycle, s	170.0	Reference Phase	2													
Offset, s	0	Reference Point	End	Green	19.2	14.3		35.0	27.2	28.7	11.6					
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	4.7	4.7		4.7	4.7	4.7	4.7					
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0		3.2	0.0	0.0	2.6					



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	297	1256	364	161	1023	289	251	763	231	539	1121	212
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	3	1	2	3	4	6	3	5	1	1	3	6
Ped / Bike / RTOR, /h	0	0	135	0	0	197	0	0	91	0	0	203
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.63	0.63	0.63
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	910	0	910	1020	0	1010	603	0	325	390	0	420
Grade (*Pg*), %	0	0	0	0	0	0	0	0	0	0	0	0
Speed Limit, mi/h	45	45	45	45	45	45	45	45	45	45	45	45

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	27.2	60.6	11.6	45.0	19.2	38.2	35.0	54.0
Yellow Change Interval (*Y*), s	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7
Red Clearance Interval (R_c), s	0.0	0.0	2.6	2.6	0.0	0.0	3.2	3.2
Minimum Green (G_{min}), s	7	7	7	7	7	7	7	7
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Off	Off	Off	Off	Min	Off	Min
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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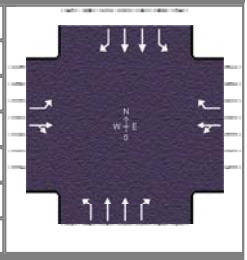
HCS 2010 Signalized Intersection Results Summary

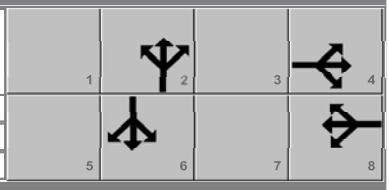
General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	AL	Analysis Date	Jan 14, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	PM Peak Hour	PHF	0.74
Intersection	Sabal Industrial Boulevard	Analysis Year	2013 Existing	Analysis Period	1> 7:00
File Name	2013 Arterial - PM.xus				
Project Description	US 301 PD&E Study				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	25	2	31	224	0	302	2	1384	35	35	1342	9

Signal Information			
Cycle, s	70.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	44.2	11.0	0.0	0.0	0.0	0.0	
Yellow	4.7	3.2	0.0	0.0	0.0	0.0	
Red	2.1	4.8	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2		6
Case Number		6.0		7.0		5.0		5.0
Phase Duration, s		19.0		19.0		51.0		51.0
Change Period, (*Y*+*Rc*), s		8.0		8.0		6.8		6.8
Max Allow Headway (*MAH*), s		3.1		3.1		3.0		3.0
Queue Clearance Time (*gs*), s		13.0		13.0		20.6		27.0
Green Extension Time (*ge*), s		0.0		0.0		10.4		9.0
Phase Call Probability		1.00		1.00		1.00		1.00
Max Out Probability		1.00		1.00		0.23		0.36

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	34	32			303	284	2	1449	23	38	1462	9
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1631			1210	1533	369	1756	1425	281	1756	1425
Queue Service Time (*gs*), s	0.0	1.2			9.8	11.0	0.3	18.1	0.4	6.9	18.4	0.2
Cycle Queue Clearance Time (*gc*), s	11.0	1.2			11.0	11.0	18.6	18.1	0.4	25.0	18.4	0.2
Green Ratio (*g/C*)	0.16	0.16			0.16	0.16	0.63	0.63	0.63	0.63	0.63	0.63
Capacity (*c*), veh/h	103	256			293	241	239	2218	900	207	2218	900
Volume-to-Capacity Ratio (*X*)	0.328	0.127			1.033	1.178	0.009	0.653	0.026	0.184	0.659	0.010
Available Capacity (*ca*), veh/h	103	256			293	241	239	2218	900	207	2218	900
Back of Queue (*Q*), veh/ln (50th percentile)	0.5	0.4			9.6	11.3	0.0	4.3	0.1	0.4	4.4	0.0
Queue Storage Ratio (*RQ*) (50th percentile)	0.18	0.14			0.00	1.81	0.00	0.00	0.02	0.04	0.00	0.00
Uniform Delay (*d1*), s/veh	35.0	25.4			31.8	29.5	14.0	8.1	4.8	15.9	8.1	4.8
Incremental Delay (*d2*), s/veh	0.7	0.1			61.4	114.5	0.0	0.2	0.0	0.1	0.5	0.0
Initial Queue Delay (*d3*), s/veh	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	35.7	25.5			93.2	144.0	14.0	8.3	4.8	16.1	8.6	4.8
Level of Service (LOS)	D	C			F	F	B	A	A	B	A	A
Approach Delay, s/veh / LOS	30.7	C		117.8	F		8.3	A		8.8	A	
Intersection Delay, s/veh / LOS	26.6						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.0	C	3.0	C	2.4	B	2.2	B
Bicycle LOS Score / LOS	0.6	A	1.5	A	2.1	B	2.0	B

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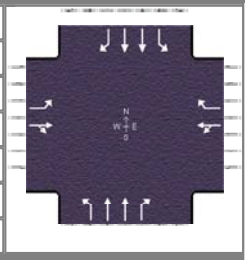
HCS 2010 Signalized Intersection Input Data

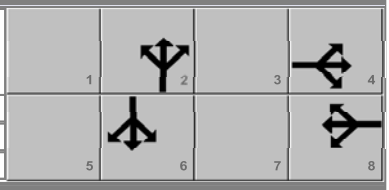
General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	AL	Analysis Date	Jan 14, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	PM Peak Hour	PHF	0.74
Intersection	Sabal Industrial Boulevard	Analysis Year	2013 Existing	Analysis Period	1> 7:00
File Name	2013 Arterial - PM.xus				
Project Description	US 301 PD&E Study				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	25	2	31	224	0	302	2	1384	35	35	1342	9

Signal Information			
Cycle, s	70.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	44.2	11.0	0.0	0.0	0.0	0.0	
Yellow	4.7	3.2	0.0	0.0	0.0	0.0	
Red	2.1	4.8	0.0	0.0	0.0	0.0	



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	25	2	31	224	0	302	2	1384	35	35	1342	9
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	0			3	5	0	3	13	33	3	13
Ped / Bike / RTOR, /h	0	0	9	0	0	92	0	0	13	0	0	1
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	0.39	0.39	0.39	0.81	0.81	0.81
Lane Width (*W*), ft	12.0	12.0			12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	0	77			0	162	275	0	114	337	0	177
Grade (*Pg*), %	0	0	0	0	0	0	0	0	0	0	0	0
Speed Limit, mi/h	50	50	50	50	50	50	50	50	50	50	50	50

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		11.0		11.0		44.2		44.2
Yellow Change Interval (*Y*), s	4.0	3.2	4.0	3.2	4.0	4.7	4.0	4.7
Red Clearance Interval (R_c), s	1.0	4.8	1.0	4.8	1.0	2.1	1.0	2.1
Minimum Green (G_{min}), s	7	7	7	7	7	7	7	7
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Off	Off	Off	Off	Min	Off	Min
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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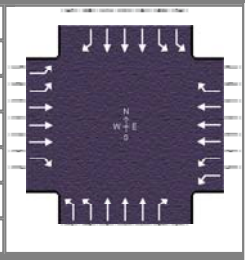
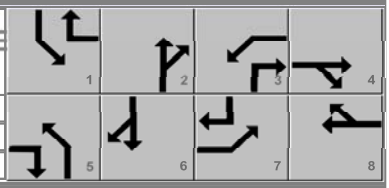
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	AL	Analysis Date	Jan 14, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	PM Peak Hour	PHF	0.92
Intersection	MLK Jr. Blvd/SR 574	Analysis Year	2013 Existing	Analysis Period	1> 7:00
File Name	2013 Arterial - PM.xus				
Project Description	US 301 PD&E Study				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	87	1112	465	108	678	397	443	1054	207	281	824	49

Signal Information													
Cycle, s	143.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	Yes	Simult. Gap E/W	On										
Force Mode	Fixed	Simult. Gap N/S	On										
				Green	19.3	5.2	41.4	12.3	22.4	7.8			
				Yellow	4.7	4.7	4.7	4.7	4.7	4.7			
				Red	0.0	0.0	2.9	0.0	0.0	3.5			



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	17.0	44.1	16.0	43.1	33.9	58.9	24.0	49.0
Change Period, (*Y*+*Rc*), s	4.7	4.7	8.2	8.2	4.7	7.6	4.7	7.6
Max Allow Headway (*MAH*), s	3.0	2.9	2.9	2.9	3.0	2.9	3.0	2.9
Queue Clearance Time (g_s), s	5.9	34.4	6.9	20.4	20.4	28.9	14.2	24.0
Green Extension Time (g_e), s	0.1	2.0	0.3	2.2	0.8	5.3	0.3	5.6
Phase Call Probability	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Max Out Probability	0.00	0.56	1.00	0.01	0.01	0.15	0.12	0.10

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	95	1209	236	117	737	178	479	1140	149	305	896	16
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1627	1691	1563	1673	1691	1594	1723	1675	1563	1706	1675	1579
Queue Service Time (g_s), s	3.9	32.4	13.2	4.9	18.4	11.2	18.4	26.9	8.9	12.2	22.0	0.9
Cycle Queue Clearance Time (g_c), s	3.9	32.4	13.2	4.9	18.4	11.2	18.4	26.9	8.9	12.2	22.0	0.9
Green Ratio (*g*/*C*)	0.09	0.28	0.48	0.05	0.24	0.38	0.20	0.36	0.41	0.13	0.29	0.38
Capacity (*c*), veh/h	280	1398	750	183	1238	604	703	1803	646	460	1455	593
Volume-to-Capacity Ratio (*X*)	0.338	0.865	0.315	0.643	0.595	0.295	0.681	0.633	0.231	0.663	0.616	0.028
Available Capacity (c_a), veh/h	280	1398	750	183	1238	604	703	1803	646	460	1455	593
Back of Queue (*Q*), veh/ln (50th percentile)	1.6	13.9	1.8	2.2	7.6	4.2	7.9	10.7	2.4	5.3	9.0	0.3
Queue Storage Ratio (*RQ*) (50th percentile)	0.09	0.00	0.28	0.23	0.00	0.42	0.69	0.00	0.19	0.40	0.00	0.08
Uniform Delay (d_1), s/veh	61.5	49.3	5.9	66.2	47.8	31.0	52.6	38.0	10.0	58.8	43.9	28.2
Incremental Delay (d_2), s/veh	0.3	5.6	0.1	5.9	0.5	0.1	1.4	0.3	0.0	2.9	0.6	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	61.8	54.9	6.0	72.1	48.3	31.1	54.0	38.4	10.1	61.6	44.5	28.2
Level of Service (LOS)	E	D	A	E	D	C	D	D	B	E	D	C
Approach Delay, s/veh / LOS	47.8	D		48.1	D		40.2	D		48.6	D	
Intersection Delay, s/veh / LOS	45.6						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.6	D	3.5	D	3.8	D	3.8	D
Bicycle LOS Score / LOS	1.3	A	1.1	A	1.5	A	1.2	A

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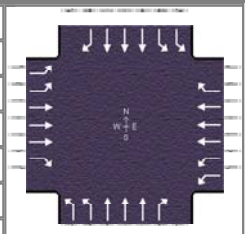
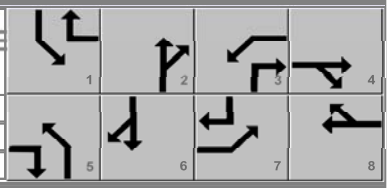
HCS 2010 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	AL	Analysis Date	Jan 14, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	PM Peak Hour	PHF	0.92
Intersection	MLK Jr. Blvd/SR 574	Analysis Year	2013 Existing	Analysis Period	1> 7:00
File Name	2013 Arterial - PM.xus				
Project Description	US 301 PD&E Study				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	87	1112	465	108	678	397	443	1054	207	281	824	49

Signal Information					EB			WB			NB			SB		
Cycle, s	143.0	Reference Phase	2													
Offset, s	0	Reference Point	End	Green	19.3	5.2		41.4	12.3	22.4	7.8					
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	4.7	4.7		4.7	4.7	4.7	4.7					
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0		2.9	0.0	0.0	3.5					



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	87	1112	465	108	678	397	443	1054	207	281	824	49
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	8	2	3	5	2	1	2	3	3	3	3	2
Ped / Bike / RTOR, /h	0	0	248	0	0	233	0	0	69	0	0	34
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	0.61	0.61	0.61	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	494	0	167	252	0	255	288	0	331	344	0	104
Grade (*Pg*), %	0	0	0	0	0	0	0	0	0	0	0	0
Speed Limit, mi/h	50	50	50	50	50	50	50	50	50	50	50	50

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	12.3	39.4	7.8	34.8	29.2	43.7	19.3	41.4
Yellow Change Interval (*Y*), s	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7
Red Clearance Interval (R_c), s	0.0	0.0	3.5	3.5	0.0	0.0	0.0	2.9
Minimum Green (G_{min}), s	7	7	7	7	7	7	7	7
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Off	Off	Off	Off	Min	Off	Min
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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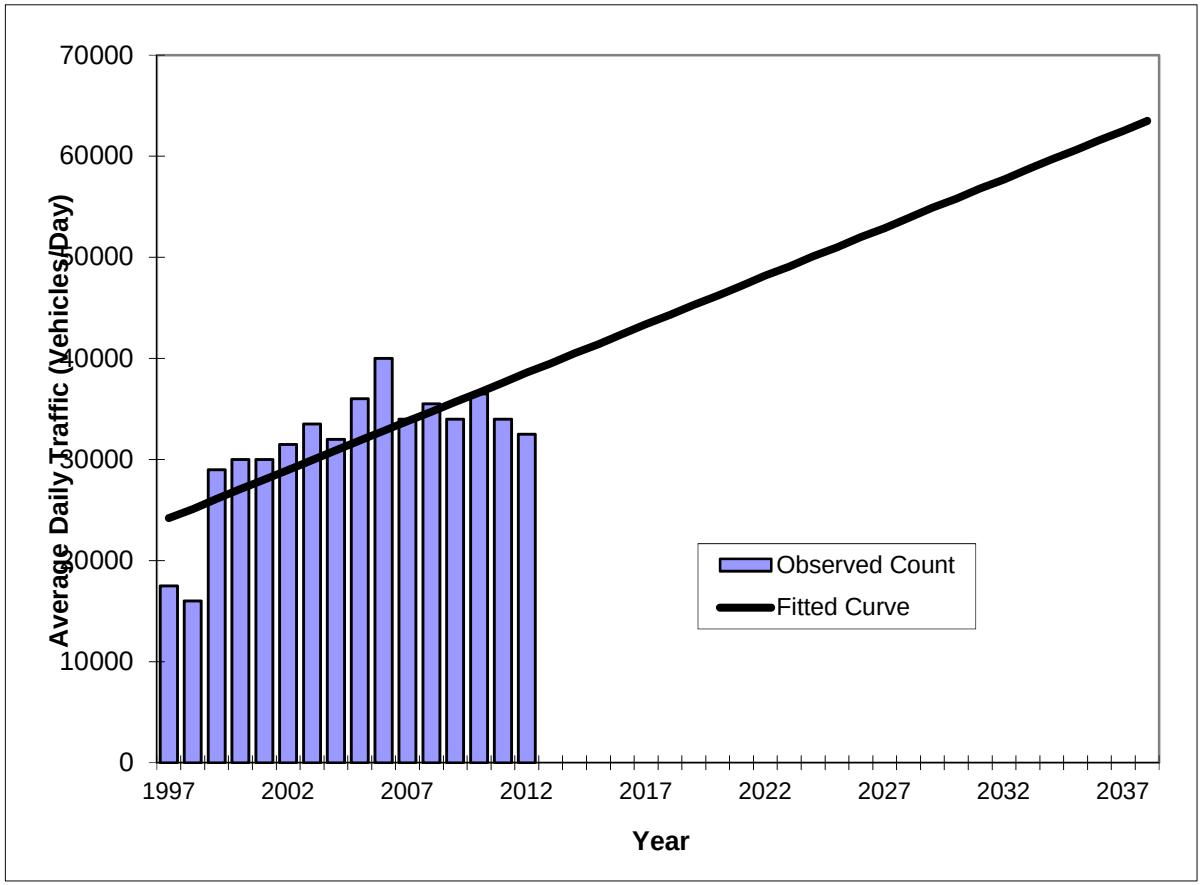
APPENDIX G

Historic Growth Trend Analyses

TRAFFIC TRENDS

SR 574 -- East of US 301

County:	Hillsborough
Station #:	100114
Highway:	SR 574



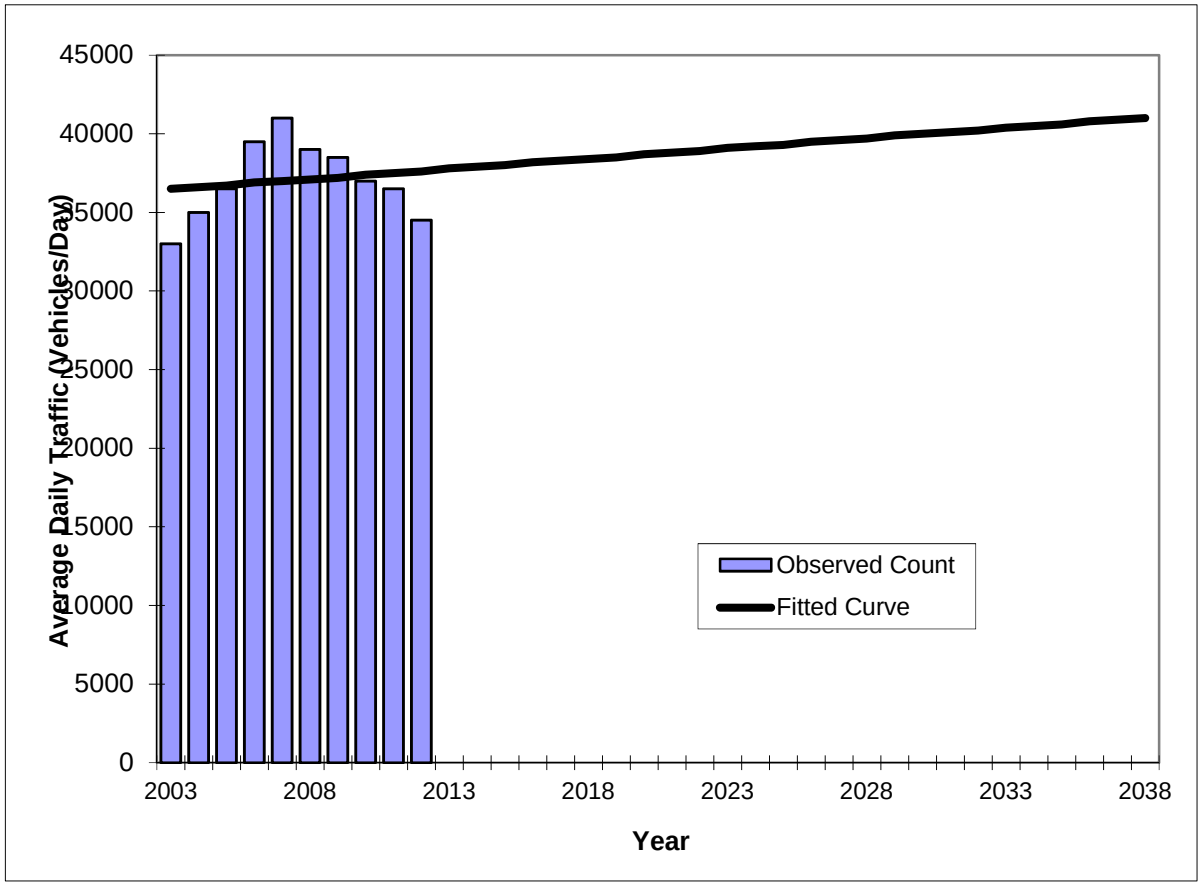
Year	Traffic (ADT) Count*	Trend**
1997	17500	24200
1998	16000	25100
1999	29000	26100
2000	30000	27100
2001	30000	28000
2002	31500	29000
2003	33500	29900
2004	32000	30900
2005	36000	31900
2006	40000	32800
2007	34000	33800
2008	35500	34700
2009	34000	35700
2010	36500	36600
2011	34000	37600
2012	32500	38600
2018	Opening	44300
2028	Mid Year	53900
2038	Design Year	63500

*Axle-Adjusted	
** Annual ADT Increase:	959
Trend R-squared:	51.7%
Trend Annual Growth Rate:	4.0%
Growth Rate (2012 to Design Year):	2.5%
Printed:	27-Feb-14

TRAFFIC TRENDS

SR 574 -- West of US 301

County:	Hillsborough
Station #:	103047
Highway:	SR 574



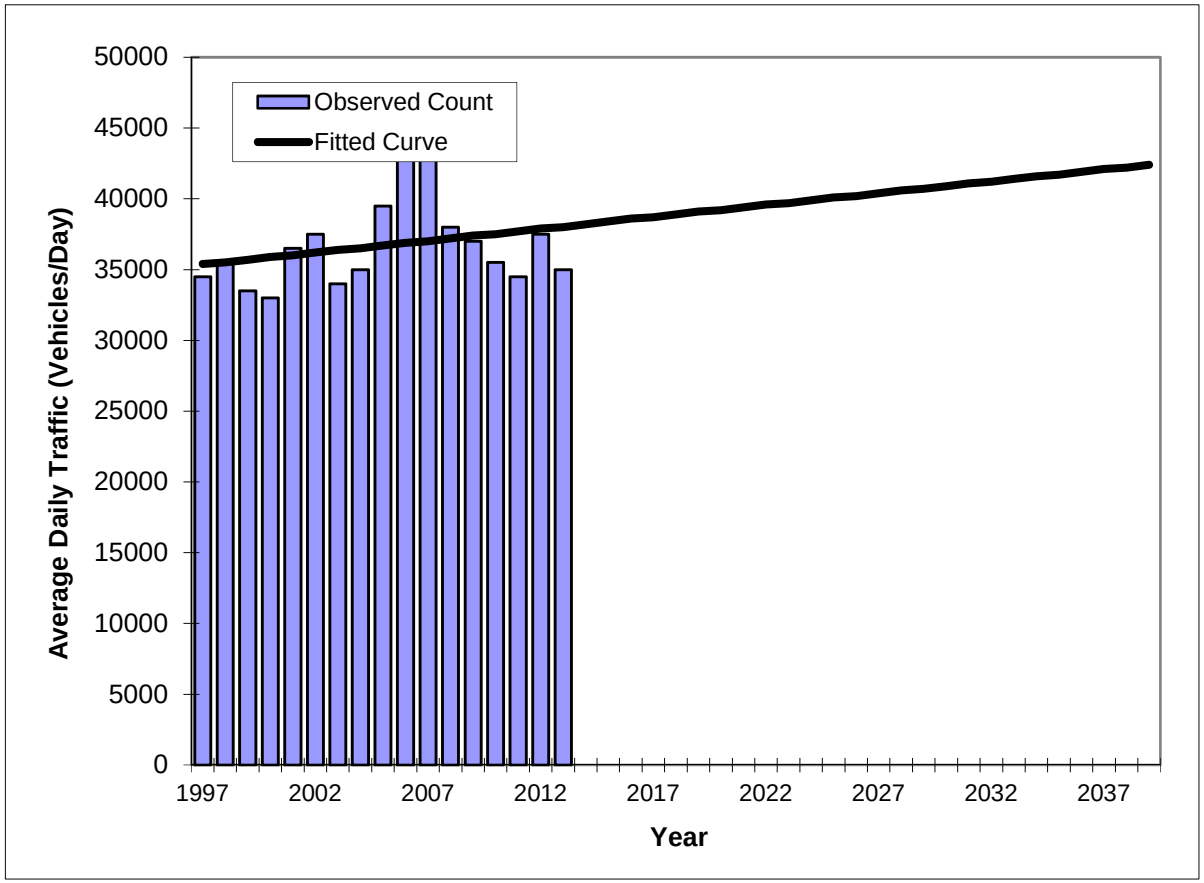
Year	Traffic (ADT)	
	Count*	**Trend****
2003	33000	36500
2004	35000	36600
2005	36500	36700
2006	39500	36900
2007	41000	37000
2008	39000	37100
2009	38500	37200
2010	37000	37400
2011	36500	37500
2012	34500	37600
2018	Opening	38400
2028	Mid Year	39700
2038	Design Year	41000

*Axle-Adjusted	
** Annual ADT Increase:	130
Trend R-squared:	2.5%
Trend Annual Growth Rate:	0.3%
Growth Rate (2012 to Design Year):	0.3%
Printed:	27-Feb-14

TRAFFIC TRENDS

US 301 -- NORTH OF SR 60

County:	HILLSBOROUGH
Station #:	105326
Highway:	US 301



Year	Traffic (ADT/AADT) Count*	Trend**
1997	34500	35400
1998	35500	35500
1999	33500	35700
2000	33000	35900
2001	36500	36000
2002	37500	36200
2003	34000	36400
2004	35000	36500
2005	39500	36700
2006	43500	36900
2007	44000	37000
2008	38000	37200
2009	37000	37400
2010	35500	37500
2011	34500	37700
2012	37500	37900
2013	35000	38000
2020 Opening Year Trend		
2020	N/A	39200
2030 Mid-Year Trend		
2030	N/A	40900
2040 Design Year Trend		
2040	N/A	42600
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

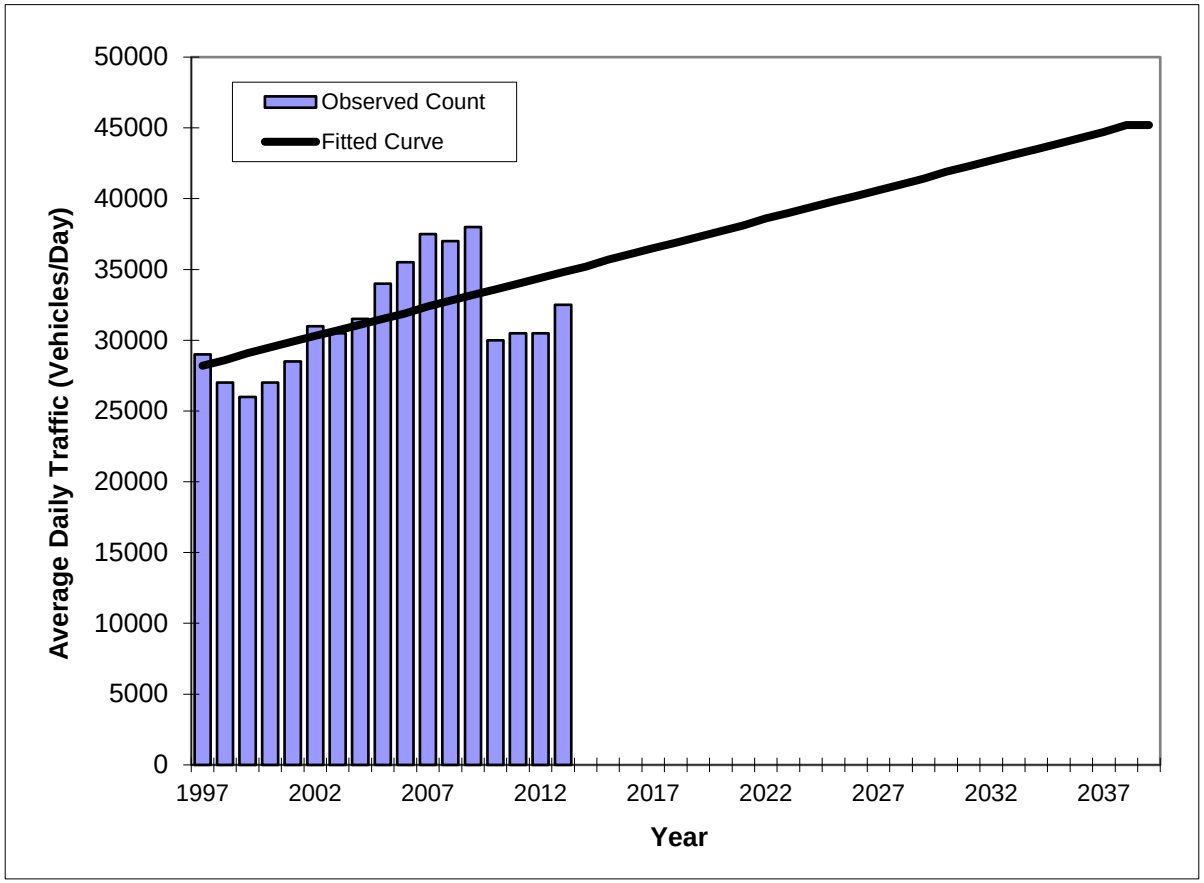
** Annual Trend Increase:	168
Trend R-squared:	7.2%
Trend Annual Historic Growth Rate:	0.09%
Trend Growth Rate (2013 to Design Year):	0.80%
Printed:	27-Feb-14

Straight Line Growth Option

TRAFFIC TRENDS

US 301 -- SOUTH OF I-4

County:	HILLSBOROUGH
Station #:	100010
Highway:	US 301



Year	Traffic (ADT/AADT) Count*	Trend**
1997	29000	28200
1998	27000	28600
1999	26000	29100
2000	27000	29500
2001	28500	29900
2002	31000	30300
2003	30500	30700
2004	31500	31100
2005	34000	31500
2006	35500	31900
2007	37500	32400
2008	37000	32800
2009	38000	33200
2010	30000	33600
2011	30500	34000
2012	30500	34400
2013	32500	34800
2015 Opening Year Trend		
2015	N/A	35700
2025 Mid-Year Trend		
2025	N/A	39800
2035 Design Year Trend		
2035	N/A	43900
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

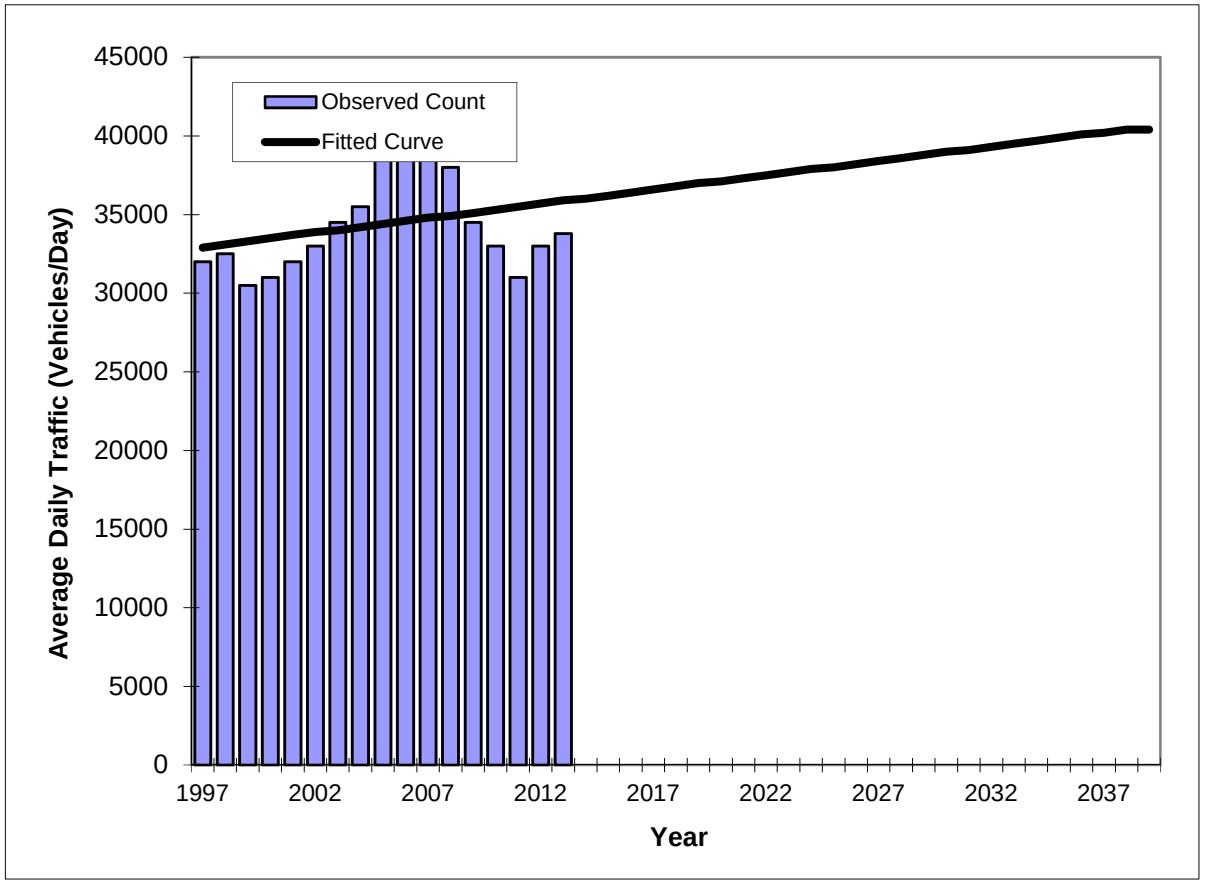
** Annual Trend Increase:	413
Trend R-squared:	31.2%
Trend Annual Historic Growth Rate:	0.75%
Trend Growth Rate (2013 to Design Year):	1.59%
Printed:	27-Feb-14

Straight Line Growth Option

TRAFFIC TRENDS

US 301 -- SOUTH OF SR 574

County:	HILLSBOROUGH
Station #:	105327
Highway:	US 301



Year	Traffic (ADT/AADT) Count*	Trend**
1997	32000	32900
1998	32500	33100
1999	30500	33300
2000	31000	33500
2001	32000	33700
2002	33000	33900
2003	34500	34000
2004	35500	34200
2005	39000	34400
2006	40000	34600
2007	41500	34800
2008	38000	34900
2009	34500	35100
2010	33000	35300
2011	31000	35500
2012	33000	35700
2013	33800	35900
2018 Opening Year Trend		
2018	N/A	36800
2028 Mid-Year Trend		
2028	N/A	38600
2038 Design Year Trend		
2038	N/A	40400
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	182
Trend R-squared:	7.7%
Trend Annual Historic Growth Rate:	0.35%
Trend Growth Rate (2013 to Design Year):	0.78%
Printed:	27-Feb-14

Straight Line Growth Option

APPENDIX H

NCHRP Report No. 255 Calculations

NCHRP Adjusted 2035 AADT Volumes - 6-Lane US 301 [1]

Location	2006 Actual AADT	2006 Model AADT	v/c [2]	2035 Model AADT [3]	Adjustment	2035 Adjusted AADT	2035 Final AADT [4]	2035 Final AADT [5]
US 301 North of SR 60	43,240	47,734	1.10	63,606	0.905853	57,618	58,365	58,400
				63,606	-4,494	59,112		
SR 60 East of US 301	48,880	38,967	0.80	53,233	1.254395	66,775	64,961	65,000
				53,233	9,913	63,146		
SR 60 West of US 301	41,830	37,389	0.89	47,276	1.118778	52,891	52,304	52,300
				47,276	4,441	51,717		
US 301 South of SR 574	39,480	33,601	0.85	51,391	1.174965	60,383	58,826	58,800
				51,391	5,879	57,270		
SR 574 West of US 301	39,010	44,440	1.14	62,875	0.877813	55,192	56,319	56,300
				62,875	-5,430	57,445		

[1] Adjusted based on the methodology documented in NCHRP Report No. 255

[2] Model volume -to -actual volume (count) ratio

[3] 2035 AADT volume based on manual redistribution of centroid connector volumes

[4] Final AADT volume calculated as the average of the two adjusted AADT volumes

[5] Final AADT volume rounded to the nearest 100 vpd

Revised 12/11/13

Location	2035 Model AADT	2035 Final AADT	NCHRP Ratio
US 301 North of SR 60	63,606	58,365	0.92
SR 60 East of US 301	53,233	64,961	1.22
SR 60 West of US 301	47,276	52,304	1.11
US 301 South of SR 574	51,391	58,826	1.14
SR 574 West of US 301	62,875	56,319	0.90

APPENDIX I

Opening Year (2020)
No-Build Alternative HCS Analyses

Multilane Highway Segment Analyses

HCS 2010: Multilane Highways Release 6.50

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst:	GSR
Agency/Co:	AIM Engineering & Surveying
Date:	2/3/2014
Analysis Period:	AM Peak Hour
Highway:	US 301
From/To:	SR 60/Old Hopewell
Jurisdiction:	Hillsborough County
Analysis Year:	Opening Year (2020) No-Build
Project ID:	US 301 PD&E Study

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	2		2	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.5	mph	0.5	mph
Free-flow speed	49.5	mph	49.5	mph

VOLUME

Direction	1		2	
Volume, V	2040	vph	1478	vph
Peak-hour factor, PHF	0.93		0.93	
Peak 15-minute volume, v15	548		397	
Trucks and buses	8	%	8	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	0.99		0.99	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.962		0.962	
Flow rate, vp	1152	pcphpl	834	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	1152	pcphpl	834	pcphpl
Free-flow speed, FFS	49.5	mph	49.5	mph
Avg. passenger-car travel speed, S	50.0	mph	50.0	mph
Level of service, LOS	C		B	
Density, D	23.0	pc/mi/ln	16.7	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		50
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	1096.8	794.6
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.62	4.62
Bicycle LOS Score, BLOS	4.61	4.44
Bicycle LOS	E	D

Overall results are not computed when free-flow speed is less than 45 mph.

HCS 2010: Multilane Highways Release 6.50

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst:	GSR
Agency/Co:	AIM Engineering & Surveying
Date:	2/3/2014
Analysis Period:	AM Peak Hour
Highway:	US 301
From/To:	Old Hopewell/Stannum_Massaro
Jurisdiction:	Hillsborough County
Analysis Year:	Opening Year (2020) No-Build
Project ID:	US 301 PD&E Study

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		6	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	1.5	mph
Free-flow speed	50.0	mph	48.5	mph

VOLUME

Direction	1		2	
Volume, V	2037	vph	1482	vph
Peak-hour factor, PHF	0.93		0.93	
Peak 15-minute volume, v15	548		398	
Trucks and buses	8	%	8	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	0.99		0.99	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.962		0.962	
Flow rate, vp	1150	pcphpl	837	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	1150	pcphpl	837	pcphpl
Free-flow speed, FFS	50.0	mph	48.5	mph
Avg. passenger-car travel speed, S	50.0	mph	50.0	mph
Level of service, LOS	C		B	
Density, D	23.0	pc/mi/ln	16.7	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		50
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	1095.2	796.8
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.62	4.62
Bicycle LOS Score, BLOS	4.60	4.44
Bicycle LOS	E	D

Overall results are not computed when free-flow speed is less than 45 mph.

HCS 2010: Multilane Highways Release 6.50

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst:	GSR
Agency/Co:	AIM Engineering & Surveying
Date:	2/3/2014
Analysis Period:	AM Peak Hour
Highway:	US 301
From/To:	Stannum_Massaro/Columbus
Jurisdiction:	Hillsborough County
Analysis Year:	Opening Year (2020) No-Build
Project ID:	US 301 PD&E Study

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	5		5	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.3	mph	1.3	mph
Free-flow speed	48.8	mph	48.8	mph

VOLUME

Direction	1		2	
Volume, V	2006	vph	1521	vph
Peak-hour factor, PHF	0.93		0.93	
Peak 15-minute volume, v15	539		409	
Trucks and buses	8	%	8	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	0.99		0.99	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.962		0.962	
Flow rate, vp	1132	pcphpl	859	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	1132	pcphpl	859	pcphpl
Free-flow speed, FFS	48.8	mph	48.8	mph
Avg. passenger-car travel speed, S	50.0	mph	50.0	mph
Level of service, LOS	C		B	
Density, D	22.6	pc/mi/ln	17.2	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		50
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	1078.5	817.7
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.62	4.62
Bicycle LOS Score, BLOS	4.60	4.46
Bicycle LOS	E	D

Overall results are not computed when free-flow speed is less than 45 mph.

HCS 2010: Multilane Highways Release 6.50

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst:	GSR
Agency/Co:	AIM Engineering & Surveying
Date:	2/3/2014
Analysis Period:	AM Peak Hour
Highway:	US 301
From/To:	Columbus/Overpass_21st
Jurisdiction:	Hillsborough County
Analysis Year:	Opening Year (2020) No-Build
Project ID:	US 301 PD&E Study

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	4		11	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	2.8	mph
Free-flow speed	49.0	mph	47.3	mph

VOLUME

Direction	1		2	
Volume, V	1896	vph	1536	vph
Peak-hour factor, PHF	0.93		0.93	
Peak 15-minute volume, v15	510		413	
Trucks and buses	8	%	8	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	0.99		0.99	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.962		0.962	
Flow rate, vp	1070	pcphpl	867	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	1070	pcphpl	867	pcphpl
Free-flow speed, FFS	49.0	mph	47.3	mph
Avg. passenger-car travel speed, S	50.0	mph	45.0	mph
Level of service, LOS	C		C	
Density, D	21.4	pc/mi/ln	19.3	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		50
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	1019.4	825.8
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.62	4.62
Bicycle LOS Score, BLOS	4.57	4.46
Bicycle LOS	E	D

Overall results are not computed when free-flow speed is less than 45 mph.

HCS 2010: Multilane Highways Release 6.50

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst:	GSR
Agency/Co:	AIM Engineering & Surveying
Date:	2/3/2014
Analysis Period:	AM Peak Hour
Highway:	US 301
From/To:	Overpass_21st/Sabal
Jurisdiction:	Hillsborough County
Analysis Year:	Opening Year (2020) No-Build
Project ID:	US 301 PD&E Study

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	16		11	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	4.0	mph	2.8	mph
Free-flow speed	46.0	mph	47.3	mph

VOLUME

Direction	1		2	
Volume, V	1842	vph	1663	vph
Peak-hour factor, PHF	0.93		0.93	
Peak 15-minute volume, v15	495		447	
Trucks and buses	8	%	8	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	0.99		0.99	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.962		0.962	
Flow rate, vp	1040	pcphpl	939	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	1040	pcphpl	939	pcphpl
Free-flow speed, FFS	46.0	mph	47.3	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	C		C	
Density, D	23.1	pc/mi/ln	20.9	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		50
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	990.3	894.1
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.62	4.62
Bicycle LOS Score, BLOS	4.55	4.50
Bicycle LOS	E	E

Overall results are not computed when free-flow speed is less than 45 mph.

HCS 2010: Multilane Highways Release 6.50

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst:	GSR
Agency/Co:	AIM Engineering & Surveying
Date:	2/3/2014
Analysis Period:	AM Peak Hour
Highway:	US 301
From/To:	Sabal/27th
Jurisdiction:	Hillsborough County
Analysis Year:	Opening Year (2020) No-Build
Project ID:	US 301 PD&E Study

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	9		9	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	2.3	mph	2.3	mph
Free-flow speed	47.8	mph	47.8	mph

VOLUME

Direction	1		2	
Volume, V	1580	vph	1855	vph
Peak-hour factor, PHF	0.93		0.93	
Peak 15-minute volume, v15	425		499	
Trucks and buses	8	%	8	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	0.99		0.99	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.962		0.962	
Flow rate, vp	892	pcphpl	1047	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	892	pcphpl	1047	pcphpl
Free-flow speed, FFS	47.8	mph	47.8	mph
Avg. passenger-car travel speed, S	50.0	mph	50.0	mph
Level of service, LOS	B		C	
Density, D	17.8	pc/mi/ln	20.9	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		50
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	849.5	997.3
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.62	4.62
Bicycle LOS Score, BLOS	4.48	4.56
Bicycle LOS	D	E

Overall results are not computed when free-flow speed is less than 45 mph.

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst:	GSR
Agency/Co:	AIM Engineering & Surveying
Date:	2/3/2014
Analysis Period:	AM Peak Hour
Highway:	US 301
From/To:	27th/SR 574
Jurisdiction:	Hillsborough County
Analysis Year:	Opening Year (2020) No-Build
Project ID:	US 301 PD&E Study

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	13		9	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	3.3	mph	2.3	mph
Free-flow speed	46.8	mph	47.8	mph

VOLUME

Direction	1		2	
Volume, V	1589	vph	1847	vph
Peak-hour factor, PHF	0.93		0.93	
Peak 15-minute volume, v15	427		497	
Trucks and buses	8	%	8	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	0.99		0.99	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.962		0.962	
Flow rate, vp	897	pcphpl	1043	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	897	pcphpl	1043	pcphpl
Free-flow speed, FFS	46.8	mph	47.8	mph
Avg. passenger-car travel speed, S	45.0	mph	50.0	mph
Level of service, LOS	C		C	
Density, D	19.9	pc/mi/ln	20.9	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		50
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	854.3	993.0
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.62	4.62
Bicycle LOS Score, BLOS	4.48	4.55
Bicycle LOS	D	E

Overall results are not computed when free-flow speed is less than 45 mph.

HCS 2010: Multilane Highways Release 6.50

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst:	GSR
Agency/Co:	AIM Engineering & Surveying
Date:	2/3/2014
Analysis Period:	AM Peak Hour
Highway:	US 301
From/To:	SR 574/Oak Fair
Jurisdiction:	Hillsborough County
Analysis Year:	Opening Year (2020) No-Build
Project ID:	US 301 PD&E Study

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	13		5	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	3.3	mph	1.3	mph
Free-flow speed	46.8	mph	48.8	mph

VOLUME

Direction	1		2	
Volume, V	1380	vph	1792	vph
Peak-hour factor, PHF	0.93		0.93	
Peak 15-minute volume, v15	371		482	
Trucks and buses	8	%	8	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	0.99		0.99	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.962		0.962	
Flow rate, vp	779	pcphpl	1012	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	779	pcphpl	1012	pcphpl
Free-flow speed, FFS	46.8	mph	48.8	mph
Avg. passenger-car travel speed, S	45.0	mph	50.0	mph
Level of service, LOS	B		C	
Density, D	17.3	pc/mi/ln	20.2	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		50
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	741.9	963.4
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.62	4.62
Bicycle LOS Score, BLOS	4.41	4.54
Bicycle LOS	D	E

Overall results are not computed when free-flow speed is less than 45 mph.

HCS 2010: Multilane Highways Release 6.50

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst:	GSR
Agency/Co:	AIM Engineering & Surveying
Date:	2/3/2014
Analysis Period:	AM Peak Hour
Highway:	US 301
From/To:	Oak Fair/Elm Fair
Jurisdiction:	Hillsborough County
Analysis Year:	Opening Year (2020) No-Build
Project ID:	US 301 PD&E Study

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	50.0	mph	50.0	mph

VOLUME

Direction	1		2	
Volume, V	1373	vph	1830	vph
Peak-hour factor, PHF	0.93		0.93	
Peak 15-minute volume, v15	369		492	
Trucks and buses	8	%	8	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	0.99		0.99	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.962		0.962	
Flow rate, vp	775	pcphpl	1033	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	775	pcphpl	1033	pcphpl
Free-flow speed, FFS	50.0	mph	50.0	mph
Avg. passenger-car travel speed, S	50.0	mph	50.0	mph
Level of service, LOS	B		C	
Density, D	15.5	pc/mi/ln	20.7	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		50
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	738.2	983.9
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.62	4.62
Bicycle LOS Score, BLOS	4.40	4.55
Bicycle LOS	D	E

Overall results are not computed when free-flow speed is less than 45 mph.

HCS 2010: Multilane Highways Release 6.50

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst:	GSR
Agency/Co:	AIM Engineering & Surveying
Date:	2/3/2014
Analysis Period:	AM Peak Hour
Highway:	US 301
From/To:	Elm Fair/I-4
Jurisdiction:	Hillsborough County
Analysis Year:	Opening Year (2020) No-Build
Project ID:	US 301 PD&E Study

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	11		5	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	2.8	mph	1.3	mph
Free-flow speed	47.3	mph	48.8	mph

VOLUME

Direction	1		2	
Volume, V	1433	vph	1953	vph
Peak-hour factor, PHF	0.93		0.93	
Peak 15-minute volume, v15	385		525	
Trucks and buses	8	%	8	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	3		3	
Driver population adjustment, fP	0.99		0.99	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.962		0.962	
Flow rate, vp	539	pcphpl	735	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	539	pcphpl	735	pcphpl
Free-flow speed, FFS	47.3	mph	48.8	mph
Avg. passenger-car travel speed, S	45.0	mph	50.0	mph
Level of service, LOS	B		B	
Density, D	12.0	pc/mi/ln	14.7	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		50
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	513.6	700.0
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.62	4.62
Bicycle LOS Score, BLOS	4.22	4.38
Bicycle LOS	D	D

Overall results are not computed when free-flow speed is less than 45 mph.

HCS 2010: Multilane Highways Release 6.50

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst:	GSR
Agency/Co:	AIM Engineering & Surveying
Date:	2/3/2014
Analysis Period:	PM Peak Hour
Highway:	US 301
From/To:	SR 60/Old Hopewell
Jurisdiction:	Hillsborough County
Analysis Year:	Opening Year (2020) No-Build
Project ID:	US 301 PD&E Study

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	2		2	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.5	mph	0.5	mph
Free-flow speed	49.5	mph	49.5	mph

VOLUME

Direction	1		2	
Volume, V	1493	vph	2041	vph
Peak-hour factor, PHF	0.93		0.93	
Peak 15-minute volume, v15	401		549	
Trucks and buses	4	%	4	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	0.99		0.99	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	827	pcphpl	1130	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	827	pcphpl	1130	pcphpl
Free-flow speed, FFS	49.5	mph	49.5	mph
Avg. passenger-car travel speed, S	50.0	mph	50.0	mph
Level of service, LOS	B		C	
Density, D	16.5	pc/mi/ln	22.6	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		50
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	802.7	1097.3
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.62	4.62
Bicycle LOS Score, BLOS	3.20	3.36
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

HCS 2010: Multilane Highways Release 6.50

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst:	GSR
Agency/Co:	AIM Engineering & Surveying
Date:	2/3/2014
Analysis Period:	PM Peak Hour
Highway:	US 301
From/To:	Old Hopewell/Stannum_Massaro
Jurisdiction:	Hillsborough County
Analysis Year:	Opening Year (2020) No-Build
Project ID:	US 301 PD&E Study

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		6	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	1.5	mph
Free-flow speed	50.0	mph	48.5	mph

VOLUME

Direction	1		2	
Volume, V	1530	vph	2027	vph
Peak-hour factor, PHF	0.93		0.93	
Peak 15-minute volume, v15	411		545	
Trucks and buses	4	%	4	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	0.99		0.99	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	847	pcphpl	1122	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	847	pcphpl	1122	pcphpl
Free-flow speed, FFS	50.0	mph	48.5	mph
Avg. passenger-car travel speed, S	50.0	mph	50.0	mph
Level of service, LOS	B		C	
Density, D	16.9	pc/mi/ln	22.4	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		50
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	822.6	1089.8
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.62	4.62
Bicycle LOS Score, BLOS	3.21	3.36
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

HCS 2010: Multilane Highways Release 6.50

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst:	GSR
Agency/Co:	AIM Engineering & Surveying
Date:	2/3/2014
Analysis Period:	PM Peak Hour
Highway:	US 301
From/To:	Stannum_Massaro/Columbus
Jurisdiction:	Hillsborough County
Analysis Year:	Opening Year (2020) No-Build
Project ID:	US 301 PD&E Study

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	5		5	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.3	mph	1.3	mph
Free-flow speed	48.8	mph	48.8	mph

VOLUME

Direction	1		2	
Volume, V	1522	vph	2017	vph
Peak-hour factor, PHF	0.93		0.93	
Peak 15-minute volume, v15	409		542	
Trucks and buses	4	%	4	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	0.99		0.99	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	843	pcphpl	1117	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	843	pcphpl	1117	pcphpl
Free-flow speed, FFS	48.8	mph	48.8	mph
Avg. passenger-car travel speed, S	50.0	mph	50.0	mph
Level of service, LOS	B		C	
Density, D	16.9	pc/mi/ln	22.3	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		50
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	818.3	1084.4
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.62	4.62
Bicycle LOS Score, BLOS	3.21	3.35
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

HCS 2010: Multilane Highways Release 6.50

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst:	GSR
Agency/Co:	AIM Engineering & Surveying
Date:	2/3/2014
Analysis Period:	PM Peak Hour
Highway:	US 301
From/To:	Columbus/Overpass_21st
Jurisdiction:	Hillsborough County
Analysis Year:	Opening Year (2020) No-Build
Project ID:	US 301 PD&E Study

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	4		11	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	2.8	mph
Free-flow speed	49.0	mph	47.3	mph

VOLUME

Direction	1		2	
Volume, V	1476	vph	1885	vph
Peak-hour factor, PHF	0.93		0.93	
Peak 15-minute volume, v15	397		507	
Trucks and buses	4	%	4	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	0.99		0.99	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	817	pcphpl	1044	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	817	pcphpl	1044	pcphpl
Free-flow speed, FFS	49.0	mph	47.3	mph
Avg. passenger-car travel speed, S	50.0	mph	45.0	mph
Level of service, LOS	B		C	
Density, D	16.3	pc/mi/ln	23.2	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		50
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	793.5	1013.4
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.62	4.62
Bicycle LOS Score, BLOS	3.20	3.32
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

HCS 2010: Multilane Highways Release 6.50

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst:	GSR
Agency/Co:	AIM Engineering & Surveying
Date:	2/3/2014
Analysis Period:	PM Peak Hour
Highway:	US 301
From/To:	Overpass_21st/Sabal
Jurisdiction:	Hillsborough County
Analysis Year:	Opening Year (2020) No-Build
Project ID:	US 301 PD&E Study

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	16		11	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	4.0	mph	2.8	mph
Free-flow speed	46.0	mph	47.3	mph

VOLUME

Direction	1		2	
Volume, V	1565	vph	1863	vph
Peak-hour factor, PHF	0.93		0.93	
Peak 15-minute volume, v15	421		501	
Trucks and buses	4	%	4	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	0.99		0.99	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	866	pcphpl	1031	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	866	pcphpl	1031	pcphpl
Free-flow speed, FFS	46.0	mph	47.3	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	C		C	
Density, D	19.2	pc/mi/ln	22.9	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		50
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	841.4	1001.6
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.62	4.62
Bicycle LOS Score, BLOS	3.23	3.31
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

HCS 2010: Multilane Highways Release 6.50

Phone: Fax:
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OPERATIONAL ANALYSIS

Analyst:	GSR
Agency/Co:	AIM Engineering & Surveying
Date:	2/3/2014
Analysis Period:	PM Peak Hour
Highway:	US 301
From/To:	Sabal/27th
Jurisdiction:	Hillsborough County
Analysis Year:	Opening Year (2020) No-Build
Project ID:	US 301 PD&E Study

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	9		9	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	2.3	mph	2.3	mph
Free-flow speed	47.8	mph	47.8	mph

VOLUME

Direction	1		2	
Volume, V	1897	vph	1576	vph
Peak-hour factor, PHF	0.93		0.93	
Peak 15-minute volume, v15	510		424	
Trucks and buses	4	%	4	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	0.99		0.99	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1050	pcphpl	872	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	1050	pcphpl	872	pcphpl
Free-flow speed, FFS	47.8	mph	47.8	mph
Avg. passenger-car travel speed, S	50.0	mph	50.0	mph
Level of service, LOS	C		B	
Density, D	21.0	pc/mi/ln	17.4	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		50
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	1019.9	847.3
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.62	4.62
Bicycle LOS Score, BLOS	3.32	3.23
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

HCS 2010: Multilane Highways Release 6.50

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst:	GSR
Agency/Co:	AIM Engineering & Surveying
Date:	2/3/2014
Analysis Period:	PM Peak Hour
Highway:	US 301
From/To:	27th/SR 574
Jurisdiction:	Hillsborough County
Analysis Year:	Opening Year (2020) No-Build
Project ID:	US 301 PD&E Study

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	13		9	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	3.3	mph	2.3	mph
Free-flow speed	46.8	mph	47.8	mph

VOLUME

Direction	1		2	
Volume, V	1888	vph	1590	vph
Peak-hour factor, PHF	0.93		0.93	
Peak 15-minute volume, v15	508		427	
Trucks and buses	4	%	4	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	0.99		0.99	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1045	pcphpl	880	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	1045	pcphpl	880	pcphpl
Free-flow speed, FFS	46.8	mph	47.8	mph
Avg. passenger-car travel speed, S	45.0	mph	50.0	mph
Level of service, LOS	C		B	
Density, D	23.2	pc/mi/ln	17.6	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		50
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	1015.1	854.8
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.62	4.62
Bicycle LOS Score, BLOS	3.32	3.23
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

HCS 2010: Multilane Highways Release 6.50

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst:	GSR
Agency/Co:	AIM Engineering & Surveying
Date:	2/3/2014
Analysis Period:	PM Peak Hour
Highway:	US 301
From/To:	SR 574/Oak Fair
Jurisdiction:	Hillsborough County
Analysis Year:	Opening Year (2020) No-Build
Project ID:	US 301 PD&E Study

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	13		5	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	3.3	mph	1.3	mph
Free-flow speed	46.8	mph	48.8	mph

VOLUME

Direction	1		2	
Volume, V	1792	vph	1349	vph
Peak-hour factor, PHF	0.93		0.93	
Peak 15-minute volume, v15	482		363	
Trucks and buses	4	%	4	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	0.99		0.99	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	992	pcphpl	747	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	992	pcphpl	747	pcphpl
Free-flow speed, FFS	46.8	mph	48.8	mph
Avg. passenger-car travel speed, S	45.0	mph	50.0	mph
Level of service, LOS	C		B	
Density, D	22.0	pc/mi/ln	14.9	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		50
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	963.4	725.3
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.62	4.62
Bicycle LOS Score, BLOS	3.29	3.15
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

HCS 2010: Multilane Highways Release 6.50

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst:	GSR
Agency/Co:	AIM Engineering & Surveying
Date:	2/3/2014
Analysis Period:	PM Peak Hour
Highway:	US 301
From/To:	Oak Fair/Elm Fair
Jurisdiction:	Hillsborough County
Analysis Year:	Opening Year (2020) No-Build
Project ID:	US 301 PD&E Study

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	50.0	mph	50.0	mph

VOLUME

Direction	1		2	
Volume, V	1830	vph	1366	vph
Peak-hour factor, PHF	0.93		0.93	
Peak 15-minute volume, v15	492		367	
Trucks and buses	4	%	4	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	0.99		0.99	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1013	pcphpl	756	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	1013	pcphpl	756	pcphpl
Free-flow speed, FFS	50.0	mph	50.0	mph
Avg. passenger-car travel speed, S	50.0	mph	50.0	mph
Level of service, LOS	C		B	
Density, D	20.3	pc/mi/ln	15.1	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		50
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	983.9	734.4
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.62	4.62
Bicycle LOS Score, BLOS	3.31	3.16
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

HCS 2010: Multilane Highways Release 6.50

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst:	GSR
Agency/Co:	AIM Engineering & Surveying
Date:	2/3/2014
Analysis Period:	PM Peak Hour
Highway:	US 301
From/To:	Elm Fair/I-4
Jurisdiction:	Hillsborough County
Analysis Year:	Opening Year (2020) No-Build
Project ID:	US 301 PD&E Study

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	11		5	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	2.8	mph	1.3	mph
Free-flow speed	47.3	mph	48.8	mph

VOLUME

Direction	1		2	
Volume, V	1954	vph	1432	vph
Peak-hour factor, PHF	0.93		0.93	
Peak 15-minute volume, v15	525		385	
Trucks and buses	4	%	4	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	3		3	
Driver population adjustment, fP	0.99		0.99	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	721	pcphpl	528	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	721	pcphpl	528	pcphpl
Free-flow speed, FFS	47.3	mph	48.8	mph
Avg. passenger-car travel speed, S	45.0	mph	50.0	mph
Level of service, LOS	B		A	
Density, D	16.0	pc/mi/ln	10.6	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		50
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	700.4	513.3
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.62	4.62
Bicycle LOS Score, BLOS	3.13	2.98
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

Unsignalized Intersection Analyses

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*MMA*
Agency/Co.	*AIM Engineering & Surveying*
Date Performed	
Analysis Time Period	*AM Peak Hour*

Site Information

Intersection	*US 301 / Old Hopewell Rd*
Jurisdiction	*Hillsborough County*
Analysis Year	*2020 No-Build*

Project Description *US 301 PD&E Study*

East/West Street: *Old Hopewell / Meadow Ck* | North/South Street: *US 301*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*10*	*1998*	*32*	*39*	*1434*	*9*
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*10*	*2103*	*33*	*41*	*1509*	*9*
Percent Heavy Vehicles	*4*	--	--	*14*	--	--
Median Type	*Raised curb*					
RT Channelized			*1*			*0*
Lanes	*1*	*2*	*1*	*1*	*2*	*1*
Configuration	*L*	*T*	*R*	*L*	*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*6*	*0*	*9*	*35*	*0*	*33*
Peak-Hour Factor, PHF	*0.38*	*0.38*	*0.38*	*0.63*	*0.63*	*0.63*
Hourly Flow Rate, HFR (veh/h)	*15*	*0*	*23*	*55*	*0*	*52*
Percent Heavy Vehicles	*0*	*0*	*0*	*51*	*0*	*55*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*1*
Lanes	*0*	*1*	*0*	*0*	*1*	*1*
Configuration		*LTR*		*LT*		*R*

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*	*LT*		*R*		*LTR*	
v (veh/h)	*10*	*41*	*55*		*52*		*38*	
C (m) (veh/h)	*426*	*218*	*22*		*185*		*110*	
v/c	*0.02*	*0.19*	*2.50*		*0.28*		*0.35*	
95% queue length	*0.07*	*0.67*	*7.05*		*1.10*		*1.37*	
Control Delay (s/veh)	*13.7*	*25.3*	*1052*		*31.9*		*54.1*	
LOS	*B*	*D*	*F*		*D*		*F*	
Approach Delay (s/veh)	--	--	*556.3*			*54.1*		
Approach LOS	--	--	*F*			*F*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*MMA*
Agency/Co.	*AIM Engineering & Surveying*
Date Performed	*12/16/2013*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*US 301 / Old Hopewell Rd*
Jurisdiction	*Hillsborough County*
Analysis Year	*2020 No-Build*

Project Description *US 301 PD&E Study*

East/West Street: *Old Hopewell / Meadow Ck* | North/South Street: *US 301*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*7*	*1451*	*35*	*38*	*1978*	*11*
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*7*	*1527*	*36*	*40*	*2082*	*11*
Percent Heavy Vehicles	*4*	--	--	*13*	--	--
Median Type	*Raised curb*					
RT Channelized			*1*			*0*
Lanes	*1*	*2*	*1*	*1*	*2*	*1*
Configuration	*L*	*T*	*R*	*L*	*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*12*	*1*	*15*	*48*	*1*	*67*
Peak-Hour Factor, PHF	*0.58*	*0.58*	*0.58*	*0.90*	*0.90*	*0.90*
Hourly Flow Rate, HFR (veh/h)	*20*	*1*	*25*	*53*	*1*	*74*
Percent Heavy Vehicles	*0*	*0*	*0*	*17*	*0*	*3*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*1*
Lanes	*0*	*1*	*0*	*0*	*1*	*1*
Configuration		*LTR*		*LT*		*R*

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*	*LT*		*R*		*LTR*	
v (veh/h)	*7*	*40*	*54*		*74*		*46*	
C (m) (veh/h)	*253*	*383*	*58*		*399*		*69*	
v/c	*0.03*	*0.10*	*0.93*		*0.19*		*0.67*	
95% queue length	*0.09*	*0.35*	*4.26*		*0.67*		*2.96*	
Control Delay (s/veh)	*19.6*	*15.5*	*213.6*		*16.1*		*128.0*	
LOS	*C*	*C*	*F*		*C*		*F*	
Approach Delay (s/veh)	--	--	*99.4*			*128.0*		
Approach LOS	--	--	*F*			*F*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*GSR*
Agency/Co.	*AIM Engineering & Surveying*
Date Performed	*2/21/2014*
Analysis Time Period	*AM Peak Hour*

Site Information

Intersection	*US 301 / Massaro Blvd.*
Jurisdiction	*Hillsborough County*
Analysis Year	*2020 No-Build*

Project Description *US 301 PD&E Study*

East/West Street: *Massaro Blvd / Stannum St.* | North/South Street: *US 301*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*71*	*1940*	*26*	*25*	*1437*	*59*
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*74*	*2042*	*27*	*26*	*1512*	*62*
Percent Heavy Vehicles	*4*	--	--	*4*	--	--
Median Type	*Raised curb*					
RT Channelized			*0*			*1*
Lanes	*1*	*2*	*1*	*1*	*2*	*1*
Configuration	*L*	*T*	*R*	*L*	*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*48*	*0*	*42*	*3*	*0*	*18*
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*50*	*0*	*44*	*3*	*0*	*18*
Percent Heavy Vehicles	*20*	*20*	*20*	*20*	*20*	*20*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*Y*	
Storage		*0*			*1*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration	*LT*		*R*		*LTR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*		*LTR*		*LT*		*R*
v (veh/h)	*74*	*26*		*21*		*50*		*44*
C (m) (veh/h)	*259*	*130*		*225*		*62*		*301*
v/c	*0.29*	*0.20*		*0.09*		*0.81*		*0.15*
95% queue length	*1.14*	*0.71*		*0.31*		*3.64*		*0.51*
Control Delay (s/veh)	*24.4*	*39.5*		*36.9*		*171.1*		*19.0*
LOS	*C*	*E*		*E*		*F*		*C*
Approach Delay (s/veh)	--	--	*36.9*			*99.9*		
Approach LOS	--	--	*E*			*F*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	GSR
Agency/Co.	AIM Engineering & Surveying
Date Performed	2/21/2014
Analysis Time Period	PM Peak Hour

Site Information

Intersection	US 301 / Massaro Blvd.
Jurisdiction	Hillsborough County
Analysis Year	2020 No-Build

Project Description: US 301 PD&E Study

East/West Street: Massaro Blvd / Stannum St | North/South Street: US 301

Intersection Orientation: North-South | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	53	1466	11	25	1945	47
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	55	1543	11	26	2047	49
Percent Heavy Vehicles	11	--	--	11	--	--
Median Type	Raised curb					
RT Channelized			0			1
Lanes	1	2	1	1	2	1
Configuration	L	T	R	L	T	R
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	36	0	57	25	0	20
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	37	0	60	26	0	21
Percent Heavy Vehicles	20	20	20	20	20	20
Percent Grade (%)		0			0	
Flared Approach		N			Y	
Storage		0			1	
RT Channelized			0			0
Lanes	0	1	1	0	1	0
Configuration	LT		R		LTR	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LTR		LT		R
v (veh/h)	55	26		47		37		60
C (m) (veh/h)	240	382		64		30		248
v/c	0.23	0.07		0.73		1.23		0.24
95% queue length	0.86	0.22		3.27		4.19		0.92
Control Delay (s/veh)	24.4	15.1		150.3		440.9		24.1
LOS	C	C		F		F		C
Approach Delay (s/veh)	--	--	150.3			183.1		
Approach LOS	--	--	F			F		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*MMA*
Agency/Co.	*AIM Engineering & Surveying*
Date Performed	*12/16/2013*
Analysis Time Period	*AM Peak Hour*

Site Information

Intersection	*US 301 / Columbus Dr*
Jurisdiction	*Hillsborough County*
Analysis Year	*2020 No-Build*

Project Description *US 301 PD&E Study*

East/West Street: *Columbus Dr / Tampa E Blvd* | North/South Street: *US 301*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*195*	*1746*	*65*	*176*	*1291*	*25*
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*205*	*1837*	*68*	*185*	*1358*	*26*
Percent Heavy Vehicles	*4*	--	--	*4*	--	--
Median Type	*Raised curb*					
RT Channelized			*1*			*1*
Lanes	*1*	*2*	*1*	*1*	*2*	*1*
Configuration	*L*	*T*	*R*	*L*	*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*32*	*145*	*3*	*61*	*158*	*0*
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*33*	*152*	*3*	*64*	*166*	*0*
Percent Heavy Vehicles	*10*	*10*	*10*	*10*	*10*	*10*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*1*
Lanes	*1*	*1*	*0*	*1*	*1*	*1*
Configuration	*L*		*TR*	*L*	*T*	*R*

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*	*L*	*T*	*R*	*L*		*TR*
v (veh/h)	*205*	*185*	*64*	*166*	*0*	*33*		*155*
C (m) (veh/h)	*492*	*320*		*0*	*310*			*0*
v/c	*0.42*	*0.58*			*0.00*			
95% queue length	*2.03*	*3.42*			*0.00*			
Control Delay (s/veh)	*17.4*	*30.6*			*16.6*			
LOS	*C*	*D*		*F*	*C*			*F*
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*MMA*
Agency/Co.	*AIM Engineering & Surveying*
Date Performed	*12/16/2013*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*US 301 / Columbus Dr*
Jurisdiction	*Hillsborough County*
Analysis Year	*2020 No-Build*

Project Description *US 301 PD&E Study*

East/West Street: *Columbus Dr / Tampa E Blvd* | North/South Street: *US 301*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*134*	*1285*	*103*	*159*	*1742*	*24*
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*141*	*1352*	*108*	*167*	*1833*	*25*
Percent Heavy Vehicles	*10*	--	--	*4*	--	--
Median Type	*Raised curb*					
RT Channelized			*1*			*1*
Lanes	*1*	*2*	*1*	*1*	*2*	*1*
Configuration	*L*	*T*	*R*	*L*	*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*21*	*169*	*11*	*62*	*135*	*0*
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*22*	*177*	*11*	*65*	*142*	*0*
Percent Heavy Vehicles	*10*	*10*	*10*	*10*	*10*	*10*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*1*
Lanes	*1*	*1*	*0*	*1*	*1*	*1*
Configuration	*L*		*TR*	*L*	*T*	*R*

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*	*L*	*T*	*R*	*L*		*TR*
v (veh/h)	*141*	*167*	*65*	*142*	*0*	*22*		*188*
C (m) (veh/h)	*297*	*495*		*0*	*431*			*0*
v/c	*0.47*	*0.34*			*0.00*			
95% queue length	*2.41*	*1.47*			*0.00*			
Control Delay (s/veh)	*27.6*	*15.9*			*13.4*			
LOS	*D*	*C*		*F*	*B*			*F*
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	GSR
Agency/Co.	AIM Engineering & Surveying
Date Performed	2/21/2014
Analysis Time Period	AM Peak Hour

Site Information

Intersection	US 301 / Overpass Rd
Jurisdiction	Hillsborough County
Analysis Year	2020 No-Build

Project Description: US 301 PD&E Study

East/West Street: Overpass Rd / 21st Avenue | North/South Street: US 301

Intersection Orientation: North-South | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	70	1707	84	80	1504	79
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	73	1796	88	84	1583	83
Percent Heavy Vehicles	4	--	--	4	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	1	2	1	1	2	1
Configuration	L	T	R	L	T	R
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	59	1	42	33	2	76
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	62	1	44	34	2	80
Percent Heavy Vehicles	4	4	4	4	4	4
Percent Grade (%)		0			0	
Flared Approach		N			Y	
Storage		0			1	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LTR			LTR	
v (veh/h)	73	84		116			107	
C (m) (veh/h)	373	306					0	
v/c	0.20	0.27						
95% queue length	0.72	1.09						
Control Delay (s/veh)	17.0	21.2						
LOS	C	C					F	
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*GSR*
Agency/Co.	*AIM Engineering & Surveying*
Date Performed	*2/21/2014*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*US 301 / Overpass Rd*
Jurisdiction	*Hillsborough County*
Analysis Year	*2020 No-Build*

Project Description *US 301 PD&E Study*

East/West Street: *Overpass Rd / 21st Avenue* | North/South Street: *US 301*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*47*	*1382*	*76*	*57*	*1737*	*69*
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*49*	*1454*	*80*	*60*	*1828*	*72*
Percent Heavy Vehicles	*4*	--	--	*4*	--	--
Median Type	*Raised curb*					
RT Channelized			*0*			*0*
Lanes	*1*	*2*	*1*	*1*	*2*	*1*
Configuration	*L*	*T*	*R*	*L*	*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*92*	*1*	*63*	*44*	*1*	*91*
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*96*	*1*	*66*	*46*	*1*	*95*
Percent Heavy Vehicles	*4*	*4*	*4*	*4*	*4*	*4*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*Y*	
Storage		*0*			*1*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*		*LTR*			*LTR*	
v (veh/h)	*49*	*60*		*142*			*163*	
C (m) (veh/h)	*302*	*420*		*132*			*61*	
v/c	*0.16*	*0.14*		*1.08*			*2.67*	
95% queue length	*0.57*	*0.49*		*7.95*			*16.46*	
Control Delay (s/veh)	*19.2*	*15.0*		*165.5*			*901.2*	
LOS	*C*	*B*		*F*			*F*	
Approach Delay (s/veh)	--	--	*165.5*			*901.2*		
Approach LOS	--	--	*F*			*F*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*GSR*
Agency/Co.	*AIM Engineering & Surveying*
Date Performed	*2/21/2014*
Analysis Time Period	*AM Peak Hour*

Site Information

Intersection	*US 301 / 27th Ave*
Jurisdiction	*Hillsborough County*
Analysis Year	*2020 No-Build*

Project Description *US 301 PD&E Study*

East/West Street: *27th Ave* | North/South Street: *US 301*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*0*	*1572*	*8*	*22*	*1825*	
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*0*	*1654*	*8*	*23*	*1921*	*0*
Percent Heavy Vehicles	*4*	--	--	*4*	--	--
Median Type	*Raised curb*					
RT Channelized			*0*			*0*
Lanes	*1*	*2*	*1*	*1*	*2*	*0*
Configuration	*L*	*T*	*R*	*L*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*30*		*17*
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*31*	*0*	*17*
Percent Heavy Vehicles	*0*	*0*	*0*	*4*	*4*	*4*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*1*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*		*LR*				
v (veh/h)	*0*	*23*		*48*				
C (m) (veh/h)	*296*	*374*		*125*				
v/c	*0.00*	*0.06*		*0.38*				
95% queue length	*0.00*	*0.20*		*1.60*				
Control Delay (s/veh)	*17.2*	*15.3*		*50.7*				
LOS	*C*	*C*		*F*				
Approach Delay (s/veh)	--	--	*50.7*					
Approach LOS	--	--	*F*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	GSR
Agency/Co.	AIM Engineering & Surveying
Date Performed	2/21/2014
Analysis Time Period	PM Peak Hour

Site Information

Intersection	US 301 / 27th Ave
Jurisdiction	Hillsborough County
Analysis Year	2020 No-Build

Project Description: US 301 PD&E Study

East/West Street: 27th Ave | North/South Street: US 301

Intersection Orientation: North-South | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	0	1882	15	21	1569	
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	0	1981	15	22	1651	0
Percent Heavy Vehicles	0	--	--	4	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	1	2	1	1	2	0
Configuration	L	T	R	L	T	
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				7		6
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.46	0.95	0.46
Hourly Flow Rate, HFR (veh/h)	0	0	0	15	0	13
Percent Heavy Vehicles	0	0	0	0	4	4
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			1			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LR				
v (veh/h)	0	22		28				
C (m) (veh/h)	396	276		111				
v/c	0.00	0.08		0.25				
95% queue length	0.00	0.26		0.93				
Control Delay (s/veh)	14.1	19.2		48.0				
LOS	B	C		E				
Approach Delay (s/veh)	--	--	48.0					
Approach LOS	--	--	E					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*MMA*
Agency/Co.	*AIM Engineering & Surveying*
Date Performed	*12/16/2013*
Analysis Time Period	*AM Peak Hour*

Site Information

Intersection	*US 301 / OakFair Blvd*
Jurisdiction	*Hillsborough County*
Analysis Year	*2020 No-Build*

Project Description *US 301 PD&E Study*

East/West Street: *Oak Fair Blvd* | North/South Street: *US 301*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*1293*	*87*	*108*	*1772*	
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*0*	*1361*	*91*	*113*	*1865*	*0*
Percent Heavy Vehicles	*4*	--	--	*4*	--	--
Median Type	*Raised curb*					
RT Channelized			*1*			*0*
Lanes	*0*	*2*	*1*	*1*	*2*	*0*
Configuration		*T*	*R*	*L*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*70*		*80*
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*73*	*0*	*84*
Percent Heavy Vehicles	*0*	*0*	*0*	*20*	*20*	*20*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*1*			*1*
Lanes	*0*	*0*	*0*	*1*	*0*	*1*
Configuration				*L*		*R*

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*	*L*		*R*			
v (veh/h)		*113*	*73*		*84*			
C (m) (veh/h)		*491*	*86*		*404*			
v/c		*0.23*	*0.85*		*0.21*			
95% queue length		*0.88*	*4.48*		*0.77*			
Control Delay (s/veh)		*14.5*	*143.8*		*16.2*			
LOS		*B*	*F*		*C*			
Approach Delay (s/veh)	--	--	*75.5*					
Approach LOS	--	--	*F*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*MMA*
Agency/Co.	*AIM Engineering & Surveying*
Date Performed	*12/16/2013*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*US 301 / OakFair Blvd*
Jurisdiction	*Hillsborough County*
Analysis Year	*2020 No-Build*

Project Description *US 301 PD&E Study*

East/West Street: *Oak Fair Blvd* | North/South Street: *US 301*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*1711*	*79*	*89*	*1277*	
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*0*	*1801*	*83*	*93*	*1344*	*0*
Percent Heavy Vehicles	*4*	--	--	*4*	--	--
Median Type	*Raised curb*					
RT Channelized			*1*			*0*
Lanes	*0*	*2*	*1*	*1*	*2*	*0*
Configuration		*T*	*R*	*L*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*70*		*119*
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.95*	*0.60*	*0.95*	*0.60*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*116*	*0*	*198*
Percent Heavy Vehicles	*0*	*0*	*0*	*15*	*15*	*15*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*1*			*1*
Lanes	*0*	*0*	*0*	*1*	*0*	*1*
Configuration				*L*		*R*

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*	*L*		*R*			
v (veh/h)		*93*	*116*		*198*			
C (m) (veh/h)		*330*	*70*		*307*			
v/c		*0.28*	*1.66*		*0.64*			
95% queue length		*1.13*	*10.07*		*4.17*			
Control Delay (s/veh)		*20.1*	*449.7*		*35.8*			
LOS		*C*	*F*		*E*			
Approach Delay (s/veh)	--	--	*188.7*					
Approach LOS	--	--	*F*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*MMA*
Agency/Co.	*AIM Engineering & Surveying*
Date Performed	*12/16/2013*
Analysis Time Period	*AM Peak Hour*

Site Information

Intersection	*US 301 / Elm Fair Blvd*
Jurisdiction	*Hillsborough County*
Analysis Year	*2020 No-Build*

Project Description *US 301 PD&E Study*

East/West Street: *Elm Fair Blvd* | North/South Street: *US 301*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*0*	*1307*	*66*	*171*	*1782*	
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*0*	*1375*	*69*	*180*	*1875*	*0*
Percent Heavy Vehicles	*4*	--	--	*4*	--	--
Median Type	*Raised curb*					
RT Channelized			*1*			*0*
Lanes	*1*	*2*	*1*	*1*	*2*	*0*
Configuration	*L*	*T*	*R*	*L*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*48*		*0*
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*50*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*15*	*15*	*15*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*1*			*1*
Lanes	*0*	*0*	*0*	*1*	*0*	*1*
Configuration				*L*		*R*

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*	*L*		*R*			
v (veh/h)	*0*	*180*	*50*		*0*			
C (m) (veh/h)	*309*	*485*	*71*		*411*			
v/c	*0.00*	*0.37*	*0.70*		*0.00*			
95% queue length	*0.00*	*1.70*	*3.21*		*0.00*			
Control Delay (s/veh)	*16.7*	*16.7*	*132.3*		*13.8*			
LOS	*C*	*C*	*F*		*B*			
Approach Delay (s/veh)	--	--	*132.3*					
Approach LOS	--	--	*F*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*MMA*
Agency/Co.	*AIM Engineering & Surveying*
Date Performed	*12/16/2013*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*US 301 / Elm Fair Blvd*
Jurisdiction	*Hillsborough County*
Analysis Year	*2020 No-Build*

Project Description *US 301 PD&E Study*

East/West Street: *Elm Fair Blvd* | North/South Street: *US 301*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*2*	*1778*	*50*	*124*	*1308*	
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*2*	*1871*	*52*	*130*	*1376*	*0*
Percent Heavy Vehicles	*4*	--	--	*4*	--	--
Median Type	*Raised curb*					
RT Channelized			*1*			*0*
Lanes	*1*	*2*	*1*	*1*	*2*	*0*
Configuration	*L*	*T*	*R*	*L*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*56*		*0*
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*58*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*15*	*15*	*15*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*1*			*1*
Lanes	*0*	*0*	*0*	*1*	*0*	*1*
Configuration				*L*		*R*

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*	*L*		*R*			
v (veh/h)	*2*	*130*	*58*		*0*			
C (m) (veh/h)	*484*	*310*	*58*		*292*			
v/c	*0.00*	*0.42*	*1.00*		*0.00*			
95% queue length	*0.01*	*1.99*	*4.66*		*0.00*			
Control Delay (s/veh)	*12.5*	*24.7*	*234.2*		*17.3*			
LOS	*B*	*C*	*F*		*C*			
Approach Delay (s/veh)	--	--	*234.2*					
Approach LOS	--	--	*F*					

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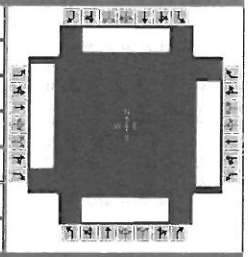
Signalized Intersection Analyses

HCS 2010 Signalized Intersection Input Data

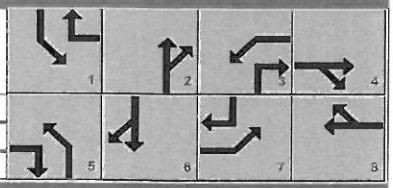
General Information				Intersection Information	
Agency	AIM Engineering & Surveying			Duration, h	0.25
Analyst	AL	Analysis Date	Dec 11, 2013	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	AM Peak Hour	PHF	0.95
Intersection	SR 60	Analysis Year	2020 No-Build	Analysis Period	1> 7:00
File Name	2020 NB AM Pk Hr_GSR.xus				
Project Description	US 301 PD&E				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	255	1189	264	279	1394	607	451	1178	150	370	802	306

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	Off
Force Mode	Fixed	Simult. Gap N/S	Off

Green	13.5	4.0	39.0	12.0	38.5	0.0	
Yellow	4.0	4.0	4.0	4.0	4.0	0.0	
Red	0.0	0.0	1.0	1.0	1.0	0.0	



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	255	1189	264	279	1394	607	451	1178	150	370	802	306
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	4	4	4	4	4	4	4	4	4	4	4	4
Ped / Bike / RTOR, /h	0	0	264	0	0	607	0	0	150	0	0	54
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.37	0.37	0.37
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	910	0	910	1020	0	1010	603	0	325	390	0	420
Grade (*Pg*), %	0	0	0	0	0	0	0	0	0	0	0	0
Speed Limit, mi/h	50	50	50	50	50	50	50	50	50	50	50	50

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	12.0	38.5	12.0	38.5	21.5	39.0	13.5	39.0
Yellow Change Interval (*Y*), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	0.0	1.0	0.0	1.0
Minimum Green (G_{min}), s	7	7	7	7	7	7	7	7
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Off	Off	Off	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No		0.50	No		0.50	No		0.50	No		0.50

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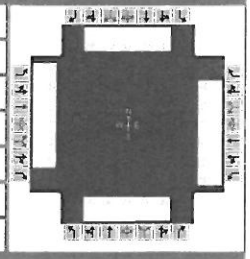
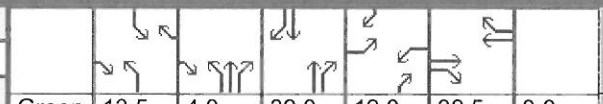
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	AIM Engineering & Surveying			Duration, h	0.25
Analyst	AL	Analysis Date	Dec 11, 2013	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	AM Peak Hour	PHF	0.95
Intersection	SR 60	Analysis Year	2020 No-Build	Analysis Period	1> 7:00
File Name	2020 NB AM Pk Hr_GSR.xus				
Project Description	US 301 PD&E				

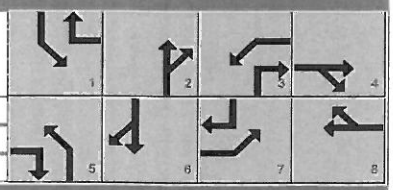


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	255	1189	264	279	1394	607	451	1178	150	370	802	306

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	Off
Force Mode	Fixed	Simult. Gap N/S	Off



Green	13.5	4.0		39.0	12.0	38.5	0.0					
Yellow	4.0	4.0		4.0	4.0	4.0	0.0					
Red	0.0	0.0		1.0	1.0	1.0	0.0					



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	17.0	43.5	17.0	43.5	25.5	52.0	17.5	44.0
Change Period, ($Y+R_c$), s	5.0	5.0	5.0	5.0	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s	3.0	2.9	3.0	2.9	3.0	2.9	3.0	3.0
Queue Clearance Time (g_s), s	12.2	32.7	13.2	40.3	19.7	48.0	15.5	28.9
Green Extension Time (g_e), s	0.0	1.9	0.0	0.0	0.3	0.0	0.0	1.9
Phase Call Probability	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Max Out Probability	1.00	0.37	1.00	1.00	1.00	1.00	1.00	0.06

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	268	1252	0	294	1467	0	475	1240	0	366	794	249
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1689	1659	1548	1689	1659	1548	1689	1739	1548	1689	1739	1548
Queue Service Time (g_s), s	10.2	30.7	0.0	11.2	38.3	0.0	17.7	46.0	0.0	13.5	26.9	15.2
Cycle Queue Clearance Time (g_c), s	10.2	30.7	0.0	11.2	38.3	0.0	17.7	46.0	0.0	13.5	26.9	15.2
Green Ratio (*g/C*)	0.09	0.30	0.46	0.09	0.30	0.40	0.17	0.36	0.45	0.10	0.30	0.39
Capacity (*c*), veh/h	312	1474	715	312	1474	619	559	1258	703	351	1044	607
Volume-to-Capacity Ratio (*X*)	0.861	0.849	0.000	0.942	0.996	0.000	0.850	0.986	0.000	1.044	0.761	0.411
Available Capacity (c_a), veh/h	312	1474	715	312	1474	619	559	1258	703	351	1044	607
Back of Queue (*Q*), veh/ln (50th percentile)	5.1	12.7	0.0	6.2	18.0	0.0	8.2	22.4	0.0	7.6	11.2	5.4
Queue Storage Ratio (*RQ*) (50th percentile)	0.14	0.00	0.00	0.16	0.00	0.00	0.35	0.00	0.00	0.50	0.00	0.33
Uniform Delay (d_1), s/veh	58.2	43.0	0.0	58.7	45.7	0.0	52.7	41.2	0.0	58.3	41.3	28.6
Incremental Delay (d_2), s/veh	20.1	4.7	0.0	35.4	22.3	0.0	11.3	21.9	0.0	41.4	1.1	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	78.2	47.7	0.0	94.0	68.0	0.0	64.0	63.1	0.0	99.6	42.4	28.7
Level of Service (LOS)	E	D		F	E		E	E		F	D	C
Approach Delay, s/veh / LOS	53.1	D		72.3	E		63.3	E		54.8	D	
Intersection Delay, s/veh / LOS	61.5						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.3	C	3.2	C	4.3	E	3.9	D
Bicycle LOS Score / LOS	1.3	A	1.5	A	1.9	A	1.7	A

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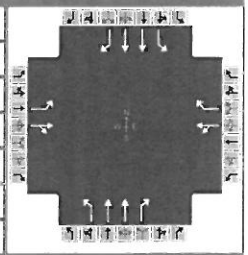
HCS 2010 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	AIM Engineering & Surveying			Duration, h	0.25
Analyst	AL	Analysis Date	Dec 11, 2013	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	AM Peak Hour	PHF	0.95
Intersection	Sabal Industrial Boulevard	Analysis Year	2020 No-Build	Analysis Period	1> 7:00
File Name	2020 NB AM Pk Hr_GSR.xus				
Project Description	US 301 PD&E				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	8	3	3	37	1	97	15	1475	352	200	1622	33

Signal Information			
Cycle, s	110.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

								1	2	3	4		
Green	10.0	4.0	53.0	10.0	10.0	0.0							
Yellow	4.0	4.0	4.0	4.0	4.0	0.0		5	6	7	8		
Red	0.0	0.0	1.0	1.0	1.0	0.0							

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	8	3	3	37	1	97	15	1475	352	200	1622	33
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	20	20			25	25	4	4	4	4	4	4
Ped / Bike / RTOR, /h	0	0	0	0	0	36	0	0	72	0	0	16
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	0.18	0.18	0.18	0.59	0.59	0.59
Lane Width (*W*), ft	12.0	12.0			12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	77	0			0	162	275	0	114	337	0	177
Grade (*Pg*), %	0	0	0	0	0	0	0	0	0	0	0	0
Speed Limit, mi/h	35	35	35	35	35	35	50	50	50	50	50	50

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		10.0		10.0	10.0	53.0	18.0	53.0
Yellow Change Interval (*Y*), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	0.0	1.0	0.0	1.0
Minimum Green (G_{min}), s	7	7	7	7	7	7	7	7
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Off	Min	Off	Off	Min	Off	Min
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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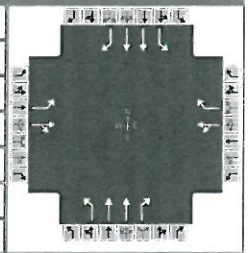
HCS 2010 Signalized Intersection Results Summary

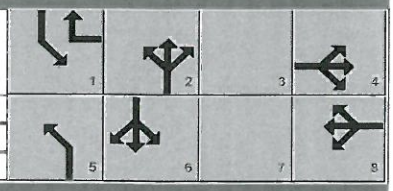
General Information				Intersection Information	
Agency	AIM Engineering & Surveying			Duration, h	0.25
Analyst	AL	Analysis Date	Dec 11, 2013	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	AM Peak Hour	PHF	0.95
Intersection	Sabal Industrial Boulevard	Analysis Year	2020 No-Build	Analysis Period	1> 7:00
File Name	2020 NB AM Pk Hr_GSR.xus				
Project Description	US 301 PD&E				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	8	3	3	37	1	97	15	1475	352	200	1622	33

Signal Information			
Cycle, s	110.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	10.0	4.0		53.0	10.0	10.0	0.0					
Yellow	4.0	4.0		4.0	4.0	4.0	0.0					
Red	0.0	0.0		1.0	1.0	1.0	0.0					



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		10.0		11.0	1.1	3.0	1.1	3.0
Phase Duration, s		15.0		15.0	14.0	58.0	22.0	66.0
Change Period, ($Y+R_c$), s		5.0		5.0	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s		3.2		3.3	3.0	2.9	3.0	2.9
Queue Clearance Time (g_s), s		2.6		6.3	2.4	51.0	9.1	49.1
Green Extension Time (g_e), s		0.0		0.1	0.0	1.8	0.2	3.3
Phase Call Probability		1.00		1.00	1.00	1.00	1.00	1.00
Max Out Probability		0.00		0.59	0.00	1.00	0.00	0.96

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	8	6			40	64	16	1608	305	210	1706	18
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1508	1453			1449	1288	1740	1739	1548	1740	1739	1548
Queue Service Time (g_s), s	0.6	0.4			2.8	4.3	0.4	49.0	14.0	7.1	47.1	0.6
Cycle Queue Clearance Time (g_c), s	0.6	0.4			2.8	4.3	0.4	49.0	14.0	7.1	47.1	0.6
Green Ratio (*g/C*)	0.09	0.09			0.09	0.25	0.57	0.48	0.48	0.66	0.55	0.55
Capacity (c), veh/h	137	132			132	328	254	1676	746	361	1929	859
Volume-to-Capacity Ratio (*X*)	0.061	0.048			0.304	0.196	0.064	0.960	0.409	0.582	0.884	0.021
Available Capacity (c_a), veh/h	137	132			132	328	254	1676	746	361	1929	859
Back of Queue (*Q*), veh/ln (50th percentile)	0.2	0.2			1.0	1.3	0.2	18.8	4.6	2.5	17.3	0.2
Queue Storage Ratio (*RQ*) (50th percentile)	0.08	0.00			0.00	0.25	0.01	0.00	1.04	0.19	0.00	0.03
Uniform Delay (d_1), s/veh	45.7	45.7			46.7	32.2	18.3	27.5	18.4	26.6	21.4	11.0
Incremental Delay (d_2), s/veh	0.1	0.1			0.5	0.1	0.0	3.5	0.0	0.9	3.1	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	45.8	45.7			47.2	32.3	18.3	30.9	18.4	27.5	24.5	11.0
Level of Service (LOS)	D	D			D	C	B	C	B	C	C	B
Approach Delay, s/veh / LOS	45.7	D		38.0	D		28.9	C		24.7	C	
Intersection Delay, s/veh / LOS	27.2						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.1	C	3.0	C	2.3	B	2.3	B
Bicycle LOS Score / LOS	0.5	A	0.7	A	2.0	B	2.1	B

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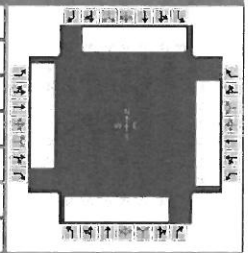
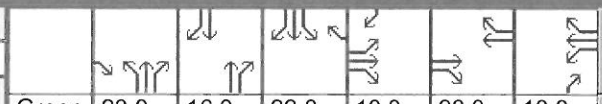
HCS 2010 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	AIM Engineering & Surveying			Duration, h	0.25
Analyst	AL	Analysis Date	Dec 11, 2013	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	AM Peak Hour	PHF	0.95
Intersection	SR 574/MLK Jr. Boulevard	Analysis Year	2020 No-Build	Analysis Period	1> 7:00
File Name	2020 NB AM Pk Hr_GSR.xus				
Project Description	US 301 PD&E				

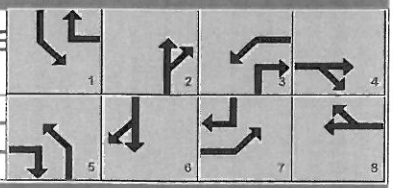


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	135	1274	456	163	1034	285	495	960	134	450	1228	114

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	23.0	16.0		22.0	10.0		23.0	10.0				
Yellow	4.0	4.0		4.0	4.0		4.0	4.0				
Red	0.0	0.0		1.0	0.0		0.0	1.0				



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	135	1274	456	163	1034	285	495	960	134	450	1228	114
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	3	3	3	3	3	3	4	4	4	4	4	4
Ped / Bike / RTOR, /h	0	0	54	0	0	54	0	0	54	0	0	54
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	494	0	167	252	0	255	288	0	331	344	0	104
Grade (*Pg*), %	0	0	0	0	0	0	0	0	0	0	0	0
Speed Limit, mi/h	50	50	50	50	50	50	50	50	50	50	50	50

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	10.0	37.0	10.0	37.0	23.0	43.0	15.0	42.0
Yellow Change Interval (*Y*), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	0.0	0.0	1.0	1.0	0.0	0.0	1.0	1.0
Minimum Green (G_{min}), s	7	7	7	7	7	7	7	7
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Off	Off	Off	Off	Min	Off	Min
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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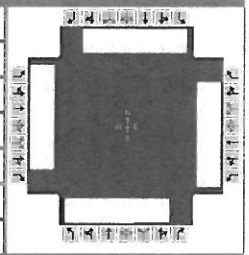
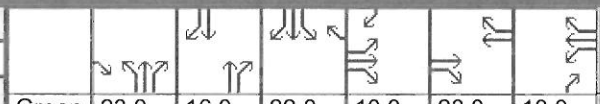
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	AIM Engineering & Surveying			Duration, h	0.25
Analyst	AL	Analysis Date	Dec 11, 2013	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	AM Peak Hour	PHF	0.95
Intersection	SR 574/MLK Jr. Boulevard	Analysis Year	2020 No-Build	Analysis Period	1> 7:00
File Name	2020 NB AM Pk Hr_GSR.xus				
Project Description	US 301 PD&E				

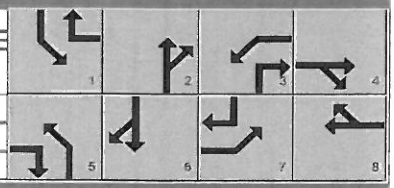


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	135	1274	456	163	1034	285	495	960	134	450	1228	114

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	23.0	16.0	22.0	10.0	23.0	10.0
Yellow	4.0	4.0	4.0	4.0	4.0	4.0
Red	0.0	0.0	1.0	0.0	0.0	1.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	14.0	41.0	15.0	42.0	27.0	47.0	27.0	47.0
Change Period, ($Y+R_c$), s	4.0	4.0	5.0	5.0	4.0	4.0	5.0	5.0
Max Allow Headway (*MAH*), s	3.0	3.0	2.9	2.9	3.0	2.9	2.9	2.9
Queue Clearance Time (g_s), s	7.2	35.9	8.4	27.7	22.3	25.1	19.6	32.9
Green Extension Time (g_e), s	0.1	0.7	0.8	2.9	0.1	2.6	0.0	3.5
Phase Call Probability	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Max Out Probability	1.00	1.00	1.00	0.19	1.00	0.00	1.00	0.27

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	142	1341	423	172	1088	243	539	1045	87	474	1293	63
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1706	1675	1563	1706	1675	1563	1689	1659	1548	1689	1659	1548
Queue Service Time (g_s), s	5.2	33.9	26.0	6.4	25.7	13.1	20.3	23.1	4.6	17.6	30.9	3.3
Cycle Queue Clearance Time (g_c), s	5.2	33.9	26.0	6.4	25.7	13.1	20.3	23.1	4.6	17.6	30.9	3.3
Green Ratio (*g*/*C*)	0.08	0.28	0.46	0.08	0.28	0.45	0.18	0.33	0.41	0.17	0.32	0.40
Capacity (*c*), veh/h	262	1430	722	262	1430	709	598	1646	631	572	1608	619
Volume-to-Capacity Ratio (*X*)	0.541	0.938	0.586	0.654	0.761	0.343	0.901	0.635	0.138	0.828	0.804	0.102
Available Capacity (c_a), veh/h	262	1430	722	262	1430	709	598	1646	631	572	1608	619
Back of Queue (*Q*), veh/ln (50th percentile)	2.2	15.0	3.6	2.8	10.5	2.9	8.7	9.0	1.6	8.0	12.5	1.2
Queue Storage Ratio (*RQ*) (50th percentile)	0.12	0.00	0.56	0.29	0.00	0.29	0.78	0.00	0.13	0.60	0.00	0.29
Uniform Delay (d_1), s/veh	57.8	45.4	4.9	58.3	42.5	9.9	52.4	36.8	24.2	52.2	40.2	24.4
Incremental Delay (d_2), s/veh	1.3	11.8	0.8	4.6	2.2	0.1	5.3	0.2	0.0	9.3	2.8	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	59.1	57.2	5.7	62.9	44.7	10.0	57.7	37.0	24.2	61.5	43.1	24.4
Level of Service (LOS)	E	E	A	E	D	A	E	D	C	E	D	C
Approach Delay, s/veh / LOS	45.9	D		41.1	D		43.0	D		47.2	D	
Intersection Delay, s/veh / LOS	44.5						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.6	D	3.6	D	3.6	D	3.6	D
Bicycle LOS Score / LOS	1.5	A	1.3	A	1.4	A	1.5	A

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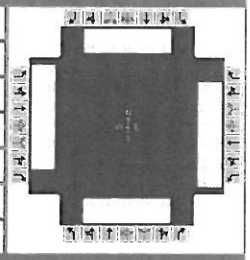
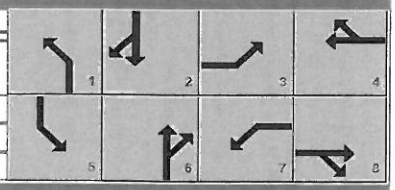
HCS 2010 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	AIM Engineering & Surveying			Duration, h	0.25
Analyst	AL	Analysis Date	Dec 19, 2013	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	PM Peak Hour	PHF	0.95
Intersection	SR 60	Analysis Year	2020 No-Build	Analysis Period	1> 7:00
File Name	2020 NB PM Pk Hr_GSR.xus				
Project Description	US 301 PD&E				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	326	1428	401	185	1160	367	282	800	262	610	1194	237

Signal Information					EB			WB			NB			SB		
Cycle, s	130.0	Reference Phase	2													
Offset, s	0	Reference Point	End	Green	16.0	5.0		36.0	11.0	0.0	36.0					
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	4.0	4.0		4.0	4.0	4.0	4.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0		1.0	0.0	0.0	1.0					



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	326	1428	401	185	1160	367	282	800	262	610	1194	237
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	4	4	4	4	4	4	4	4	4	4	4	4
Ped / Bike / RTOR, /h	0	0	401	0	0	367	0	0	262	0	0	54
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	910	0	910	1020	0	1010	603	0	325	390	0	420
Grade (*Pg*), %	0	0	0	0	0	0	0	0	0	0	0	0
Speed Limit, mi/h	50	50	50	50	50	50	50	50	50	50	50	50

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	15.0	40.0	11.0	35.0	16.0	36.0	25.0	26.0
Yellow Change Interval (*Y*), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	0.0	0.0	0.0	1.0	0.0	1.0	0.0	1.0
Minimum Green (G_{min}), s	7	7	7	7	7	7	7	7
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Off	Off	Off	Off	Min	Off	Min
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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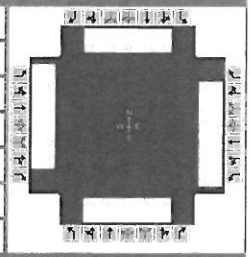
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	AIM Engineering & Surveying			Duration, h	0.25
Analyst	AL	Analysis Date	Dec 19, 2013	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	PM Peak Hour	PHF	0.95
Intersection	SR 60	Analysis Year	2020 No-Build	Analysis Period	1> 7:00
File Name	2020 NB PM Pk Hr_GSR.xus				
Project Description	US 301 PD&E				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	326	1428	401	185	1160	367	282	800	262	610	1194	237

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	16.0	5.0	36.0	11.0	0.0	36.0	1	2	3	4		
Yellow	4.0	4.0	4.0	4.0	4.0	4.0	5	6	7	8		
Red	0.0	0.0	1.0	0.0	0.0	1.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8	7	4	1	6	5	2
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	19.0	45.0	15.0	41.0	20.0	41.0	29.0	50.0
Change Period, ($Y+R_c$), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s	3.0	2.9	3.0	2.9	3.0	2.9	3.0	2.9
Queue Clearance Time (g_s), s	15.0	40.9	9.3	32.6	13.0	32.0	22.9	41.2
Green Extension Time (g_e), s	0.0	0.0	0.1	1.8	0.2	2.3	0.4	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Max Out Probability	1.00	1.00	1.00	1.00	0.95	0.84	1.00	1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	343	1503	0	195	1221	0	297	842	0	561	1098	168
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1689	1659	1548	1689	1659	1548	1689	1739	1548	1689	1739	1548
Queue Service Time (g_s), s	13.0	38.9	0.0	7.3	30.6	0.0	11.0	30.0	0.0	20.9	39.2	10.4
Cycle Queue Clearance Time (g_c), s	13.0	38.9	0.0	7.3	30.6	0.0	11.0	30.0	0.0	20.9	39.2	10.4
Green Ratio (*g/C*)	0.12	0.31	0.31	0.08	0.28	0.28	0.12	0.28	0.28	0.19	0.35	0.35
Capacity (*c*), veh/h	390	1531	476	286	1378	429	416	963	429	650	1204	536
Volume-to-Capacity Ratio (*X*)	0.880	0.982	0.000	0.681	0.886	0.000	0.714	0.874	0.000	0.864	0.912	0.314
Available Capacity (c_a), veh/h	390	1531	476	286	1378	429	416	963	429	650	1204	536
Back of Queue (*Q*), veh/ln (50th percentile)	6.4	17.9	0.0	3.2	12.9	0.0	4.8	13.6	0.0	8.6	16.1	3.7
Queue Storage Ratio (*RQ*) (50th percentile)	0.18	0.00	0.00	0.08	0.00	0.00	0.21	0.00	0.00	0.57	0.00	0.23
Uniform Delay (d_1), s/veh	56.6	44.6	0.0	57.8	45.0	0.0	54.8	44.8	0.0	50.8	40.6	31.2
Incremental Delay (d_2), s/veh	19.4	18.7	0.0	5.4	7.1	0.0	4.9	8.7	0.0	1.2	1.1	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	76.0	63.3	0.0	63.2	52.1	0.0	59.7	53.5	0.0	52.0	41.8	31.2
Level of Service (LOS)	E	E		E	D		E	D		D	D	C
Approach Delay, s/veh / LOS	65.7	E		53.6	D		55.1	E		43.9	D	
Intersection Delay, s/veh / LOS	54.6						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS								
Bicycle LOS Score / LOS	1.5	A	1.3	A	1.4	A	2.2	B

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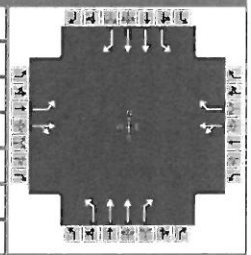
HCS 2010 Signalized Intersection Input Data

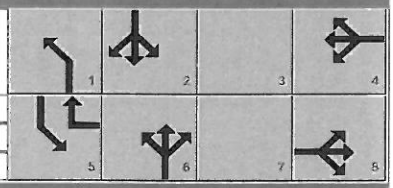
General Information				Intersection Information	
Agency	AIM Engineering & Surveying			Duration, h	0.25
Analyst	AL	Analysis Date	Dec 19, 2013	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	PM Peak Hour	PHF	0.95
Intersection	Sabal Industrial Blvd	Analysis Year	2020 No-Build	Analysis Period	1> 7:00
File Name	2020 NB PM Pk Hr_GSR.xus				
Project Description	US 301 PD&E				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	33	2	33	322	2	345	3	1519	43	56	1508	12

Signal Information			
Cycle, s	115.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	10.0	55.0	20.0	10.0	0.0	0.0						
Yellow	4.0	4.0	4.0	4.0	0.0	0.0						
Red	1.0	1.0	1.0	1.0	0.0	0.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	33	2	33	322	2	345	3	1519	43	56	1508	12
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	20	20			20	20	4	4	4	4	4	4
Ped / Bike / RTOR, /h	0	0	0	0	0	72	0	0	21	0	0	6
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.74	0.74	0.74
Lane Width (*W*), ft	12.0	12.0			12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	77	0			0	162	275	0	114	337	0	177
Grade (*Pg*), %	0	0	0	0	0	0	0	0	0	0	0	0
Speed Limit, mi/h	35	35	35	35	35	35	50	50	50	50	50	50

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		10.0		20.0	10.0	55.0	10.0	55.0
Yellow Change Interval (*Y*), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	7	7	7	7	7	7	7	7
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Off	Off	Off	Off	Min	Off	Min
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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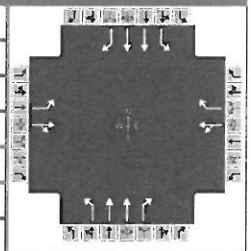
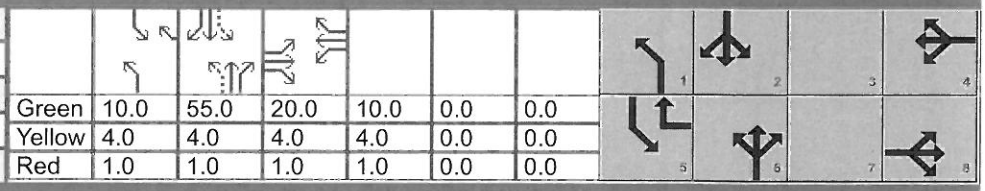
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	AIM Engineering & Surveying			Duration, h	0.25
Analyst	AL	Analysis Date	Dec 19, 2013	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	PM Peak Hour	PHF	0.95
Intersection	Sabal Industrial Blvd	Analysis Year	2020 No-Build	Analysis Period	1> 7:00
File Name	2020 NB PM Pk Hr_GSR.xus				
Project Description	US 301 PD&E				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	33	2	33	322	2	345	3	1519	43	56	1508	12

Signal Information			
Cycle, s	115.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



	EB			WB			NB			SB		
Green	10.0	55.0		20.0	10.0	0.0	0.0					
Yellow	4.0	4.0		4.0	4.0	0.0	0.0					
Red	1.0	1.0		1.0	1.0	0.0	0.0					

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		10.0		11.0	1.1	3.0	1.1	3.0
Phase Duration, s		15.0		25.0	15.0	60.0	15.0	60.0
Change Period, ($Y+R_c$), s		5.0		5.0	5.0	5.0	5.0	5.0
Max Allow Headway (*MAH*), s		3.2		3.2	3.0	2.9	3.0	2.9
Queue Clearance Time (g_s), s		4.9		22.0	2.1	53.0	3.8	52.3
Green Extension Time (g_e), s		0.0		0.0	0.0	1.6	0.0	2.2
Phase Call Probability		1.00		1.00	1.00	1.00	1.00	1.00
Max Out Probability		0.07		1.00	0.00	1.00	0.00	1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	35	37			341	287	3	1599	23	59	1586	6
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1508	1354			1508	1342	1740	1739	1548	1740	1739	1548
Queue Service Time (g_s), s	2.5	2.9			20.0	20.0	0.1	51.0	0.9	1.8	50.3	0.2
Cycle Queue Clearance Time (g_c), s	2.5	2.9			20.0	20.0	0.1	51.0	0.9	1.8	50.3	0.2
Green Ratio (*g/C*)	0.09	0.09			0.17	0.26	0.57	0.48	0.48	0.57	0.48	0.48
Capacity (*c*), veh/h	131	118			262	350	221	1664	740	219	1664	740
Volume-to-Capacity Ratio (*X*)	0.265	0.313			1.300	0.821	0.014	0.961	0.031	0.269	0.954	0.009
Available Capacity (c_a), veh/h	131	118			262	350	221	1664	740	219	1664	740
Back of Queue (*Q*), veh/ln (50th percentile)	0.9	1.0			19.1	8.8	0.0	22.3	0.3	0.7	21.1	0.1
Queue Storage Ratio (*RQ*) (50th percentile)	0.35	0.00			0.00	1.58	0.00	0.00	0.07	0.05	0.00	0.01
Uniform Delay (d_1), s/veh	49.1	49.3			47.5	40.0	22.9	29.0	15.9	24.3	28.8	15.7
Incremental Delay (d_2), s/veh	0.4	0.6			160.1	13.5	0.0	13.9	0.0	0.2	10.1	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	49.5	49.8			207.6	53.5	22.9	42.8	15.9	24.5	38.9	15.7
Level of Service (LOS)	D	D			F	D	C	D	B	C	D	B
Approach Delay, s/veh / LOS	49.7	D		137.1	F		42.4	D		38.3	D	
Intersection Delay, s/veh / LOS	55.8						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS								
Bicycle LOS Score / LOS	0.6	A	1.5	A	1.8	A	1.9	A

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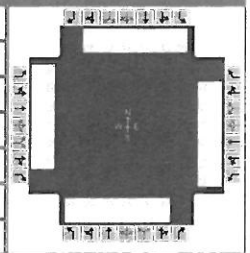
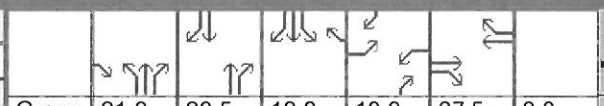
HCS 2010 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	AIM Engineering & Surveying			Duration, h	0.25
Analyst	AL	Analysis Date	Dec 19, 2013	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	PM Peak Hour	PHF	0.95
Intersection	SR 574/MLK Jr. Boulevard	Analysis Year	2020 No-Build	Analysis Period	1> 7:00
File Name	2020 NB PM Pk Hr_GSR.xus				
Project Description	US 301 PD&E				

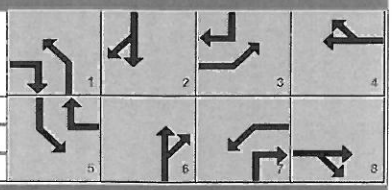


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	126	1255	501	147	1050	461	467	1205	216	310	942	97

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	21.0	20.5	18.0	10.0	37.5	0.0						
Yellow	4.0	4.0	4.0	4.0	4.0	0.0						
Red	0.0	0.0	1.0	1.0	1.0	0.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	126	1255	501	147	1050	461	467	1205	216	310	942	97
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	3	3	3	3	3	3	4	4	4	4	4	4
Ped / Bike / RTOR, /h	0	0	54	0	0	54	0	0	54	0	0	54
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	494	0	167	252	0	255	288	0	331	344	0	104
Grade (*Pg*), %	0	0	0	0	0	0	0	0	0	0	0	0
Speed Limit, mi/h	50	50	50	50	50	50	50	50	50	50	50	50

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	10.0	37.5	10.0	37.5	21.0	45.5	18.0	42.5
Yellow Change Interval (*Y*), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	0.0	0.0	1.0	1.0
Minimum Green (G_{min}), s	7	7	7	7	7	7	7	7
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Off	Off	Off	Off	Min	Off	Min
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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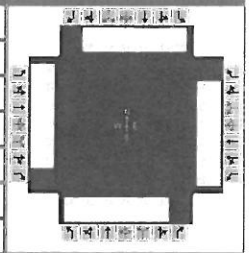
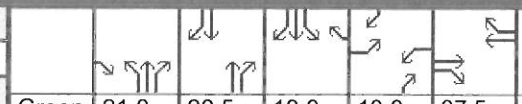
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	AIM Engineering & Surveying			Duration, h	0.25
Analyst	AL	Analysis Date	Dec 19, 2013	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	PM Peak Hour	PHF	0.95
Intersection	SR 574/MLK Jr. Boulevard	Analysis Year	2020 No-Build	Analysis Period	1> 7:00
File Name	2020 NB PM Pk Hr_GSR.xus				
Project Description	US 301 PD&E				

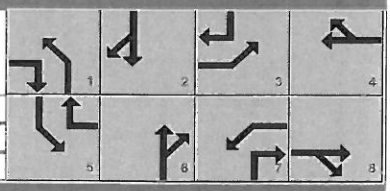


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	126	1255	501	147	1050	461	467	1205	216	310	942	97

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	21.0	20.5	18.0	10.0	37.5	0.0
Yellow	4.0	4.0	4.0	4.0	4.0	0.0
Red	0.0	0.0	1.0	1.0	1.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8	7	4	1	6	5	2
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	15.0	42.5	15.0	42.5	25.0	49.5	23.0	47.5
Change Period, ($Y+R_c$), s	5.0	5.0	5.0	5.0	4.0	4.0	5.0	5.0
Max Allow Headway (*MAH*), s	3.0	3.0	3.0	3.0	3.0	2.9	2.9	2.9
Queue Clearance Time (g_s), s	6.9	35.0	7.7	30.1	20.6	30.9	14.0	23.8
Green Extension Time (g_e), s	0.1	2.1	0.1	5.2	0.1	3.3	1.6	3.2
Phase Call Probability	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Max Out Probability	0.78	1.00	1.00	0.77	1.00	0.04	0.71	0.01

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	133	1321	471	155	1105	428	492	1268	171	326	992	45
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1706	1675	1563	1706	1675	1563	1689	1659	1548	1689	1659	1548
Queue Service Time (g_s), s	4.9	33.0	30.8	5.7	26.1	28.1	18.6	28.9	9.2	12.0	21.8	2.3
Cycle Queue Clearance Time (g_c), s	4.9	33.0	30.8	5.7	26.1	28.1	18.6	28.9	9.2	12.0	21.8	2.3
Green Ratio (*g/C*)	0.08	0.29	0.45	0.08	0.29	0.43	0.16	0.35	0.43	0.14	0.33	0.40
Capacity (*c*), veh/h	262	1449	703	262	1449	667	546	1742	661	468	1627	625
Volume-to-Capacity Ratio (*X*)	0.505	0.911	0.669	0.590	0.763	0.642	0.901	0.728	0.258	0.697	0.609	0.072
Available Capacity (c_a), veh/h	262	1449	703	262	1449	667	546	1742	661	468	1627	625
Back of Queue (*Q*), veh/ln (50th percentile)	2.1	14.3	11.2	2.5	10.6	5.0	8.1	11.4	2.2	5.2	8.5	0.8
Queue Storage Ratio (*RQ*) (50th percentile)	0.11	0.00	1.72	0.25	0.00	0.51	0.72	0.00	0.17	0.39	0.00	0.21
Uniform Delay (d_1), s/veh	57.6	44.6	28.1	58.0	42.2	12.4	53.5	36.9	1.0	53.4	36.8	23.8
Incremental Delay (d_2), s/veh	0.6	8.8	2.0	2.4	2.2	1.6	6.2	1.4	0.1	3.8	0.5	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	58.3	53.4	30.1	60.4	44.4	14.0	59.7	38.2	1.0	57.2	37.3	23.8
Level of Service (LOS)	E	D	C	E	D	B	E	D	A	E	D	C
Approach Delay, s/veh / LOS	48.1	D		38.1	D		40.4	D		41.6	D	
Intersection Delay, s/veh / LOS	42.2						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS								
Bicycle LOS Score / LOS	1.5	A	1.4	A	1.5	A	1.2	A

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APPENDIX J

Design Year (2040) No-Build Alternative HCS Analyses

Multilane Highway Segment Analyses

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst:	AL
Agency/Co:	AIM Engineering & Surveying
Date:	1/8/2014
Analysis Period:	AM Peak Hour
Highway:	US 301
From/To:	SR 60/Old Hopewell
Jurisdiction:	Hillsborough County
Analysis Year:	2040 No-Build
Project ID:	US 301 PD&E Study

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	2		2	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.5	mph	0.5	mph
Free-flow speed	49.5	mph	49.5	mph

VOLUME

Direction	1		2	
Volume, V	2524	vph	1904	vph
Peak-hour factor, PHF	0.95		0.95	
Peak 15-minute volume, v15	664		501	
Trucks and buses	4	%	4	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	0.99		0.99	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1368	pcphpl	1032	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	1368	pcphpl	1032	pcphpl
Free-flow speed, FFS	49.5	mph	49.5	mph
Avg. passenger-car travel speed, S	50.0	mph	50.0	mph
Level of service, LOS	D		C	
Density, D	27.4	pc/mi/ln	20.6	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		50
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	1328.4	1002.1
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.62	4.62
Bicycle LOS Score, BLOS	3.46	3.31
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst:	AL
Agency/Co:	AIM Engineering & Surveying
Date:	1/8/2014
Analysis Period:	AM Peak Hour
Highway:	US 301
From/To:	Old Hopewell/Stannum_Massaro
Jurisdiction:	Hillsborough County
Analysis Year:	2040 No-Build
Project ID:	US 301 PD&E Study

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		6	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	1.5	mph
Free-flow speed	50.0	mph	48.5	mph

VOLUME

Direction	1		2	
Volume, V	2514	vph	1896	vph
Peak-hour factor, PHF	0.95		0.95	
Peak 15-minute volume, v15	662		499	
Trucks and buses	4	%	4	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	0.99		0.99	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1363	pcphpl	1028	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	1363	pcphpl	1028	pcphpl
Free-flow speed, FFS	50.0	mph	48.5	mph
Avg. passenger-car travel speed, S	50.0	mph	50.0	mph
Level of service, LOS	D		C	
Density, D	27.3	pc/mi/ln	20.6	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		50
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	1323.2	997.9
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.62	4.62
Bicycle LOS Score, BLOS	3.46	3.31
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst:	GSR
Agency/Co:	AIM Engineering & Surveying
Date:	1/8/2014
Analysis Period:	AM Peak Hour
Highway:	US 301
From/To:	Stannum_Massaro/Columbus
Jurisdiction:	Hillsborough County
Analysis Year:	2040 No-Build
Project ID:	US 301 PD&E Study

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	5		5	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.3	mph	1.3	mph
Free-flow speed	48.8	mph	48.8	mph

VOLUME

Direction	1		2	
Volume, V	2503	vph	1889	vph
Peak-hour factor, PHF	0.95		0.95	
Peak 15-minute volume, v15	659		497	
Trucks and buses	4	%	4	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	0.99		0.99	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1357	pcphpl	1024	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	1357	pcphpl	1024	pcphpl
Free-flow speed, FFS	48.8	mph	48.8	mph
Avg. passenger-car travel speed, S	50.0	mph	50.0	mph
Level of service, LOS	D		C	
Density, D	27.1	pc/mi/ln	20.5	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		50
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	1317.4	994.2
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.62	4.62
Bicycle LOS Score, BLOS	3.45	3.31
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst:	GSR
Agency/Co:	AIM Engineering & Surveying
Date:	1/8/2014
Analysis Period:	AM Peak Hour
Highway:	US 301
From/To:	Columbus/Overpass_21st
Jurisdiction:	Hillsborough County
Analysis Year:	2040 No-Build
Project ID:	US 301 PD&E Study

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	4		11	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	2.8	mph
Free-flow speed	49.0	mph	47.3	mph

VOLUME

Direction	1		2	
Volume, V	2630	vph	1929	vph
Peak-hour factor, PHF	0.95		0.95	
Peak 15-minute volume, v15	692		508	
Trucks and buses	4	%	4	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	0.99		0.99	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1426	pcphpl	1046	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	1426	pcphpl	1046	pcphpl
Free-flow speed, FFS	49.0	mph	47.3	mph
Avg. passenger-car travel speed, S	49.9	mph	45.0	mph
Level of service, LOS	D		C	
Density, D	28.6	pc/mi/ln	23.2	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		50
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	1384.2	1015.3
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.62	4.62
Bicycle LOS Score, BLOS	3.48	3.32
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

HCS 2010: Multilane Highways Release 6.50

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst:	GSR
Agency/Co:	AIM Engineering & Surveying
Date:	1/8/2014
Analysis Period:	AM Peak Hour
Highway:	US 301
From/To:	Overpass_21st/Sabal
Jurisdiction:	Hillsborough County
Analysis Year:	2040 No-Build
Project ID:	US 301 PD&E Study

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	16		11	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	4.0	mph	2.8	mph
Free-flow speed	46.0	mph	47.3	mph

VOLUME

Direction	1		2	
Volume, V	2621	vph	1978	vph
Peak-hour factor, PHF	0.95		0.95	
Peak 15-minute volume, v15	690		521	
Trucks and buses	4	%	4	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	0.99		0.99	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1421	pcphpl	1072	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	1421	pcphpl	1072	pcphpl
Free-flow speed, FFS	46.0	mph	47.3	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	D		C	
Density, D	31.6	pc/mi/ln	23.8	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		50
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	1379.5	1041.1
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.62	4.62
Bicycle LOS Score, BLOS	3.48	3.33
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

HCS 2010: Multilane Highways Release 6.50

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst:	GSR
Agency/Co:	AIM Engineering & Surveying
Date:	1/8/2014
Analysis Period:	AM Peak Hour
Highway:	US 301
From/To:	Sabal/27th
Jurisdiction:	Hillsborough County
Analysis Year:	2040 No-Build
Project ID:	US 301 PD&E Study

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	9		9	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	2.3	mph	2.3	mph
Free-flow speed	47.8	mph	47.8	mph

VOLUME

Direction	1		2	
Volume, V	2115	vph	2430	vph
Peak-hour factor, PHF	0.95		0.95	
Peak 15-minute volume, v15	557		639	
Trucks and buses	4	%	4	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	0.99		0.99	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1146	pcphpl	1317	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	1146	pcphpl	1317	pcphpl
Free-flow speed, FFS	47.8	mph	47.8	mph
Avg. passenger-car travel speed, S	50.0	mph	50.0	mph
Level of service, LOS	C		D	
Density, D	22.9	pc/mi/ln	26.3	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		50
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	1113.2	1278.9
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.62	4.62
Bicycle LOS Score, BLOS	3.37	3.44
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

HCS 2010: Multilane Highways Release 6.50

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst:	GSR
Agency/Co:	AIM Engineering & Surveying
Date:	1/8/2014
Analysis Period:	AM Peak Hour
Highway:	US 301
From/To:	27th/SR 574
Jurisdiction:	Hillsborough County
Analysis Year:	2040 No-Build
Project ID:	US 301 PD&E Study

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	13		9	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	3.3	mph	2.3	mph
Free-flow speed	46.8	mph	47.8	mph

VOLUME

Direction	1		2	
Volume, V	2141	vph	2413	vph
Peak-hour factor, PHF	0.95		0.95	
Peak 15-minute volume, v15	563		635	
Trucks and buses	4	%	4	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	0.99		0.99	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1160	pcphpl	1308	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	1160	pcphpl	1308	pcphpl
Free-flow speed, FFS	46.8	mph	47.8	mph
Avg. passenger-car travel speed, S	45.0	mph	50.0	mph
Level of service, LOS	C		D	
Density, D	25.8	pc/mi/ln	26.2	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		50
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	1126.8	1270.0
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.62	4.62
Bicycle LOS Score, BLOS	3.37	3.43
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

HCS 2010: Multilane Highways Release 6.50

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst:	GSR
Agency/Co:	AIM Engineering & Surveying
Date:	1/8/2014
Analysis Period:	AM Peak Hour
Highway:	US 301
From/To:	SR 574/Oak Fair
Jurisdiction:	Hillsborough County
Analysis Year:	2040 No-Build
Project ID:	US 301 PD&E Study

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	13		5	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	3.3	mph	1.3	mph
Free-flow speed	46.8	mph	48.8	mph

VOLUME

Direction	1		2	
Volume, V	1900	vph	2519	vph
Peak-hour factor, PHF	0.95		0.95	
Peak 15-minute volume, v15	500		663	
Trucks and buses	4	%	4	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	0.99		0.99	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1030	pcphpl	1365	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	1030	pcphpl	1365	pcphpl
Free-flow speed, FFS	46.8	mph	48.8	mph
Avg. passenger-car travel speed, S	45.0	mph	50.0	mph
Level of service, LOS	C		D	
Density, D	22.9	pc/mi/ln	27.3	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		50
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	1000.0	1325.8
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.62	4.62
Bicycle LOS Score, BLOS	3.31	3.46
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst:	GSR
Agency/Co:	AIM Engineering & Surveying
Date:	1/8/2014
Analysis Period:	AM Peak Hour
Highway:	US 301
From/To:	Oak Fair/Elm Fair
Jurisdiction:	Hillsborough County
Analysis Year:	2040 No-Build
Project ID:	US 301 PD&E Study

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	50.0	mph	50.0	mph

VOLUME

Direction	1		2	
Volume, V	1954	vph	2591	vph
Peak-hour factor, PHF	0.95		0.95	
Peak 15-minute volume, v15	514		682	
Trucks and buses	4	%	4	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	0.99		0.99	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1059	pcphpl	1405	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	1059	pcphpl	1405	pcphpl
Free-flow speed, FFS	50.0	mph	50.0	mph
Avg. passenger-car travel speed, S	50.0	mph	50.0	mph
Level of service, LOS	C		D	
Density, D	21.2	pc/mi/ln	28.1	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		50
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	1028.4	1363.7
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.62	4.62
Bicycle LOS Score, BLOS	3.33	3.47
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

HCS 2010: Multilane Highways Release 6.50

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst:	GSR
Agency/Co:	AIM Engineering & Surveying
Date:	1/8/2014
Analysis Period:	AM Peak Hour
Highway:	US 301
From/To:	Elm Fair/I-4
Jurisdiction:	Hillsborough County
Analysis Year:	2040 No-Build
Project ID:	US 301 PD&E Study

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	11		5	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	2.8	mph	1.3	mph
Free-flow speed	47.3	mph	48.8	mph

VOLUME

Direction	1		2	
Volume, V	2032	vph	2693	vph
Peak-hour factor, PHF	0.95		0.95	
Peak 15-minute volume, v15	535		709	
Trucks and buses	4	%	4	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	3		3	
Driver population adjustment, fP	0.99		0.99	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	734	pcphpl	973	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	734	pcphpl	973	pcphpl
Free-flow speed, FFS	47.3	mph	48.8	mph
Avg. passenger-car travel speed, S	45.0	mph	50.0	mph
Level of service, LOS	B		C	
Density, D	16.3	pc/mi/ln	19.5	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		50
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	713.0	944.9
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.62	4.62
Bicycle LOS Score, BLOS	3.14	3.29
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst:	AL
Agency/Co:	AIM Engineering & Surveying
Date:	1/8/2014
Analysis Period:	PM Peak Hour
Highway:	US 301
From/To:	SR 60/Old Hopewell
Jurisdiction:	Hillsborough County
Analysis Year:	2040 No-Build
Project ID:	US 301 PD&E Study

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	2		2	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.5	mph	0.5	mph
Free-flow speed	49.5	mph	49.5	mph

VOLUME

Direction	1		2	
Volume, V	1904	vph	2524	vph
Peak-hour factor, PHF	0.95		0.95	
Peak 15-minute volume, v15	501		664	
Trucks and buses	4	%	4	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	0.99		0.99	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1032	pcphpl	1368	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	1032	pcphpl	1368	pcphpl
Free-flow speed, FFS	49.5	mph	49.5	mph
Avg. passenger-car travel speed, S	50.0	mph	50.0	mph
Level of service, LOS	C		D	
Density, D	20.6	pc/mi/ln	27.4	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		50
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	1002.1	1328.4
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.62	4.62
Bicycle LOS Score, BLOS	3.31	3.46
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

HCS 2010: Multilane Highways Release 6.50

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst:	AL
Agency/Co:	AIM Engineering & Surveying
Date:	1/8/2014
Analysis Period:	PM Peak Hour
Highway:	US 301
From/To:	Old Hopewell/Stannum_Massaro
Jurisdiction:	Hillsborough County
Analysis Year:	2040 No-Build
Project ID:	US 301 PD&E Study

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		6	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	1.5	mph
Free-flow speed	50.0	mph	48.5	mph

VOLUME

Direction	1		2	
Volume, V	1896	vph	2514	vph
Peak-hour factor, PHF	0.95		0.95	
Peak 15-minute volume, v15	499		662	
Trucks and buses	4	%	4	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	0.99		0.99	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1028	pcphpl	1363	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	1028	pcphpl	1363	pcphpl
Free-flow speed, FFS	50.0	mph	48.5	mph
Avg. passenger-car travel speed, S	50.0	mph	50.0	mph
Level of service, LOS	C		D	
Density, D	20.6	pc/mi/ln	27.3	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		50
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	997.9	1323.2
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.62	4.62
Bicycle LOS Score, BLOS	3.31	3.46
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

HCS 2010: Multilane Highways Release 6.50

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst:	GSR
Agency/Co:	AIM Engineering & Surveying
Date:	1/8/2014
Analysis Period:	PM Peak Hour
Highway:	US 301
From/To:	Stannum_Massaro/Columbus
Jurisdiction:	Hillsborough County
Analysis Year:	2040 No-Build
Project ID:	US 301 PD&E Study

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	5		5	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.3	mph	1.3	mph
Free-flow speed	48.8	mph	48.8	mph

VOLUME

Direction	1		2	
Volume, V	1889	vph	2503	vph
Peak-hour factor, PHF	0.95		0.95	
Peak 15-minute volume, v15	497		659	
Trucks and buses	4	%	4	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	0.99		0.99	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1024	pcphpl	1357	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	1024	pcphpl	1357	pcphpl
Free-flow speed, FFS	48.8	mph	48.8	mph
Avg. passenger-car travel speed, S	50.0	mph	50.0	mph
Level of service, LOS	C		D	
Density, D	20.5	pc/mi/ln	27.1	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		50
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	994.2	1317.4
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.62	4.62
Bicycle LOS Score, BLOS	3.31	3.45
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

HCS 2010: Multilane Highways Release 6.50

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst:	GSR
Agency/Co:	AIM Engineering & Surveying
Date:	1/8/2014
Analysis Period:	PM Peak Hour
Highway:	US 301
From/To:	Columbus/Overpass_21st
Jurisdiction:	Hillsborough County
Analysis Year:	2040 No-Build
Project ID:	US 301 PD&E Study

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	4		11	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	2.8	mph
Free-flow speed	49.0	mph	47.3	mph

VOLUME

Direction	1		2	
Volume, V	1919	vph	2621	vph
Peak-hour factor, PHF	0.95		0.95	
Peak 15-minute volume, v15	505		690	
Trucks and buses	4	%	4	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	0.99		0.99	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1040	pcphpl	1421	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	1040	pcphpl	1421	pcphpl
Free-flow speed, FFS	49.0	mph	47.3	mph
Avg. passenger-car travel speed, S	50.0	mph	45.0	mph
Level of service, LOS	C		D	
Density, D	20.8	pc/mi/ln	31.6	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		50
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	1010.0	1379.5
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.62	4.62
Bicycle LOS Score, BLOS	3.32	3.48
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

HCS 2010: Multilane Highways Release 6.50

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst:	GSR
Agency/Co:	AIM Engineering & Surveying
Date:	1/8/2014
Analysis Period:	PM Peak Hour
Highway:	US 301
From/To:	Overpass_21st/Sabal
Jurisdiction:	Hillsborough County
Analysis Year:	2040 No-Build
Project ID:	US 301 PD&E Study

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	16		11	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	4.0	mph	2.8	mph
Free-flow speed	46.0	mph	47.3	mph

VOLUME

Direction	1		2	
Volume, V	1978	vph	2621	vph
Peak-hour factor, PHF	0.95		0.95	
Peak 15-minute volume, v15	521		690	
Trucks and buses	4	%	4	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	0.99		0.99	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1072	pcphpl	1421	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	1072	pcphpl	1421	pcphpl
Free-flow speed, FFS	46.0	mph	47.3	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	C		D	
Density, D	23.8	pc/mi/ln	31.6	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		50
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	1041.1	1379.5
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.62	4.62
Bicycle LOS Score, BLOS	3.33	3.48
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

HCS 2010: Multilane Highways Release 6.50

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst:	GSR
Agency/Co:	AIM Engineering & Surveying
Date:	1/8/2014
Analysis Period:	PM Peak Hour
Highway:	US 301
From/To:	Sabal/27th
Jurisdiction:	Hillsborough County
Analysis Year:	2040 No-Build
Project ID:	US 301 PD&E Study

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	9		9	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	2.3	mph	2.3	mph
Free-flow speed	47.8	mph	47.8	mph

VOLUME

Direction	1		2	
Volume, V	2430	vph	2115	vph
Peak-hour factor, PHF	0.95		0.95	
Peak 15-minute volume, v15	639		557	
Trucks and buses	4	%	4	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	0.99		0.99	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1317	pcphpl	1146	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	1317	pcphpl	1146	pcphpl
Free-flow speed, FFS	47.8	mph	47.8	mph
Avg. passenger-car travel speed, S	50.0	mph	50.0	mph
Level of service, LOS	D		C	
Density, D	26.3	pc/mi/ln	22.9	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		50
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	1278.9	1113.2
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.62	4.62
Bicycle LOS Score, BLOS	3.44	3.37
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst:	GSR
Agency/Co:	AIM Engineering & Surveying
Date:	1/8/2014
Analysis Period:	PM Peak Hour
Highway:	US 301
From/To:	27th/SR 574
Jurisdiction:	Hillsborough County
Analysis Year:	2040 No-Build
Project ID:	US 301 PD&E Study

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	13		9	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	3.3	mph	2.3	mph
Free-flow speed	46.8	mph	47.8	mph

VOLUME

Direction	1		2	
Volume, V	2413	vph	2141	vph
Peak-hour factor, PHF	0.95		0.95	
Peak 15-minute volume, v15	635		563	
Trucks and buses	4	%	4	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	0.99		0.99	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1308	pcphpl	1160	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	1308	pcphpl	1160	pcphpl
Free-flow speed, FFS	46.8	mph	47.8	mph
Avg. passenger-car travel speed, S	45.0	mph	50.0	mph
Level of service, LOS	D		C	
Density, D	29.1	pc/mi/ln	23.2	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		50
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	1270.0	1126.8
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.62	4.62
Bicycle LOS Score, BLOS	3.43	3.37
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

HCS 2010: Multilane Highways Release 6.50

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst:	GSR
Agency/Co:	AIM Engineering & Surveying
Date:	1/8/2014
Analysis Period:	PM Peak Hour
Highway:	US 301
From/To:	SR 574/Oak Fair
Jurisdiction:	Hillsborough County
Analysis Year:	2040 No-Build
Project ID:	US 301 PD&E Study

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	13		5	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	3.3	mph	1.3	mph
Free-flow speed	46.8	mph	48.8	mph

VOLUME

Direction	1		2	
Volume, V	2519	vph	1900	vph
Peak-hour factor, PHF	0.95		0.95	
Peak 15-minute volume, v15	663		500	
Trucks and buses	4	%	4	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	0.99		0.99	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1365	pcphpl	1030	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	1365	pcphpl	1030	pcphpl
Free-flow speed, FFS	46.8	mph	48.8	mph
Avg. passenger-car travel speed, S	45.0	mph	50.0	mph
Level of service, LOS	D		C	
Density, D	30.3	pc/mi/ln	20.6	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		50
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	1325.8	1000.0
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.62	4.62
Bicycle LOS Score, BLOS	3.46	3.31
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

HCS 2010: Multilane Highways Release 6.50

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst:	GSR
Agency/Co:	AIM Engineering & Surveying
Date:	1/8/2014
Analysis Period:	PM Peak Hour
Highway:	US 301
From/To:	Oak Fair/Elm Fair
Jurisdiction:	Hillsborough County
Analysis Year:	2040 No-Build
Project ID:	US 301 PD&E Study

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	50.0	mph	50.0	mph

VOLUME

Direction	1		2	
Volume, V	2591	vph	1954	vph
Peak-hour factor, PHF	0.95		0.95	
Peak 15-minute volume, v15	682		514	
Trucks and buses	4	%	4	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	0.99		0.99	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1405	pcphpl	1059	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	1405	pcphpl	1059	pcphpl
Free-flow speed, FFS	50.0	mph	50.0	mph
Avg. passenger-car travel speed, S	50.0	mph	50.0	mph
Level of service, LOS	D		C	
Density, D	28.1	pc/mi/ln	21.2	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		50
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	1363.7	1028.4
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.62	4.62
Bicycle LOS Score, BLOS	3.47	3.33
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

HCS 2010: Multilane Highways Release 6.50

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst:	GSR
Agency/Co:	AIM Engineering & Surveying
Date:	1/8/2014
Analysis Period:	PM Peak Hour
Highway:	US 301
From/To:	Elm Fair/I-4
Jurisdiction:	Hillsborough County
Analysis Year:	2040 No-Build
Project ID:	US 301 PD&E Study

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	11		5	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	2.8	mph	1.3	mph
Free-flow speed	47.3	mph	48.8	mph

VOLUME

Direction	1		2	
Volume, V	2693	vph	2032	vph
Peak-hour factor, PHF	0.95		0.95	
Peak 15-minute volume, v15	709		535	
Trucks and buses	4	%	4	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	3		3	
Driver population adjustment, fP	0.99		0.99	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	973	pcphpl	734	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	973	pcphpl	734	pcphpl
Free-flow speed, FFS	47.3	mph	48.8	mph
Avg. passenger-car travel speed, S	45.0	mph	50.0	mph
Level of service, LOS	C		B	
Density, D	21.6	pc/mi/ln	14.7	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		50
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	944.9	713.0
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.62	4.62
Bicycle LOS Score, BLOS	3.29	3.14
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

Unsignalized Intersection Analyses

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*MMA*
Agency/Co.	*AIM Engineering & Surveying*
Date Performed	*12/11/2013*
Analysis Time Period	*AM Peak Hour*

Site Information

Intersection	*US 301 / Old Hopewell Rd*
Jurisdiction	*Hillsborough County*
Analysis Year	*2040 No-Build*

Project Description *US 301 PD&E Study*

East/West Street: *Old Hopewell / Meadow Ck* | North/South Street: *US 301*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*20*	*2456*	*48*	*52*	*1832*	*12*
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*21*	*2585*	*50*	*54*	*1928*	*12*
Percent Heavy Vehicles	*4*	--	--	*4*	--	--
Median Type	*Raised curb*					
RT Channelized			*1*			*0*
Lanes	*1*	*2*	*1*	*1*	*2*	*1*
Configuration	*L*	*T*	*R*	*L*	*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*15*	*0*	*24*	*48*	*0*	*43*
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*15*	*0*	*25*	*50*	*0*	*45*
Percent Heavy Vehicles	*25*	*25*	*25*	*25*	*25*	*25*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*1*
Lanes	*0*	*1*	*0*	*0*	*1*	*1*
Configuration		*LTR*		*LT*		*R*

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*	*LT*		*R*		*LTR*	
v (veh/h)	*21*	*54*	*50*		*45*		*40*	
C (m) (veh/h)	*291*	*161*			*162*		*0*	
v/c	*0.07*	*0.34*			*0.28*			
95% queue length	*0.23*	*1.37*			*1.07*			
Control Delay (s/veh)	*18.3*	*38.2*			*35.6*			
LOS	*C*	*E*			*E*		*F*	
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*MMA*
Agency/Co.	*AIM Engineering & Surveying*
Date Performed	*12/11/2013*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*US 301 / Old Hopewell Rd*
Jurisdiction	*Hillsborough County*
Analysis Year	*2040 No-Build*

Project Description *US 301 PD&E Study*

East/West Street: *Old Hopewell / Meadow Ck* | North/South Street: *US 301*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*24*	*1807*	*73*	*46*	*2448*	*20*
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*25*	*1902*	*76*	*48*	*2576*	*21*
Percent Heavy Vehicles	*4*	--	--	*4*	--	--
Median Type	*Raised curb*					
RT Channelized			*1*			*0*
Lanes	*1*	*2*	*1*	*1*	*2*	*1*
Configuration	*L*	*T*	*R*	*L*	*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*15*	*2*	*19*	*57*	*2*	*74*
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*15*	*2*	*20*	*60*	*2*	*77*
Percent Heavy Vehicles	*25*	*25*	*25*	*25*	*25*	*25*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*1*
Lanes	*0*	*1*	*0*	*0*	*1*	*1*
Configuration		*LTR*		*LT*		*R*

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*	*LT*		*R*		*LTR*	
v (veh/h)	*25*	*48*	*62*		*77*		*37*	
C (m) (veh/h)	*159*	*301*	*17*		*266*		*21*	
v/c	*0.16*	*0.16*	*3.65*		*0.29*		*1.76*	
95% queue length	*0.54*	*0.56*	*8.39*		*1.16*		*4.86*	
Control Delay (s/veh)	*31.8*	*19.2*	*1650*		*24.0*		*754.4*	
LOS	*D*	*C*	*F*		*C*		*F*	
Approach Delay (s/veh)	--	--	*749.4*			*754.4*		
Approach LOS	--	--	*F*			*F*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	GSR
Agency/Co.	AIM Engineering & Surveying
Date Performed	2/21/2013
Analysis Time Period	AM Peak Hour

Site Information

Intersection	US 301 / Massaro Blvd.
Jurisdiction	Hillsborough County
Analysis Year	2040 No-Build

Project Description: US 301 PD&E Study

East/West Street: Massaro Blvd / Stannum St. | North/South Street: US 301

Intersection Orientation: North-South | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	137	2331	46	29	1761	979
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	144	2453	48	30	1853	1030
Percent Heavy Vehicles	4	--	--	4	--	--
Median Type	Raised curb					
RT Channelized			0			1
Lanes	1	2	1	1	2	1
Configuration	L	T	R	L	T	R
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	135	0	129	6	0	37
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	142	0	135	6	0	38
Percent Heavy Vehicles	20	20	20	20	20	20
Percent Grade (%)		0			0	
Flared Approach		N			Y	
Storage		0			1	
RT Channelized			0			0
Lanes	0	1	1	0	1	0
Configuration	LT		R		LTR	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LTR		LT		R
v (veh/h)	144	30		44		142		135
C (m) (veh/h)	315	174						286
v/c	0.46	0.17						0.47
95% queue length	2.28	0.60						2.38
Control Delay (s/veh)	25.7	30.0						28.4
LOS	D	D						D
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	GSR
Agency/Co.	AIM Engineering & Surveying
Date Performed	2/21/2014
Analysis Time Period	PM Peak Hour

Site Information

Intersection	US 301 / Massaro Blvd.
Jurisdiction	Hillsborough County
Analysis Year	2040 No-Build

Project Description *US 301 PD&E Study*

East/West Street: *Massaro Blvd / Stannum St* | North/South Street: *US 301*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	120	1763	13	30	2323	150
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	126	1855	13	31	2445	157
Percent Heavy Vehicles	4	--	--	4	--	--
Median Type	Raised curb					
RT Channelized			0			1
Lanes	1	2	1	1	2	1
Configuration	L	T	R	L	T	R
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	90	0	149	42	0	36
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	94	0	156	44	0	37
Percent Heavy Vehicles	20	20	20	20	20	20
Percent Grade (%)		0			0	
Flared Approach		N			Y	
Storage		0			1	
RT Channelized			0			0
Lanes	0	1	1	0	1	0
Configuration	LT		R		LTR	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LTR		LT		R
v (veh/h)	126	31		81		94		156
C (m) (veh/h)	183	311						187
v/c	0.69	0.10						0.83
95% queue length	4.18	0.33						5.95
Control Delay (s/veh)	59.5	17.9						79.8
LOS	F	C						F
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*MMA*
Agency/Co.	*AIM Engineering & Surveying*
Date Performed	*12/11/2013*
Analysis Time Period	*AM Peak Hour*

Site Information

Intersection	*US 301 / Columbus Dr*
Jurisdiction	*Hillsborough County*
Analysis Year	*2040 No-Build*

Project Description *US 301 PD&E Study*

East/West Street: *Columbus Dr / Tampa E Blvd* | North/South Street: *US 301*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*246*	*2151*	*106*	*400*	*1475*	*35*
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*258*	*2264*	*111*	*421*	*1552*	*36*
Percent Heavy Vehicles	*4*	--	--	*4*	--	--
Median Type	*Raised curb*					
RT Channelized			*1*			*1*
Lanes	*1*	*2*	*1*	*1*	*2*	*1*
Configuration	*L*	*T*	*R*	*L*	*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*62*	*545*	*5*	*209*	*599*	*0*
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*65*	*573*	*5*	*220*	*630*	*0*
Percent Heavy Vehicles	*10*	*10*	*10*	*10*	*10*	*10*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*1*
Lanes	*1*	*1*	*0*	*1*	*1*	*1*
Configuration	*L*		*TR*	*L*	*T*	*R*

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*	*L*	*T*	*R*	*L*		*TR*
v (veh/h)	*258*	*421*	*220*	*630*	*0*	*65*		*578*
C (m) (veh/h)	*413*	*216*		*0*	*230*			*0*
v/c	*0.62*	*1.95*			*0.00*			
95% queue length	*4.12*	*30.76*			*0.00*			
Control Delay (s/veh)	*27.2*	*480.6*			*20.7*			
LOS	*D*	*F*		*F*	*C*			*F*
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*MMA*
Agency/Co.	*AIM Engineering & Surveying*
Date Performed	*12/11/2013*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*US 301 / Columbus Dr*
Jurisdiction	*Hillsborough County*
Analysis Year	*2040 No-Build*

Project Description *US 301 PD&E Study*

East/West Street: *Columbus Dr / Tampa E Blvd* | North/South Street: *US 301*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*204*	*1434*	*251*	*430*	*2147*	*84*
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*214*	*1509*	*264*	*452*	*2260*	*88*
Percent Heavy Vehicles	*4*	--	--	*4*	--	--
Median Type	*Raised curb*					
RT Channelized			*1*			*1*
Lanes	*1*	*2*	*1*	*1*	*2*	*1*
Configuration	*L*	*T*	*R*	*L*	*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*54*	*610*	*12*	*121*	*505*	*0*
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*56*	*642*	*12*	*127*	*531*	*0*
Percent Heavy Vehicles	*10*	*10*	*10*	*10*	*10*	*10*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*1*
Lanes	*1*	*1*	*0*	*1*	*1*	*1*
Configuration	*L*		*TR*	*L*	*T*	*R*

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*	*L*	*T*	*R*	*L*		*TR*
v (veh/h)	*214*	*452*	*127*	*531*	*0*	*56*		*654*
C (m) (veh/h)	*217*	*430*		*0*	*387*			*0*
v/c	*0.99*	*1.05*			*0.00*			
95% queue length	*8.77*	*14.47*			*0.00*			
Control Delay (s/veh)	*104.3*	*88.9*			*14.3*			
LOS	*F*	*F*		*F*	*B*			*F*
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*GSR*
Agency/Co.	*AIM Engineering & Surveying*
Date Performed	*2/21/2013*
Analysis Time Period	*AM Peak Hour*

Site Information

Intersection	*US 301 / Overpass Rd*
Jurisdiction	*Hillsborough County*
Analysis Year	*2040 No-Build*

Project Description *US 301 PD&E Study*

East/West Street: *Overpass Rd / 21st Avenue* | North/South Street: *US 301*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*169*	*2257*	*154*	*139*	*1711*	*128*
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*177*	*2375*	*162*	*146*	*1801*	*134*
Percent Heavy Vehicles	*4*	--	--	*4*	--	--
Median Type	*Raised curb*					
RT Channelized			*0*			*0*
Lanes	*1*	*2*	*1*	*1*	*2*	*1*
Configuration	*L*	*T*	*R*	*L*	*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*169*	*2*	*120*	*116*	*3*	*195*
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*177*	*2*	*126*	*122*	*3*	*205*
Percent Heavy Vehicles	*4*	*4*	*4*	*4*	*4*	*4*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*Y*	
Storage		*0*			*1*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*		*LTR*			*LTR*	
v (veh/h)	*177*	*146*		*330*			*305*	
C (m) (veh/h)	*292*	*168*						
v/c	*0.61*	*0.87*						
95% queue length	*3.68*	*6.15*						
Control Delay (s/veh)	*34.6*	*93.1*						
LOS	*D*	*F*						
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	
Agency/Co.	*AIM Engineering & Surveying*
Date Performed	*2/21/2014*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*US 301 / Overpass Rd*
Jurisdiction	*Hillsborough County*
Analysis Year	*2040 No-Build*

Project Description *US 301 PD&E Study*

East/West Street: *Overpass Rd / 21st Avenue* | North/South Street: *US 301*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*108*	*1666*	*173*	*137*	*2305*	*179*
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*113*	*1753*	*182*	*144*	*2426*	*188*
Percent Heavy Vehicles	*4*	--	--	*4*	--	--
Median Type	*Raised curb*					
RT Channelized			*0*			*0*
Lanes	*1*	*2*	*1*	*1*	*2*	*1*
Configuration	*L*	*T*	*R*	*L*	*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*162*	*3*	*131*	*114*	*2*	*150*
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*170*	*3*	*137*	*120*	*2*	*157*
Percent Heavy Vehicles	*4*	*4*	*4*	*4*	*4*	*4*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*Y*	
Storage		*0*			*1*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*		*LTR*			*LTR*	
v (veh/h)	*113*	*144*		*279*			*310*	
C (m) (veh/h)	*156*	*292*						
v/c	*0.72*	*0.49*						
95% queue length	*4.36*	*2.56*						
Control Delay (s/veh)	*72.7*	*28.8*						
LOS	*F*	*D*						
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	GSR
Agency/Co.	AIM Engineering & Surveying
Date Performed	2/21/2013
Analysis Time Period	AM Peak Hour

Site Information

Intersection	US 301 / 27th Ave
Jurisdiction	Hillsborough County
Analysis Year	2040 No-Build

Project Description: US 301 PD&E Study

East/West Street: 27th Ave | North/South Street: US 301

Intersection Orientation: North-South | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	0	2103	12	28	2385	
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	0	2213	12	29	2510	0
Percent Heavy Vehicles	4	--	--	4	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	1	2	1	1	2	0
Configuration	L	T	R	L	T	
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				45		38
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	0	0	0	47	0	40
Percent Heavy Vehicles	0	0	0	4	4	4
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			1			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LR				
v (veh/h)	0	29		87				
C (m) (veh/h)	172	224		74				
v/c	0.00	0.13		1.18				
95% queue length	0.00	0.44		6.58				
Control Delay (s/veh)	25.9	23.4		258.4				
LOS	D	C		F				
Approach Delay (s/veh)	--	--	258.4					
Approach LOS	--	--	F					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	GSR
Agency/Co.	AIM Engineering & Surveying
Date Performed	2/21/2014
Analysis Time Period	PM Peak Hour

Site Information

Intersection	US 301 / 27th Ave
Jurisdiction	Hillsborough County
Analysis Year	2040 No-Build

Project Description: US 301 PD&E Study

East/West Street: 27th Ave | North/South Street: US 301

Intersection Orientation: North-South | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	0	2403	27	38	2103	
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	0	2529	28	40	2213	0
Percent Heavy Vehicles	4	--	--	4	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	1	2	1	1	2	0
Configuration	L	T	R	L	T	
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				12		10
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	0	0	0	12	0	10
Percent Heavy Vehicles	0	0	0	4	4	4
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			1			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LR				
v (veh/h)	0	40		22				
C (m) (veh/h)	227	165		53				
v/c	0.00	0.24		0.42				
95% queue length	0.00	0.91		1.53				
Control Delay (s/veh)	20.9	33.7		114.5				
LOS	C	D		F				
Approach Delay (s/veh)	--	--	114.5					
Approach LOS	--	--	F					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*MMA*
Agency/Co.	*AIM Engineering & Surveying*
Date Performed	*12/11/2013*
Analysis Time Period	*AM Peak Hour*

Site Information

Intersection	*US 301 / OakFair Blvd*
Jurisdiction	*Hillsborough County*
Analysis Year	*2040 No-Build*

Project Description *US 301 PD&E Study*

East/West Street: *Oak Fair Blvd* | North/South Street: *US 301*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*1776*	*124*	*226*	*2365*	
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*0*	*1869*	*130*	*237*	*2489*	*0*
Percent Heavy Vehicles	*4*	--	--	*4*	--	--
Median Type	*Raised curb*					
RT Channelized			*1*			*0*
Lanes	*0*	*2*	*1*	*1*	*2*	*0*
Configuration		*T*	*R*	*L*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*154*		*178*
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*162*	*0*	*187*
Percent Heavy Vehicles	*0*	*0*	*0*	*20*	*20*	*20*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*1*			*1*
Lanes	*0*	*0*	*0*	*1*	*0*	*1*
Configuration				*L*		*R*

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*	*L*		*R*			
v (veh/h)		*237*	*162*		*187*			
C (m) (veh/h)		*310*	*18*		*282*			
v/c		*0.76*	*9.00*		*0.66*			
95% queue length		*5.91*	*20.91*		*4.33*			
Control Delay (s/veh)		*46.1*	*4017*		*39.7*			
LOS		*E*	*F*		*E*			
Approach Delay (s/veh)	--	--	*1886*					
Approach LOS	--	--	*F*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*MMA*
Agency/Co.	*AIM Engineering & Surveying*
Date Performed	*12/11/2013*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*US 301 / OakFair Blvd*
Jurisdiction	*Hillsborough County*
Analysis Year	*2040 No-Build*

Project Description *US 301 PD&E Study*

East/West Street: *Oak Fair Blvd* | North/South Street: *US 301*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*2359*	*158*	*174*	*1780*	
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*0*	*2483*	*166*	*183*	*1873*	*0*
Percent Heavy Vehicles	*4*	--	--	*4*	--	--
Median Type	*Raised curb*					
RT Channelized			*1*			*0*
Lanes	*0*	*2*	*1*	*1*	*2*	*0*
Configuration		*T*	*R*	*L*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*118*		*232*
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*124*	*0*	*244*
Percent Heavy Vehicles	*0*	*0*	*0*	*15*	*15*	*15*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*1*			*1*
Lanes	*0*	*0*	*0*	*1*	*0*	*1*
Configuration				*L*		*R*

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*	*L*		*R*			
v (veh/h)		*183*	*124*		*244*			
C (m) (veh/h)		*177*			*190*			
v/c		*1.03*			*1.28*			
95% queue length		*8.67*			*13.52*			
Control Delay (s/veh)		*130.5*			*210.5*			
LOS		*F*			*F*			
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*MMA*
Agency/Co.	*AIM Engineering & Surveying*
Date Performed	*12/11/2013*
Analysis Time Period	*AM Peak Hour*

Site Information

Intersection	*US 301 / Elm Fair Blvd*
Jurisdiction	*Hillsborough County*
Analysis Year	*2040 No-Build*

Project Description *US 301 PD&E Study*

East/West Street: *Elm Fair Blvd* | North/South Street: *US 301*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*0*	*1819*	*135*	*227*	*2466*	
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*0*	*1914*	*142*	*238*	*2595*	*0*
Percent Heavy Vehicles	*4*	--	--	*4*	--	--
Median Type	*Raised curb*					
RT Channelized			*1*			*0*
Lanes	*1*	*2*	*1*	*1*	*2*	*0*
Configuration	*L*	*T*	*R*	*L*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*125*		*0*
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*131*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*15*	*15*	*15*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*1*			*1*
Lanes	*0*	*0*	*0*	*1*	*0*	*1*
Configuration				*L*		*R*

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*	*L*		*R*			
v (veh/h)	*0*	*238*	*131*		*0*			
C (m) (veh/h)	*159*	*298*	*16*		*283*			
v/c	*0.00*	*0.80*	*8.19*		*0.00*			
95% queue length	*0.00*	*6.41*	*17.23*		*0.00*			
Control Delay (s/veh)	*27.6*	*51.7*	*3703*		*17.7*			
LOS	*D*	*F*	*F*		*C*			
Approach Delay (s/veh)	--	--	*3703*					
Approach LOS	--	--	*F*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*MMA*
Agency/Co.	*AIM Engineering & Surveying*
Date Performed	*12/11/2013*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*US 301 / Elm Fair Blvd*
Jurisdiction	*Hillsborough County*
Analysis Year	*2040 No-Build*

Project Description *US 301 PD&E Study*

East/West Street: *Elm Fair Blvd* | North/South Street: *US 301*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*2*	*2460*	*129*	*225*	*1807*	
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*2*	*2589*	*135*	*236*	*1902*	*0*
Percent Heavy Vehicles	*4*	--	--	*4*	--	--
Median Type	*Raised curb*					
RT Channelized			*1*			*0*
Lanes	*1*	*2*	*1*	*1*	*2*	*0*
Configuration	*L*	*T*	*R*	*L*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*145*		*0*
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*152*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*15*	*15*	*15*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*1*			*1*
Lanes	*0*	*0*	*0*	*1*	*0*	*1*
Configuration				*L*		*R*

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*	*L*		*R*			
v (veh/h)	*2*	*236*	*152*		*0*			
C (m) (veh/h)	*301*	*160*			*176*			
v/c	*0.01*	*1.48*			*0.00*			
95% queue length	*0.02*	*15.29*			*0.00*			
Control Delay (s/veh)	*17.0*	*296.7*			*25.5*			
LOS	*C*	*F*			*D*			
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

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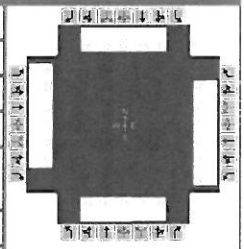
Signalized Intersection Analyses

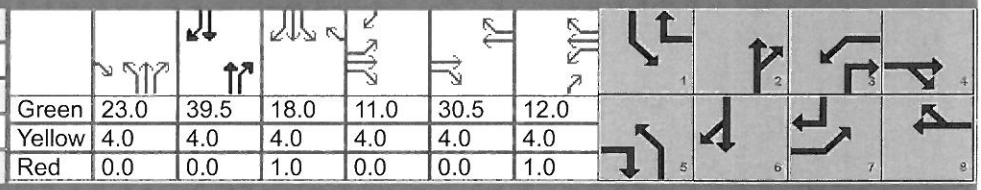
HCS 2010 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	AL	Analysis Date	Feb 6, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	AM Peak Hour	PHF	0.97
Intersection	SR 60/Adamo Drive	Analysis Year	2040 No-Build TEST	Analysis Period	1> 7:00
File Name	AM Peak Hour - No-Build_GSR.xus				
Project Description	US 301 PD&E				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	317	1672	317	346	1886	814	521	1393	246	512	966	426

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



	EB			WB			NB			SB		
Green	23.0	39.5		18.0	11.0		30.5	12.0				
Yellow	4.0	4.0		4.0	4.0		4.0	4.0				
Red	0.0	0.0		1.0	0.0		0.0	1.0				

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	317	1672	317	346	1886	814	521	1393	246	512	966	426
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	4	4	4	4	4	4	4	4	4	4	4	4
Ped / Bike / RTOR, /h	0	0	317	0	0	814	0	0	246	0	0	45
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.66	0.66	0.66
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	910	0	910	1020	0	1010	603	0	325	390	0	420
Grade (*Pg*), %	0	0	0	0	0	0	0	0	0	0	0	0
Speed Limit, mi/h	50	50	50	50	50	50	50	50	50	50	50	50

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	15.0	49.5	17.0	51.5	27.0	70.5	23.0	66.5
Yellow Change Interval (*Y*), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	0.0	0.0	1.0	1.0	0.0	0.0	1.0	1.0
Minimum Green (G_{min}), s	5	5	5	5	5	5	5	5
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Off	Off	Off	Off	Min	Off	Min
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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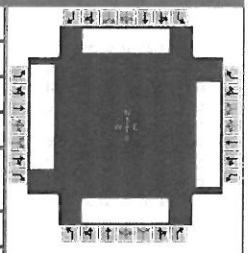
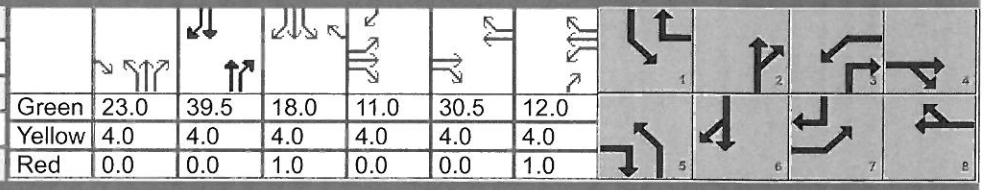
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	AL	Analysis Date	Feb 6, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	AM Peak Hour	PHF	0.97
Intersection	SR 60/Adamo Drive	Analysis Year	2040 No-Build TEST	Analysis Period	1> 7:00
File Name	AM Peak Hour - No-Build_GSR.xus				
Project Description	US 301 PD&E				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	317	1672	317	346	1886	814	521	1393	246	512	966	426

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	23.0	39.5	18.0	11.0	30.5	12.0						
Yellow	4.0	4.0	4.0	4.0	4.0	4.0						
Red	0.0	0.0	1.0	0.0	0.0	1.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	15.0	49.5	17.0	51.5	27.0	70.5	23.0	66.5
Change Period, ($Y+R_c$), s	4.0	4.0	5.0	5.0	4.0	4.0	5.0	5.0
Max Allow Headway (*MAH*), s	3.0	2.9	2.9	2.9	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	13.0	47.5	14.0	48.5	25.0		20.0	
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		1.00	
Max Out Probability	1.00	1.00	1.00	1.00	1.00		1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	327	1724	0	357	1944	0	537	1436	0	471	888	350
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1689	1659	1548	1689	1659	1548	1689	1739	1548	1689	1739	1548
Queue Service Time (g_s), s	11.0	45.5	0.0	12.0	46.5	0.0	23.0	65.7	0.0	18.0	32.1	23.8
Cycle Queue Clearance Time (g_c), s	11.0	45.5	0.0	12.0	46.5	0.0	23.0	65.7	0.0	18.0	32.1	23.8
Green Ratio (*g/C*)	0.07	0.28	0.43	0.08	0.29	0.40	0.14	0.42	0.49	0.11	0.38	0.45
Capacity (*c*), veh/h	232	1415	663	253	1446	624	486	1446	760	380	1337	702
Volume-to-Capacity Ratio (*X*)	1.407	1.218	0.000	1.408	1.344	0.000	1.106	0.993	0.000	1.239	0.664	0.499
Available Capacity (c_a), veh/h	232	1415	663	253	1446	624	486	1446	760	380	1337	702
Back of Queue (*Q*), veh/ln (50th percentile)	11.4	32.2	0.0	12.3	40.2	0.0	14.6	31.6	0.0	14.1	13.0	8.2
Queue Storage Ratio (*RQ*) (50th percentile)	0.32	0.00	0.00	0.31	0.00	0.00	0.63	0.00	0.00	0.93	0.00	0.51
Uniform Delay (d_1), s/veh	74.5	57.3	0.0	74.0	56.8	0.0	68.5	46.5	0.0	71.1	35.9	26.6
Incremental Delay (d_2), s/veh	206.8	104.8	0.0	205.3	159.7	0.0	72.9	22.1	0.0	121.6	1.7	1.7
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	281.3	162.0	0.0	279.3	216.4	0.0	141.4	68.7	0.0	192.8	37.7	28.3
Level of Service (LOS)	F	F		F	F		F	E		F	D	C
Approach Delay, s/veh / LOS	181.0	F		226.2	F		88.5	F		78.5	E	
Intersection Delay, s/veh / LOS	149.4						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.5	C	3.1	C	4.7	E	3.9	D
Bicycle LOS Score / LOS	1.6	A	1.8	A	2.1	B	2.1	B

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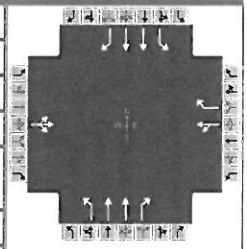
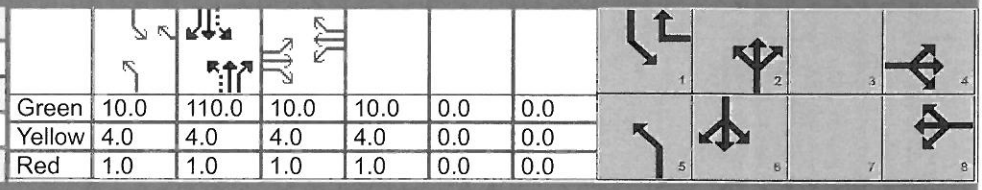
HCS 2010 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	AL	Analysis Date	Feb 6, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	AM Peak Hour	PHF	0.95
Intersection	Old Hopewell Rd	Analysis Year	2040 No-Build TEST	Analysis Period	1> 7:00
File Name	AM Peak Hour - No-Build_GSR.xus				
Project Description	US 301 PD&E				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	15	0	24	48	0	43	20	2456	48	52	1832	12

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	10.0	110.0	10.0	10.0	0.0	0.0						
Yellow	4.0	4.0	4.0	4.0	0.0	0.0						
Red	1.0	1.0	1.0	1.0	0.0	0.0						

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	15	0	24	48	0	43	20	2456	48	52	1832	12
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		25			25	25	4	4	4	4	4	4
Ped / Bike / RTOR, /h	0	0	0	0	0	21	0	0	24	0	0	6
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09	0.21	0.21	0.21
Lane Width (*W*), ft		12.0			12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft		0			0	0	0	0	0	0	0	0
Grade (*Pg*), %	0	0	0	0	0	0	0	0	0	0	0	0
Speed Limit, mi/h	50	50	50	50	50	50	50	50	50	50	50	50

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		15.0		15.0	15.0	115.0	15.0	115.0
Yellow Change Interval (*Y*), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	5	5	5	5	5	5	5	5
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (e), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Off	Off	Off	Off	Min	Off	Min
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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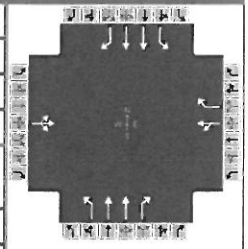
HCS 2010 Signalized Intersection Results Summary

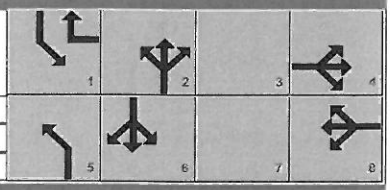
General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	AL	Analysis Date	Feb 6, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	AM Peak Hour	PHF	0.95
Intersection	Old Hopewell Rd	Analysis Year	2040 No-Build TEST	Analysis Period	1> 7:00
File Name	AM Peak Hour - No-Build_GSR.xus				
Project Description	US 301 PD&E				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	15	0	24	48	0	43	20	2456	48	52	1832	12

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	10.0	110.0	10.0	10.0	0.0	0.0	
Yellow	4.0	4.0	4.0	4.0	0.0	0.0	
Red	1.0	1.0	1.0	1.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		12.0		11.0	1.1	3.0	1.1	3.0
Phase Duration, s		15.0		15.0	15.0	115.0	15.0	115.0
Change Period, ($Y+R_c$), s		5.0		5.0	5.0	5.0	5.0	5.0
Max Allow Headway (*MAH*), s		3.1		3.1	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s		6.7		7.4	2.5		3.2	
Green Extension Time (g_e), s		0.0		0.0	0.0	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	1.00		1.00	
Max Out Probability		0.76		1.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		41			51	23	20	2439	24	48	1680	6
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1345			1448	1288	1740	1739	1548	1740	1739	1548
Queue Service Time (g_s), s		4.7			5.4	2.6	0.5	110.0	1.3	1.2	47.2	0.2
Cycle Queue Clearance Time (g_c), s		4.7			5.4	2.6	0.5	110.0	1.3	1.2	47.2	0.2
Green Ratio (*g/C*)		0.06			0.06	0.13	0.75	0.69	0.69	0.75	0.69	0.69
Capacity (*c*), veh/h		84			90	161	263	2391	1064	154	2391	1064
Volume-to-Capacity Ratio (*X*)		0.488			0.558	0.144	0.076	1.020	0.022	0.310	0.703	0.005
Available Capacity (c_a), veh/h		84			90	161	263	2391	1064	154	2391	1064
Back of Queue (*Q*), veh/ln (50th percentile)		1.6			2.1	0.8	0.2	49.8	0.4	1.3	16.9	0.1
Queue Storage Ratio (*RQ*) (50th percentile)		0.00			0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh		72.5			72.9	62.4	13.6	38.4	13.4	45.3	15.5	7.4
Incremental Delay (d_2), s/veh		1.6			4.6	0.2	0.0	11.6	0.0	0.1	0.4	0.0
Initial Queue Delay (d_3), s/veh		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		74.2			77.5	62.5	13.6	50.0	13.4	45.4	15.9	7.4
Level of Service (LOS)		E			E	E	B	F	B	D	B	A
Approach Delay, s/veh / LOS	74.2	E		72.8	E		49.4	D		16.6	B	
Intersection Delay, s/veh / LOS	36.9						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.0	C	3.0	C	2.3	B	2.1	B
Bicycle LOS Score / LOS	0.6	A	0.6	A	2.7	B	2.1	B

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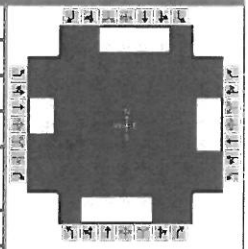
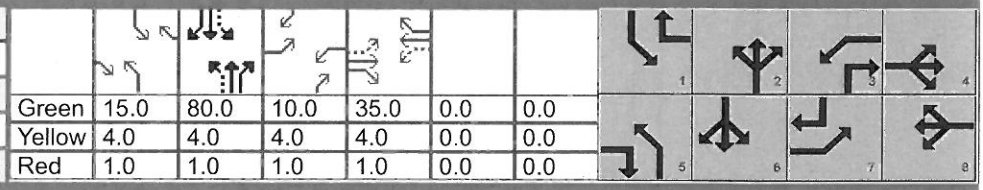
HCS 2010 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	AL	Analysis Date	Feb 6, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	AM Peak Hour	PHF	0.97
Intersection	Columbus Dr/Tampa E Blv	Analysis Year	2040 No-Build TEST	Analysis Period	1> 7:00
File Name	AM Peak Hour - No-Build_GSR.xus				
Project Description	US 301 PD&E				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	62	545	5	209	599	467	246	2151	106	400	1475	35

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	15.0	80.0	10.0	35.0	0.0	0.0						
Yellow	4.0	4.0	4.0	4.0	0.0	0.0						
Red	1.0	1.0	1.0	1.0	0.0	0.0						

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	62	545	5	209	599	467	246	2151	106	400	1475	35
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	10	10		10	10	10	4	4	4	4	4	0
Ped / Bike / RTOR, /h	0	0	0	0	0	45	0	0	45	0	0	18
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09	0.49	0.49	0.49
Lane Width (*W*), ft	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	81	0		388	0	0	188	0	0	460	0	414
Grade (*Pg*), %	0	0	0	0	0	0	0	0	0	0	0	0
Speed Limit, mi/h	50	50	50	50	50	50	50	50	50	50	50	50

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	15.0	40.0	15.0	40.0	20.0	85.0	20.0	85.0
Yellow Change Interval (*Y*), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	5	5	5	5	5	5	5	5
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Off	Off	Off	Off	Min	Off	Min
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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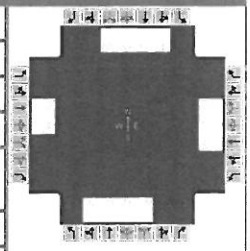
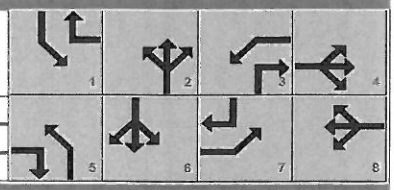
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	AL	Analysis Date	Feb 6, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	AM Peak Hour	PHF	0.97
Intersection	Columbus Dr/Tampa E Blv	Analysis Year	2040 No-Build TEST	Analysis Period	1> 7:00
File Name	AM Peak Hour - No-Build_GSR.xus				
Project Description	US 301 PD&E				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	62	545	5	209	599	467	246	2151	106	400	1475	35

Signal Information					EB			WB			NB			SB		
Cycle, s	160.0	Reference Phase	2													
Offset, s	0	Reference Point	End	Green	15.0	80.0		10.0	35.0	0.0	0.0					
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	4.0		4.0	4.0	0.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0		1.0	1.0	0.0	0.0					



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	1.1	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	15.0	40.0	15.0	40.0	20.0	85.0	20.0	85.0
Change Period, (*Y*+*Rc*), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Allow Headway (*MAH*), s	3.0	3.0	3.0	3.0	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	6.6	37.0	12.0	37.0	16.8		17.0	
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		1.00	
Max Out Probability	0.54	1.00	1.00	1.00	1.00		1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	64	567		215	618	435	244	2130	60	412	1519	18
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1645	1724		1645	1727	1464	1740	1739	1548	1740	1739	1610
Queue Service Time (g_s), s	4.6	35.0		10.0	35.0	35.0	14.8	80.0	1.7	15.0	59.9	0.7
Cycle Queue Clearance Time (g_c), s	4.6	35.0		10.0	35.0	35.0	14.8	80.0	1.7	15.0	59.9	0.7
Green Ratio (*g*/*C*)	0.28	0.22		0.28	0.22	0.31	0.59	0.50	0.56	0.59	0.50	0.56
Capacity (*c*), veh/h	148	377		148	378	457	246	1739	871	208	1739	906
Volume-to-Capacity Ratio (*X*)	0.432	1.503		1.458	1.634	0.951	0.990	1.225	0.069	1.979	0.873	0.019
Available Capacity (c_a), veh/h	148	377		148	378	457	246	1739	871	208	1739	906
Back of Queue (*Q*), veh/ln (50th percentile)	1.9	40.1		11.3	46.2	20.3	6.0	49.3	0.6	34.9	23.2	0.2
Queue Storage Ratio (*RQ*) (50th percentile)	0.63	0.00		0.78	0.00	0.00	0.82	0.00	0.00	1.95	0.00	0.01
Uniform Delay (d_1), s/veh	46.8	62.5		52.2	62.5	53.8	53.6	25.7	9.3	63.2	30.2	13.2
Incremental Delay (d_2), s/veh	0.7	239.8		239.3	297.2	29.7	14.8	101.7	0.0	449.0	3.3	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	47.6	302.3		291.5	359.7	83.5	68.4	127.4	9.3	512.2	33.5	13.2
Level of Service (LOS)	D	F		F	F	F	E	F	A	F	C	B
Approach Delay, s/veh / LOS	276.5	F		253.4	F		118.6	F		134.5	F	
Intersection Delay, s/veh / LOS	166.6						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.0	C	3.0	C	2.5	B	2.3	B
Bicycle LOS Score / LOS	1.5	A	2.6	B	2.6	B	2.1	B

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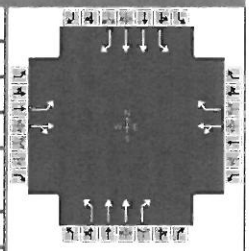
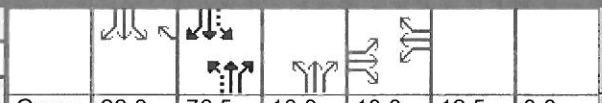
HCS 2010 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	AL	Analysis Date	Feb 6, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	AM Peak Hour	PHF	0.95
Intersection	Sabal Industrial Blvd	Analysis Year	2040 No-Build TEST	Analysis Period	1> 7:00
File Name	AM Peak Hour - No-Build_GSR.xus				
Project Description	US 301 PD&E				

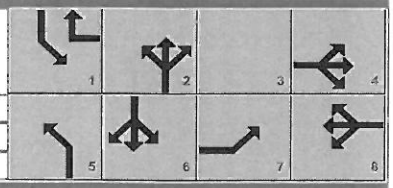


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	15	7	7	56	2	127	25	1973	623	448	1915	67

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	28.0	76.5	10.0	10.0	12.5	0.0						
Yellow	4.0	4.0	4.0	4.0	4.0	0.0						
Red	0.0	0.0	1.0	1.0	1.0	0.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	15	7	7	56	2	127	25	1973	623	448	1915	67
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	20	20			25	25	4	4	4	4	4	4
Ped / Bike / RTOR, /h	0	0	0	0	0	45	0	0	45	0	0	34
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09	0.09	0.09	0.09
Lane Width (*W*), ft	12.0	12.0			12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	77	0			0	162	275	0	114	337	0	177
Grade (*Pg*), %	0	0	0	0	0	0	0	0	0	0	0	0
Speed Limit, mi/h	50	50	50	50	50	50	50	50	50	50	50	50

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	15.0	15.0		17.5	15.0	95.5	32.0	112.5
Yellow Change Interval (*Y*), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	0.0	0.0
Minimum Green (G_{min}), s	5	5	5	5	5	5	5	5
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Off	Min	Off	Off	Min	Off	Min
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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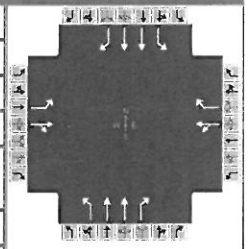
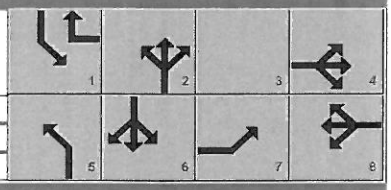
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	AL	Analysis Date	Feb 6, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	AM Peak Hour	PHF	0.95
Intersection	Sabal Industrial Blvd	Analysis Year	2040 No-Build TEST	Analysis Period	1> 7:00
File Name	AM Peak Hour - No-Build_GSR.xus				
Project Description	US 301 PD&E				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	15	7	7	56	2	127	25	1973	623	448	1915	67

Signal Information					EB			WB				
Cycle, s	160.0	Reference Phase	2									
Offset, s	0	Reference Point	End	Green	28.0	76.5	10.0	10.0	12.5	0.0		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	4.0	4.0	4.0	4.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0	1.0	1.0	1.0	0.0		



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		10.0		11.0	1.3	3.0	1.2	3.0
Phase Duration, s		15.0		17.5	15.0	95.5	32.0	112.5
Change Period, ($Y+R_c$), s		5.0		5.0	5.0	5.0	4.0	4.0
Max Allow Headway (*MAH*), s		3.0		3.1	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s		3.6		10.6	2.0		30.0	
Green Extension Time (g_e), s		0.0		0.0	4.4	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	1.00		1.00	
Max Out Probability		0.00		1.00	0.56		1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	16	15			61	86	23	1788	524	449	1920	33
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1508	1453			1450	1288	1740	1739	1548	1740	1739	1548
Queue Service Time (g_s), s	1.6	1.5			6.5	8.6	0.0	77.3	48.2	28.0	78.3	2.6
Cycle Queue Clearance Time (g_c), s	1.6	1.5			6.5	8.6	0.0	77.3	48.2	28.0	78.3	2.6
Green Ratio (*g/C*)	0.06	0.06			0.08	0.25	0.53	0.57	0.57	0.67	0.68	0.68
Capacity (*c*), veh/h	94	91			113	326	194	1968	876	349	2359	1050
Volume-to-Capacity Ratio (*X*)	0.168	0.162			0.539	0.265	0.117	0.909	0.598	1.285	0.814	0.032
Available Capacity (c_a), veh/h	94	91			113	326	194	1968	876	349	2359	1050
Back of Queue (*Q*), veh/ln (50th percentile)	0.6	0.6			2.5	2.7	0.7	33.6	24.0	26.8	34.8	3.1
Queue Storage Ratio (*RQ*) (50th percentile)	0.23	0.00			0.00	0.51	0.07	0.00	5.44	2.05	0.00	0.45
Uniform Delay (d_1), s/veh	71.1	71.0			71.0	47.8	50.7	43.3	45.1	60.0	38.4	98.8
Incremental Delay (d_2), s/veh	0.3	0.3			2.8	0.2	0.0	0.8	0.3	133.4	0.7	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	71.4	71.3			73.8	48.0	50.7	44.1	45.4	193.4	39.2	98.8
Level of Service (LOS)	E	E			E	D	D	D	D	F	D	F
Approach Delay, s/veh / LOS	71.4	E		58.7	E		44.5	D		68.8	E	
Intersection Delay, s/veh / LOS	57.0						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.1	C	3.1	C	2.3	B	2.3	B
Bicycle LOS Score / LOS	0.5	A	0.7	A	2.7	B	2.6	B

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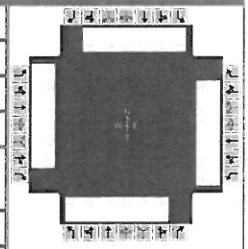
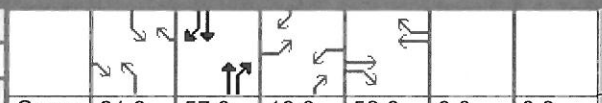
HCS 2010 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	AL	Analysis Date	Feb 6, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	AM Peak Hour	PHF	0.97
Intersection	MLK Jr Blvd/SR 574	Analysis Year	2040 No-Build TEST	Analysis Period	1> 7:00
File Name	AM Peak Hour - No-Build_GSR.xus				
Project Description	US 301 PD&E				

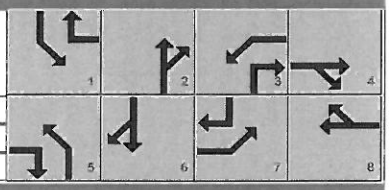


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	231	2098	518	243	1683	423	608	1246	287	636	1652	231

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	21.0	57.0	10.0	52.0	0.0	0.0						
Yellow	4.0	4.0	4.0	4.0	0.0	0.0						
Red	1.0	1.0	1.0	1.0	0.0	0.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	231	2098	518	243	1683	423	608	1246	287	636	1652	231
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	3	3	3	3	3	3	4	4	4	4	4	4
Ped / Bike / RTOR, /h	0	0	45	0	0	45	0	0	45	0	0	45
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	0.37	0.37	0.37	0.33	0.33	0.33
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	494	0	167	252	0	255	288	0	331	344	0	104
Grade (*Pg*), %	0	0	0	0	0	0	0	0	0	0	0	0
Speed Limit, mi/h	50	50	50	50	50	50	50	50	50	50	50	50

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	15.0	57.0	15.0	57.0	26.0	62.0	26.0	62.0
Yellow Change Interval (*Y*), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	5	5	5	5	5	5	5	5
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Off	Off	Off	Off	Min	Off	Min
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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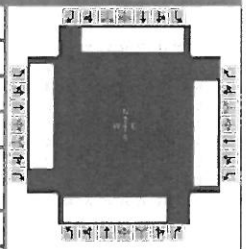
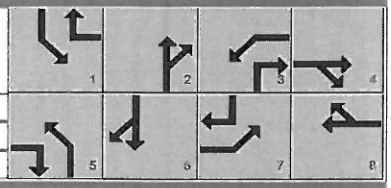
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	AL	Analysis Date	Feb 6, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	AM Peak Hour	PHF	0.97
Intersection	MLK Jr Blvd/SR 574	Analysis Year	2040 No-Build TEST	Analysis Period	1> 7:00
File Name	AM Peak Hour - No-Build_GSR.xus				
Project Description	US 301 PD&E				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	231	2098	518	243	1683	423	608	1246	287	636	1652	231

Signal Information					EB			WB				
Cycle, s	160.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	21.0	57.0	10.0	52.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	4.0	0.0	0.0		
				Red	1.0	1.0	1.0	1.0	0.0	0.0		



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	15.0	57.0	15.0	57.0	26.0	62.0	26.0	62.0
Change Period, ($Y+R_c$), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Allow Headway (*MAH*), s	3.0	2.9	3.0	2.9	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	12.0	54.0	12.0	54.0	23.0		23.0	
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		1.00	
Max Out Probability	1.00	1.00	1.00	1.00	1.00		1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	238	2163	488	251	1735	390	581	1190	231	670	1740	196
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1706	1675	1563	1706	1675	1563	1689	1659	1548	1689	1659	1548
Queue Service Time (g_s), s	10.0	52.0	39.4	10.0	52.0	28.9	21.0	28.7	12.7	21.0	55.1	11.9
Cycle Queue Clearance Time (g_c), s	10.0	52.0	39.4	10.0	52.0	28.9	21.0	28.7	12.7	21.0	55.1	11.9
Green Ratio (*g/C*)	0.06	0.32	0.46	0.06	0.32	0.46	0.13	0.36	0.42	0.13	0.36	0.42
Capacity (*c*), veh/h	213	1633	713	213	1633	713	443	1773	648	443	1773	648
Volume-to-Capacity Ratio (*X*)	1.117	1.324	0.684	1.175	1.062	0.546	1.310	0.671	0.357	1.510	0.981	0.302
Available Capacity (c_a), veh/h	213	1633	713	213	1633	713	443	1773	648	443	1773	648
Back of Queue (*Q*), veh/ln (50th percentile)	7.2	43.9	14.9	7.8	27.3	10.7	18.8	10.2	3.9	22.8	22.2	3.2
Queue Storage Ratio (*RQ*) (50th percentile)	0.37	0.00	2.28	0.79	0.00	1.07	1.68	0.00	0.30	1.71	0.00	0.80
Uniform Delay (d_1), s/veh	75.0	54.0	34.4	75.0	54.0	31.5	79.6	32.8	21.7	65.6	44.9	25.9
Incremental Delay (d_2), s/veh	96.5	150.4	2.2	116.9	41.0	0.5	145.4	0.8	0.6	233.5	8.6	0.4
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	171.5	204.4	36.6	191.9	95.0	32.0	225.0	33.5	22.3	299.1	53.5	26.3
Level of Service (LOS)	F	F	D	F	F	C	F	C	C	F	D	C
Approach Delay, s/veh / LOS	173.3	F		94.9	F		87.8	F		114.6	F	
Intersection Delay, s/veh / LOS	121.6						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.5	D	3.5	D	3.5	D	3.5	D
Bicycle LOS Score / LOS	2.1	B	1.8	A	1.7	A	1.9	A

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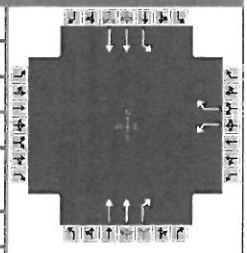
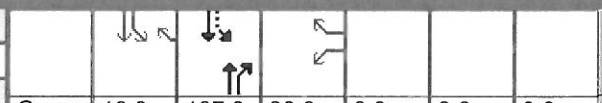
HCS 2010 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	AL	Analysis Date	Feb 6, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	AM Peak Hour	PHF	0.95
Intersection	Oak Fair Blvd	Analysis Year	2040 No-Build TEST	Analysis Period	1> 7:00
File Name	AM Peak Hour - No-Build_GSR.xus				
Project Description	US 301 PD&E				

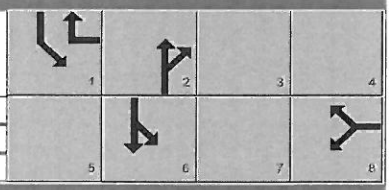


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				154		178		1776	124	226	2365	

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	16.0	107.0	23.0	0.0	0.0	0.0						
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	0.0	1.0	1.0	0.0	0.0	0.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				154		178		1776	124	226	2365	
Initial Queue (Q_b), veh/h				0		0		0	0	0	0	
Base Saturation Flow Rate (s_o), veh/h				1900		1900		1900	1900	1900	1900	
Parking (N_m), man/h					None			None			None	
Heavy Vehicles (P_{HV}), %				20		20		4	4	4	4	
Ped / Bike / RTOR, /h							0	0	45	0	0	0
Buses (N_b), buses/h				0		0		0	0	0	0	
Arrival Type (*AT*)				3		3		3	3	3	3	
Upstream Filtering (*I*)				1.00		1.00		0.65	0.65	1.00	1.00	
Lane Width (*W*), ft				12.0		12.0		12.0	12.0	12.0	12.0	
Turn Bay Length, ft				0		0		0	0	0	0	
Grade (*Pg*), %				0		0		0	0	0	0	
Speed Limit, mi/h				50		50		50	50	50	50	

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s				28.0		112.0	20.0	132.0
Yellow Change Interval (*Y*), s			4.0			4.0	4.0	4.0
Red Clearance Interval (R_c), s			1.0			1.0	0.0	1.0
Minimum Green (G_{min}), s			5			5	5	5
Start-Up Lost Time (*lt*), s			2.0			2.0	2.0	2.0
Extension of Effective Green (*e*), s			2.0			2.0	2.0	2.0
Passage (*PT*), s			2.0			2.0	2.0	2.0
Recall Mode			Off			Min	Off	Min
Dual Entry			No			Yes	No	Yes
Walk (*Walk*), s			0.0			0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s			0.0			0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius				0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft				9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb				0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft				12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking				No		0.50	No		0.50	No		0.50

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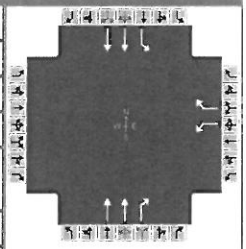
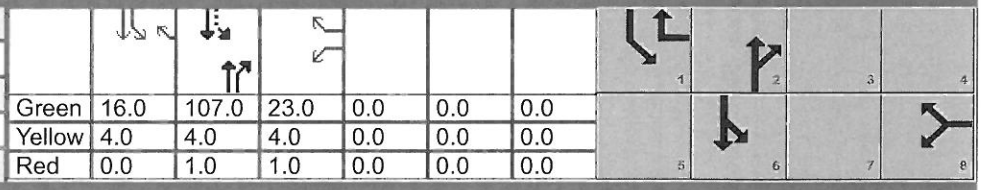
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	AL	Analysis Date	Feb 6, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	AM Peak Hour	PHF	0.95
Intersection	Oak Fair Blvd	Analysis Year	2040 No-Build TEST	Analysis Period	1> 7:00
File Name	AM Peak Hour - No-Build_GSR.xus				
Project Description	US 301 PD&E				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				154		178		1776	124	226	2365	

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	16.0	107.0	23.0	0.0	0.0	0.0						
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	0.0	1.0	1.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				9.0		7.3	1.0	4.0
Phase Duration, s				28.0		112.0	20.0	132.0
Change Period, ($Y+R_c$), s				5.0		5.0	4.0	5.0
Max Allow Headway (*MAH*), s				3.1		0.0	3.0	0.0
Queue Clearance Time (g_s), s				21.6			10.6	
Green Extension Time (g_e), s				0.1		0.0	0.2	0.0
Phase Call Probability				1.00			1.00	
Max Out Probability				1.00			0.09	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3		18		2	12	1	6	
Adjusted Flow Rate (*v*), veh/h				162		187		1716	76	238	2489	
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1508		1342		1739	1548	1740	1739	
Queue Service Time (g_s), s				16.5		19.6		56.1	3.4	8.6	83.1	
Cycle Queue Clearance Time (g_c), s				16.5		19.6		56.1	3.4	8.6	83.1	
Green Ratio (*g/C*)				0.14		0.24		0.67	0.67	0.78	0.79	
Capacity (*c*), veh/h				217		327		2326	1035	307	2761	
Volume-to-Capacity Ratio (*X*)				0.748		0.573		0.738	0.074	0.774	0.902	
Available Capacity (c_a), veh/h				217		327		2326	1035	307	2761	
Back of Queue (Q), veh/ln (50th percentile)				6.9		6.6		22.1	1.2	7.2	25.6	
Queue Storage Ratio (*RQ*) (50th percentile)				0.00		0.00		0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh				65.7		53.2		21.3	11.8	37.2	12.0	
Incremental Delay (d_2), s/veh				11.9		1.6		1.4	0.1	10.6	5.3	
Initial Queue Delay (d_3), s/veh				0.0		0.0		0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh				77.7		54.7		22.7	11.9	47.8	17.3	
Level of Service (LOS)				E		D		C	B	D	B	
Approach Delay, s/veh / LOS	0.0			65.4		E	22.3		C	20.0		B
Intersection Delay, s/veh / LOS	24.1						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.9	C	2.9	C	2.2	B	0.6	A
Bicycle LOS Score / LOS				F	2.1	B	2.7	B

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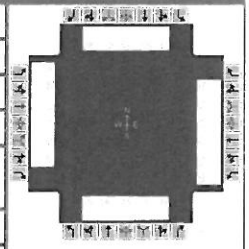
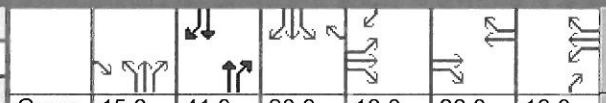
HCS 2010 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	AL	Analysis Date	Jan 28, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	PM Peak Hour	PHF	0.97
Intersection	SR 60/Adamo Drive	Analysis Year	2040 No-Build TEST	Analysis Period	1> 7:00
File Name	PM Peak Hour - No-Build_GSR.xus				
Project Description	US 301 PD&E				

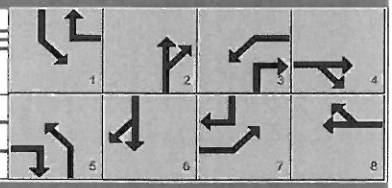


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	408	1920	505	252	1550	589	370	907	352	813	1403	308

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	15.0	41.0	20.0	18.0	28.0	12.0						
Yellow	4.0	4.0	4.0	4.0	4.0	4.0						
Red	0.0	0.0	1.0	0.0	0.0	1.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	408	1920	505	252	1550	589	370	907	352	813	1403	308
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	4	4	4	4	4	4	4	4	4	4	4	4
Ped / Bike / RTOR, /h	0	0	505	0	0	589	0	0	352	0	0	45
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.48	0.48	0.48
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	910	0	910	1020	0	1010	603	0	325	390	0	420
Grade (*Pg*), %	0	0	0	0	0	0	0	0	0	0	0	0
Speed Limit, mi/h	50	50	50	50	50	50	50	50	50	50	50	50

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	22.0	54.0	17.0	49.0	19.0	64.0	25.0	70.0
Yellow Change Interval (*Y*), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	0.0	0.0	1.0	1.0	0.0	0.0	1.0	1.0
Minimum Green (G_{min}), s	5	5	5	5	5	5	5	5
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Off	Off	Off	Off	Min	Off	Min
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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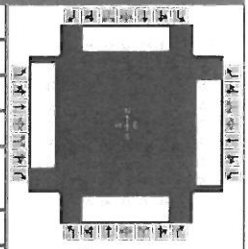
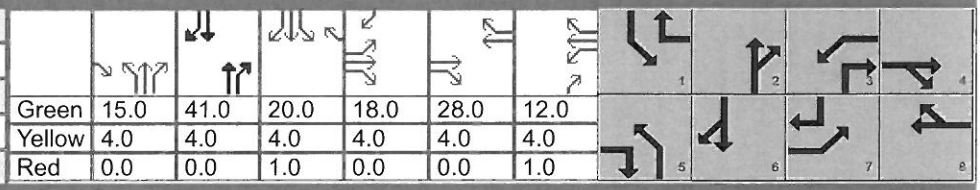
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	AL	Analysis Date	Jan 28, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	PM Peak Hour	PHF	0.97
Intersection	SR 60/Adamo Drive	Analysis Year	2040 No-Build TEST	Analysis Period	1> 7:00
File Name	PM Peak Hour - No-Build_GSR.xus				
Project Description	US 301 PD&E				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	408	1920	505	252	1550	589	370	907	352	813	1403	308

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	15.0	41.0	20.0	18.0	28.0	12.0	
Yellow	4.0	4.0	4.0	4.0	4.0	4.0	
Red	0.0	0.0	1.0	0.0	0.0	1.0	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	22.0	54.0	17.0	49.0	19.0	64.0	25.0	70.0
Change Period, ($Y+R_c$), s	4.0	4.0	5.0	5.0	4.0	4.0	5.0	5.0
Max Allow Headway (*MAH*), s	3.0	2.9	2.9	2.9	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	20.0	52.0	14.0	46.0	17.0		22.0	
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		1.00	
Max Out Probability	1.00	1.00	1.00	1.00	1.00		1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	421	1979	0	260	1598	0	381	935	0	604	1042	195
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1689	1659	1548	1689	1659	1548	1689	1739	1548	1689	1739	1548
Queue Service Time (g_s), s	18.0	50.0	0.0	12.0	44.0	0.0	15.0	36.8	0.0	20.0	33.1	7.2
Cycle Queue Clearance Time (g_c), s	18.0	50.0	0.0	12.0	44.0	0.0	15.0	36.8	0.0	20.0	33.1	7.2
Green Ratio (*g/C*)	0.11	0.31	0.41	0.08	0.28	0.40	0.09	0.38	0.45	0.12	0.41	0.52
Capacity (*c*), veh/h	380	1555	629	253	1369	619	317	1304	697	422	1413	803
Volume-to-Capacity Ratio (*X*)	1.107	1.273	0.000	1.025	1.168	0.000	1.204	0.717	0.000	1.430	0.737	0.243
Available Capacity (c_a), veh/h	380	1555	629	253	1369	619	317	1304	697	422	1413	803
Back of Queue (*Q*), veh/ln (50th percentile)	11.8	38.6	0.0	7.3	28.5	0.0	11.6	16.0	0.0	20.1	10.6	2.1
Queue Storage Ratio (*RQ*) (50th percentile)	0.33	0.00	0.00	0.19	0.00	0.00	0.49	0.00	0.00	1.33	0.00	0.13
Uniform Delay (d_1), s/veh	71.0	55.0	0.0	74.0	58.0	0.0	72.5	42.7	0.0	69.5	23.7	12.0
Incremental Delay (d_2), s/veh	78.1	127.9	0.0	63.2	83.7	0.0	118.0	3.4	0.0	199.9	1.7	0.3
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	149.1	182.9	0.0	137.2	141.7	0.0	190.5	46.1	0.0	269.4	25.4	12.4
Level of Service (LOS)	F	F		F	F		F	D		F	C	B
Approach Delay, s/veh / LOS	177.0	F		141.1	F		88.0	F		104.0	F	
Intersection Delay, s/veh / LOS	134.1						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.6	D	3.1	C	4.3	E	4.2	D
Bicycle LOS Score / LOS	1.8	A	1.5	A	1.6	A	2.6	B

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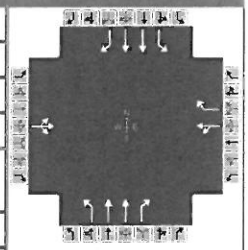
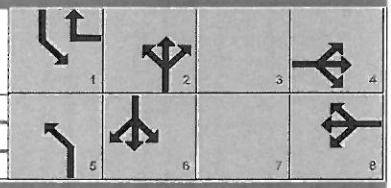
HCS 2010 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	AL	Analysis Date	Jan 28, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	PM Peak Hour	PHF	0.95
Intersection	Old Hopewell Rd	Analysis Year	2040 No-Build TEST	Analysis Period	1> 7:00
File Name	PM Peak Hour - No-Build_GSR.xus				
Project Description	US 301 PD&E				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	15	2	19	57	2	74	24	1807	73	46	2448	20

Signal Information					EB			WB			NB			SB		
Cycle, s	160.0	Reference Phase	2													
Offset, s	0	Reference Point	End	Green	10.0	100.0		15.0	15.0	0.0		0.0				
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	4.0		4.0	4.0	0.0		0.0				
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0		1.0	1.0	0.0		0.0				



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	15	2	19	57	2	74	24	1807	73	46	2448	20
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		25			25	25	4	4	4	4	4	4
Ped / Bike / RTOR, /h	0	0	0	0	0	37	0	0	37	0	0	10
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	0.43	0.43	0.43	0.09	0.09	0.09
Lane Width (*W*), ft		12.0			12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft		0			0	0	0	0	0	0	0	0
Grade (*Pg*), %	0	0	0	0	0	0	0	0	0	0	0	0
Speed Limit, mi/h	50	50	50	50	50	50	50	50	50	50	50	50

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		20.0		20.0	15.0	105.0	15.0	105.0
Yellow Change Interval (*Y*), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	5	5	5	5	5	5	5	5
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Off	Off	Off	Off	Min	Off	Min
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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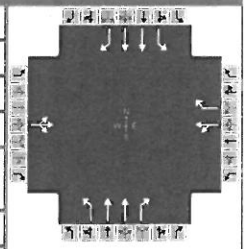
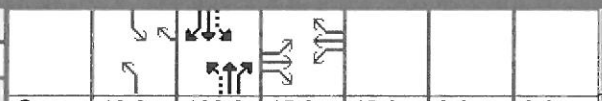
HCS 2010 Signalized Intersection Results Summary

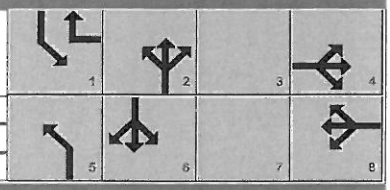
General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	AL	Analysis Date	Jan 28, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	PM Peak Hour	PHF	0.95
Intersection	Old Hopewell Rd	Analysis Year	2040 No-Build TEST	Analysis Period	1> 7:00
File Name	PM Peak Hour - No-Build_GSR.xus				
Project Description	US 301 PD&E				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	15	2	19	57	2	74	24	1807	73	46	2448	20

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



							
Green	10.0	100.0	15.0	15.0	0.0	0.0	
Yellow	4.0	4.0	4.0	4.0	0.0	0.0	
Red	1.0	1.0	1.0	1.0	0.0	0.0	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		12.0		11.0	1.1	3.0	1.1	3.0
Phase Duration, s		20.0		20.0	15.0	105.0	15.0	105.0
Change Period, ($Y+R_c$), s		5.0		5.0	5.0	5.0	5.0	5.0
Max Allow Headway (*MAH*), s		3.1		3.1	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s		6.1		8.5	2.7		3.0	
Green Extension Time (g_e), s		0.0		0.1	0.0	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	1.00		1.00	
Max Out Probability		0.00		0.01	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		38			62	39	24	1823	36	34	1808	7
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1362			1450	1288	1740	1739	1548	1740	1739	1548
Queue Service Time (g_s), s		4.1			6.5	4.2	0.7	63.6	1.6	1.0	66.6	0.3
Cycle Queue Clearance Time (g_c), s		4.1			6.5	4.2	0.7	63.6	1.6	1.0	66.6	0.3
Green Ratio (*g/C*)		0.09			0.09	0.16	0.69	0.62	0.62	0.69	0.62	0.62
Capacity (*c*), veh/h		128			136	201	204	2174	968	208	2174	968
Volume-to-Capacity Ratio (*X*)		0.297			0.457	0.194	0.119	0.838	0.038	0.164	0.832	0.008
Available Capacity (c_a), veh/h		128			136	201	204	2174	968	208	2174	968
Back of Queue (*Q*), veh/ln (50th percentile)		1.4			2.4	1.4	0.4	23.0	0.5	0.6	25.8	0.1
Queue Storage Ratio (*RQ*) (50th percentile)		0.00			0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh		67.6			68.6	58.7	25.8	20.8	12.4	25.2	25.6	11.8
Incremental Delay (d_2), s/veh		0.5			0.9	0.2	0.0	1.8	0.0	0.0	0.4	0.0
Initial Queue Delay (d_3), s/veh		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		68.1			69.5	58.9	25.9	22.6	12.5	25.2	25.9	11.8
Level of Service (LOS)		E			E	E	C	C	B	C	C	B
Approach Delay, s/veh / LOS	68.1	E		65.4	E		22.4	C		25.9	C	
Intersection Delay, s/veh / LOS	25.6						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.0	C	3.0	C	2.3	B	2.1	B
Bicycle LOS Score / LOS	0.6	A	0.7	A	2.1	B	2.7	B

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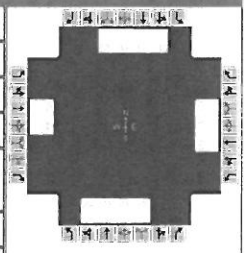
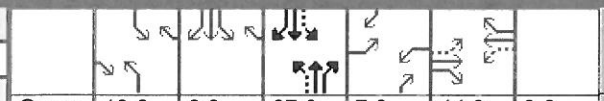
HCS 2010 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	AL	Analysis Date	Jan 28, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	PM Peak Hour	PHF	0.97
Intersection	Columbus Dr/Tampa E Blv	Analysis Year	2040 No-Build TEST	Analysis Period	1> 7:00
File Name	PM Peak Hour - No-Build_GSR.xus				
Project Description	US 301 PD&E				

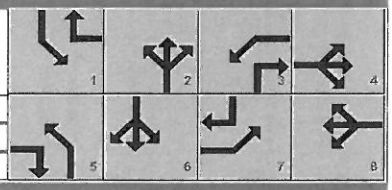


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	54	610	12	121	505	402	204	1434	251	430	2147	84

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	13.0	6.0		67.0	7.0	44.0	0.0					
Yellow	4.0	4.0		4.0	4.0	4.0	0.0					
Red	0.0	0.0		1.0	1.0	1.0	0.0					



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	54	610	12	121	505	402	204	1434	251	430	2147	84
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	10	10		10	10	10	4	4	4	4	4	0
Ped / Bike / RTOR, /h	0	0	0	0	0	45	0	0	45	0	0	45
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	0.46	0.46	0.46	0.09	0.09	0.09
Lane Width (*W*), ft	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	81	0		388	0	0	188	0	0	460	0	414
Grade (*Pg*), %	0	0	0	0	0	0	0	0	0	0	0	0
Speed Limit, mi/h	50	50	50	50	50	50	50	50	50	50	50	50

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	12.0	49.0	12.0	49.0	17.0	72.0	27.0	82.0
Yellow Change Interval (*Y*), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	0.0	1.0	0.0	1.0
Minimum Green (G_{min}), s	5	5	5	5	5	5	5	5
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (e), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Off	Off	Off	Off	Min	Off	Min
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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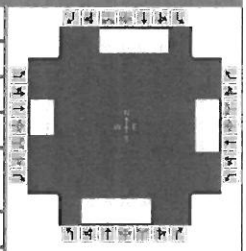
HCS 2010 Signalized Intersection Results Summary

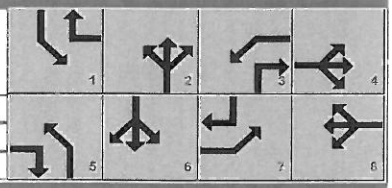
General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	AL	Analysis Date	Jan 28, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	PM Peak Hour	PHF	0.97
Intersection	Columbus Dr/Tampa E Blv	Analysis Year	2040 No-Build TEST	Analysis Period	1> 7:00
File Name	PM Peak Hour - No-Build_GSR.xus				
Project Description	US 301 PD&E				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	54	610	12	121	505	402	204	1434	251	430	2147	84

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	13.0	6.0	67.0	7.0	44.0	0.0
Yellow	4.0	4.0	4.0	4.0	4.0	0.0
Red	0.0	0.0	1.0	1.0	1.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	1.1	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	12.0	49.0	12.0	49.0	17.0	72.0	27.0	82.0
Change Period, ($Y+R_c$), s	5.0	5.0	5.0	5.0	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s	3.0	3.0	3.0	3.0	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	5.8	46.0	9.0	46.0	15.0		25.0	
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		1.00	
Max Out Probability	1.00	1.00	1.00	1.00	1.00		1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	56	641		125	521	368	207	1453	209	401	2000	36
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1645	1721		1645	1727	1464	1740	1739	1548	1740	1739	1610
Queue Service Time (g_s), s	3.8	44.0		7.0	44.0	31.2	13.0	66.5	6.8	23.0	77.0	2.3
Cycle Queue Clearance Time (g_c), s	3.8	44.0		7.0	44.0	31.2	13.0	66.5	6.8	23.0	77.0	2.3
Green Ratio (*g/C*)	0.32	0.28		0.32	0.28	0.42	0.50	0.42	0.46	0.57	0.48	0.53
Capacity (*c*), veh/h	117	473		117	475	613	186	1457	716	296	1674	845
Volume-to-Capacity Ratio (*X*)	0.476	1.355		1.066	1.096	0.600	1.109	0.998	0.292	1.352	1.195	0.043
Available Capacity (c_a), veh/h	117	473		117	475	613	186	1457	716	296	1674	845
Back of Queue (*Q*), veh/ln (50th percentile)	1.6	41.3		4.9	27.8	11.0	8.2	20.3	2.0	25.4	53.3	1.3
Queue Storage Ratio (*RQ*) (50th percentile)	0.52	0.00		0.34	0.00	0.00	1.13	0.00	0.00	1.43	0.00	0.08
Uniform Delay (d_1), s/veh	44.5	58.0		50.8	58.0	36.1	59.0	24.2	11.1	60.9	47.9	24.5
Incremental Delay (d_2), s/veh	1.1	173.0		102.2	69.9	1.2	77.9	15.5	0.5	160.6	88.3	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	45.6	231.0		153.0	127.9	37.3	136.9	39.8	11.6	221.5	136.2	24.5
Level of Service (LOS)	D	F		F	F	D	F	D	B	F	F	C
Approach Delay, s/veh / LOS	216.2	F		98.1	F		47.4	D		148.6	F	
Intersection Delay, s/veh / LOS	116.5						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.0	C	3.0	C	2.5	B	2.3	B
Bicycle LOS Score / LOS	1.6	A	2.2	B	2.1	B	2.7	B

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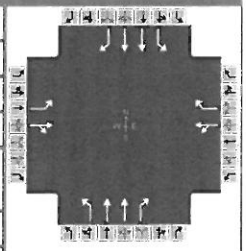
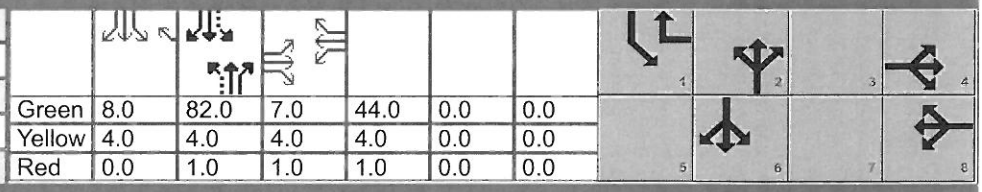
HCS 2010 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	AL	Analysis Date	Jan 28, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	PM Peak Hour	PHF	0.95
Intersection	Sabal Industrial Blvd	Analysis Year	2040 No-Build TEST	Analysis Period	1> 7:00
File Name	PM Peak Hour - No-Build_GSR.xus				
Project Description	US 301 PD&E				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	57	2	35	603	7	468	7	1905	66	117	1983	15

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



	EB			WB			NB			SB		
Green	8.0	82.0		7.0	44.0		0.0	0.0				
Yellow	4.0	4.0		4.0	4.0		0.0	0.0				
Red	0.0	1.0		1.0	1.0		0.0	0.0				

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	57	2	35	603	7	468	7	1905	66	117	1983	15
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	20	20			20	20	4	4	4	4	4	4
Ped / Bike / RTOR, /h	0	0	0	0	0	45	0	0	28	0	0	7
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	0.30	0.30	0.30	0.44	0.44	0.44
Lane Width (*W*), ft	12.0	12.0			12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	77	0			0	162	275	0	114	337	0	177
Grade (*Pg*), %	0	0	0	0	0	0	0	0	0	0	0	0
Speed Limit, mi/h	50	50	50	50	50	50	50	50	50	50	50	50

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		12.0		49.0		87.0	12.0	99.0
Yellow Change Interval (*Y*), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	0.0	1.0
Minimum Green (G_{min}), s	5	5	5	5	5	5	5	5
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Off	Off	Off	Off	Min	Off	Min
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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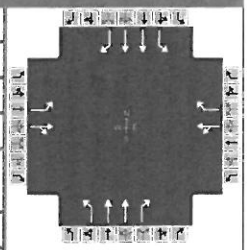
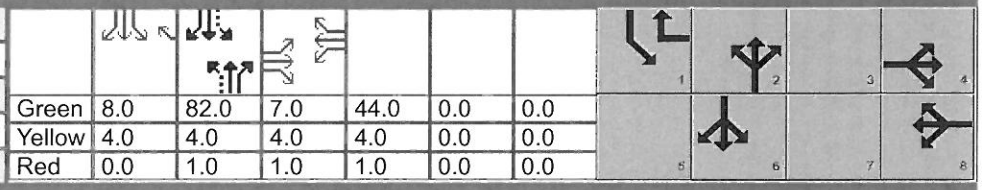
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	AL	Analysis Date	Jan 28, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	PM Peak Hour	PHF	0.95
Intersection	Sabal Industrial Blvd	Analysis Year	2040 No-Build TEST	Analysis Period	1> 7:00
File Name	PM Peak Hour - No-Build_GSR.xus				
Project Description	US 301 PD&E				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	57	2	35	603	7	468	7	1905	66	117	1983	15

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	8.0	82.0	7.0	44.0	0.0	0.0
Yellow	4.0	4.0	4.0	4.0	0.0	0.0
Red	0.0	1.0	1.0	1.0	0.0	0.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2	1	6
Case Number		10.0		11.0		5.3	1.0	3.0
Phase Duration, s		12.0		49.0		87.0	12.0	99.0
Change Period, (Y+R_c), s		5.0		5.0		5.0	4.0	5.0
Max Allow Headway (*MAH*), s		3.1		3.1		0.0	3.0	0.0
Queue Clearance Time (g_s), s		8.3		46.0			9.0	
Green Extension Time (g_e), s		0.0		0.0		0.0	0.0	0.0
Phase Call Probability		1.00		1.00			1.00	
Max Out Probability		1.00		1.00			1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	60	39			642	445	7	1898	38	122	2065	8
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1508	1353			1509	1342	197	1739	1548	1740	1739	1548
Queue Service Time (g_s), s	6.3	4.5			44.0	44.0	0.0	82.0	3.5	7.0	94.0	0.7
Cycle Queue Clearance Time (g_c), s	6.3	4.5			44.0	44.0	82.0	82.0	3.5	7.0	94.0	0.7
Green Ratio (*g*/*C*)	0.04	0.04			0.28	0.33	0.51	0.51	0.51	0.57	0.59	0.59
Capacity (*c*), veh/h	66	59			415	436	45	1783	793	132	2044	910
Volume-to-Capacity Ratio (*X*)	0.909	0.658			1.548	1.021	0.155	1.064	0.048	0.923	1.011	0.009
Available Capacity (c_a), veh/h	66	59			415	436	45	1783	793	132	2044	910
Back of Queue (*Q*), veh/ln (50th percentile)	3.9	1.9			46.0	22.8	0.3	45.3	1.3	3.6	45.6	0.3
Queue Storage Ratio (*RQ*) (50th percentile)	1.45	0.00			0.00	4.08	0.03	0.00	0.30	0.28	0.00	0.04
Uniform Delay (d_1), s/veh	76.2	75.3			58.0	54.0	108.7	57.4	36.7	50.9	48.4	27.9
Incremental Delay (d_2), s/veh	78.2	19.3			258.1	48.5	2.2	33.4	0.0	31.8	15.8	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	154.4	94.6			316.1	102.5	111.0	90.8	36.7	82.7	64.2	27.9
Level of Service (LOS)	F	F			F	F	F	F	D	F	F	C
Approach Delay, s/veh / LOS	130.9	F		228.7	F		89.8	F		65.1	E	
Intersection Delay, s/veh / LOS	108.7						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.0	C	3.0	C	2.3	B	2.3	B
Bicycle LOS Score / LOS	0.7	A	2.3	B	2.2	B	2.3	B

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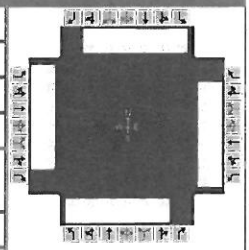
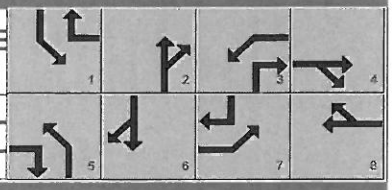
HCS 2010 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	AL	Analysis Date	Jan 28, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	PM Peak Hour	PHF	0.97
Intersection	MLK Jr Blvd/SR 574	Analysis Year	2040 No-Build TEST	Analysis Period	1> 7:00
File Name	PM Peak Hour - No-Build_GSR.xus				
Project Description	US 301 PD&E				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	238	1663	603	257	2113	645	535	1636	242	392	1281	227

Signal Information					EB			WB			NB		
Cycle, s	160.0	Reference Phase	2										
Offset, s	0	Reference Point	End	Green	23.0	28.5		19.0	10.0		41.0		12.5
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	4.0		4.0	4.0		4.0		4.0
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0		1.0	0.0		0.0		1.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	238	1663	603	257	2113	645	535	1636	242	392	1281	227
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	3	3	3	3	3	3	4	4	4	4	4	4
Ped / Bike / RTOR, /h	0	0	45	0	0	45	0	0	45	0	0	45
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	0.71	0.71	0.71	0.71	0.71	0.71
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	494	0	167	252	0	255	288	0	331	344	0	104
Grade (*Pg*), %	0	0	0	0	0	0	0	0	0	0	0	0
Speed Limit, mi/h	50	50	50	50	50	50	50	50	50	50	50	50

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	14.0	59.0	17.5	62.5	27.0	59.5	24.0	56.5
Yellow Change Interval (*Y*), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	0.0	0.0	1.0	1.0	0.0	0.0	1.0	1.0
Minimum Green (G_{min}), s	5	5	5	5	5	5	5	5
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Off	Off	Off	Off	Min	Off	Min
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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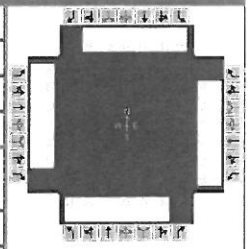
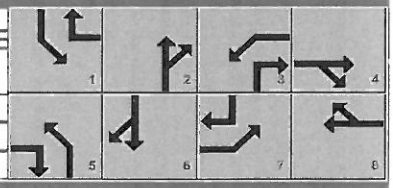
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	AL	Analysis Date	Jan 28, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	PM Peak Hour	PHF	0.97
Intersection	MLK Jr Blvd/SR 574	Analysis Year	2040 No-Build TEST	Analysis Period	1> 7:00
File Name	PM Peak Hour - No-Build_GSR.xus				
Project Description	US 301 PD&E				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	238	1663	603	257	2113	645	535	1636	242	392	1281	227

Signal Information					EB			WB			NB		
Cycle, s	160.0	Reference Phase	2										
Offset, s	0	Reference Point	End	Green	23.0	28.5		19.0	10.0		41.0	12.5	
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	4.0		4.0	4.0		4.0	4.0	
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0		1.0	0.0		0.0	1.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	14.0	59.0	17.5	62.5	27.0	59.5	24.0	56.5
Change Period, ($Y+R_c$), s	4.0	4.0	5.0	5.0	4.0	4.0	5.0	5.0
Max Allow Headway (*MAH*), s	3.0	3.0	3.0	3.0	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	12.0	56.4	14.4	59.5	25.0		21.0	
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		1.00	
Max Out Probability	1.00	1.00	1.00	1.00	1.00		1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	245	1714	575	265	2178	619	519	1586	191	412	1348	191
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1706	1675	1563	1706	1675	1563	1689	1659	1548	1689	1659	1548
Queue Service Time (g_s), s	10.0	54.4	47.7	12.4	57.5	54.7	23.0	48.8	11.8	19.0	40.7	14.2
Cycle Queue Clearance Time (g_c), s	10.0	54.4	47.7	12.4	57.5	54.7	23.0	48.8	11.8	19.0	40.7	14.2
Green Ratio (*g/C*)	0.06	0.34	0.49	0.08	0.36	0.48	0.14	0.35	0.43	0.12	0.32	0.38
Capacity (*c*), veh/h	213	1727	762	267	1806	747	486	1726	658	401	1602	595
Volume-to-Capacity Ratio (*X*)	1.151	0.993	0.755	0.994	1.206	0.828	1.068	0.919	0.290	1.028	0.841	0.322
Available Capacity (c_a), veh/h	213	1727	762	267	1806	747	486	1726	658	401	1602	595
Back of Queue (*Q*), veh/ln (50th percentile)	7.5	25.2	7.5	7.3	39.6	15.4	12.7	19.7	4.2	10.6	17.3	5.6
Queue Storage Ratio (*RQ*) (50th percentile)	0.39	0.00	1.14	0.74	0.00	1.55	1.13	0.00	0.32	0.79	0.00	1.40
Uniform Delay (d_1), s/veh	75.0	52.3	4.6	73.7	51.3	23.2	74.3	49.6	26.3	70.7	52.9	35.6
Incremental Delay (d_2), s/veh	108.2	19.8	3.9	53.3	98.3	7.2	35.1	1.0	0.1	45.0	4.0	1.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	183.2	72.1	8.4	127.0	149.6	30.4	109.4	50.7	26.4	115.8	56.9	36.6
Level of Service (LOS)	F	E	A	F	F	C	F	D	C	F	E	D
Approach Delay, s/veh / LOS	68.4	E		123.6	F		61.9	E		67.4	E	
Intersection Delay, s/veh / LOS	83.8						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.6	D	3.5	D	3.6	D	3.5	D
Bicycle LOS Score / LOS	1.9	A	2.2	B	1.8	A	1.5	A

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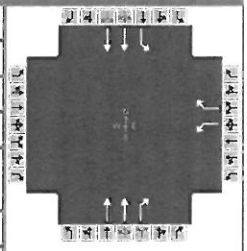
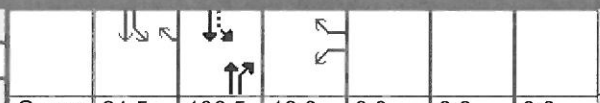
HCS 2010 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	AL	Analysis Date	Jan 28, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	PM Peak Hour	PHF	0.95
Intersection	Oak Fair Blvd	Analysis Year	2040 No-Build TEST	Analysis Period	1> 7:00
File Name	PM Peak Hour - No-Build_GSR.xus				
Project Description	US 301 PD&E				

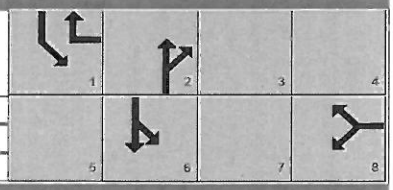


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				118		232		2359	158	174	1780	

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



	EB			WB			NB			SB		
Green	21.5	106.5		18.0	0.0	0.0	0.0					
Yellow	4.0	4.0		4.0	0.0	0.0	0.0					
Red	0.0	1.0		1.0	0.0	0.0	0.0					



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				118		232		2359	158	174	1780	
Initial Queue (Q_b), veh/h				0		0		0	0	0	0	
Base Saturation Flow Rate (s_o), veh/h				1900		1900		1900	1900	1900	1900	
Parking (N_m), man/h					None			None			None	
Heavy Vehicles (P_{HV}), %				15		15		4	4	4	4	
Ped / Bike / RTOR, /h							0	0	45	0	0	0
Buses (N_b), buses/h				0		0		0	0	0	0	
Arrival Type (*AT*)				3		3		3	3	3	3	
Upstream Filtering (*I*)				1.00		1.00		0.27	0.27	1.00	1.00	
Lane Width (*W*), ft				12.0		12.0		12.0	12.0	12.0	12.0	
Turn Bay Length, ft				0		0		0	0	0	0	
Grade (*Pg*), %				0		0		0	0	0	0	
Speed Limit, mi/h				50		50		50	50	50	50	

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s				23.0		111.5	25.5	137.0
Yellow Change Interval (*Y*), s			4.0			4.0	4.0	4.0
Red Clearance Interval (R_c), s			1.0			1.0	0.0	1.0
Minimum Green (G_{min}), s			5			5	5	5
Start-Up Lost Time (*lt*), s			2.0			2.0	2.0	2.0
Extension of Effective Green (*e*), s			2.0			2.0	2.0	2.0
Passage (*PT*), s			2.0			2.0	2.0	2.0
Recall Mode			Off			Min	Off	Min
Dual Entry			No			Yes	No	Yes
Walk (*Walk*), s			0.0			0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s			0.0			0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius				0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft				9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb				0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft				12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking				No		0.50	No		0.50	No		0.50

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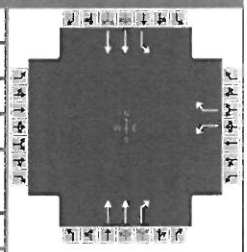
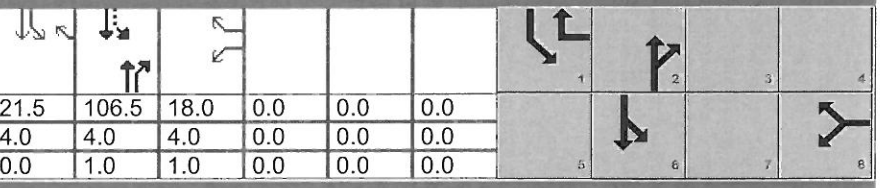
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	AL	Analysis Date	Jan 28, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	PM Peak Hour	PHF	0.95
Intersection	Oak Fair Blvd	Analysis Year	2040 No-Build TEST	Analysis Period	1> 7:00
File Name	PM Peak Hour - No-Build_GSR.xus				
Project Description	US 301 PD&E				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				118		232		2359	158	174	1780	

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	21.5	106.5	18.0	0.0	0.0	0.0						
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	0.0	1.0	1.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				9.0		7.3	1.0	4.0
Phase Duration, s				23.0		111.5	25.5	137.0
Change Period, ($Y+R_c$), s				5.0		5.0	4.0	5.0
Max Allow Headway (*MAH*), s				3.1		0.0	3.0	0.0
Queue Clearance Time (g_s), s				20.0			13.6	
Green Extension Time (g_e), s				0.0		0.0	0.2	0.0
Phase Call Probability				1.00			1.00	
Max Out Probability				1.00			0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3		18		2	12	1	6	
Adjusted Flow Rate (*v*), veh/h				124		244		2306	110	183	1874	
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1573		1400		1739	1548	1740	1739	
Queue Service Time (g_s), s				12.2		18.0		105.4	6.2	11.6	32.7	
Cycle Queue Clearance Time (g_c), s				12.2		18.0		105.4	6.2	11.6	32.7	
Green Ratio (*g/C*)				0.11		0.25		0.67	0.67	0.81	0.82	
Capacity (*c*), veh/h				177		346		2315	1031	280	2870	
Volume-to-Capacity Ratio (*X*)				0.702		0.707		0.996	0.107	0.655	0.653	
Available Capacity (c_a), veh/h				177		346		2315	1031	280	2870	
Back of Queue (*Q*), veh/ln (50th percentile)				5.3		9.3		43.3	2.1	7.0	8.6	
Queue Storage Ratio (*RQ*) (50th percentile)				0.00		0.00		0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh				68.4		55.0		30.5	15.4	56.0	5.3	
Incremental Delay (d_2), s/veh				10.0		5.5		9.0	0.1	4.3	1.2	
Initial Queue Delay (d_3), s/veh				0.0		0.0		0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh				78.5		60.5		39.5	15.5	60.3	6.5	
Level of Service (LOS)				E		E		D	B	E	A	
Approach Delay, s/veh / LOS	0.0			66.6		E	38.4		D	11.3		B
Intersection Delay, s/veh / LOS	29.0						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.9	C	2.9	C	2.2	B	0.6	A
Bicycle LOS Score / LOS				F	2.6	B	2.2	B

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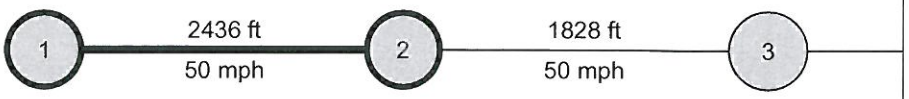
Signalized Arterial Segment Analyses

HCS 2010 Urban Street Segment Report

General Information				Streets Information	
Agency	AIM Engineering & Surveying, Inc.			Number of Intersections	6
Analyst	AL	Analysis Date	Feb 6, 2014	Number of Segments	5
Jurisdiction	Hillsborough County	Time Period	AM Peak Hour	Number of Iterations	15
File Name	AM Peak Hour - No-Build_GSR.	Analysis Year	2040 No-Build TEST	System Cycle Length, s	160
Intersections	SR 60/Adamo Drive	Old Hopewell Rd		Analysis Period	1> 7:00
Project Description	US 301 PD&E				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
1	50	50	2	2	2436	2436	50	50	0	0	70	70	0.0	0.0

		Northbound			Southbound		
Segment Output Data		NBL	NBT	NBR	SBL	SBT	SBR
Segment	Movement	5	2	12	1	6	16
1	Bay/Lane Spillback Time, h		4.05		0.34	never	
1	Shared Lane Spillback Time, h				0.98		never
1	Base Free-Flow Speed, mph	48.77			48.77		
1	Running Time, s	37.52			37.62		
1	Running Speed, mph	44.27			44.15		
1	Through Delay, s/veh	50.01			37.66		
1	Travel Speed, mph	18.98			22.06		
1	Stop Rate, stops/veh	0.94			0.66		
1	Spatial Stop Rate, stops/mi	2.03			1.43		
1	Through vol/cap Ratio	1.02			0.66		
1	Percent of Base FFS	38.91			45.23		
1	Level of Service	F			D		
1	Auto Traveler Perception Score	2.45			2.36		

Multimodal Results (Segment)

1	Pedestrian Segment LOS Score / LOS	3.43	C	4.53	E
1	Bicycle Segment LOS Score / LOS	3.64	D	3.57	D
1	Transit Segment LOS Score / LOS	2.00	A	1.73	A

Facility Output Data	Northbound	Southbound
Facility Travel Time, s	495.98	398.35
Facility Travel Speed, mph	19.55	24.34
Facility Base Free Flow Speed, mph	48.77	48.77
Facility Percent of Base FFS	40.08	49.91
Facility Level of Service	D	D
Facility Auto Traveler Perception Score	2.40	2.33

Multimodal Results (Facility)

Pedestrian Facility LOS Score / LOS	3.98	D	4.12	D
Bicycle Facility LOS Score / LOS	3.62	D	3.59	D
Transit Facility LOS Score / LOS	1.75	A	1.27	A

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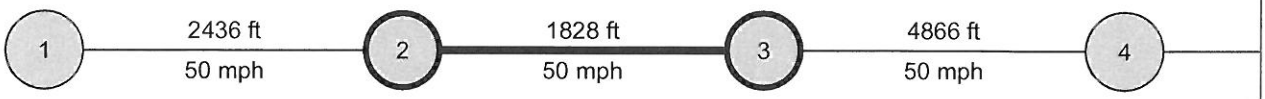
HCS 2010 Urban Street Segment Report

General Information				Streets Information	
Agency	AIM Engineering & Surveying, Inc.			Number of Intersections	6
Analyst	AL	Analysis Date	Feb 6, 2014	Number of Segments	5
Jurisdiction	Hillsborough County	Time Period	AM Peak Hour	Number of Iterations	15
File Name	AM Peak Hour - No-Build_GSR.	Analysis Year	2040 No-Build TEST	System Cycle Length, s	160
Intersections	Old Hopewell Rd	Columbus Dr/Tampa E Blvd		Analysis Period	1> 7:00
Project Description	US 301 PD&E				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
2	50	50	2	2	1828	1828	50	50	0	0	70	70	0.0	0.0

		Northbound			Southbound		
Segment Output Data		NBL	NBT	NBR	SBL	SBT	SBR
Segment	Movement	5	2	12	1	6	16
2	Bay/Lane Spillback Time, h	never	0.36			never	
2	Shared Lane Spillback Time, h	never					
2	Base Free-Flow Speed, mph	48.77			48.77		
2	Running Time, s	29.89			29.12		
2	Running Speed, mph	41.70			42.80		
2	Through Delay, s/veh	127.39			15.86		
2	Travel Speed, mph	7.92			27.71		
2	Stop Rate, stops/veh	1.16			0.45		
2	Spatial Stop Rate, stops/mi	3.35			1.31		
2	Through vol/cap Ratio	1.22			0.70		
2	Percent of Base FFS	16.25			56.82		
2	Level of Service	F			C		
2	Auto Traveler Perception Score	2.67			2.34		

Multimodal Results (Segment)					
2	Pedestrian Segment LOS Score / LOS	4.41	E	3.98	D
2	Bicycle Segment LOS Score / LOS	3.65	D	3.57	D
2	Transit Segment LOS Score / LOS	3.45	C	1.27	A

Facility Output Data	**Northbound**	**Southbound**
Facility Travel Time, s	495.98	398.35
Facility Travel Speed, mph	19.55	24.34
Facility Base Free Flow Speed, mph	48.77	48.77
Facility Percent of Base FFS	40.08	49.91
Facility Level of Service	D	D
Facility Auto Traveler Perception Score	2.40	2.33

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.98	D	4.12	D
Bicycle Facility LOS Score / LOS	3.62	D	3.59	D
Transit Facility LOS Score / LOS	1.75	A	1.27	A

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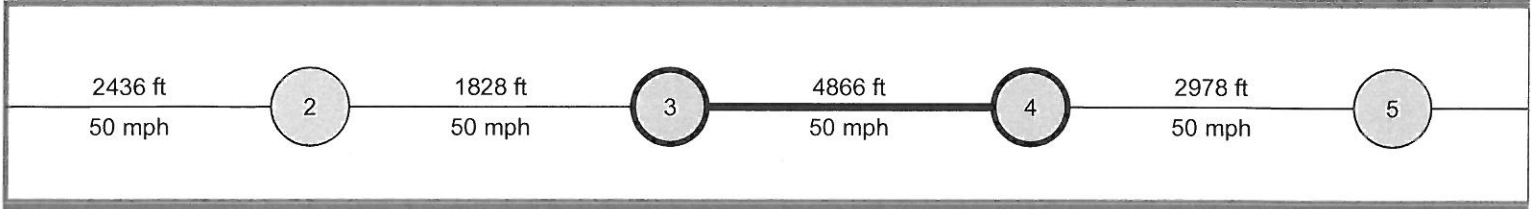
HCS 2010 Urban Street Segment Report

General Information				Streets Information	
Agency	AIM Engineering & Surveying, Inc.			Number of Intersections	6
Analyst	AL	Analysis Date	Feb 6, 2014	Number of Segments	5
Jurisdiction	Hillsborough County	Time Period	AM Peak Hour	Number of Iterations	15
File Name	AM Peak Hour - No-Build_GSR.	Analysis Year	2040 No-Build TEST	System Cycle Length, s	160
Intersections	Columbus Dr/Tampa E Blvd	Sabal Industrial Blvd		Analysis Period	1> 7:00
Project Description	US 301 PD&E				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
3	50	50	2	2	4866	4866	50	50	0	0	70	70	0.0	0.0

		Northbound			Southbound		
Segment Output Data		NBL	NBT	NBR	SBL	SBT	SBR
Segment	Movement	5	2	12	1	6	16
3	Bay/Lane Spillback Time, h		never	never	0.09	never	
3	Shared Lane Spillback Time, h	never		never	0.59		never
3	Base Free-Flow Speed, mph	48.77			48.77		
3	Running Time, s	73.07			72.47		
3	Running Speed, mph	45.40			45.78		
3	Through Delay, s/veh	44.11			33.50		
3	Travel Speed, mph	28.31			31.31		
3	Stop Rate, stops/veh	0.85			0.69		
3	Spatial Stop Rate, stops/mi	0.92			0.75		
3	Through vol/cap Ratio	0.91			0.87		
3	Percent of Base FFS	58.05			64.19		
3	Level of Service	C			C		
3	Auto Traveler Perception Score	2.28			2.25		

Multimodal Results (Segment)					
3	Pedestrian Segment LOS Score / LOS	4.21	D	4.21	D
3	Bicycle Segment LOS Score / LOS	3.67	D	3.59	D
3	Transit Segment LOS Score / LOS	1.36	A	1.13	A

Facility Output Data	**Northbound**	**Southbound**
Facility Travel Time, s	495.98	398.35
Facility Travel Speed, mph	19.55	24.34
Facility Base Free Flow Speed, mph	48.77	48.77
Facility Percent of Base FFS	40.08	49.91
Facility Level of Service	D	D
Facility Auto Traveler Perception Score	2.40	2.33

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.98	D	4.12	D
Bicycle Facility LOS Score / LOS	3.62	D	3.59	D
Transit Facility LOS Score / LOS	1.75	A	1.27	A

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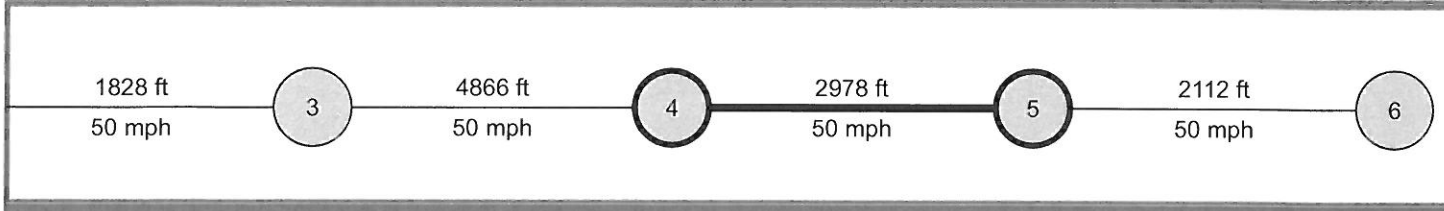
HCS 2010 Urban Street Segment Report

General Information				Streets Information	
Agency	AIM Engineering & Surveying, Inc.			Number of Intersections	6
Analyst	AL	Analysis Date	Feb 6, 2014	Number of Segments	5
Jurisdiction	Hillsborough County	Time Period	AM Peak Hour	Number of Iterations	15
File Name	AM Peak Hour - No-Build_GSR.	Analysis Year	2040 No-Build TEST	System Cycle Length, s	160
Intersections	Sabal Industrial Blvd	MLK Jr Blvd/SR 574		Analysis Period	1> 7:00
Project Description	US 301 PD&E				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
4	50	50	3	2	2978	2978	50	50	0	0	70	70	0.0	0.0

		Northbound			Southbound		
Segment Output Data		NBL	NBT	NBR	SBL	SBT	SBR
Segment	Movement	5	2	12	1	6	16
4	Bay/Lane Spillback Time, h	0.17	never		0.14	never	
4	Shared Lane Spillback Time, h	2.37		never	0.50		never
4	Base Free-Flow Speed, mph	48.77			48.77		
4	Running Time, s	44.59			46.28		
4	Running Speed, mph	45.54			43.88		
4	Through Delay, s/veh	33.51			39.19		
4	Travel Speed, mph	26.00			23.76		
4	Stop Rate, stops/veh	0.58			0.81		
4	Spatial Stop Rate, stops/mi	1.02			1.44		
4	Through vol/cap Ratio	0.67			0.81		
4	Percent of Base FFS	53.30			48.71		
4	Level of Service	C			D		
4	Auto Traveler Perception Score	2.29			2.36		

Multimodal Results (Segment)

4	Pedestrian Segment LOS Score / LOS	4.23	D	3.52	D
4	Bicycle Segment LOS Score / LOS	3.52	D	3.65	D
4	Transit Segment LOS Score / LOS	1.36	A	0.45	A

Facility Output Data	Northbound	Southbound
Facility Travel Time, s	495.98	398.35
Facility Travel Speed, mph	19.55	24.34
Facility Base Free Flow Speed, mph	48.77	48.77
Facility Percent of Base FFS	40.08	49.91
Facility Level of Service	D	D
Facility Auto Traveler Perception Score	2.40	2.33

Multimodal Results (Facility)

Pedestrian Facility LOS Score / LOS	3.98	D	4.12	D
Bicycle Facility LOS Score / LOS	3.62	D	3.59	D
Transit Facility LOS Score / LOS	1.75	A	1.27	A

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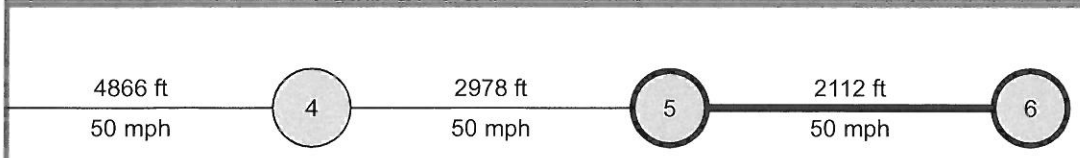
HCS 2010 Urban Street Segment Report

General Information				Streets Information	
Agency	AIM Engineering & Surveying, Inc.			Number of Intersections	6
Analyst	AL	Analysis Date	Feb 6, 2014	Number of Segments	5
Jurisdiction	Hillsborough County	Time Period	AM Peak Hour	Number of Iterations	15
File Name	AM Peak Hour - No-Build_GSR.	Analysis Year	2040 No-Build TEST	System Cycle Length, s	160
Intersections	MLK Jr Blvd/SR 574	Oak Fair Blvd		Analysis Period	1> 7:00
Project Description	US 301 PD&E				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
5	50	50	2	3	2112	2112	50	50	0	0	70	70	0.0	0.0

		Northbound			Southbound		
Segment Output Data		NBL	NBT	NBR	SBL	SBT	SBR
Segment	Movement	5	2	12	1	6	16
5	Bay/Lane Spillback Time, h		never		0.12	never	never
5	Shared Lane Spillback Time, h				0.39		never
5	Base Free-Flow Speed, mph	48.77			48.77		
5	Running Time, s	33.15			33.12		
5	Running Speed, mph	43.44			43.47		
5	Through Delay, s/veh	22.73			53.53		
5	Travel Speed, mph	25.77			16.62		
5	Stop Rate, stops/veh	0.58			0.86		
5	Spatial Stop Rate, stops/mi	1.45			2.15		
5	Through vol/cap Ratio	0.74			0.98		
5	Percent of Base FFS	52.83			34.07		
5	Level of Service	C			E		
5	Auto Traveler Perception Score	2.58			2.47		

Multimodal Results (Segment)					
5	Pedestrian Segment LOS Score / LOS	3.39	C	4.42	E
5	Bicycle Segment LOS Score / LOS	3.57	D	3.56	D
5	Transit Segment LOS Score / LOS	1.43	A	2.25	B

Facility Output Data	**Northbound**	**Southbound**
Facility Travel Time, s	495.98	398.35
Facility Travel Speed, mph	19.55	24.34
Facility Base Free Flow Speed, mph	48.77	48.77
Facility Percent of Base FFS	40.08	49.91
Facility Level of Service	D	D
Facility Auto Traveler Perception Score	2.40	2.33

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.98	D	4.12	D
Bicycle Facility LOS Score / LOS	3.62	D	3.59	D
Transit Facility LOS Score / LOS	1.75	A	1.27	A

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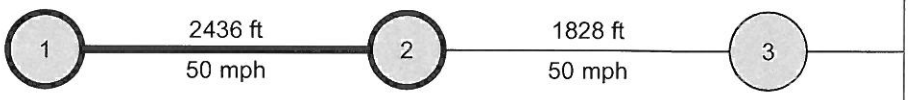
HCS 2010 Urban Street Segment Report

General Information				Streets Information	
Agency	AIM Engineering & Surveying, Inc.			Number of Intersections	6
Analyst	AL	Analysis Date	Jan 28, 2014	Number of Segments	5
Jurisdiction	Hillsborough County	Time Period	PM Peak Hour	Number of Iterations	15
File Name	PM Peak Hour - No-Build_GSR.	Analysis Year	2040 No-Build TEST	System Cycle Length, s	160
Intersections	SR 60/Adamo Drive	Old Hopewell Rd		Analysis Period	1> 7:00
Project Description	US 301 PD&E				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
1	50	50	2	2	2436	2436	50	50	0	0	70	70	0.0	0.0

		Northbound			Southbound		
Segment Output Data		NBL	NBT	NBR	SBL	SBT	SBR
Segment	Movement	5	2	12	1	6	16
1	Bay/Lane Spillback Time, h		never		0.17	never	
1	Shared Lane Spillback Time, h				0.51		never
1	Base Free-Flow Speed, mph	48.77			48.77		
1	Running Time, s	37.14			37.78		
1	Running Speed, mph	44.72			43.97		
1	Through Delay, s/veh	22.59			25.36		
1	Travel Speed, mph	27.80			26.31		
1	Stop Rate, stops/veh	0.57			0.46		
1	Spatial Stop Rate, stops/mi	1.23			0.99		
1	Through vol/cap Ratio	0.84			0.74		
1	Percent of Base FFS	57.01			53.94		
1	Level of Service	C			C		
1	Auto Traveler Perception Score	2.32			2.29		

Multimodal Results (Segment)					
1	Pedestrian Segment LOS Score / LOS	3.48	C	4.65	E
1	Bicycle Segment LOS Score / LOS	3.55	D	3.64	D
1	Transit Segment LOS Score / LOS	1.21	A	1.41	A

Facility Output Data	**Northbound**	**Southbound**
Facility Travel Time, s	460.77	527.87
Facility Travel Speed, mph	21.04	18.37
Facility Base Free Flow Speed, mph	48.77	48.77
Facility Percent of Base FFS	43.14	37.66
Facility Level of Service	D	E
Facility Auto Traveler Perception Score	2.39	2.38

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.84	D	4.15	D
Bicycle Facility LOS Score / LOS	3.58	D	3.63	D
Transit Facility LOS Score / LOS	1.50	A	2.08	B

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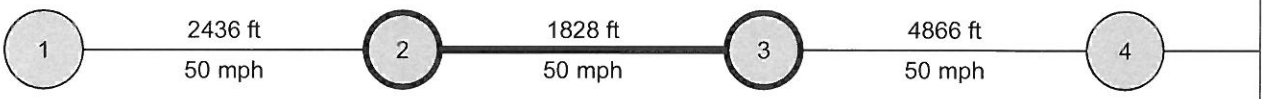
HCS 2010 Urban Street Segment Report

General Information				Streets Information	
Agency	AIM Engineering & Surveying, Inc.			Number of Intersections	6
Analyst	AL	Analysis Date	Jan 28, 2014	Number of Segments	5
Jurisdiction	Hillsborough County	Time Period	PM Peak Hour	Number of Iterations	15
File Name	PM Peak Hour - No-Build_GSR.	Analysis Year	2040 No-Build TEST	System Cycle Length, s	160
Intersections	Old Hopewell Rd	Columbus Dr/Tampa E Blvd		Analysis Period	1> 7:00
Project Description	US 301 PD&E				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
2	50	50	2	2	1828	1828	50	50	0	0	70	70	0.0	0.0

		Northbound			Southbound		
Segment Output Data		NBL	NBT	NBR	SBL	SBT	SBR
Segment	Movement	5	2	12	1	6	16
2	Bay/Lane Spillback Time, h	0.37	never			never	
2	Shared Lane Spillback Time, h	0.62					
2	Base Free-Flow Speed, mph	48.77			48.77		
2	Running Time, s	29.31			29.24		
2	Running Speed, mph	42.52			42.63		
2	Through Delay, s/veh	39.77			25.92		
2	Travel Speed, mph	18.04			22.60		
2	Stop Rate, stops/veh	0.63			0.64		
2	Spatial Stop Rate, stops/mi	1.82			1.86		
2	Through vol/cap Ratio	1.00			0.83		
2	Percent of Base FFS	36.99			46.33		
2	Level of Service	E			D		
2	Auto Traveler Perception Score	2.42			2.42		

Multimodal Results (Segment)

2	Pedestrian Segment LOS Score / LOS	4.18	D	3.72	D
2	Bicycle Segment LOS Score / LOS	3.57	D	3.64	D
2	Transit Segment LOS Score / LOS	2.11	B	1.68	A

Facility Output Data	Northbound	Southbound
Facility Travel Time, s	460.77	527.87
Facility Travel Speed, mph	21.04	18.37
Facility Base Free Flow Speed, mph	48.77	48.77
Facility Percent of Base FFS	43.14	37.66
Facility Level of Service	D	E
Facility Auto Traveler Perception Score	2.39	2.38

Multimodal Results (Facility)

Pedestrian Facility LOS Score / LOS	3.84	D	4.15	D
Bicycle Facility LOS Score / LOS	3.58	D	3.63	D
Transit Facility LOS Score / LOS	1.50	A	2.08	B

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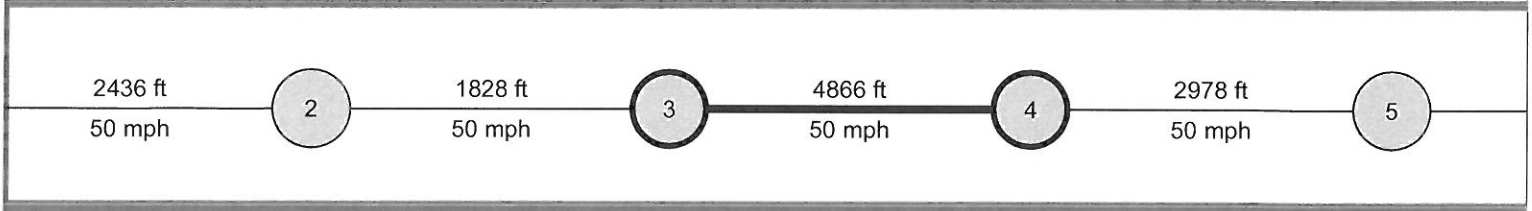
HCS 2010 Urban Street Segment Report

General Information				Streets Information	
Agency	AIM Engineering & Surveying, Inc.			Number of Intersections	6
Analyst	AL	Analysis Date	Jan 28, 2014	Number of Segments	5
Jurisdiction	Hillsborough County	Time Period	PM Peak Hour	Number of Iterations	15
File Name	PM Peak Hour - No-Build_GSR.	Analysis Year	2040 No-Build TEST	System Cycle Length, s	160
Intersections	Columbus Dr/Tampa E Blvd	Sabal Industrial Blvd		Analysis Period	1> 7:00
Project Description	US 301 PD&E				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
3	50	50	2	2	4866	4866	50	50	0	0	70	70	0.0	0.0

		Northbound			Southbound		
Segment Output Data		NBL	NBT	NBR	SBL	SBT	SBR
Segment	Movement	5	2	12	1	6	16
3	Bay/Lane Spillback Time, h	never	3.36	never	0.18	1.18	never
3	Shared Lane Spillback Time, h	never		never	0.51		never
3	Base Free-Flow Speed, mph	48.77			48.77		
3	Running Time, s	72.22			73.73		
3	Running Speed, mph	45.94			45.00		
3	Through Delay, s/veh	90.79			136.21		
3	Travel Speed, mph	20.35			15.80		
3	Stop Rate, stops/veh	1.13			1.34		
3	Spatial Stop Rate, stops/mi	1.23			1.46		
3	Through vol/cap Ratio	1.06			1.19		
3	Percent of Base FFS	41.73			32.40		
3	Level of Service	F			F		
3	Auto Traveler Perception Score	2.32			2.36		

Multimodal Results (Segment)					
3	Pedestrian Segment LOS Score / LOS	3.80	D	3.94	D
3	Bicycle Segment LOS Score / LOS	3.59	D	3.68	D
3	Transit Segment LOS Score / LOS	1.94	A	2.47	B

Facility Output Data	**Northbound**	**Southbound**
Facility Travel Time, s	460.77	527.87
Facility Travel Speed, mph	21.04	18.37
Facility Base Free Flow Speed, mph	48.77	48.77
Facility Percent of Base FFS	43.14	37.66
Facility Level of Service	D	E
Facility Auto Traveler Perception Score	2.39	2.38

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.84	D	4.15	D
Bicycle Facility LOS Score / LOS	3.58	D	3.63	D
Transit Facility LOS Score / LOS	1.50	A	2.08	B

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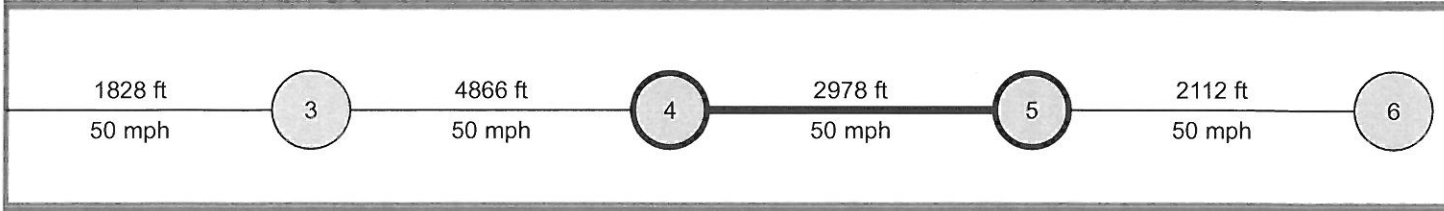
HCS 2010 Urban Street Segment Report

General Information				Streets Information	
Agency	AIM Engineering & Surveying, Inc.			Number of Intersections	6
Analyst	AL	Analysis Date	Jan 28, 2014	Number of Segments	5
Jurisdiction	Hillsborough County	Time Period	PM Peak Hour	Number of Iterations	15
File Name	PM Peak Hour - No-Build_GSR.	Analysis Year	2040 No-Build TEST	System Cycle Length, s	160
Intersections	Sabal Industrial Blvd	MLK Jr Blvd/SR 574		Analysis Period	1> 7:00
Project Description	US 301 PD&E				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
4	50	50	3	2	2978	2978	50	50	0	0	70	70	0.0	0.0

		Northbound			Southbound		
Segment Output Data		NBL	NBT	NBR	SBL	SBT	SBR
Segment	Movement	5	2	12	1	6	16
4	Bay/Lane Spillback Time, h	0.70	never	never	never	10.86	never
4	Shared Lane Spillback Time, h	1.41		never	never		never
4	Base Free-Flow Speed, mph	48.77			48.77		
4	Running Time, s	44.91			45.86		
4	Running Speed, mph	45.21			44.28		
4	Through Delay, s/veh	50.68			64.16		
4	Travel Speed, mph	21.24			18.46		
4	Stop Rate, stops/veh	0.84			1.00		
4	Spatial Stop Rate, stops/mi	1.48			1.78		
4	Through vol/cap Ratio	0.92			1.01		
4	Percent of Base FFS	43.56			37.84		
4	Level of Service	D			F		
4	Auto Traveler Perception Score	2.36			2.41		

Multimodal Results (Segment)					
4	Pedestrian Segment LOS Score / LOS	4.34	E	4.28	E
4	Bicycle Segment LOS Score / LOS	3.54	D	3.61	D
4	Transit Segment LOS Score / LOS	0.27	A	2.13	B

Facility Output Data	Northbound	Southbound
Facility Travel Time, s	460.77	527.87
Facility Travel Speed, mph	21.04	18.37
Facility Base Free Flow Speed, mph	48.77	48.77
Facility Percent of Base FFS	43.14	37.66
Facility Level of Service	D	E
Facility Auto Traveler Perception Score	2.39	2.38

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.84	D	4.15	D
Bicycle Facility LOS Score / LOS	3.58	D	3.63	D
Transit Facility LOS Score / LOS	1.50	A	2.08	B

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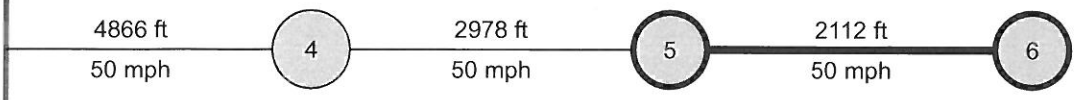
HCS 2010 Urban Street Segment Report

General Information				Streets Information	
Agency	AIM Engineering & Surveying, Inc.			Number of Intersections	6
Analyst	AL	Analysis Date	Jan 28, 2014	Number of Segments	5
Jurisdiction	Hillsborough County	Time Period	PM Peak Hour	Number of Iterations	15
File Name	PM Peak Hour - No-Build_GSR.	Analysis Year	2040 No-Build TEST	System Cycle Length, s	160
Intersections	MLK Jr Blvd/SR 574	Oak Fair Blvd		Analysis Period	1> 7:00
Project Description	US 301 PD&E				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
5	50	50	2	3	2112	2112	50	50	0	0	70	70	0.0	0.0

Segment Output Data		Northbound			Southbound		
		NBL	NBT	NBR	SBL	SBT	SBR
Segment	Movement	5	2	12	1	6	16
5	Bay/Lane Spillback Time, h		never		2.47	never	
5	Shared Lane Spillback Time, h				3.27		never
5	Base Free-Flow Speed, mph	48.77			48.77		
5	Running Time, s	33.87			32.70		
5	Running Speed, mph	42.51			44.03		
5	Through Delay, s/veh	39.49			56.91		
5	Travel Speed, mph	19.63			16.07		
5	Stop Rate, stops/veh	0.85			0.87		
5	Spatial Stop Rate, stops/mi	2.11			2.17		
5	Through vol/cap Ratio	1.00			0.84		
5	Percent of Base FFS	40.25			32.95		
5	Level of Service	D			E		
5	Auto Traveler Perception Score	2.69			2.47		

Multimodal Results (Segment)					
5	Pedestrian Segment LOS Score / LOS	3.32	C	4.24	D
5	Bicycle Segment LOS Score / LOS	3.66	D	3.51	D
5	Transit Segment LOS Score / LOS	2.05	B	2.23	B

Facility Output Data	Northbound	Southbound
Facility Travel Time, s	460.77	527.87
Facility Travel Speed, mph	21.04	18.37
Facility Base Free Flow Speed, mph	48.77	48.77
Facility Percent of Base FFS	43.14	37.66
Facility Level of Service	D	E
Facility Auto Traveler Perception Score	2.39	2.38

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.84	D	4.15	D
Bicycle Facility LOS Score / LOS	3.58	D	3.63	D
Transit Facility LOS Score / LOS	1.50	A	2.08	B

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APPENDIX K

Design Year (2040) Build Alternative HCS Analyses

Multilane Highway Segment Analyses

HCS 2010: Multilane Highways Release 6.50

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst:	GSR
Agency/Co:	AIM Engineering & Surveying
Date:	2/8/2014
Analysis Period:	AM Peak Hour
Highway:	US 301
From/To:	SR 60/Old Hopewell
Jurisdiction:	Hillsborough County
Analysis Year:	2040 Build
Project ID:	US 301 PD&E Study

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	2		2	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.5	mph	0.5	mph
Free-flow speed	49.5	mph	49.5	mph

VOLUME

Direction	1		2	
Volume, V	3268	vph	2465	vph
Peak-hour factor, PHF	0.95		0.95	
Peak 15-minute volume, v15	860		649	
Trucks and buses	4	%	4	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	3		3	
Driver population adjustment, fP	0.99		0.99	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1181	pcphpl	891	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	1181	pcphpl	891	pcphpl
Free-flow speed, FFS	49.5	mph	49.5	mph
Avg. passenger-car travel speed, S	50.0	mph	50.0	mph
Level of service, LOS	C		B	
Density, D	23.6	pc/mi/ln	17.8	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		50
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	1146.7	864.9
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.62	4.62
Bicycle LOS Score, BLOS	3.38	3.24
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

HCS 2010: Multilane Highways Release 6.50

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst:	GSR
Agency/Co:	AIM Engineering & Surveying
Date:	2/23/2014
Analysis Period:	AM Peak Hour
Highway:	US 301
From/To:	Old Hopewell/Stannum_Massaro
Jurisdiction:	Hillsborough County
Analysis Year:	2040 Build
Project ID:	US 301 PD&E Study

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		6	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	1.5	mph
Free-flow speed	50.0	mph	48.5	mph

VOLUME

Direction	1		2	
Volume, V	3429	vph	2628	vph
Peak-hour factor, PHF	0.95		0.95	
Peak 15-minute volume, v15	902		692	
Trucks and buses	4	%	4	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	3		3	
Driver population adjustment, fP	0.99		0.99	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1239	pcphpl	950	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	1239	pcphpl	950	pcphpl
Free-flow speed, FFS	50.0	mph	48.5	mph
Avg. passenger-car travel speed, S	50.0	mph	50.0	mph
Level of service, LOS	C		C	
Density, D	24.8	pc/mi/ln	19.0	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		50
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	1203.2	922.1
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.62	4.62
Bicycle LOS Score, BLOS	3.41	3.27
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

HCS 2010: Multilane Highways Release 6.50

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst:	GSR
Agency/Co:	AIM Engineering & Surveying
Date:	2/23/2014
Analysis Period:	AM Peak Hour
Highway:	US 301
From/To:	Stannum_Massaro/Columbus
Jurisdiction:	Hillsborough County
Analysis Year:	2040 Build
Project ID:	US 301 PD&E Study

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	5		5	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.3	mph	1.3	mph
Free-flow speed	48.8	mph	48.8	mph

VOLUME

Direction	1		2	
Volume, V	3289	vph	2483	vph
Peak-hour factor, PHF	0.95		0.95	
Peak 15-minute volume, v15	866		653	
Trucks and buses	4	%	4	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	3		3	
Driver population adjustment, fP	0.99		0.99	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1189	pcphpl	897	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	1189	pcphpl	897	pcphpl
Free-flow speed, FFS	48.8	mph	48.8	mph
Avg. passenger-car travel speed, S	50.0	mph	50.0	mph
Level of service, LOS	C		B	
Density, D	23.8	pc/mi/ln	17.9	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		50
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	1154.0	871.2
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.62	4.62
Bicycle LOS Score, BLOS	3.39	3.24
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

HCS 2010: Multilane Highways Release 6.50

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst:	GSR
Agency/Co:	AIM Engineering & Surveying
Date:	2/23/2014
Analysis Period:	AM Peak Hour
Highway:	US 301
From/To:	Columbus/Overpass_21st
Jurisdiction:	Hillsborough County
Analysis Year:	2040 Build
Project ID:	US 301 PD&E Study

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	4		11	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	2.8	mph
Free-flow speed	49.0	mph	47.3	mph

VOLUME

Direction	1		2	
Volume, V	3541	vph	2657	vph
Peak-hour factor, PHF	0.95		0.95	
Peak 15-minute volume, v15	932		699	
Trucks and buses	4	%	4	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	3		3	
Driver population adjustment, fP	0.99		0.99	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1280	pcphpl	960	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	1280	pcphpl	960	pcphpl
Free-flow speed, FFS	49.0	mph	47.3	mph
Avg. passenger-car travel speed, S	50.0	mph	45.0	mph
Level of service, LOS	C		C	
Density, D	25.6	pc/mi/ln	21.3	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		50
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	1242.5	932.3
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.62	4.62
Bicycle LOS Score, BLOS	3.42	3.28
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

HCS 2010: Multilane Highways Release 6.50

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst:	GSR
Agency/Co:	AIM Engineering & Surveying
Date:	2/23/2014
Analysis Period:	AM Peak Hour
Highway:	US 301
From/To:	Overpass_21st/Sabal
Jurisdiction:	Hillsborough County
Analysis Year:	2040 Build
Project ID:	US 301 PD&E Study

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	16		11	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	4.0	mph	2.8	mph
Free-flow speed	46.0	mph	47.3	mph

VOLUME

Direction	1		2	
Volume, V	3461	vph	2702	vph
Peak-hour factor, PHF	0.95		0.95	
Peak 15-minute volume, v15	911		711	
Trucks and buses	4	%	4	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	3		3	
Driver population adjustment, fP	0.99		0.99	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1251	pcphpl	976	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	1251	pcphpl	976	pcphpl
Free-flow speed, FFS	46.0	mph	47.3	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	D		C	
Density, D	27.8	pc/mi/ln	21.7	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		50
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	1214.4	948.1
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.62	4.62
Bicycle LOS Score, BLOS	3.41	3.29
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

HCS 2010: Multilane Highways Release 6.50

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst:	GSR
Agency/Co:	AIM Engineering & Surveying
Date:	2/8/2014
Analysis Period:	AM Peak Hour
Highway:	US 301
From/To:	Sabal/27th
Jurisdiction:	Hillsborough County
Analysis Year:	2040 Build
Project ID:	US 301 PD&E Study

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	9		9	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	2.3	mph	2.3	mph
Free-flow speed	47.8	mph	47.8	mph

VOLUME

Direction	1		2	
Volume, V	2796	vph	3000	vph
Peak-hour factor, PHF	0.95		0.95	
Peak 15-minute volume, v15	736		789	
Trucks and buses	4	%	4	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	3		3	
Driver population adjustment, fP	0.99		0.99	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1010	pcphpl	1084	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	1010	pcphpl	1084	pcphpl
Free-flow speed, FFS	47.8	mph	47.8	mph
Avg. passenger-car travel speed, S	50.0	mph	50.0	mph
Level of service, LOS	C		C	
Density, D	20.2	pc/mi/ln	21.7	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		50
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	981.1	1052.6
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.62	4.62
Bicycle LOS Score, BLOS	3.30	3.34
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

HCS 2010: Multilane Highways Release 6.50

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst:	GSR
Agency/Co:	AIM Engineering & Surveying
Date:	2/23/2014
Analysis Period:	AM Peak Hour
Highway:	US 301
From/To:	27th/SR 574
Jurisdiction:	Hillsborough County
Analysis Year:	2040 Build
Project ID:	US 301 PD&E Study

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	13		9	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	3.3	mph	2.3	mph
Free-flow speed	46.8	mph	47.8	mph

VOLUME

Direction	1		2	
Volume, V	2867	vph	3028	vph
Peak-hour factor, PHF	0.95		0.95	
Peak 15-minute volume, v15	754		797	
Trucks and buses	4	%	4	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	3		3	
Driver population adjustment, fP	0.99		0.99	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1036	pcphpl	1094	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	1036	pcphpl	1094	pcphpl
Free-flow speed, FFS	46.8	mph	47.8	mph
Avg. passenger-car travel speed, S	45.0	mph	50.0	mph
Level of service, LOS	C		C	
Density, D	23.0	pc/mi/ln	21.9	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		50
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	1006.0	1062.5
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.62	4.62
Bicycle LOS Score, BLOS	3.32	3.34
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

HCS 2010: Multilane Highways Release 6.50

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst:	GSR
Agency/Co:	AIM Engineering & Surveying
Date:	2/8/2014
Analysis Period:	AM Peak Hour
Highway:	US 301
From/To:	SR 574/Oak Fair
Jurisdiction:	Hillsborough County
Analysis Year:	2040 Build
Project ID:	US 301 PD&E Study

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	13		5	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	3.3	mph	1.3	mph
Free-flow speed	46.8	mph	48.8	mph

VOLUME

Direction	1		2	
Volume, V	2148	vph	2847	vph
Peak-hour factor, PHF	0.95		0.95	
Peak 15-minute volume, v15	565		749	
Trucks and buses	4	%	4	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	3		3	
Driver population adjustment, fP	0.99		0.99	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	776	pcphpl	1029	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	776	pcphpl	1029	pcphpl
Free-flow speed, FFS	46.8	mph	48.8	mph
Avg. passenger-car travel speed, S	45.0	mph	50.0	mph
Level of service, LOS	B		C	
Density, D	17.2	pc/mi/ln	20.6	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		50
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	753.7	998.9
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.62	4.62
Bicycle LOS Score, BLOS	3.17	3.31
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

HCS 2010: Multilane Highways Release 6.50

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst:	GSR
Agency/Co:	AIM Engineering & Surveying
Date:	5/21/2014
Analysis Period:	AM Peak Hour
Highway:	US 301
From/To:	Oak Fair/Elm Fair
Jurisdiction:	Hillsborough County
Analysis Year:	2040 Build
Project ID:	US 301 PD&E Study

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	50.0	mph	50.0	mph

VOLUME

Direction	1		2	
Volume, V	2206	vph	3042	vph
Peak-hour factor, PHF	0.95		0.95	
Peak 15-minute volume, v15	581		801	
Trucks and buses	4	%	4	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	3		3	
Driver population adjustment, fP	0.99		0.99	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	797	pcphpl	1099	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	797	pcphpl	1099	pcphpl
Free-flow speed, FFS	50.0	mph	50.0	mph
Avg. passenger-car travel speed, S	50.0	mph	50.0	mph
Level of service, LOS	B		C	
Density, D	15.9	pc/mi/ln	22.0	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		50
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	774.0	1067.4
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.62	4.62
Bicycle LOS Score, BLOS	3.18	3.35
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst:	GSR
Agency/Co:	AIM Engineering & Surveying
Date:	21/8/2014
Analysis Period:	AM Peak Hour
Highway:	US 301
From/To:	Elm Fair/I-4
Jurisdiction:	Hillsborough County
Analysis Year:	2040 Build
Project ID:	US 301 PD&E Study

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	11		5	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	2.8	mph	1.3	mph
Free-flow speed	47.3	mph	48.8	mph

VOLUME

Direction	1		2	
Volume, V	2295	vph	3042	vph
Peak-hour factor, PHF	0.95		0.95	
Peak 15-minute volume, v15	604		801	
Trucks and buses	4	%	4	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	3		3	
Driver population adjustment, fP	0.99		0.99	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	829	pcphpl	1099	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	829	pcphpl	1099	pcphpl
Free-flow speed, FFS	47.3	mph	48.8	mph
Avg. passenger-car travel speed, S	45.0	mph	50.0	mph
Level of service, LOS	C		C	
Density, D	18.4	pc/mi/ln	22.0	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		50
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	805.3	1067.4
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.62	4.62
Bicycle LOS Score, BLOS	3.20	3.35
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

HCS 2010: Multilane Highways Release 6.50

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst:	GSR
Agency/Co:	AIM Engineering & Surveying
Date:	2/8/2014
Analysis Period:	PM Peak Hour
Highway:	US 301
From/To:	SR 60/Old Hopewell
Jurisdiction:	Hillsborough County
Analysis Year:	2040 Build
Project ID:	US 301 PD&E Study

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	2		2	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.5	mph	0.5	mph
Free-flow speed	49.5	mph	49.5	mph

VOLUME

Direction	1		2	
Volume, V	2465	vph	3268	vph
Peak-hour factor, PHF	0.95		0.95	
Peak 15-minute volume, v15	649		860	
Trucks and buses	4	%	4	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	3		3	
Driver population adjustment, fP	0.99		0.99	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	891	pcphpl	1181	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	891	pcphpl	1181	pcphpl
Free-flow speed, FFS	49.5	mph	49.5	mph
Avg. passenger-car travel speed, S	50.0	mph	50.0	mph
Level of service, LOS	B		C	
Density, D	17.8	pc/mi/ln	23.6	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		50
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	864.9	1146.7
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.62	4.62
Bicycle LOS Score, BLOS	3.24	3.38
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

HCS 2010: Multilane Highways Release 6.50

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst:	GSR
Agency/Co:	AIM Engineering & Surveying
Date:	2/23/2014
Analysis Period:	PM Peak Hour
Highway:	US 301
From/To:	Old Hopewell/Stannum_Massaro
Jurisdiction:	Hillsborough County
Analysis Year:	2040 Build
Project ID:	US 301 PD&E Study

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		6	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	1.5	mph
Free-flow speed	50.0	mph	48.5	mph

VOLUME

Direction	1		2	
Volume, V	2574	vph	3375	vph
Peak-hour factor, PHF	0.95		0.95	
Peak 15-minute volume, v15	677		888	
Trucks and buses	4	%	4	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	3		3	
Driver population adjustment, fP	0.99		0.99	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	930	pcphpl	1220	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	930	pcphpl	1220	pcphpl
Free-flow speed, FFS	50.0	mph	48.5	mph
Avg. passenger-car travel speed, S	50.0	mph	50.0	mph
Level of service, LOS	C		C	
Density, D	18.6	pc/mi/ln	24.4	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		50
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	903.2	1184.2
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.62	4.62
Bicycle LOS Score, BLOS	3.26	3.40
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

HCS 2010: Multilane Highways Release 6.50

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst:	GSR
Agency/Co:	AIM Engineering & Surveying
Date:	2/23/2014
Analysis Period:	PM Peak Hour
Highway:	US 301
From/To:	Stannum_Massaro/Columbus
Jurisdiction:	Hillsborough County
Analysis Year:	2040 Build
Project ID:	US 301 PD&E Study

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	5		5	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.3	mph	1.3	mph
Free-flow speed	48.8	mph	48.8	mph

VOLUME

Direction	1		2	
Volume, V	2519	vph	3325	vph
Peak-hour factor, PHF	0.95		0.95	
Peak 15-minute volume, v15	663		875	
Trucks and buses	4	%	4	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	3		3	
Driver population adjustment, fP	0.99		0.99	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	910	pcphpl	1202	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	910	pcphpl	1202	pcphpl
Free-flow speed, FFS	48.8	mph	48.8	mph
Avg. passenger-car travel speed, S	50.0	mph	50.0	mph
Level of service, LOS	C		C	
Density, D	18.2	pc/mi/ln	24.0	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		50
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	883.9	1166.7
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.62	4.62
Bicycle LOS Score, BLOS	3.25	3.39
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

HCS 2010: Multilane Highways Release 6.50

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst:	GSR
Agency/Co:	AIM Engineering & Surveying
Date:	2/23/2014
Analysis Period:	PM Peak Hour
Highway:	US 301
From/To:	Columbus/Overpass_21st
Jurisdiction:	Hillsborough County
Analysis Year:	2040 Build
Project ID:	US 301 PD&E Study

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	4		11	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	2.8	mph
Free-flow speed	49.0	mph	47.3	mph

VOLUME

Direction	1		2	
Volume, V	2602	vph	3473	vph
Peak-hour factor, PHF	0.95		0.95	
Peak 15-minute volume, v15	685		914	
Trucks and buses	4	%	4	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	3		3	
Driver population adjustment, fP	0.99		0.99	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	940	pcphpl	1255	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	940	pcphpl	1255	pcphpl
Free-flow speed, FFS	49.0	mph	47.3	mph
Avg. passenger-car travel speed, S	50.0	mph	45.0	mph
Level of service, LOS	C		D	
Density, D	18.8	pc/mi/ln	27.9	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		50
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	913.0	1218.6
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.62	4.62
Bicycle LOS Score, BLOS	3.27	3.41
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

HCS 2010: Multilane Highways Release 6.50

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst:	GSR
Agency/Co:	AIM Engineering & Surveying
Date:	2/23/2014
Analysis Period:	PM Peak Hour
Highway:	US 301
From/To:	Overpass_21st/Sabal
Jurisdiction:	Hillsborough County
Analysis Year:	2040 Build
Project ID:	US 301 PD&E Study

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	16		11	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	4.0	mph	2.8	mph
Free-flow speed	46.0	mph	47.3	mph

VOLUME

Direction	1		2	
Volume, V	2625	vph	3421	vph
Peak-hour factor, PHF	0.95		0.95	
Peak 15-minute volume, v15	691		900	
Trucks and buses	4	%	4	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	3		3	
Driver population adjustment, fP	0.99		0.99	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	948	pcphpl	1236	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	948	pcphpl	1236	pcphpl
Free-flow speed, FFS	46.0	mph	47.3	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	C		D	
Density, D	21.1	pc/mi/ln	27.5	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		50
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	921.1	1200.4
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.62	4.62
Bicycle LOS Score, BLOS	3.27	3.41
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

HCS 2010: Multilane Highways Release 6.50

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst:	GSR
Agency/Co:	AIM Engineering & Surveying
Date:	2/23/2014
Analysis Period:	PM Peak Hour
Highway:	US 301
From/To:	Sabal/27th
Jurisdiction:	Hillsborough County
Analysis Year:	2040 Build
Project ID:	US 301 PD&E Study

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	9		9	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	2.3	mph	2.3	mph
Free-flow speed	47.8	mph	47.8	mph

VOLUME

Direction	1		2	
Volume, V	2952	vph	2796	vph
Peak-hour factor, PHF	0.95		0.95	
Peak 15-minute volume, v15	777		736	
Trucks and buses	4	%	4	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	3		3	
Driver population adjustment, fP	0.99		0.99	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1067	pcphpl	1010	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	1067	pcphpl	1010	pcphpl
Free-flow speed, FFS	47.8	mph	47.8	mph
Avg. passenger-car travel speed, S	50.0	mph	50.0	mph
Level of service, LOS	C		C	
Density, D	21.3	pc/mi/ln	20.2	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		50
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	1035.8	981.1
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.62	4.62
Bicycle LOS Score, BLOS	3.33	3.30
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

HCS 2010: Multilane Highways Release 6.50

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OPERATIONAL ANALYSIS

Analyst:	GSR
Agency/Co:	AIM Engineering & Surveying
Date:	2/23/2014
Analysis Period:	PM Peak Hour
Highway:	US 301
From/To:	27th/SR 574
Jurisdiction:	Hillsborough County
Analysis Year:	2040 Build
Project ID:	US 301 PD&E Study

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	13		9	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	3.3	mph	2.3	mph
Free-flow speed	46.8	mph	47.8	mph

VOLUME

Direction	1		2	
Volume, V	2947	vph	2834	vph
Peak-hour factor, PHF	0.95		0.95	
Peak 15-minute volume, v15	776		746	
Trucks and buses	4	%	4	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	3		3	
Driver population adjustment, fP	0.99		0.99	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1065	pcphpl	1024	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	1065	pcphpl	1024	pcphpl
Free-flow speed, FFS	46.8	mph	47.8	mph
Avg. passenger-car travel speed, S	45.0	mph	50.0	mph
Level of service, LOS	C		C	
Density, D	23.7	pc/mi/ln	20.5	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		50
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	1034.0	994.4
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.62	4.62
Bicycle LOS Score, BLOS	3.33	3.31
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

HCS 2010: Multilane Highways Release 6.50

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst:	GSR
Agency/Co:	AIM Engineering & Surveying
Date:	2/8/2014
Analysis Period:	PM Peak Hour
Highway:	US 301
From/To:	SR 574/Oak Fair
Jurisdiction:	Hillsborough County
Analysis Year:	2040 Build
Project ID:	US 301 PD&E Study

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	13		5	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	3.3	mph	1.3	mph
Free-flow speed	46.8	mph	48.8	mph

VOLUME

Direction	1		2	
Volume, V	2847	vph	2148	vph
Peak-hour factor, PHF	0.95		0.95	
Peak 15-minute volume, v15	749		565	
Trucks and buses	4	%	4	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	3		3	
Driver population adjustment, fP	0.99		0.99	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1029	pcphpl	776	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	1029	pcphpl	776	pcphpl
Free-flow speed, FFS	46.8	mph	48.8	mph
Avg. passenger-car travel speed, S	45.0	mph	50.0	mph
Level of service, LOS	C		B	
Density, D	22.9	pc/mi/ln	15.5	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		50
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	998.9	753.7
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.62	4.62
Bicycle LOS Score, BLOS	3.31	3.17
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst:	GSR
Agency/Co:	AIM Engineering & Surveying
Date:	5/21/2014
Analysis Period:	PM Peak Hour
Highway:	US 301
From/To:	Oak Fair/Elm Fair
Jurisdiction:	Hillsborough County
Analysis Year:	2040 Build
Project ID:	US 301 PD&E Study

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	50.0	mph	50.0	mph

VOLUME

Direction	1		2	
Volume, V	2924	vph	2295	vph
Peak-hour factor, PHF	0.95		0.95	
Peak 15-minute volume, v15	769		604	
Trucks and buses	4	%	4	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	3		3	
Driver population adjustment, fP	0.99		0.99	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1057	pcphpl	829	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	1057	pcphpl	829	pcphpl
Free-flow speed, FFS	50.0	mph	50.0	mph
Avg. passenger-car travel speed, S	50.0	mph	50.0	mph
Level of service, LOS	C		B	
Density, D	21.1	pc/mi/ln	16.6	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		50
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	1026.0	805.3
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.62	4.62
Bicycle LOS Score, BLOS	3.33	3.20
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

HCS 2010: Multilane Highways Release 6.50

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst:	GSR
Agency/Co:	AIM Engineering & Surveying
Date:	2/8/2014
Analysis Period:	PM Peak Hour
Highway:	US 301
From/To:	Elm Fair/I-4
Jurisdiction:	Hillsborough County
Analysis Year:	2040 Build
Project ID:	US 301 PD&E Study

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	11		5	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	2.8	mph	1.3	mph
Free-flow speed	47.3	mph	48.8	mph

VOLUME

Direction	1		2	
Volume, V	3042	vph	2295	vph
Peak-hour factor, PHF	0.95		0.95	
Peak 15-minute volume, v15	801		604	
Trucks and buses	4	%	4	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	3		3	
Driver population adjustment, fP	0.99		0.99	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1099	pcphpl	829	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	1099	pcphpl	829	pcphpl
Free-flow speed, FFS	47.3	mph	48.8	mph
Avg. passenger-car travel speed, S	45.0	mph	50.0	mph
Level of service, LOS	C		B	
Density, D	24.4	pc/mi/ln	16.6	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		50
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	1067.4	805.3
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.62	4.62
Bicycle LOS Score, BLOS	3.35	3.20
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

Unsignalized Intersection Analyses

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	
Agency/Co.	*AIM Engineering & Surveying*
Date Performed	*12/31/2013*
Analysis Time Period	*AM Peak Hour*

Site Information

Intersection	*US 301 / Old Hopewell Rd*
Jurisdiction	*Hillsborough County*
Analysis Year	*2040 Build*

Project Description *US 301 PD&E Study*

East/West Street: *Old Hopewell / Meadow Ck* | North/South Street: *US 301*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*20*	*2133*	*48*	*223*	*1595*	*12*
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*21*	*2245*	*50*	*234*	*1678*	*12*
Percent Heavy Vehicles	*4*	--	--	*4*	--	--
Median Type	*Raised curb*					
RT Channelized			*0*			*0*
Lanes	*1*	*2*	*1*	*1*	*2*	*1*
Configuration	*L*	*T*	*R*	*L*	*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*15*	*0*	*24*	*48*	*0*	*43*
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*15*	*0*	*25*	*50*	*0*	*45*
Percent Heavy Vehicles	*25*	*25*	*25*	*25*	*25*	*25*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*		*LTR*			*LTR*	
v (veh/h)	*21*	*234*		*95*			*40*	
C (m) (veh/h)	*176*	*86*						
v/c	*0.12*	*2.72*						
95% queue length	*0.40*	*22.41*						
Control Delay (s/veh)	*28.2*	*882.6*						
LOS	*D*	*F*						
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*MMA*
Agency/Co.	*AIM Engineering & Surveying*
Date Performed	*12/31/2013*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*US 301 / Old Hopewell Rd*
Jurisdiction	*Hillsborough County*
Analysis Year	*2040 Build*

Project Description *US 301 PD&E Study*

East/West Street: *Old Hopewell / Meadow Ck* | North/South Street: *US 301*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*24*	*1579*	*73*	*163*	*2128*	*20*
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*25*	*1662*	*76*	*171*	*2240*	*21*
Percent Heavy Vehicles	*4*	--	--	*4*	--	--
Median Type	*Raised curb*					
RT Channelized			*0*			*0*
Lanes	*1*	*2*	*1*	*1*	*2*	*1*
Configuration	*L*	*T*	*R*	*L*	*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*15*	*2*	*19*	*57*	*2*	*74*
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*15*	*2*	*20*	*60*	*2*	*77*
Percent Heavy Vehicles	*25*	*25*	*25*	*25*	*25*	*25*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*		*LTR*			*LTR*	
v (veh/h)	*25*	*171*		*139*			*37*	
C (m) (veh/h)	*90*	*167*						
v/c	*0.28*	*1.02*						
95% queue length	*1.02*	*8.26*						
Control Delay (s/veh)	*59.7*	*131.8*						
LOS	*F*	*F*						
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*GSR*
Agency/Co.	*AIM Engineering & Surveying*
Date Performed	*2/21/2014*
Analysis Time Period	*AM Peak Hour*

Site Information

Intersection	*US 301 / Massaro Blvd.*
Jurisdiction	*Hillsborough County*
Analysis Year	*2040 Build*

Project Description *US 301 PD&E Study*

East/West Street: *Massaro Blvd / Stannum St.* | North/South Street: *US 301*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*137*	*2164*	*46*	*29*	*1565*	*106*
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*144*	*2277*	*48*	*30*	*1647*	*111*
Percent Heavy Vehicles	*4*	--	--	*4*	--	--
Median Type	*Raised curb*					
RT Channelized			*0*			*1*
Lanes	*1*	*2*	*1*	*1*	*2*	*1*
Configuration	*L*	*T*	*R*	*L*	*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)			*280*			*43*
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*294*	*0*	*0*	*45*
Percent Heavy Vehicles	*20*	*20*	*20*	*20*	*20*	*20*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*1*	*0*	*0*	*1*
Configuration			*R*			*R*

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*			*R*			*R*
v (veh/h)	*144*	*30*			*45*			*294*
C (m) (veh/h)	*185*	*83*			*150*			*251*
v/c	*0.78*	*0.36*			*0.30*			*1.17*
95% queue length	*5.22*	*1.40*			*1.18*			*13.53*
Control Delay (s/veh)	*71.0*	*71.1*			*39.0*			*153.0*
LOS	*F*	*F*			*E*			*F*
Approach Delay (s/veh)	--	--	*39.0*			*153.0*		
Approach LOS	--	--	*E*			*F*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	GSR
Agency/Co.	AIM Engineering & Surveying
Date Performed	2/21/2014
Analysis Time Period	PM Peak Hour

Site Information

Intersection	US 301 / Massaro Blvd.
Jurisdiction	Hillsborough County
Analysis Year	2040 Build

Project Description: US 301 PD&E Study

East/West Street: Massaro Blvd / Stannum St | North/South Street: US 301

Intersection Orientation: North-South | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	120	1627	13	30	2097	150
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	126	1712	13	31	2207	157
Percent Heavy Vehicles	4	--	--	4	--	--
Median Type	Raised curb					
RT Channelized			0			1
Lanes	1	2	1	1	2	1
Configuration	L	T	R	L	T	R
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)			230			78
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	0	0	242	0	0	82
Percent Heavy Vehicles	20	20	20	20	20	20
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	1	0	0	1
Configuration			R			R

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L			R			R
v (veh/h)	126	31			82			242
C (m) (veh/h)	96	169			238			159
v/c	1.31	0.18			0.34			1.52
95% queue length	9.00	0.65			1.47			16.03
Control Delay (s/veh)	277.4	31.0			27.9			316.3
LOS	F	D			D			F
Approach Delay (s/veh)	--	--	27.9			316.3		
Approach LOS	--	--	D			F		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	GSR
Agency/Co.	AIM Engineering & Surveying
Date Performed	6/3/2014
Analysis Time Period	AM Peak Hour

Site Information

Intersection	US 301 / Columbus Dr
Jurisdiction	Hillsborough County
Analysis Year	2040 Build

Project Description: US 301 PD&E Study

East/West Street: Columbus Dr / Tampa E Blvd | North/South Street: US 301

Intersection Orientation: North-South | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	329	1874	149	640	1289	43
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	346	1972	156	673	1356	45
Percent Heavy Vehicles	4	--	--	4	--	--
Median Type	Raised curb					
RT Channelized			0			1
Lanes	1	2	1	1	2	1
Configuration	L	T	R	L	T	R
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	73	555	5	270	619	509
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	76	584	5	284	651	535
Percent Heavy Vehicles	10	10	10	10	10	10
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	1	2	0	1	1	1
Configuration	L	T	TR	L	T	R

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	L	T	R	L	T	TR
v (veh/h)	346	673	284	651	535	76	292	297
C (m) (veh/h)	259	105		0	203		0	0
v/c	1.34	6.41			2.64			
95% queue length	18.06	74.39			45.87			
Control Delay (s/veh)	213.1	2514			786.2			
LOS	F	F		F	F		F	F
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	GSR
Agency/Co.	AIM Engineering & Surveying
Date Performed	6/3/2014
Analysis Time Period	PM Peak Hour

Site Information

Intersection	US 301 / Columbus Dr
Jurisdiction	Hillsborough County
Analysis Year	2040 Build

Project Description: US 301 PD&E Study

East/West Street: Columbus Dr / Tampa E Blvd | North/South Street: US 301

Intersection Orientation: North-South | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	326	1275	281	614	1859	86
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	343	1342	295	646	1956	90
Percent Heavy Vehicles	4	--	--	4	--	--
Median Type	Raised curb					
RT Channelized			0			1
Lanes	1	2	1	1	2	1
Configuration	L	T	R	L	T	R
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	56	616	12	182	532	436
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	58	648	12	191	560	458
Percent Heavy Vehicles	10	10	10	10	10	10
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	1	2	0	1	1	1
Configuration	L	T	TR	L	T	R

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	L	T	R	L	T	TR
v (veh/h)	343	646	191	560	458	58	324	336
C (m) (veh/h)	129	188		0	333		0	0
v/c	2.66	3.44			1.38			
95% queue length	30.91	61.21			23.07			
Control Delay (s/veh)	821.7	1147			217.8			
LOS	F	F		F	F		F	F
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	GSR
Agency/Co.	AIM Engineering & Surveying
Date Performed	2/21/2014
Analysis Time Period	AM Peak Hour

Site Information

Intersection	US 301 / Overpass Rd
Jurisdiction	Hillsborough County
Analysis Year	2040 Build

Project Description: US 301 PD&E Study

East/West Street: Overpass Rd / 21st Avenue | North/South Street: US 301

Intersection Orientation: North-South | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	179	2128	129	134	1568	216
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	188	2240	135	141	1650	227
Percent Heavy Vehicles	4	--	--	4	--	--
Median Type	Raised curb					
RT Channelized			1			1
Lanes	1	2	1	1	2	1
Configuration	L	T	R	L	T	R
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)			346			269
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	0	0	364	0	0	283
Percent Heavy Vehicles	4	4	4	4	4	4
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	1	0	0	1
Configuration			R			R

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L			R			R
v (veh/h)	188	141			283			364
C (m) (veh/h)	185	92			171			269
v/c	1.02	1.53			1.65			1.35
95% queue length	8.59	10.95			19.45			19.04
Control Delay (s/veh)	122.5	367.3			366.8			218.1
LOS	F	F			F			F
Approach Delay (s/veh)	--	--	366.8			218.1		
Approach LOS	--	--	F			F		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	GSR
Agency/Co.	AIM Engineering & Surveying
Date Performed	2/21/2014
Analysis Time Period	PM Peak Hour

Site Information

Intersection	US 301 / Overpass Rd
Jurisdiction	Hillsborough County
Analysis Year	2040 Build

Project Description: US 301 PD&E Study

East/West Street: Overpass Rd / 21st Avenue | North/South Street: US 301

Intersection Orientation: North-South | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	109	1575	159	110	2056	227
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	114	1657	167	115	2164	238
Percent Heavy Vehicles	4	--	--	4	--	--
Median Type	Raised curb					
RT Channelized			1			1
Lanes	1	2	1	1	2	1
Configuration	L	T	R	L	T	R
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)			348			263
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	0	0	366	0	0	276
Percent Heavy Vehicles	4	4	4	4	4	4
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	1	0	0	1
Configuration			R			R

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L			R			R
v (veh/h)	114	115			276			366
C (m) (veh/h)	101	183			268			181
v/c	1.13	0.63			1.03			2.02
95% queue length	7.40	3.57			10.69			28.02
Control Delay (s/veh)	207.2	53.1			104.3			521.3
LOS	F	F			F			F
Approach Delay (s/veh)	--	--	104.3			521.3		
Approach LOS	--	--	F			F		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	GSR
Agency/Co.	AIM Engineering & Surveying
Date Performed	2/21/2014
Analysis Time Period	AM Peak Hour

Site Information

Intersection	US 301 / 27th Ave
Jurisdiction	Hillsborough County
Analysis Year	2040 Build

Project Description: US 301 PD&E Study

East/West Street: 27th Ave | North/South Street: US 301

Intersection Orientation: North-South | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		1856	12	28	2000	
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	0	1953	12	29	2105	0
Percent Heavy Vehicles	4	--	--	4	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	0	2	0	1	2	0
Configuration		T	TR	L	T	
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)						83
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	0	0	0	0	0	87
Percent Heavy Vehicles	0	0	0	4	4	4
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			1			0
Lanes	0	0	0	0	0	1
Configuration						R

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L			R			
v (veh/h)		29			87			
C (m) (veh/h)		128			212			
v/c		0.23			0.41			
95% queue length		0.82			1.87			
Control Delay (s/veh)		41.2			33.3			
LOS		E			D			
Approach Delay (s/veh)	--	--	33.3					
Approach LOS	--	--	D					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	GSR
Agency/Co.	AIM Engineering & Surveying
Date Performed	2/21/2014
Analysis Time Period	PM Peak Hour

Site Information

Intersection	US 301 / 27th Ave
Jurisdiction	Hillsborough County
Analysis Year	2040 Build

Project Description: US 301 PD&E Study

East/West Street: 27th Ave | North/South Street: US 301

Intersection Orientation: North-South | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		1950	27	38	1864	
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	0	2052	28	40	1962	0
Percent Heavy Vehicles	4	--	--	4	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	0	2	0	1	2	0
Configuration		T	TR	L	T	
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)						22
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	0	0	0	0	0	23
Percent Heavy Vehicles	0	0	0	4	4	4
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			1			0
Lanes	0	0	0	0	0	1
Configuration						R

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L			R			
v (veh/h)		40			23			
C (m) (veh/h)		112			193			
v/c		0.36			0.12			
95% queue length		1.44			0.40			
Control Delay (s/veh)		54.0			26.2			
LOS		F			D			
Approach Delay (s/veh)	--	--	26.2					
Approach LOS	--	--	D					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	GSR
Agency/Co.	AIM Engineering & Surveying
Date Performed	5/21/2014
Analysis Time Period	AM Peak Hour

Site Information

Intersection	US 301 / OakFair Blvd
Jurisdiction	Hillsborough County
Analysis Year	2040 Build

Project Description: US 301 PD&E Study

East/West Street: Oak Fair Blvd | North/South Street: US 301

Intersection Orientation: North-South | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	0	1349	124	474	1712	
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	0	1420	130	498	1802	0
Percent Heavy Vehicles	4	--	--	4	--	--
Median Type	Raised curb					
RT Channelized			1			0
Lanes	1	2	1	1	2	0
Configuration	L	T	R	L	T	
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				279	0	182
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	0	0	0	293	0	191
Percent Heavy Vehicles	0	0	0	20	20	20
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			1			1
Lanes	0	0	0	1	1	0
Configuration				L		TR

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	L		TR			
v (veh/h)	0	498	293		191			
C (m) (veh/h)	155	241			0			
v/c	0.00	2.07						
95% queue length	0.00	37.15						
Control Delay (s/veh)	28.2	527.2						
LOS	D	F			F			
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*GSR*
Agency/Co.	*AIM Engineering & Surveying*
Date Performed	*5/21/2014*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*US 301 / OakFair Blvd*
Jurisdiction	*Hillsborough County*
Analysis Year	*2040 Build*

Project Description *US 301 PD&E Study*

East/West Street: *Oak Fair Blvd* | North/South Street: *US 301*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*4*	*1790*	*158*	*414*	*1255*	
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*4*	*1884*	*166*	*435*	*1321*	*0*
Percent Heavy Vehicles	*4*	--	--	*4*	--	--
Median Type	*Raised curb*					
RT Channelized			*1*			*0*
Lanes	*1*	*2*	*1*	*1*	*2*	*0*
Configuration	*L*	*T*	*R*	*L*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*261*	*0*	*237*
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*274*	*0*	*249*
Percent Heavy Vehicles	*0*	*0*	*0*	*15*	*15*	*15*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*1*			*1*
Lanes	*0*	*0*	*0*	*1*	*1*	*0*
Configuration				*L*		*TR*

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*	*L*		*TR*			
v (veh/h)	*4*	*435*	*274*		*249*			
C (m) (veh/h)	*270*	*141*			*0*			
v/c	*0.01*	*3.09*						
95% queue length	*0.05*	*40.75*						
Control Delay (s/veh)	*18.5*	*1005*						
LOS	*C*	*F*			*F*			
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	GSR
Agency/Co.	AIM Engineering & Surveying
Date Performed	5/21/2014
Analysis Time Period	AM Peak Hour

Site Information

Intersection	US 301 / Elm Fair Blvd
Jurisdiction	Hillsborough County
Analysis Year	2040 Build

Project Description: US 301 PD&E Study

East/West Street: Elm Fair Blvd | North/South Street: US 301

Intersection Orientation: North-South | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		1381	135		2028	
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	0	1453	142	0	2134	0
Percent Heavy Vehicles	4	--	--	4	--	--
Median Type	Raised curb					
RT Channelized			1			0
Lanes	0	2	1	0	2	0
Configuration		T	R		T	
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)						224
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	0	0	0	0	0	235
Percent Heavy Vehicles	0	0	0	15	15	15
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			1			0
Lanes	0	0	0	0	0	1
Configuration						R

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration					R			
v (veh/h)					235			
C (m) (veh/h)					300			
v/c					0.78			
95% queue length					6.17			
Control Delay (s/veh)					49.5			
LOS					E			
Approach Delay (s/veh)	--	--	49.5					
Approach LOS	--	--	E					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*GSR*
Agency/Co.	*AIM Engineering & Surveying*
Date Performed	*5/21/2014*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*US 301 / Elm Fair Blvd*
Jurisdiction	*Hillsborough County*
Analysis Year	*2040 Build*

Project Description *US 301 PD&E Study*

East/West Street: *Elm Fair Blvd* | North/South Street: *US 301*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*1862*	*129*		*1530*	
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*0*	*1960*	*135*	*0*	*1610*	*0*
Percent Heavy Vehicles	*4*	--	--	*4*	--	--
Median Type	*Raised curb*					
RT Channelized			*1*			*0*
Lanes	*0*	*2*	*1*	*0*	*2*	*0*
Configuration		*T*	*R*		*T*	
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)						*249*
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*0*	*0*	*262*
Percent Heavy Vehicles	*0*	*0*	*0*	*15*	*15*	*15*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*1*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*1*
Configuration						*R*

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration					*R*			
v (veh/h)					*262*			
C (m) (veh/h)					*200*			
v/c					*1.31*			
95% queue length					*14.52*			
Control Delay (s/veh)					*217.2*			
LOS					*F*			
Approach Delay (s/veh)	--	--	*217.2*					
Approach LOS	--	--	*F*					

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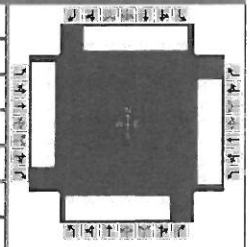
Generated: 7/21/2014 10:53 AM

Signalized Intersection Analyses

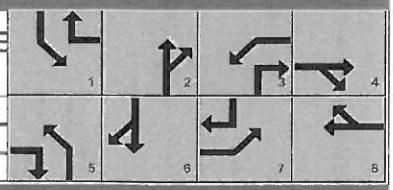
HCS 2010 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	AL	Analysis Date	Jan 28, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	AM Peak Hour	PHF	0.97
Intersection	SR 60/Adamo Drive	Analysis Year	2040 Build TEST	Analysis Period	1> 7:00
File Name	AM Peak Hour - Build_Rev_6_20_14.xus				
Project Description	US 301 PD&E				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	417	1690	246	269	1879	948	447	1903	169	589	1385	491

Signal Information					EB			WB			NB			SB		
Cycle, s	160.0	Reference Phase	2													
Offset, s	0	Reference Point	End	Green	19.0	29.0		21.5	18.0	31.0	15.5					
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	4.0		4.0	4.0	4.0	4.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0		1.0	0.0	0.0	1.0					



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	417	1690	246	269	1879	948	447	1903	169	589	1385	491
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	4	4	4	4	4	4	4	4	4	4	4	4
Ped / Bike / RTOR, /h	0	0	45	0	0	45	0	0	169	0	0	45
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.68	0.68	0.68
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	910	0	910	1020	0	1010	705	0	365	1025	0	1025
Grade (*Pg*), %	0	0	0	0	0	0	0	0	0	0	0	0
Speed Limit, mi/h	50	50	50	50	50	50	50	50	50	50	50	50

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	22.0	57.0	20.5	55.5	23.0	56.0	26.5	59.5
Yellow Change Interval (*Y*), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	0.0	0.0	1.0	1.0	0.0	0.0	1.0	1.0
Minimum Green (G_{min}), s	5	5	5	5	5	5	5	5
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Off	Off	Off	Off	Min	Off	Min
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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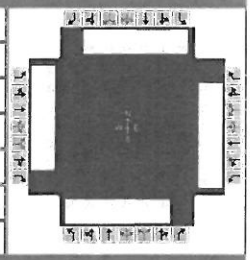
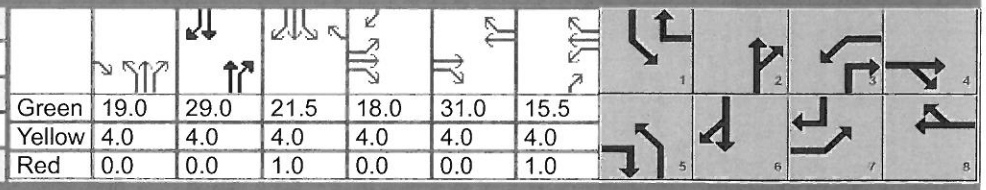
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	AL	Analysis Date	Jan 28, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	AM Peak Hour	PHF	0.97
Intersection	SR 60/Adamo Drive	Analysis Year	2040 Build TEST	Analysis Period	1> 7:00
File Name	AM Peak Hour - Build_Rev_6_20_14.xus				
Project Description	US 301 PD&E				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	417	1690	246	269	1879	948	447	1903	169	589	1385	491

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	19.0	29.0	21.5	18.0	31.0	15.5	
Yellow	4.0	4.0	4.0	4.0	4.0	4.0	
Red	0.0	0.0	1.0	0.0	0.0	1.0	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	22.0	57.0	20.5	55.5	23.0	56.0	26.5	59.5
Change Period, ($Y+R_c$), s	4.0	4.0	5.0	5.0	4.0	4.0	5.0	5.0
Max Allow Headway (*MAH*), s	3.0	2.9	3.0	3.0	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	20.0	55.0	14.9	52.5	21.0		23.5	
Green Extension Time (g_e), s	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		1.00	
Max Out Probability	1.00	1.00	1.00	1.00	1.00		1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	430	1742	207	277	1937	931	461	1962	0	561	1319	425
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1689	1659	1548	1689	1659	1548	1689	1659	1548	1689	1659	1548
Queue Service Time (g_s), s	18.0	53.0	13.6	12.9	50.5	50.5	19.0	52.0	0.0	21.5	37.5	32.6
Cycle Queue Clearance Time (g_c), s	18.0	53.0	13.6	12.9	50.5	50.5	19.0	52.0	0.0	21.5	37.5	32.6
Green Ratio (*g/C*)	0.11	0.33	0.45	0.10	0.32	0.45	0.12	0.32	0.42	0.13	0.34	0.45
Capacity (*c*), veh/h	380	1648	697	327	1571	697	401	1617	653	454	1695	702
Volume-to-Capacity Ratio (*X*)	1.131	1.057	0.297	0.847	1.233	1.336	1.148	1.213	0.000	1.235	0.778	0.605
Available Capacity (c_a), veh/h	380	1648	697	327	1571	697	401	1617	653	454	1695	702
Back of Queue (*Q*), veh/ln (50th percentile)	12.2	27.2	3.0	6.3	36.5	46.0	13.2	36.2	0.0	16.6	15.1	11.7
Queue Storage Ratio (*RQ*) (50th percentile)	0.35	0.00	0.09	0.16	0.00	1.17	0.48	0.00	0.00	0.42	0.00	0.30
Uniform Delay (d_1), s/veh	71.0	53.5	3.7	71.1	54.8	21.6	70.5	54.0	0.0	70.1	45.0	31.0
Incremental Delay (d_2), s/veh	86.7	38.9	0.1	17.5	110.7	160.9	92.0	101.8	0.0	118.4	2.5	2.6
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	157.7	92.4	3.7	88.6	165.5	182.6	162.5	155.8	0.0	188.5	47.5	33.7
Level of Service (LOS)	F	F	A	F	F	F	F	F		F	D	C
Approach Delay, s/veh / LOS	96.5	F		163.7	F		157.1	F		79.3	E	
Intersection Delay, s/veh / LOS	127.6						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.7	D	3.5	D	3.6	D	3.5	D
Bicycle LOS Score / LOS	1.8	A	2.2	B	1.8	A	1.9	A

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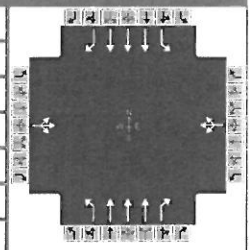
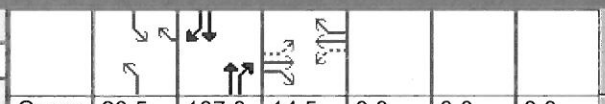
HCS 2010 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	AL	Analysis Date	Jan 28, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	AM Peak Hour	PHF	0.95
Intersection	Old Hopewell Rd	Analysis Year	2040 Build TEST	Analysis Period	1> 7:00
File Name	AM Peak Hour - Build_Rev_6_20_14.xus				
Project Description	US 301 PD&E				

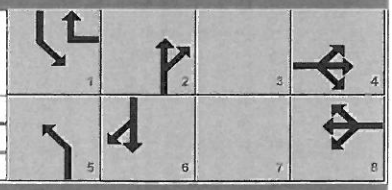


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	15	0	24	48	0	43	20	3200	48	223	2393	12

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	23.5	107.0	14.5	0.0	0.0	0.0						
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	1.0	1.0	1.0	0.0	0.0	0.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	15	0	24	48	0	43	20	3200	48	223	2393	12
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		25			25		4	4	4	4	4	4
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	24	0	0	6
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09	0.30	0.30	0.30
Lane Width (*W*), ft		12.0			12.0		12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft		0			0		340	0	400	405	0	415
Grade (*Pg*), %	0	0	0	0	0	0	0	0	0	0	0	0
Speed Limit, mi/h	50	50	50	50	50	50	50	50	50	50	50	50

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		19.5		19.5	28.5	112.0	28.5	112.0
Yellow Change Interval (*Y*), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	5	5	5	5	5	5	5	5
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Off	Off	Off	Off	Min	Off	Min
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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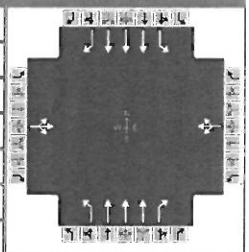
HCS 2010 Signalized Intersection Results Summary

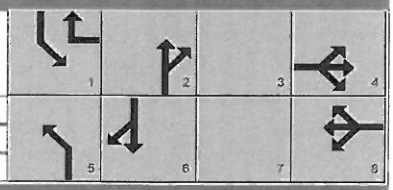
General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	AL	Analysis Date	Jan 28, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	AM Peak Hour	PHF	0.95
Intersection	Old Hopewell Rd	Analysis Year	2040 Build TEST	Analysis Period	1> 7:00
File Name	AM Peak Hour - Build_Rev_6_20_14.xus				
Project Description	US 301 PD&E				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	15	0	24	48	0	43	20	3200	48	223	2393	12

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	23.5	107.0	14.5	0.0	0.0	0.0	
Yellow	4.0	4.0	4.0	0.0	0.0	0.0	
Red	1.0	1.0	1.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		8.0		8.0	2.0	3.0	2.0	3.0
Phase Duration, s		19.5		19.5	28.5	112.0	28.5	112.0
Change Period, ($Y+R_c$), s		5.0		5.0	5.0	5.0	5.0	5.0
Max Allow Headway (*MAH*), s		3.1		3.1	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s		6.8		14.3	3.2		21.3	
Green Extension Time (g_e), s		0.1		0.0	0.0	0.0	0.1	0.0
Phase Call Probability		1.00		1.00	1.00		1.00	
Max Out Probability		0.00		1.00	0.00		1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		41			96		17	2679	20	212	2275	6
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1207			1227		1740	1659	1548	1740	1659	1548
Queue Service Time (g_s), s		0.0			7.5		1.2	70.3	1.3	19.3	49.2	0.2
Cycle Queue Clearance Time (g_c), s		4.8			12.3		1.2	70.3	1.3	19.3	49.2	0.2
Green Ratio (*g/C*)		0.09			0.09		0.15	0.67	0.67	0.15	0.67	0.67
Capacity (*c*), veh/h		141			146		256	3328	1035	256	3328	1035
Volume-to-Capacity Ratio (*X*)		0.292			0.658		0.066	0.805	0.019	0.830	0.684	0.006
Available Capacity (c_a), veh/h		141			146		256	3328	1035	256	3328	1035
Back of Queue (*Q*), veh/ln (50th percentile)		1.6			4.1		0.5	27.6	0.4	9.4	18.3	0.1
Queue Storage Ratio (*RQ*) (50th percentile)		0.00			0.00		0.04	0.00	0.03	0.60	0.00	0.00
Uniform Delay (d_1), s/veh		68.2			71.6		55.1	28.6	16.8	72.8	20.1	10.2
Incremental Delay (d_2), s/veh		0.4			8.4		0.0	0.2	0.0	6.5	0.3	0.0
Initial Queue Delay (d_3), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		68.7			80.0		55.1	28.8	16.8	79.3	20.5	10.2
Level of Service (LOS)		E			E		E	C	B	E	C	B
Approach Delay, s/veh / LOS	68.7	E		80.0	E		28.9	C		25.5	C	
Intersection Delay, s/veh / LOS	28.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.4	C	3.4	C	2.1	B	2.1	B
Bicycle LOS Score / LOS	0.6	A	0.6	A	2.4	B	2.0	B

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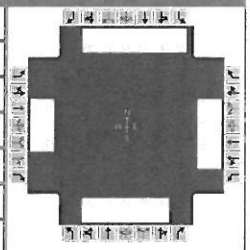
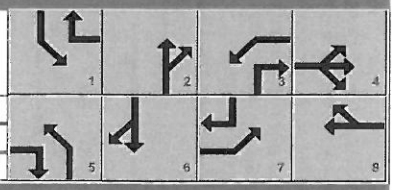
HCS 2010 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	AL	Analysis Date	Jan 28, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	AM Peak Hour	PHF	0.97
Intersection	Columbus Dr/Tampa E Blv	Analysis Year	2040 Build TEST	Analysis Period	1> 7:00
File Name	AM Peak Hour - Build_Rev_6_20_14.xus				
Project Description	US 301 PD&E				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	86	509	207	358	616	470	243	2788	258	673	1912	56

Signal Information					EB			WB			NB			SB		
Cycle, s	160.0	Reference Phase	2													
Offset, s	0	Reference Point	End	Green	21.0	67.0		10.0	2.0	35.0	0.0					
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	4.0		4.0	4.0	4.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0		1.0	1.0	1.0	0.0					



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	86	509	207	358	616	470	243	2788	258	673	1912	56
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	10	10		10	10	10	4	4	4	4	4	4
Ped / Bike / RTOR, /h	0	0	0	0	0	45	0	0	45	0	0	28
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	0.50	0.50	0.50	0.68	0.68	0.68
Lane Width (*W*), ft	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	80	0		390	0	0	610	0	745	900	0	390
Grade (*Pg*), %	0	0	0	0	0	0	0	0	0	0	0	0
Speed Limit, mi/h	50	50	50	50	50	50	50	50	50	50	50	50

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	15.0	40.0	22.0	47.0	26.0	72.0	26.0	72.0
Yellow Change Interval (*Y*), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	5	5	5	5	5	5	5	5
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Off	Off	Off	Off	Min	Off	Min
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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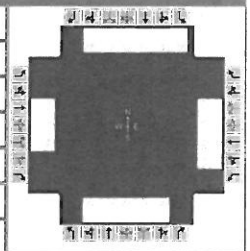
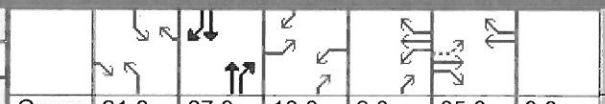
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	AL	Analysis Date	Jan 28, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	AM Peak Hour	PHF	0.97
Intersection	Columbus Dr/Tampa E Blv	Analysis Year	2040 Build TEST	Analysis Period	1> 7:00
File Name	AM Peak Hour - Build_Rev_6_20_14.xus				
Project Description	US 301 PD&E				

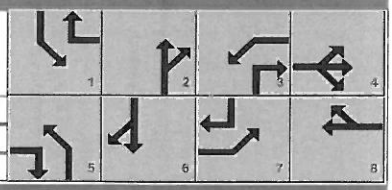


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	86	509	207	358	616	470	243	2788	258	673	1912	56

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	21.0	67.0	10.0	2.0	35.0	0.0						
Yellow	4.0	4.0	4.0	4.0	4.0	0.0						
Red	1.0	1.0	1.0	1.0	1.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	15.0	40.0	22.0	47.0	26.0	72.0	26.0	72.0
Change Period, (*Y*+*Rc*), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Allow Headway (*MAH*), s	3.0	3.0	3.0	3.0	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	8.6	37.0	19.0	44.0	19.6		23.0	
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		1.00	
Max Out Probability	1.00	1.00	1.00	1.00	1.00		1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	89	387	351	369	635	438	194	2223	170	628	1784	26
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1645	1727	1557	1597	1727	1464	1740	1659	1548	1689	1659	1548
Queue Service Time (g_s), s	6.6	35.0	35.0	17.0	42.0	41.4	17.6	67.0	4.9	21.0	46.9	0.9
Cycle Queue Clearance Time (g_c), s	6.6	35.0	35.0	17.0	42.0	41.4	17.6	67.0	4.9	21.0	46.9	0.9
Green Ratio (*g*/*C*)	0.28	0.22	0.22	0.11	0.26	0.39	0.13	0.42	0.53	0.13	0.42	0.48
Capacity (*c*), veh/h	148	378	341	339	453	576	228	2084	813	443	2084	745
Volume-to-Capacity Ratio (*X*)	0.600	1.025	1.031	1.087	1.401	0.760	0.849	1.067	0.209	1.416	0.856	0.035
Available Capacity (c_a), veh/h	148	378	341	339	453	576	228	2084	813	443	2084	745
Back of Queue (*Q*), veh/ln (50th percentile)	2.8	20.5	18.9	10.3	42.1	15.3	8.9	21.8	1.5	21.8	15.4	0.3
Queue Storage Ratio (*RQ*) (50th percentile)	0.95	0.00	0.00	0.71	0.00	0.00	0.38	0.00	0.05	0.63	0.00	0.02
Uniform Delay (d_1), s/veh	47.5	62.5	62.5	71.5	59.0	42.0	72.7	22.5	9.1	78.8	27.4	12.9
Incremental Delay (d_2), s/veh	4.7	52.7	56.9	74.2	193.2	5.3	13.2	35.9	0.3	196.2	3.3	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	52.2	115.2	119.4	145.7	252.2	47.2	85.9	58.4	9.4	275.0	30.8	12.9
Level of Service (LOS)	D	F	F	F	F	D	F	F	A	F	C	B
Approach Delay, s/veh / LOS	110.2	F		162.7	F		57.2	E		93.5	F	
Intersection Delay, s/veh / LOS	96.2						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.5	C	3.5	D	3.0	C	2.4	B
Bicycle LOS Score / LOS	1.2	A	2.9	C	2.3	B	2.0	A

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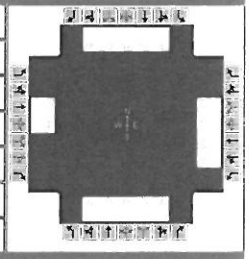
HCS 2010 Signalized Intersection Input Data

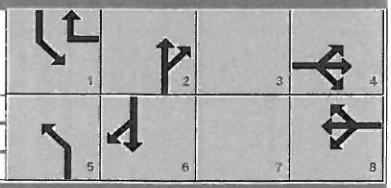
General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	AL	Analysis Date	Jan 28, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	AM Peak Hour	PHF	0.95
Intersection	Sabal Industrial Blvd	Analysis Year	2040 Build TEST	Analysis Period	1> 7:00
File Name	AM Peak Hour - Build_Rev_6_20_14.xus				
Project Description	US 301 PD&E				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	15	7	7	59	2	137	184	2644	633	456	2477	67

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	39.0	64.0	14.0	10.0	10.0	0.0	
Yellow	4.0	4.0	4.0	4.0	4.0	0.0	
Red	0.0	0.0	1.0	1.0	1.0	0.0	



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	15	7	7	59	2	137	184	2644	633	456	2477	67
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	20	20		4	25	25	4	4	4	4	4	4
Ped / Bike / RTOR, /h	0	0	0	0	0	45	0	0	45	0	0	45
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09	0.09	0.09	0.09
Lane Width (*W*), ft	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	75	0		125	0	150	495	0	685	465	0	600
Grade (*Pg*), %	0	0	0	0	0	0	0	0	0	0	0	0
Speed Limit, mi/h	50	50	50	50	50	50	50	50	50	50	50	50

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		15.0		15.0	19.0	87.0	43.0	111.0
Yellow Change Interval (*Y*), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	0.0	0.0
Minimum Green (G_{min}), s	5	5	5	5	5	5	5	5
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Off	Off	Off	Off	Min	Off	Min
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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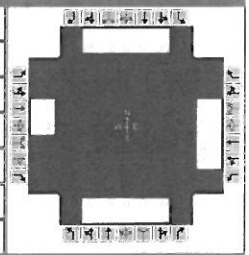
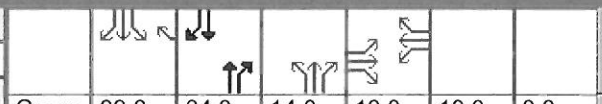
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	AL	Analysis Date	Jan 28, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	AM Peak Hour	PHF	0.95
Intersection	Sabal Industrial Blvd	Analysis Year	2040 Build TEST	Analysis Period	1> 7:00
File Name	AM Peak Hour - Build_Rev_6_20_14.xus				
Project Description	US 301 PD&E				

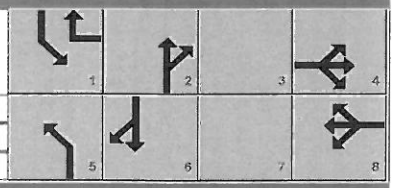


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	15	7	7	59	2	137	184	2644	633	456	2477	67

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	39.0	64.0	14.0	10.0	10.0	0.0						
Yellow	4.0	4.0	4.0	4.0	4.0	0.0						
Red	0.0	0.0	1.0	1.0	1.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		10.0		9.0	2.0	3.0	2.0	3.0
Phase Duration, s		15.0		15.0	19.0	87.0	43.0	111.0
Change Period, ($Y+R_c$), s		5.0		5.0	5.0	5.0	4.0	4.0
Max Allow Headway (*MAH*), s		3.0		3.1	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s		3.6		11.0	15.2		40.9	
Green Extension Time (g_e), s		0.0		0.0	0.0	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	1.00		1.00	
Max Out Probability		0.00		1.00	1.00		1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	16	15		62	2	97	144	2065	459	424	2302	20
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1508	1453		1689	1520	1288	1740	1659	1548	1740	1659	1548
Queue Service Time (g_s), s	1.6	1.5		2.8	0.2	9.0	13.2	61.6	45.2	38.9	49.4	1.0
Cycle Queue Clearance Time (g_c), s	1.6	1.5		2.8	0.2	9.0	13.2	61.6	45.2	38.9	49.4	1.0
Green Ratio (*g/C*)	0.06	0.06		0.06	0.06	0.31	0.09	0.51	0.51	0.24	0.67	0.67
Capacity (*c*), veh/h	94	91		211	95	394	152	2550	793	424	3328	1035
Volume-to-Capacity Ratio (*X*)	0.168	0.162		0.294	0.022	0.245	0.944	0.810	0.579	0.999	0.692	0.020
Available Capacity (c_a), veh/h	94	91		211	95	394	152	2550	793	424	3328	1035
Back of Queue (*Q*), veh/ln (50th percentile)	0.6	0.6		1.2	0.1	2.8	6.7	26.5	23.6	15.8	18.1	0.3
Queue Storage Ratio (*RQ*) (50th percentile)	0.24	0.00		0.25	0.00	0.57	0.35	0.00	0.89	0.88	0.00	0.01
Uniform Delay (d_1), s/veh	71.1	71.0		71.6	70.4	41.6	78.0	49.4	55.1	47.5	19.6	13.1
Incremental Delay (d_2), s/veh	0.3	0.3		0.3	0.0	0.1	11.2	0.3	0.3	12.9	0.1	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	71.4	71.3		71.9	70.4	41.8	89.1	49.7	55.4	60.4	19.7	13.1
Level of Service (LOS)	E	E		E	E	D	F	D	E	E	B	B
Approach Delay, s/veh / LOS	71.4	E		53.8	D		52.8	D		25.9	C	
Intersection Delay, s/veh / LOS	39.8						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.5	C	3.5	C	2.6	B	2.3	B
Bicycle LOS Score / LOS	0.5	A	0.8	A	2.5	B	2.2	B

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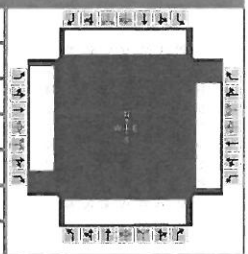
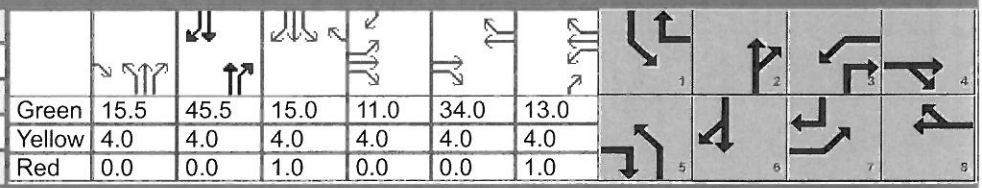
HCS 2010 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	AL	Analysis Date	Jan 28, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	AM Peak Hour	PHF	0.97
Intersection	MLK Jr Blvd/SR 574	Analysis Year	2040 Build TEST	Analysis Period	1> 7:00
File Name	AM Peak Hour - Build_Rev_6_20_14.xus				
Project Description	US 301 PD&E				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	211	1998	549	343	1601	341	795	1596	476	536	2091	220

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



	EB			WB			NB			SB		
Green	15.5	45.5		15.0	11.0	34.0	13.0					
Yellow	4.0	4.0		4.0	4.0	4.0	4.0					
Red	0.0	0.0		1.0	0.0	0.0	1.0					

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	211	1998	549	343	1601	341	795	1596	476	536	2091	220
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	3	3	3	3	3	3	4	4	4	4	4	4
Ped / Bike / RTOR, /h	0	0	45	0	0	45	0	0	45	0	0	45
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	0.54	0.54	0.54	0.54	0.54	0.54
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	495	0	170	250	0	255	480	0	800	850	0	760
Grade (*Pg*), %	0	0	0	0	0	0	0	0	0	0	0	0
Speed Limit, mi/h	50	50	50	50	50	50	50	50	50	50	50	50

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	15.0	53.0	18.0	56.0	19.5	69.0	20.0	69.5
Yellow Change Interval (*Y*), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	0.0	0.0	1.0	1.0	0.0	0.0	1.0	1.0
Minimum Green (G_{min}), s	5	5	5	5	5	5	5	5
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Off	Off	Off	Off	Min	Off	Min
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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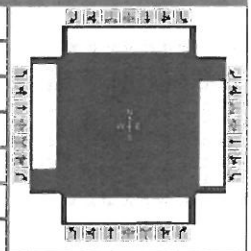
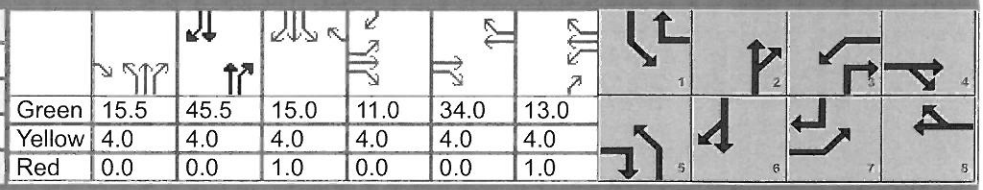
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	AL	Analysis Date	Jan 28, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	AM Peak Hour	PHF	0.97
Intersection	MLK Jr Blvd/SR 574	Analysis Year	2040 Build TEST	Analysis Period	1> 7:00
File Name	AM Peak Hour - Build_Rev_6_20_14.xus				
Project Description	US 301 PD&E				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	211	1998	549	343	1601	341	795	1596	476	536	2091	220

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



	EB			WB			NB			SB		
Green	15.5		45.5	15.0	11.0	34.0	13.0					
Yellow	4.0		4.0	4.0	4.0	4.0	4.0					
Red	0.0		0.0	1.0	0.0	0.0	1.0					

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	15.0	53.0	18.0	56.0	19.5	69.0	20.0	69.5
Change Period, ($Y+R_c$), s	4.0	4.0	5.0	5.0	4.0	4.0	5.0	5.0
Max Allow Headway (*MAH*), s	3.0	2.9	2.9	2.9	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	12.1	51.0	15.0	53.0	17.5		17.0	
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		1.00	
Max Out Probability	1.00	1.00	1.00	1.00	1.00		1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	218	2060	520	354	1651	305	645	1295	350	564	2202	184
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1706	1675	1563	1706	1675	1563	1689	1659	1548	1689	1659	1548
Queue Service Time (g_s), s	10.1	49.0	47.5	13.0	51.0	22.8	15.5	30.4	20.5	15.0	64.5	10.3
Cycle Queue Clearance Time (g_c), s	10.1	49.0	47.5	13.0	51.0	22.8	15.5	30.4	20.5	15.0	64.5	10.3
Green Ratio (*g/C*)	0.07	0.31	0.40	0.08	0.32	0.41	0.10	0.41	0.49	0.09	0.40	0.47
Capacity (*c*), veh/h	235	1539	630	277	1602	645	491	2022	755	475	2006	731
Volume-to-Capacity Ratio (*X*)	0.927	1.339	0.824	1.276	1.030	0.473	1.313	0.640	0.463	1.188	1.098	0.252
Available Capacity (c_a), veh/h	235	1539	630	277	1602	645	491	2022	755	475	2006	731
Back of Queue (*Q*), veh/ln (50th percentile)	5.6	42.3	10.5	11.3	25.3	4.5	14.0	11.2	6.4	10.6	33.8	0.1
Queue Storage Ratio (*RQ*) (50th percentile)	0.29	0.00	1.59	1.16	0.00	0.45	0.75	0.00	0.21	0.32	0.00	0.00
Uniform Delay (d_1), s/veh	74.1	55.5	2.8	73.5	54.5	13.7	79.9	31.1	19.9	72.8	44.7	22.1
Incremental Delay (d_2), s/veh	38.8	156.8	8.2	149.0	30.7	0.2	148.7	0.8	1.1	96.0	48.8	0.5
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	112.9	212.3	11.1	222.5	85.2	13.9	228.6	31.9	21.0	168.8	93.5	22.5
Level of Service (LOS)	F	F	B	F	F	B	F	C	C	F	F	C
Approach Delay, s/veh / LOS	167.2	F		96.8	F		85.6	F		103.5	F	
Intersection Delay, s/veh / LOS	115.3						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.7	D	3.6	D	3.6	D	3.5	D
Bicycle LOS Score / LOS	2.0	B	1.8	A	2.1	B	2.1	B

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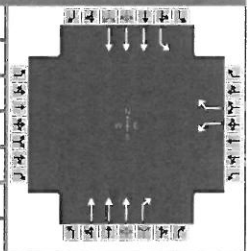
HCS 2010 Signalized Intersection Input Data

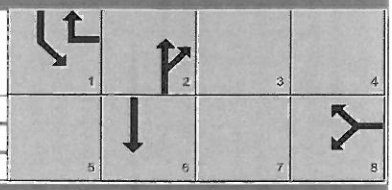
General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	AL	Analysis Date	Jan 28, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	AM Peak Hour	PHF	0.95
Intersection	Oak Fair Blvd	Analysis Year	2040 Build TEST	Analysis Period	1> 7:00
File Name	AM Peak Hour - Build_Rev_6_20_14.xus				
Project Description	US 301 PD&E				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				279		182		2024	124	474	2568	

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	49.0	61.0	36.0	0.0	0.0	0.0						
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	0.0	1.0	1.0	0.0	0.0	0.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				279		182		2024	124	474	2568	
Initial Queue (Q_b), veh/h				0		0		0	0	0	0	
Base Saturation Flow Rate (s_o), veh/h				1900		1900		1900	1900	1900	1900	
Parking (N_m), man/h					None			None			None	
Heavy Vehicles (P_{HV}), %				20		20		4	4	4	4	
Ped / Bike / RTOR, /h							0	0	45	0	0	0
Buses (N_b), buses/h				0		0		0	0	0	0	
Arrival Type (*AT*)				3		3		3	3	3	3	
Upstream Filtering (*I*)				1.00		1.00		0.72	0.72	1.00	1.00	
Lane Width (*W*), ft				12.0		12.0		12.0	12.0	12.0	12.0	
Turn Bay Length, ft				450		225		0	495	1050	0	
Grade (*Pg*), %				0		0		0	0	0	0	
Speed Limit, mi/h				50		50		50	50	50	50	

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s				41.0		66.0	53.0	119.0
Yellow Change Interval (*Y*), s			4.0			4.0	4.0	4.0
Red Clearance Interval (R_c), s			1.0			1.0	0.0	1.0
Minimum Green (G_{min}), s			5			5	5	5
Start-Up Lost Time (*l1*), s			2.0			2.0	2.0	2.0
Extension of Effective Green (e), s			2.0			2.0	2.0	2.0
Passage (*PT*), s			2.0			2.0	2.0	2.0
Recall Mode			Off			Min	Off	Min
Dual Entry			No			Yes	No	Yes
Walk (*Walk*), s			0.0			0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s			0.0			0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius				0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft				9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb				0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft				12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking				No	0.50		No	0.50		No	0.50	

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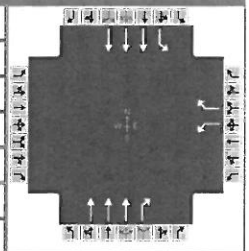
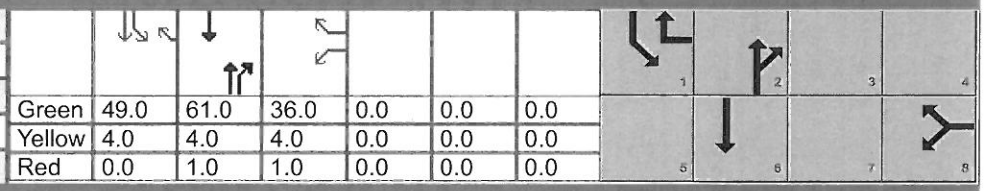
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	AL	Analysis Date	Jan 28, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	AM Peak Hour	PHF	0.95
Intersection	Oak Fair Blvd	Analysis Year	2040 Build TEST	Analysis Period	1> 7:00
File Name	AM Peak Hour - Build_Rev_6_20_14.xus				
Project Description	US 301 PD&E				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				279		182		2024	124	474	2568	

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	49.0	61.0	36.0	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	0.0	1.0	1.0	0.0	0.0	0.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				9.0		7.3	2.0	4.0
Phase Duration, s				41.0		66.0	53.0	119.0
Change Period, ($Y+R_c$), s				5.0		5.0	4.0	5.0
Max Allow Headway (*MAH*), s				3.1		0.0	3.0	0.0
Queue Clearance Time (g_s), s				32.0			46.6	
Green Extension Time (g_e), s				0.4		0.0	0.3	0.0
Phase Call Probability				1.00			1.00	
Max Out Probability				0.55			1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3		18		2	12	1	6	
Adjusted Flow Rate (*v*), veh/h				294		192		1748	68	499	2703	
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1508		1342		1659	1548	1740	1659	
Queue Service Time (g_s), s				30.0		12.5		51.3	2.6	44.6	54.7	
Cycle Queue Clearance Time (g_c), s				30.0		12.5		51.3	2.6	44.6	54.7	
Green Ratio (*g/C*)				0.22		0.53		0.38	0.38	0.31	0.71	
Capacity (*c*), veh/h				339		713		1897	590	533	3546	
Volume-to-Capacity Ratio (*X*)				0.866		0.269		0.921	0.116	0.936	0.762	
Available Capacity (c_a), veh/h				339		713		1897	590	533	3546	
Back of Queue (*Q*), veh/ln (50th percentile)				13.0		3.8		18.4	1.0	22.5	18.3	
Queue Storage Ratio (*RQ*) (50th percentile)				0.84		0.49		0.00	0.05	0.55	0.00	
Uniform Delay (d_1), s/veh				59.7		20.5		34.0	17.5	54.0	14.5	
Incremental Delay (d_2), s/veh				19.5		0.1		6.7	0.3	23.9	1.6	
Initial Queue Delay (d_3), s/veh				0.0		0.0		0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh				79.1		20.6		40.7	17.8	77.9	16.1	
Level of Service (LOS)				E		C		D	B	E	B	
Approach Delay, s/veh / LOS	0.0			56.0		E	39.9		D	25.7		C
Intersection Delay, s/veh / LOS	33.1						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.4	C	3.3	C	2.3	B	0.7	A
Bicycle LOS Score / LOS				F	1.7	A	2.2	B

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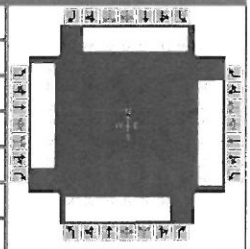
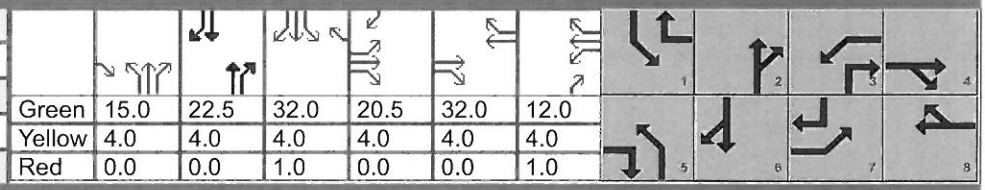
HCS 2010 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	AL	Analysis Date	Jan 28, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	PM Peak Hour	PHF	0.97
Intersection	SR 60/Adamo Drive	Analysis Year	2040 Build TEST	Analysis Period	1> 7:00
File Name	PM Peak Hour - Build_Rev_6_20_14.xus				
Project Description	US 301 PD&E				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	466	1920	370	206	1598	623	266	1376	258	919	1943	406

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



	EB			WB			NB			SB		
Green	15.0	22.5		32.0	20.5	32.0	12.0					
Yellow	4.0	4.0		4.0	4.0	4.0	4.0					
Red	0.0	0.0		1.0	0.0	0.0	1.0					

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	466	1920	370	206	1598	623	266	1376	258	919	1943	406
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	4	4	4	4	4	4	4	4	4	4	4	4
Ped / Bike / RTOR, /h	0	0	45	0	0	45	0	0	258	0	0	45
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.23	0.23	0.23
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	910	0	910	1020	0	1010	705	0	365	1025	0	1025
Grade (*Pg*), %	0	0	0	0	0	0	0	0	0	0	0	0
Speed Limit, mi/h	50	50	50	50	50	50	50	50	50	50	50	50

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	24.5	60.5	17.0	53.0	19.0	45.5	37.0	63.5
Yellow Change Interval (*Y*), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	0.0	0.0	1.0	1.0	0.0	0.0	1.0	1.0
Minimum Green (G_{min}), s	5	5	5	5	5	5	5	5
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (e), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Off	Off	Off	Off	Min	Off	Min
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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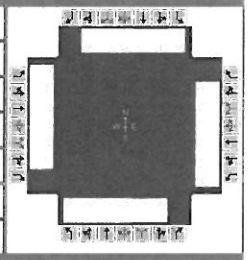
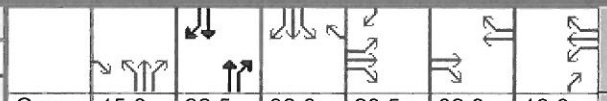
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	AL	Analysis Date	Jan 28, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	PM Peak Hour	PHF	0.97
Intersection	SR 60/Adamo Drive	Analysis Year	2040 Build TEST	Analysis Period	1> 7:00
File Name	PM Peak Hour - Build_Rev_6_20_14.xus				
Project Description	US 301 PD&E				

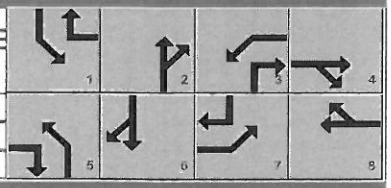


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	466	1920	370	206	1598	623	266	1376	258	919	1943	406

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	15.0	22.5	32.0	20.5	32.0	12.0	
Yellow	4.0	4.0	4.0	4.0	4.0	4.0	
Red	0.0	0.0	1.0	0.0	0.0	1.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	24.5	60.5	17.0	53.0	19.0	45.5	37.0	63.5
Change Period, ($Y+R_c$), s	4.0	4.0	5.0	5.0	4.0	4.0	5.0	5.0
Max Allow Headway (*MAH*), s	3.0	2.9	3.0	3.0	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	22.5	58.5	11.9	50.0	14.8		34.0	
Green Extension Time (g_e), s	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		1.00	
Max Out Probability	1.00	1.00	1.00	1.00	1.00		1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	480	1979	335	212	1647	596	274	1419	0	783	1656	308
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1689	1659	1548	1689	1659	1548	1689	1659	1548	1689	1659	1548
Queue Service Time (g_s), s	20.5	56.5	24.4	9.9	48.0	48.0	12.8	41.5	0.0	32.0	47.2	15.1
Cycle Queue Clearance Time (g_c), s	20.5	56.5	24.4	9.9	48.0	48.0	12.8	41.5	0.0	32.0	47.2	15.1
Green Ratio (*g/C*)	0.13	0.35	0.45	0.08	0.30	0.50	0.09	0.26	0.33	0.20	0.37	0.49
Capacity (*c*), veh/h	433	1757	692	253	1493	774	317	1291	518	676	1820	764
Volume-to-Capacity Ratio (*X*)	1.110	1.126	0.484	0.838	1.103	0.770	0.866	1.099	0.000	1.159	0.910	0.403
Available Capacity (c_a), veh/h	433	1757	692	253	1493	774	317	1291	518	676	1820	764
Back of Queue (*Q*), veh/ln (50th percentile)	13.3	33.2	5.5	4.9	27.3	11.5	6.4	23.7	0.0	19.3	14.9	3.8
Queue Storage Ratio (*RQ*) (50th percentile)	0.38	0.00	0.16	0.12	0.00	0.29	0.23	0.00	0.00	0.49	0.00	0.10
Uniform Delay (d_1), s/veh	69.8	51.8	3.8	73.0	56.0	21.2	71.5	59.3	0.0	55.4	30.6	15.4
Incremental Delay (d_2), s/veh	76.5	64.9	0.2	20.2	57.1	4.3	20.6	56.7	0.0	75.8	2.2	0.4
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	146.2	116.6	4.0	93.2	113.1	25.5	92.1	116.0	0.0	131.2	32.8	15.7
Level of Service (LOS)	F	F	A	F	F	C	F	F		F	C	B
Approach Delay, s/veh / LOS	108.2	F		90.1	F		112.1	F		58.9	E	
Intersection Delay, s/veh / LOS	90.3						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.9	D	3.6	D	3.6	D	3.5	D
Bicycle LOS Score / LOS	2.0	B	1.8	A	1.4	A	2.3	B

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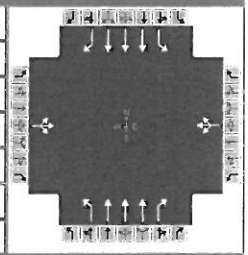
HCS 2010 Signalized Intersection Input Data

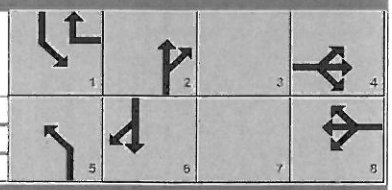
General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	AL	Analysis Date	Jan 28, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	PM Peak Hour	PHF	0.95
Intersection	Old Hopewell Rd	Analysis Year	2040 Build TEST	Analysis Period	1> 7:00
File Name	PM Peak Hour - Build_Rev_6_20_14.xus				
Project Description	US 301 PD&E				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	15	2	19	57	2	74	24	2368	73	163	3192	20

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	10.0	6.0		82.0	19.5	19.5	0.0					
Yellow	4.0	4.0		4.0	4.0	4.0	0.0					
Red	0.0	0.0		1.0	1.0	1.0	0.0					



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	15	2	19	57	2	74	24	2368	73	163	3192	20
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		25			25		4	4	4	4	4	4
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	37	0	0	10
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09	0.09	0.09	0.09
Lane Width (*W*), ft		12.0			12.0		12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft		0			0		340	0	400	405	0	415
Grade (*Pg*), %	0	0	0	0	0	0	0	0	0	0	0	0
Speed Limit, mi/h	50	50	50	50	50	50	50	50	50	50	50	50

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		24.5		24.5	14.0	87.0	24.0	97.0
Yellow Change Interval (*Y*), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	0.0	1.0	0.0	1.0
Minimum Green (G_{min}), s	5	5	5	5	5	5	5	5
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Min	Off	Off	Off	Off	Min	Off	Min
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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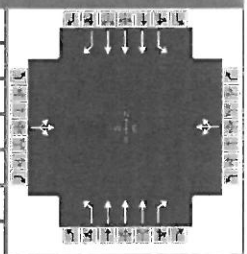
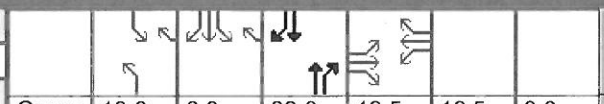
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	AL	Analysis Date	Jan 28, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	PM Peak Hour	PHF	0.95
Intersection	Old Hopewell Rd	Analysis Year	2040 Build TEST	Analysis Period	1> 7:00
File Name	PM Peak Hour - Build_Rev_6_20_14.xus				
Project Description	US 301 PD&E				

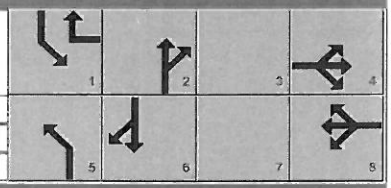


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	15	2	19	57	2	74	24	2368	73	163	3192	20

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	10.0	6.0		82.0	19.5	19.5	0.0					
Yellow	4.0	4.0		4.0	4.0	4.0	0.0					
Red	0.0	0.0		1.0	1.0	1.0	0.0					



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		12.0		12.0	2.0	3.0	2.0	3.0
Phase Duration, s		24.5		24.5	14.0	87.0	24.0	97.0
Change Period, ($Y+R_c$), s		5.0		5.0	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s		3.1		3.1	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s		6.0		18.2	4.1		14.6	
Green Extension Time (g_e), s		0.0		0.0	0.0	0.0	0.1	0.0
Phase Call Probability		1.00		1.00	1.00		1.00	
Max Out Probability		0.00		1.00	0.00		0.05	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		38			140		23	2270	35	139	2714	9
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1362			1355		1740	1659	1548	1740	1659	1548
Queue Service Time (g_s), s		4.0			16.2		2.1	66.5	2.7	12.6	82.2	0.4
Cycle Queue Clearance Time (g_c), s		4.0			16.2		2.1	66.5	2.7	12.6	82.2	0.4
Green Ratio (*g/C*)		0.12			0.12		0.06	0.51	0.51	0.12	0.57	0.57
Capacity (*c*), veh/h		166			165		109	2550	793	217	2862	890
Volume-to-Capacity Ratio (*X*)		0.228			0.848		0.212	0.890	0.043	0.637	0.948	0.010
Available Capacity (c_a), veh/h		166			165		109	2550	793	217	2862	890
Back of Queue (*Q*), veh/ln (50th percentile)		1.4			6.9		0.9	26.3	1.0	6.0	31.5	0.1
Queue Storage Ratio (*RQ*) (50th percentile)		0.00			0.00		0.07	0.00	0.06	0.38	0.00	0.01
Uniform Delay (d_1), s/veh		63.5			68.8		75.9	38.4	29.8	74.6	34.4	14.6
Incremental Delay (d_2), s/veh		0.3			30.3		0.0	0.5	0.0	0.4	1.0	0.0
Initial Queue Delay (d_3), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		63.7			99.1		75.9	39.0	29.8	75.0	35.4	14.6
Level of Service (LOS)		E			F		E	D	C	E	D	B
Approach Delay, s/veh / LOS	63.7		E	99.1		F	39.2		D	37.2		D
Intersection Delay, s/veh / LOS	39.9						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.5	C	3.4	C	2.1	B	2.1	B
Bicycle LOS Score / LOS	0.6	A	0.7	A	1.9	A	2.4	B

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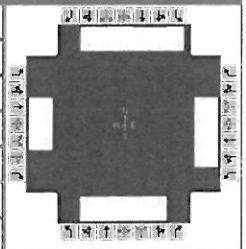
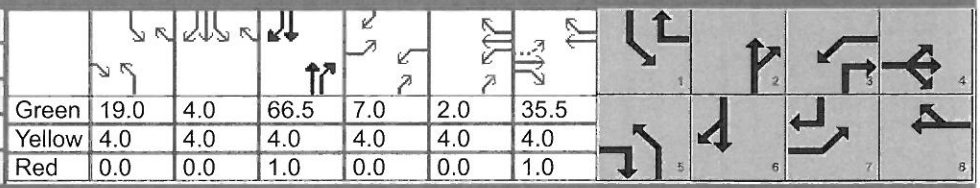
HCS 2010 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	AL	Analysis Date	Jan 28, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	PM Peak Hour	PHF	0.97
Intersection	Columbus Dr/Tampa E Blv	Analysis Year	2040 Build TEST	Analysis Period	1> 7:00
File Name	PM Peak Hour - Build_Rev_6_20_14.xus				
Project Description	US 301 PD&E				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	56	616	237	258	509	436	249	1912	358	639	2788	86

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



	EB		WB			
Green	19.0	4.0	66.5	7.0	2.0	35.5
Yellow	4.0	4.0	4.0	4.0	4.0	4.0
Red	0.0	0.0	1.0	0.0	0.0	1.0

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	56	616	237	258	509	436	249	1912	358	639	2788	86
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	10	10		10	10	10	4	4	4	4	4	4
Ped / Bike / RTOR, /h	0	0	0	0	0	45	0	0	45	0	0	45
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	0.35	0.35	0.35	0.14	0.14	0.14
Lane Width (*W*), ft	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	80	0		390	0	0	610	0	745	900	0	390
Grade (*Pg*), %	0	0	0	0	0	0	0	0	0	0	0	0
Speed Limit, mi/h	50	50	50	50	50	50	50	50	50	50	50	50

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	11.0	40.5	17.0	46.5	23.0	71.5	31.0	79.5
Yellow Change Interval (*Y*), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	0.0	1.0	0.0	1.0	0.0	1.0	0.0	1.0
Minimum Green (G_{min}), s	5	5	5	5	5	5	5	5
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Off	Off	Off	Off	Min	Off	Min
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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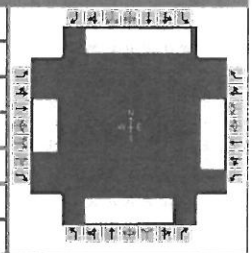
HCS 2010 Signalized Intersection Results Summary

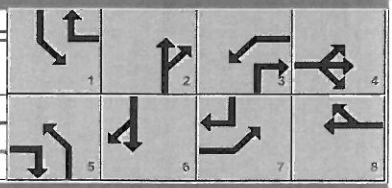
General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	AL	Analysis Date	Jan 28, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	PM Peak Hour	PHF	0.97
Intersection	Columbus Dr/Tampa E Blv	Analysis Year	2040 Build TEST	Analysis Period	1> 7:00
File Name	PM Peak Hour - Build_Rev_6_20_14.xus				
Project Description	US 301 PD&E				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	56	616	237	258	509	436	249	1912	358	639	2788	86

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	19.0	4.0	66.5	7.0	2.0	35.5	
Yellow	4.0	4.0	4.0	4.0	4.0	4.0	
Red	0.0	0.0	1.0	0.0	0.0	1.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	11.0	40.5	17.0	46.5	23.0	71.5	31.0	79.5
Change Period, ($Y+R_c$), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s	3.0	3.0	3.0	3.0	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	6.3	37.5	15.0	43.5	21.0		29.0	
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		1.00	
Max Out Probability	1.00	1.00	1.00	1.00	1.00		1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	58	461	418	266	525	403	229	1761	288	607	2650	39
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1645	1727	1563	1597	1727	1464	1740	1659	1548	1689	1659	1548
Queue Service Time (g_s), s	4.3	35.5	35.5	13.0	41.5	34.8	19.0	42.3	10.8	27.0	74.5	2.7
Cycle Queue Clearance Time (g_c), s	4.3	35.5	35.5	13.0	41.5	34.8	19.0	42.3	10.8	27.0	74.5	2.7
Green Ratio (*g/C*)	0.27	0.22	0.22	0.08	0.26	0.43	0.12	0.42	0.50	0.17	0.47	0.51
Capacity (*c*), veh/h	117	383	347	260	448	627	207	2068	769	570	2317	789
Volume-to-Capacity Ratio (*X*)	0.494	1.204	1.205	1.025	1.171	0.643	1.110	0.851	0.375	1.065	1.143	0.049
Available Capacity (c_a), veh/h	117	383	347	260	448	627	207	2068	769	570	2317	789
Back of Queue (*Q*), veh/ln (50th percentile)	1.8	27.3	24.9	7.5	29.9	12.3	13.2	10.7	2.7	14.7	44.5	1.5
Queue Storage Ratio (*RQ*) (50th percentile)	0.59	0.00	0.00	0.52	0.00	0.00	0.56	0.00	0.09	0.42	0.00	0.10
Uniform Delay (d_1), s/veh	48.7	62.3	62.3	73.5	59.3	36.1	79.8	20.7	11.2	71.3	49.3	26.8
Incremental Delay (d_2), s/veh	1.2	114.2	116.5	62.4	98.6	1.8	70.7	1.7	0.5	35.4	65.4	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	49.8	176.4	178.7	135.9	157.8	37.9	150.5	22.4	11.7	106.6	114.7	26.8
Level of Service (LOS)	D	F	F	F	F	D	F	C	B	F	F	C
Approach Delay, s/veh / LOS	169.7	F		112.4	F		34.0	C		112.2	F	
Intersection Delay, s/veh / LOS	96.1						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.5	C	3.6	D	3.0	C	2.4	B
Bicycle LOS Score / LOS	1.3	A	2.5	B	1.9	A	2.5	B

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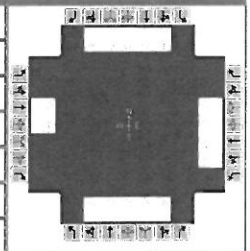
HCS 2010 Signalized Intersection Input Data

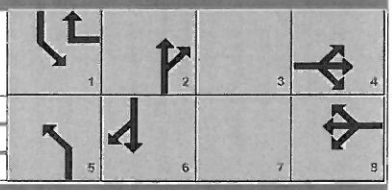
General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	AL	Analysis Date	Jan 28, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	PM Peak Hour	PHF	0.95
Intersection	Sabal Industrial Blvd	Analysis Year	2040 Build TEST	Analysis Period	1> 7:00
File Name	PM Peak Hour - Build_Rev_6_20_14.xus				
Project Description	US 301 PD&E				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	57	2	35	623	7	474	136	2421	68	120	2634	15

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	12.5	2.0		85.0	9.0	32.5	0.0					
Yellow	4.0	0.0		4.0	4.0	4.0	0.0					
Red	0.0	0.0		1.0	1.0	1.0	0.0					



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	57	2	35	623	7	474	136	2421	68	120	2634	15
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	20	20		4	20	20	4	4	4	4	4	4
Ped / Bike / RTOR, /h	0	0	0	0	0	67	0	0	34	0	0	7
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	0.49	0.49	0.49	0.09	0.09	0.09
Lane Width (*W*), ft	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	75	0		125	0	150	495	0	685	465	0	600
Grade (*Pg*), %	0	0	0	0	0	0	0	0	0	0	0	0
Speed Limit, mi/h	50	50	50	50	50	50	50	50	50	50	50	50

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		14.0		37.5	16.5	90.0	18.5	92.0
Yellow Change Interval (*Y*), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	0.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	5	5	5	5	5	5	5	5
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (e), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Off	Off	Off	Off	Min	Off	Min
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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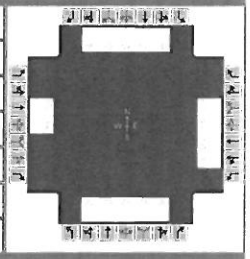
HCS 2010 Signalized Intersection Results Summary

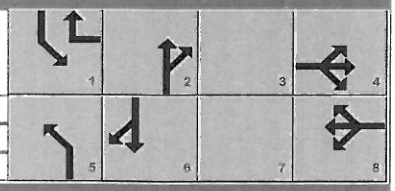
General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	AL	Analysis Date	Jan 28, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	PM Peak Hour	PHF	0.95
Intersection	Sabal Industrial Blvd	Analysis Year	2040 Build TEST	Analysis Period	1> 7:00
File Name	PM Peak Hour - Build_Rev_6_20_14.xus				
Project Description	US 301 PD&E				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	57	2	35	623	7	474	136	2421	68	120	2634	15

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	12.5	2.0	85.0	9.0	32.5	0.0						
Yellow	4.0	0.0	4.0	4.0	4.0	0.0						
Red	0.0	0.0	1.0	1.0	1.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		10.0		9.0	2.0	3.0	2.0	3.0
Phase Duration, s		14.0		37.5	16.5	90.0	18.5	92.0
Change Period, ($Y+R_c$), s		5.0		5.0	4.0	5.0	5.0	5.0
Max Allow Headway (*MAH*), s		3.1		3.1	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s		8.3		34.5	13.2		13.1	
Green Extension Time (g_e), s		0.0		0.0	0.0	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	1.00		1.00	
Max Out Probability		1.00		1.00	1.00		1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	60	39		656	7	428	123	2189	31	122	2679	8
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1508	1353		1689	1583	1342	1740	1659	1548	1740	1659	1548
Queue Service Time (g_s), s	6.3	4.5		30.7	0.6	32.5	11.2	66.0	2.9	11.1	85.6	0.7
Cycle Queue Clearance Time (g_c), s	6.3	4.5		30.7	0.6	32.5	11.2	66.0	2.9	11.1	85.6	0.7
Green Ratio (*g*/*C*)	0.06	0.06		0.20	0.20	0.29	0.08	0.53	0.53	0.08	0.54	0.54
Capacity (*c*), veh/h	85	76		686	322	386	136	2644	823	147	2706	842
Volume-to-Capacity Ratio (*X*)	0.707	0.512		0.955	0.023	1.111	0.905	0.828	0.037	0.831	0.990	0.010
Available Capacity (c_a), veh/h	85	76		686	322	386	136	2644	823	147	2706	842
Back of Queue (*Q*), veh/ln (50th percentile)	2.9	1.6		15.1	0.2	23.6	5.9	28.9	1.1	5.1	36.9	0.2
Queue Storage Ratio (*RQ*) (50th percentile)	1.11	0.00		3.12	0.00	4.56	0.31	0.00	0.04	0.28	0.00	0.01
Uniform Delay (d_1), s/veh	74.2	73.4		63.0	51.0	57.0	71.7	50.8	35.1	74.2	51.4	31.0
Incremental Delay (d_2), s/veh	20.5	2.5		23.7	0.0	79.2	30.0	1.6	0.0	3.6	3.4	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	94.7	75.9		86.7	51.0	136.2	101.7	52.4	35.1	77.7	54.8	31.0
Level of Service (LOS)	F	E		F	D	F	F	D	D	E	D	C
Approach Delay, s/veh / LOS	87.3	F		105.9	F		54.8	D		55.7	E	
Intersection Delay, s/veh / LOS	64.5						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.4	C	3.4	C	2.7	B	2.3	B
Bicycle LOS Score / LOS	0.7	A	2.3	B	2.0	A	2.1	B

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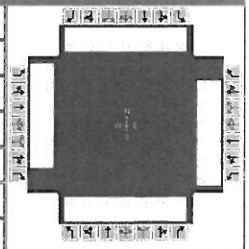
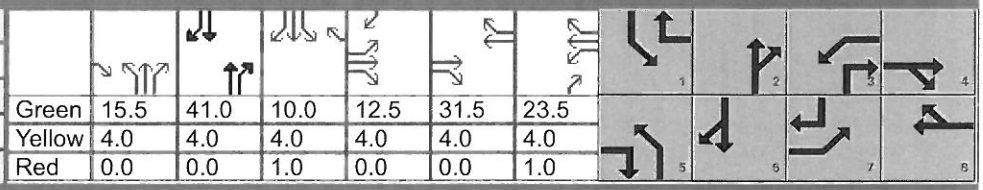
HCS 2010 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	AL	Analysis Date	Jan 28, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	PM Peak Hour	PHF	0.97
Intersection	MLK Jr Blvd/SR 574	Analysis Year	2040 Build TEST	Analysis Period	1> 7:00
File Name	PM Peak Hour - Build_Rev_6_20_14.xus				
Project Description	US 301 PD&E				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	228	1603	700	498	1960	597	592	2022	333	316	1624	208

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	15.5	41.0		10.0	12.5	31.5	23.5					
Yellow	4.0	4.0		4.0	4.0	4.0	4.0					
Red	0.0	0.0		1.0	0.0	0.0	1.0					

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	228	1603	700	498	1960	597	592	2022	333	316	1624	208
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	3	3	3	3	3	3	4	4	4	4	4	4
Ped / Bike / RTOR, /h	0	0	45	0	0	45	0	0	45	0	0	45
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	0.79	0.79	0.79	0.79	0.79	0.79
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	495	0	170	250	0	255	480	0	800	850	0	760
Grade (*Pg*), %	0	0	0	0	0	0	0	0	0	0	0	0
Speed Limit, mi/h	50	50	50	50	50	50	50	50	50	50	50	50

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	16.5	52.0	28.5	64.0	19.5	64.5	15.0	60.0
Yellow Change Interval (*Y*), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	0.0	0.0	1.0	1.0	0.0	0.0	1.0	1.0
Minimum Green (G_{min}), s	5	5	5	5	5	5	5	5
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Off	Off	Off	Off	Min	Off	Min
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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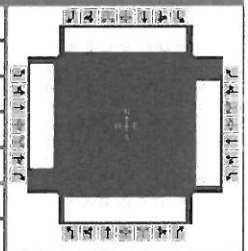
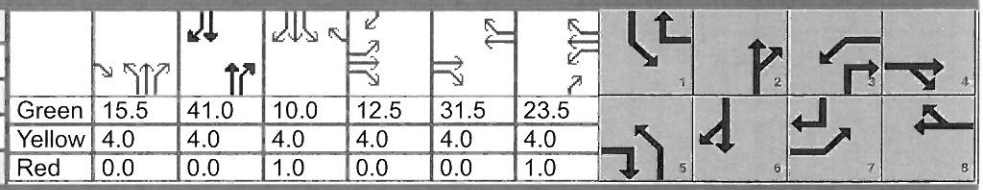
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	AL	Analysis Date	Jan 28, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	PM Peak Hour	PHF	0.97
Intersection	MLK Jr Blvd/SR 574	Analysis Year	2040 Build TEST	Analysis Period	1> 7:00
File Name	PM Peak Hour - Build_Rev_6_20_14.xus				
Project Description	US 301 PD&E				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	228	1603	700	498	1960	597	592	2022	333	316	1624	208

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	15.5	41.0	10.0	12.5	31.5	23.5						
Yellow	4.0	4.0	4.0	4.0	4.0	4.0						
Red	0.0	0.0	1.0	0.0	0.0	1.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	16.5	52.0	28.5	64.0	19.5	64.5	15.0	60.0
Change Period, ($Y+R_c$), s	4.0	4.0	5.0	5.0	4.0	4.0	5.0	5.0
Max Allow Headway (*MAH*), s	3.0	3.0	3.0	3.0	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	12.9	50.0	25.5	61.0	17.5		12.0	
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		1.00	
Max Out Probability	1.00	1.00	1.00	1.00	1.00		1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	235	1653	675	513	2021	569	544	1857	264	329	1688	169
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1706	1675	1563	1706	1675	1563	1689	1659	1548	1689	1659	1548
Queue Service Time (g_s), s	10.9	48.0	48.0	23.5	59.0	52.1	15.5	59.0	12.7	10.0	54.0	11.7
Cycle Queue Clearance Time (g_c), s	10.9	48.0	48.0	23.5	59.0	52.1	15.5	59.0	12.7	10.0	54.0	11.7
Green Ratio (*g/C*)	0.08	0.30	0.40	0.15	0.37	0.43	0.10	0.38	0.53	0.06	0.34	0.42
Capacity (*c*), veh/h	267	1507	620	501	1853	674	491	1882	813	317	1711	653
Volume-to-Capacity Ratio (*X*)	0.882	1.096	1.088	1.025	1.091	0.844	1.107	0.987	0.325	1.037	0.987	0.259
Available Capacity (c_a), veh/h	267	1507	620	501	1853	674	491	1882	813	317	1711	653
Back of Queue (*Q*), veh/ln (50th percentile)	5.7	27.2	22.0	13.3	32.4	14.2	10.0	23.5	4.0	5.9	24.9	4.7
Queue Storage Ratio (*RQ*) (50th percentile)	0.29	0.00	3.32	1.36	0.00	1.43	0.53	0.00	0.13	0.18	0.00	0.16
Uniform Delay (d_1), s/veh	73.0	56.0	3.4	68.3	50.5	21.2	79.6	42.0	15.4	75.1	55.9	31.1
Incremental Delay (d_2), s/veh	26.4	54.2	62.5	46.6	50.2	9.1	59.7	10.0	0.4	54.8	16.5	0.8
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	99.4	110.2	65.9	114.8	100.7	30.4	139.2	51.9	15.7	129.9	72.3	31.9
Level of Service (LOS)	F	F	F	F	F	C	F	D	B	F	E	C
Approach Delay, s/veh / LOS	97.5	F		90.2	F		66.2	E		77.9	E	
Intersection Delay, s/veh / LOS	83.3						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.7	D	3.6	D	3.6	D	3.5	D
Bicycle LOS Score / LOS	1.9	A	2.2	B	2.1	B	1.7	A

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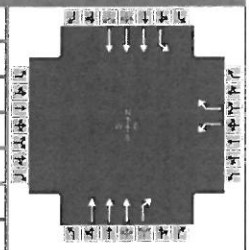
HCS 2010 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	AL	Analysis Date	Jan 28, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	PM Peak Hour	PHF	0.95
Intersection	Oak Fair Blvd	Analysis Year	2040 Build TEST	Analysis Period	1> 7:00
File Name	PM Peak Hour - Build_Rev_6_20_14.xus				
Project Description	US 301 PD&E				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				261		237		2685	158	414	1883	

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

	EB			WB								
							1	2	3	4		
Green	38.0	82.5		25.5	0.0	0.0	0.0					
Yellow	4.0	4.0		4.0	0.0	0.0	0.0					
Red	0.0	1.0		1.0	0.0	0.0	0.0	5	6	7	8	

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				261		237		2685	158	414	1883	
Initial Queue (Q_b), veh/h				0		0		0	0	0	0	
Base Saturation Flow Rate (s_o), veh/h				1900		1900		1900	1900	1900	1900	
Parking (N_m), man/h					None			None			None	
Heavy Vehicles (P_{HV}), %				15		15		4	4	4	4	
Ped / Bike / RTOR, /h							0	0	45	0	0	0
Buses (N_b), buses/h				0		0		0	0	0	0	
Arrival Type (*AT*)				3		3		3	3	3	3	
Upstream Filtering (*I*)				1.00		1.00		0.21	0.21	1.00	1.00	
Lane Width (*W*), ft				12.0		12.0		12.0	12.0	12.0	12.0	
Turn Bay Length, ft				450		225		0	495	1050	0	
Grade (*Pg*), %				0		0		0	0	0	0	
Speed Limit, mi/h				50		50		50	50	50	50	

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s				30.5		87.5	42.0	129.5
Yellow Change Interval (*Y*), s			4.0			4.0	4.0	4.0
Red Clearance Interval (R_c), s			1.0			1.0	0.0	1.0
Minimum Green (G_{min}), s			5			5	5	5
Start-Up Lost Time (*lt*), s			2.0			2.0	2.0	2.0
Extension of Effective Green (*e*), s			2.0			2.0	2.0	2.0
Passage (*PT*), s			2.0			2.0	2.0	2.0
Recall Mode			Off			Min	Off	Min
Dual Entry			No			Yes	No	Yes
Walk (*Walk*), s			0.0			0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s			0.0			0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius				0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft				9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb				0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft				12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking				No	0.50		No	0.50		No	0.50	

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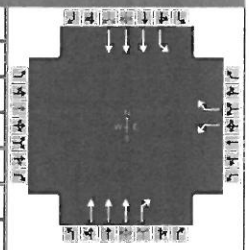
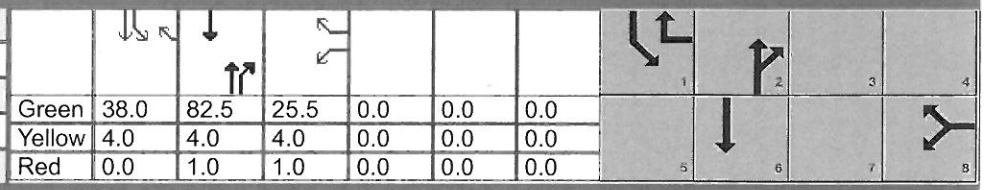
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	AL	Analysis Date	Jan 28, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	PM Peak Hour	PHF	0.95
Intersection	Oak Fair Blvd	Analysis Year	2040 Build TEST	Analysis Period	1> 7:00
File Name	PM Peak Hour - Build_Rev_6_20_14.xus				
Project Description	US 301 PD&E				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				261		237		2685	158	414	1883	

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	38.0	82.5	25.5	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	0.0	1.0	1.0	0.0	0.0	0.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				9.0		7.3	2.0	4.0
Phase Duration, s				30.5		87.5	42.0	129.5
Change Period, ($Y+R_c$), s				5.0		5.0	4.0	5.0
Max Allow Headway (*MAH*), s				3.1		0.0	3.0	0.0
Queue Clearance Time (g_s), s				27.5			40.0	
Green Extension Time (g_e), s				0.0		0.0	0.0	0.0
Phase Call Probability				1.00			1.00	
Max Out Probability				1.00			1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3		18		2	12	1	6	
Adjusted Flow Rate (*v*), veh/h				275		249		2553	107	436	1982	
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1573		1400		1659	1548	1740	1659	
Queue Service Time (g_s), s				25.5		20.9		81.7	6.5	38.0	23.5	
Cycle Queue Clearance Time (g_c), s				25.5		20.9		81.7	6.5	38.0	23.5	
Green Ratio (*g/C*)				0.16		0.40		0.52	0.52	0.24	0.78	
Capacity (*c*), veh/h				251		556		2566	798	413	3872	
Volume-to-Capacity Ratio (*X*)				1.096		0.449		0.995	0.135	1.055	0.512	
Available Capacity (c_a), veh/h				251		556		2566	798	413	3872	
Back of Queue (*Q*), veh/ln (50th percentile)				15.9		7.0		33.2	2.4	23.1	6.8	
Queue Storage Ratio (*RQ*) (50th percentile)				0.99		0.87		0.00	0.12	0.57	0.00	
Uniform Delay (d_1), s/veh				67.3		35.4		40.4	23.1	61.0	6.5	
Incremental Delay (d_2), s/veh				84.7		0.2		7.1	0.1	59.4	0.5	
Initial Queue Delay (d_3), s/veh				0.0		0.0		0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh				152.0		35.6		47.5	23.2	120.4	7.0	
Level of Service (LOS)				F		D		D	C	F	A	
Approach Delay, s/veh / LOS	0.0			96.6		F	46.5		D	27.5		C
Intersection Delay, s/veh / LOS	43.0						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.4	C	3.3	C	2.3	B	0.7	A
Bicycle LOS Score / LOS				F	2.1	B	1.8	A

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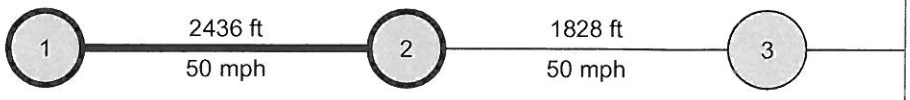
Signalized Arterial Segment Analyses

HCS 2010 Urban Street Segment Report

General Information				Streets Information	
Agency	AIM Engineering & Surveying, Inc.			Number of Intersections	6
Analyst	AL	Analysis Date	Jan 28, 2014	Number of Segments	5
Jurisdiction	Hillsborough County	Time Period	AM Peak Hour	Number of Iterations	15
File Name	AM Peak Hour - Build_Rev_6_2	Analysis Year	2040 Build TEST	System Cycle Length, s	160
Intersections	SR 60/Adamo Drive	Old Hopewell Rd		Analysis Period	1> 7:00
Project Description	US 301 PD&E				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
1	50	50	3	3	2436	2436	50	50	0	0	70	70	0.0	0.0

		Northbound			Southbound		
Segment Output Data		NBL	NBT	NBR	SBL	SBT	SBR
Segment	Movement	5	2	12	1	6	16
1	Bay/Lane Spillback Time, h		never		0.77	never	
1	Shared Lane Spillback Time, h	never		never	1.34		never
1	Base Free-Flow Speed, mph	48.77			48.77		
1	Running Time, s	37.67			37.41		
1	Running Speed, mph	44.09			44.40		
1	Through Delay, s/veh	28.79			47.49		
1	Travel Speed, mph	24.99			19.56		
1	Stop Rate, stops/veh	0.70			0.77		
1	Spatial Stop Rate, stops/mi	1.51			1.68		
1	Through vol/cap Ratio	0.80			0.78		
1	Percent of Base FFS	51.25			40.11		
1	Level of Service	C			D		
1	Auto Traveler Perception Score	2.37			2.39		

Multimodal Results (Segment)					
1	Pedestrian Segment LOS Score / LOS	3.40	C	4.35	E
1	Bicycle Segment LOS Score / LOS	3.60	D	3.55	D
1	Transit Segment LOS Score / LOS	1.50	A	1.92	A

Facility Output Data	Northbound	Southbound
Facility Travel Time, s	425.74	428.69
Facility Travel Speed, mph	22.77	22.62
Facility Base Free Flow Speed, mph	48.77	48.77
Facility Percent of Base FFS	46.69	46.37
Facility Level of Service	D	D
Facility Auto Traveler Perception Score	2.37	2.33

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.85	D	4.19	D
Bicycle Facility LOS Score / LOS	3.58	D	3.56	D
Transit Facility LOS Score / LOS	1.38	A	1.36	A

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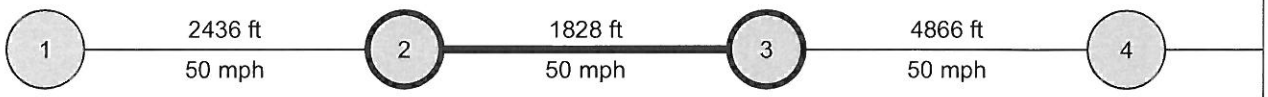
HCS 2010 Urban Street Segment Report

General Information				Streets Information	
Agency	AIM Engineering & Surveying, Inc.			Number of Intersections	6
Analyst	AL	Analysis Date	Jan 28, 2014	Number of Segments	5
Jurisdiction	Hillsborough County	Time Period	AM Peak Hour	Number of Iterations	15
File Name	AM Peak Hour - Build_Rev_6_2	Analysis Year	2040 Build TEST	System Cycle Length, s	160
Intersections	Old Hopewell Rd	Columbus Dr/Tampa E Blvd		Analysis Period	1> 7:00
Project Description	US 301 PD&E				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
2	50	50	3	3	1828	1828	50	50	0	0	70	70	0.0	0.0

Segment Output Data		Northbound			Southbound		
		NBL	NBT	NBR	SBL	SBT	SBR
Segment	Movement	5	2	12	1	6	16
2	Bay/Lane Spillback Time, h	never	1.53	never		never	
2	Shared Lane Spillback Time, h	never		never	never		never
2	Base Free-Flow Speed, mph	48.77			48.77		
2	Running Time, s	29.26			29.02		
2	Running Speed, mph	42.59			42.95		
2	Through Delay, s/veh	58.39			20.49		
2	Travel Speed, mph	14.22			25.18		
2	Stop Rate, stops/veh	0.69			0.54		
2	Spatial Stop Rate, stops/mi	2.00			1.57		
2	Through vol/cap Ratio	1.07			0.68		
2	Percent of Base FFS	29.16			51.62		
2	Level of Service	F			C		
2	Auto Traveler Perception Score	2.45			2.38		

Multimodal Results (Segment)

2	Pedestrian Segment LOS Score / LOS	4.30	E	3.94	D
2	Bicycle Segment LOS Score / LOS	3.60	D	3.55	D
2	Transit Segment LOS Score / LOS	2.51	B	1.44	A

Facility Output Data	Northbound	Southbound
Facility Travel Time, s	425.74	428.69
Facility Travel Speed, mph	22.77	22.62
Facility Base Free Flow Speed, mph	48.77	48.77
Facility Percent of Base FFS	46.69	46.37
Facility Level of Service	D	D
Facility Auto Traveler Perception Score	2.37	2.33

Multimodal Results (Facility)

Pedestrian Facility LOS Score / LOS	3.85	D	4.19	D
Bicycle Facility LOS Score / LOS	3.58	D	3.56	D
Transit Facility LOS Score / LOS	1.38	A	1.36	A

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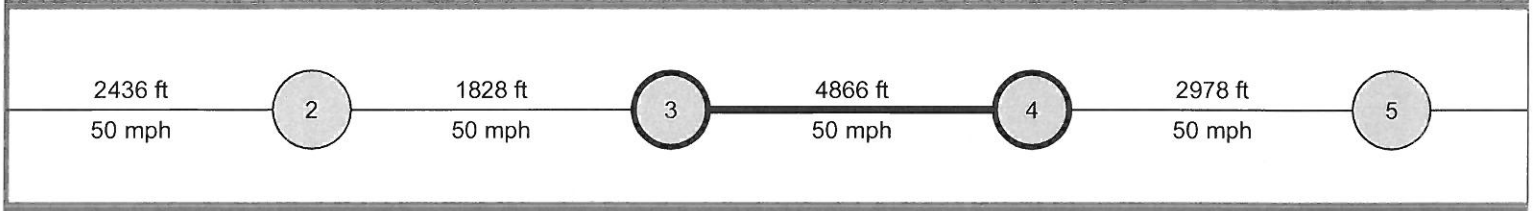
HCS 2010 Urban Street Segment Report

General Information				Streets Information	
Agency	AIM Engineering & Surveying, Inc.			Number of Intersections	6
Analyst	AL	Analysis Date	Jan 28, 2014	Number of Segments	5
Jurisdiction	Hillsborough County	Time Period	AM Peak Hour	Number of Iterations	15
File Name	AM Peak Hour - Build_Rev_6_2	Analysis Year	2040 Build TEST	System Cycle Length, s	160
Intersections	Columbus Dr/Tampa E Blvd	Sabal Industrial Blvd		Analysis Period	1> 7:00
Project Description	US 301 PD&E				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
3	50	50	3	3	4866	4866	50	50	0	0	70	70	0.0	0.0

		Northbound			Southbound		
Segment Output Data		NBL	NBT	NBR	SBL	SBT	SBR
Segment	Movement	5	2	12	1	6	16
3	Bay/Lane Spillback Time, h	never	never	never	0.39	never	
3	Shared Lane Spillback Time, h	never		never	1.26		never
3	Base Free-Flow Speed, mph	48.77			48.77		
3	Running Time, s	71.92			71.59		
3	Running Speed, mph	46.13			46.34		
3	Through Delay, s/veh	49.69			30.76		
3	Travel Speed, mph	27.28			32.42		
3	Stop Rate, stops/veh	0.86			0.58		
3	Spatial Stop Rate, stops/mi	0.94			0.63		
3	Through vol/cap Ratio	0.81			0.86		
3	Percent of Base FFS	55.94			66.47		
3	Level of Service	C			C		
3	Auto Traveler Perception Score	2.28			2.23		

Multimodal Results (Segment)

3	Pedestrian Segment LOS Score / LOS	3.86	D	4.09	D
3	Bicycle Segment LOS Score / LOS	3.62	D	3.56	D
3	Transit Segment LOS Score / LOS	1.37	A	1.01	A

Facility Output Data	Northbound	Southbound
Facility Travel Time, s	425.74	428.69
Facility Travel Speed, mph	22.77	22.62
Facility Base Free Flow Speed, mph	48.77	48.77
Facility Percent of Base FFS	46.69	46.37
Facility Level of Service	D	D
Facility Auto Traveler Perception Score	2.37	2.33

Multimodal Results (Facility)

Pedestrian Facility LOS Score / LOS	3.85	D	4.19	D
Bicycle Facility LOS Score / LOS	3.58	D	3.56	D
Transit Facility LOS Score / LOS	1.38	A	1.36	A

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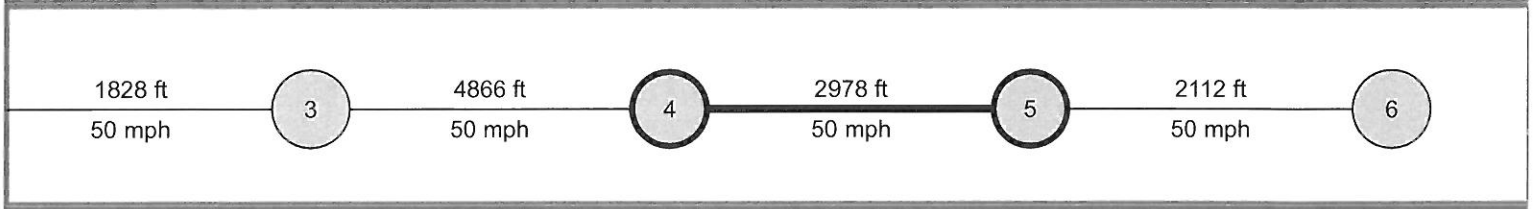
HCS 2010 Urban Street Segment Report

General Information				Streets Information	
Agency	AIM Engineering & Surveying, Inc.			Number of Intersections	6
Analyst	AL	Analysis Date	Jan 28, 2014	Number of Segments	5
Jurisdiction	Hillsborough County	Time Period	AM Peak Hour	Number of Iterations	15
File Name	AM Peak Hour - Build_Rev_6_2	Analysis Year	2040 Build TEST	System Cycle Length, s	160
Intersections	Sabal Industrial Blvd	MLK Jr Blvd/SR 574		Analysis Period	1> 7:00
Project Description	US 301 PD&E				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
4	50	50	3	3	2978	2978	50	50	0	0	70	70	0.0	0.0

		Northbound			Southbound		
Segment Output Data		NBL	NBT	NBR	SBL	SBT	SBR
Segment	Movement	5	2	12	1	6	16
4	Bay/Lane Spillback Time, h	0.37	never			never	
4	Shared Lane Spillback Time, h	3.30		never	never		never
4	Base Free-Flow Speed, mph	48.77			48.77		
4	Running Time, s	44.82			45.38		
4	Running Speed, mph	45.30			44.74		
4	Through Delay, s/veh	31.89			19.70		
4	Travel Speed, mph	26.47			31.20		
4	Stop Rate, stops/veh	0.58			0.53		
4	Spatial Stop Rate, stops/mi	1.03			0.94		
4	Through vol/cap Ratio	0.64			0.69		
4	Percent of Base FFS	54.27			63.97		
4	Level of Service	C			C		
4	Auto Traveler Perception Score	2.29			2.28		

Multimodal Results (Segment)

4	Pedestrian Segment LOS Score / LOS	4.32	E	4.16	D
4	Bicycle Segment LOS Score / LOS	3.56	D	3.59	D
4	Transit Segment LOS Score / LOS	0.25	A	0.32	A

Facility Output Data	Northbound	Southbound
Facility Travel Time, s	425.74	428.69
Facility Travel Speed, mph	22.77	22.62
Facility Base Free Flow Speed, mph	48.77	48.77
Facility Percent of Base FFS	46.69	46.37
Facility Level of Service	D	D
Facility Auto Traveler Perception Score	2.37	2.33

Multimodal Results (Facility)

Pedestrian Facility LOS Score / LOS	3.85	D	4.19	D
Bicycle Facility LOS Score / LOS	3.58	D	3.56	D
Transit Facility LOS Score / LOS	1.38	A	1.36	A

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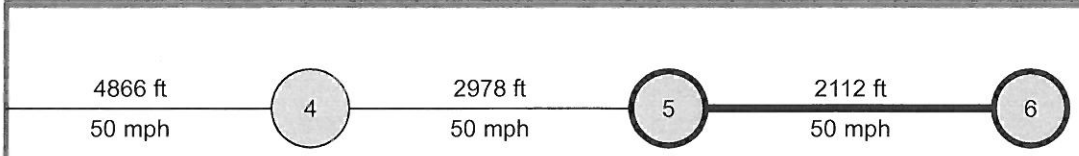
HCS 2010 Urban Street Segment Report

General Information				Streets Information	
Agency	AIM Engineering & Surveying, Inc.			Number of Intersections	6
Analyst	AL	Analysis Date	Jan 28, 2014	Number of Segments	5
Jurisdiction	Hillsborough County	Time Period	AM Peak Hour	Number of Iterations	15
File Name	AM Peak Hour - Build_Rev_6_2	Analysis Year	2040 Build TEST	System Cycle Length, s	160
Intersections	MLK Jr Blvd/SR 574	Oak Fair Blvd		Analysis Period	1> 7:00
Project Description	US 301 PD&E				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
5	50	50	3	3	2112	2112	50	50	0	0	70	70	0.0	0.0

		Northbound			Southbound		
Segment Output Data		NBL	NBT	NBR	SBL	SBT	SBR
Segment	Movement	5	2	12	1	6	16
5	Bay/Lane Spillback Time, h		never		1.14	1.26	never
5	Shared Lane Spillback Time, h			never	1.31		never
5	Base Free-Flow Speed, mph	48.77			48.77		
5	Running Time, s	32.60			33.37		
5	Running Speed, mph	44.18			43.15		
5	Through Delay, s/veh	40.72			93.49		
5	Travel Speed, mph	19.64			11.35		
5	Stop Rate, stops/veh	0.71			1.11		
5	Spatial Stop Rate, stops/mi	1.78			2.78		
5	Through vol/cap Ratio	0.92			1.10		
5	Percent of Base FFS	40.27			23.27		
5	Level of Service	D			F		
5	Auto Traveler Perception Score	2.64			2.57		

Multimodal Results (Segment)

5	Pedestrian Segment LOS Score / LOS	3.31	C	4.52	E
5	Bicycle Segment LOS Score / LOS	3.51	D	3.58	D
5	Transit Segment LOS Score / LOS	1.85	A	2.90	C

Facility Output Data	Northbound	Southbound
Facility Travel Time, s	425.74	428.69
Facility Travel Speed, mph	22.77	22.62
Facility Base Free Flow Speed, mph	48.77	48.77
Facility Percent of Base FFS	46.69	46.37
Facility Level of Service	D	D
Facility Auto Traveler Perception Score	2.37	2.33

Multimodal Results (Facility)

Pedestrian Facility LOS Score / LOS	3.85	D	4.19	D
Bicycle Facility LOS Score / LOS	3.58	D	3.56	D
Transit Facility LOS Score / LOS	1.38	A	1.36	A

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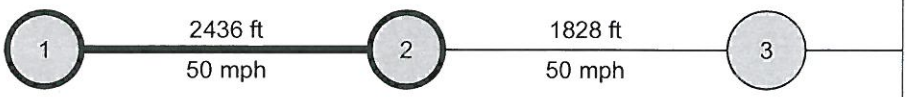
HCS 2010 Urban Street Segment Report

General Information				Streets Information	
Agency	AIM Engineering & Surveying, Inc.			Number of Intersections	6
Analyst	AL	Analysis Date	Jan 28, 2014	Number of Segments	5
Jurisdiction	Hillsborough County	Time Period	PM Peak Hour	Number of Iterations	15
File Name	PM Peak Hour - Build_Rev_6_2	Analysis Year	2040 Build TEST	System Cycle Length, s	160
Intersections	SR 60/Adamo Drive	Old Hopewell Rd		Analysis Period	1> 7:00
Project Description	US 301 PD&E				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
1	50	50	3	3	2436	2436	50	50	0	0	70	70	0.0	0.0

		Northbound			Southbound		
Segment Output Data		NBL	NBT	NBR	SBL	SBT	SBR
Segment	Movement	5	2	12	1	6	16
1	Bay/Lane Spillback Time, h		never		0.76	never	never
1	Shared Lane Spillback Time, h	never		never	1.06		never
1	Base Free-Flow Speed, mph	48.77			48.77		
1	Running Time, s	37.39			37.75		
1	Running Speed, mph	44.43			44.00		
1	Through Delay, s/veh	38.95			32.77		
1	Travel Speed, mph	21.76			23.55		
1	Stop Rate, stops/veh	0.78			0.61		
1	Spatial Stop Rate, stops/mi	1.69			1.31		
1	Through vol/cap Ratio	0.89			0.91		
1	Percent of Base FFS	44.61			48.29		
1	Level of Service	D			D		
1	Auto Traveler Perception Score	2.40			2.34		

Multimodal Results (Segment)

1	Pedestrian Segment LOS Score / LOS	3.43	C	4.47	E
1	Bicycle Segment LOS Score / LOS	3.55	D	3.60	D
1	Transit Segment LOS Score / LOS	1.72	A	1.62	A

Facility Output Data	Northbound	Southbound
Facility Travel Time, s	429.39	528.32
Facility Travel Speed, mph	22.58	18.35
Facility Base Free Flow Speed, mph	48.77	48.77
Facility Percent of Base FFS	46.30	37.63
Facility Level of Service	D	E
Facility Auto Traveler Perception Score	2.38	2.40

Multimodal Results (Facility)

Pedestrian Facility LOS Score / LOS	3.84	D	4.28	E
Bicycle Facility LOS Score / LOS	3.56	D	3.60	D
Transit Facility LOS Score / LOS	1.34	A	2.08	B

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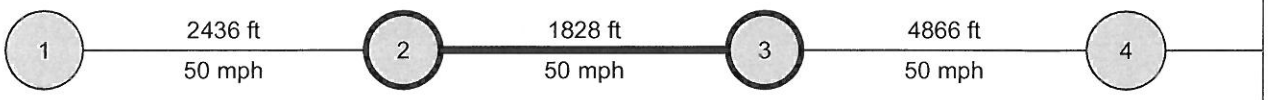
HCS 2010 Urban Street Segment Report

General Information				Streets Information	
Agency	AIM Engineering & Surveying, Inc.			Number of Intersections	6
Analyst	AL	Analysis Date	Jan 28, 2014	Number of Segments	5
Jurisdiction	Hillsborough County	Time Period	PM Peak Hour	Number of Iterations	15
File Name	PM Peak Hour - Build_Rev_6_2	Analysis Year	2040 Build TEST	System Cycle Length, s	160
Intersections	Old Hopewell Rd	Columbus Dr/Tampa E Blvd		Analysis Period	1> 7:00
Project Description	US 301 PD&E				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
2	50	50	3	3	1828	1828	50	50	0	0	70	70	0.0	0.0

		Northbound			Southbound		
Segment Output Data		NBL	NBT	NBR	SBL	SBT	SBR
Segment	Movement	5	2	12	1	6	16
2	Bay/Lane Spillback Time, h	1.08	never		never	never	
2	Shared Lane Spillback Time, h	1.69		never	never		never
2	Base Free-Flow Speed, mph	48.77			48.77		
2	Running Time, s	29.04			29.29		
2	Running Speed, mph	42.92			42.56		
2	Through Delay, s/veh	22.43			35.39		
2	Travel Speed, mph	24.22			19.27		
2	Stop Rate, stops/veh	0.41			0.78		
2	Spatial Stop Rate, stops/mi	1.19			2.26		
2	Through vol/cap Ratio	0.85			0.95		
2	Percent of Base FFS	49.66			39.51		
2	Level of Service	D			E		
2	Auto Traveler Perception Score	2.32			2.49		

Multimodal Results (Segment)

2	Pedestrian Segment LOS Score / LOS	4.19	D	4.01	D
2	Bicycle Segment LOS Score / LOS	3.55	D	3.61	D
2	Transit Segment LOS Score / LOS	1.51	A	1.99	A

Facility Output Data	Northbound	Southbound
Facility Travel Time, s	429.39	528.32
Facility Travel Speed, mph	22.58	18.35
Facility Base Free Flow Speed, mph	48.77	48.77
Facility Percent of Base FFS	46.30	37.63
Facility Level of Service	D	E
Facility Auto Traveler Perception Score	2.38	2.40

Multimodal Results (Facility)

Pedestrian Facility LOS Score / LOS	3.84	D	4.28	E
Bicycle Facility LOS Score / LOS	3.56	D	3.60	D
Transit Facility LOS Score / LOS	1.34	A	2.08	B

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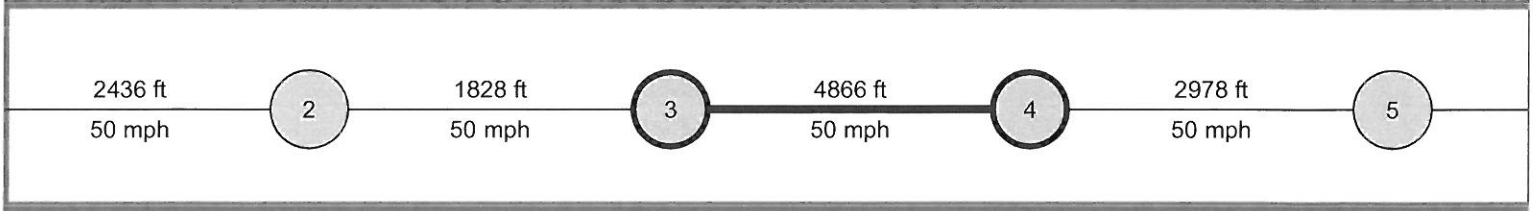
HCS 2010 Urban Street Segment Report

General Information				Streets Information	
Agency	AIM Engineering & Surveying, Inc.			Number of Intersections	6
Analyst	AL	Analysis Date	Jan 28, 2014	Number of Segments	5
Jurisdiction	Hillsborough County	Time Period	PM Peak Hour	Number of Iterations	15
File Name	PM Peak Hour - Build_Rev_6_2	Analysis Year	2040 Build TEST	System Cycle Length, s	160
Intersections	Columbus Dr/Tampa E Blvd	Sabal Industrial Blvd		Analysis Period	1> 7:00
Project Description	US 301 PD&E				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
3	50	50	3	3	4866	4866	50	50	0	0	70	70	0.0	0.0

		Northbound			Southbound		
Segment Output Data		NBL	NBT	NBR	SBL	SBT	SBR
Segment	Movement	5	2	12	1	6	16
3	Bay/Lane Spillback Time, h	never	never		1.94	1.74	never
3	Shared Lane Spillback Time, h	never		never	2.38		never
3	Base Free-Flow Speed, mph	48.77			48.77		
3	Running Time, s	71.39			73.09		
3	Running Speed, mph	46.47			45.39		
3	Through Delay, s/veh	52.43			114.68		
3	Travel Speed, mph	26.80			17.67		
3	Stop Rate, stops/veh	0.89			1.24		
3	Spatial Stop Rate, stops/mi	0.97			1.35		
3	Through vol/cap Ratio	0.83			1.14		
3	Percent of Base FFS	54.94			36.23		
3	Level of Service	C			F		
3	Auto Traveler Perception Score	2.28			2.34		

Multimodal Results (Segment)					
3	Pedestrian Segment LOS Score / LOS	3.83	D	4.35	E
3	Bicycle Segment LOS Score / LOS	3.55	D	3.63	D
3	Transit Segment LOS Score / LOS	1.37	A	2.24	B

Facility Output Data	**Northbound**	**Southbound**
Facility Travel Time, s	429.39	528.32
Facility Travel Speed, mph	22.58	18.35
Facility Base Free Flow Speed, mph	48.77	48.77
Facility Percent of Base FFS	46.30	37.63
Facility Level of Service	D	E
Facility Auto Traveler Perception Score	2.38	2.40

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.84	D	4.28	E
Bicycle Facility LOS Score / LOS	3.56	D	3.60	D
Transit Facility LOS Score / LOS	1.34	A	2.08	B

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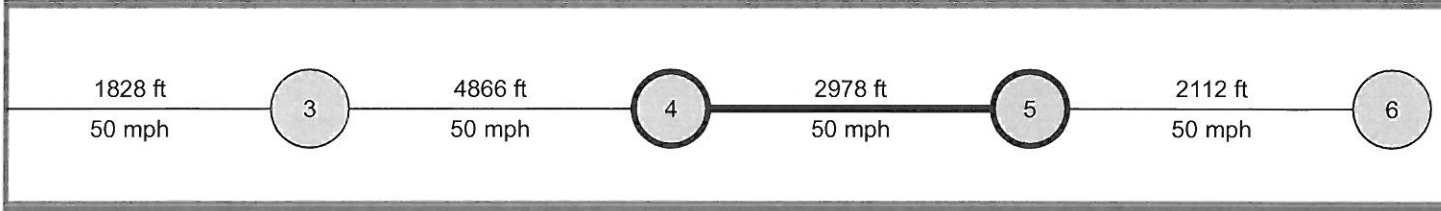
HCS 2010 Urban Street Segment Report

General Information				Streets Information	
Agency	AIM Engineering & Surveying, Inc.			Number of Intersections	6
Analyst	AL	Analysis Date	Jan 28, 2014	Number of Segments	5
Jurisdiction	Hillsborough County	Time Period	PM Peak Hour	Number of Iterations	15
File Name	PM Peak Hour - Build_Rev_6_2	Analysis Year	2040 Build TEST	System Cycle Length, s	160
Intersections	Sabal Industrial Blvd	MLK Jr Blvd/SR 574		Analysis Period	1> 7:00
Project Description	US 301 PD&E				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
4	50	50	3	3	2978	2978	50	50	0	0	70	70	0.0	0.0

		Northbound			Southbound		
Segment Output Data		NBL	NBT	NBR	SBL	SBT	SBR
Segment	Movement	5	2	12	1	6	16
4	Bay/Lane Spillback Time, h	1.09	never	never	never	never	
4	Shared Lane Spillback Time, h	1.57		never	never		never
4	Base Free-Flow Speed, mph	48.77			48.77		
4	Running Time, s	45.22			45.39		
4	Running Speed, mph	44.90			44.74		
4	Through Delay, s/veh	51.94			54.79		
4	Travel Speed, mph	20.90			20.27		
4	Stop Rate, stops/veh	0.85			0.93		
4	Spatial Stop Rate, stops/mi	1.51			1.65		
4	Through vol/cap Ratio	0.99			0.99		
4	Percent of Base FFS	42.85			41.56		
4	Level of Service	D			D		
4	Auto Traveler Perception Score	2.37			2.39		

Multimodal Results (Segment)

4	Pedestrian Segment LOS Score / LOS	4.44	E	4.15	D
4	Bicycle Segment LOS Score / LOS	3.58	D	3.58	D
4	Transit Segment LOS Score / LOS	0.30	A	1.91	A

Facility Output Data	Northbound	Southbound
Facility Travel Time, s	429.39	528.32
Facility Travel Speed, mph	22.58	18.35
Facility Base Free Flow Speed, mph	48.77	48.77
Facility Percent of Base FFS	46.30	37.63
Facility Level of Service	D	E
Facility Auto Traveler Perception Score	2.38	2.40

Multimodal Results (Facility)

Pedestrian Facility LOS Score / LOS	3.84	D	4.28	E
Bicycle Facility LOS Score / LOS	3.56	D	3.60	D
Transit Facility LOS Score / LOS	1.34	A	2.08	B

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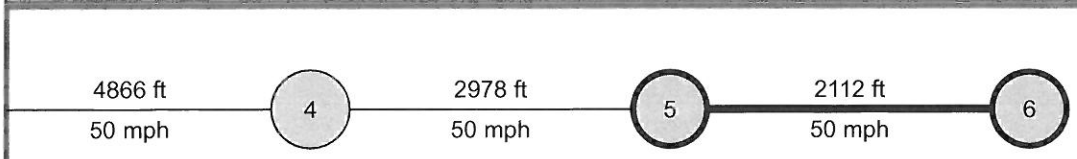
HCS 2010 Urban Street Segment Report

General Information				Streets Information	
Agency	AIM Engineering & Surveying, Inc.			Number of Intersections	6
Analyst	AL	Analysis Date	Jan 28, 2014	Number of Segments	5
Jurisdiction	Hillsborough County	Time Period	PM Peak Hour	Number of Iterations	15
File Name	PM Peak Hour - Build_Rev_6_2	Analysis Year	2040 Build TEST	System Cycle Length, s	160
Intersections	MLK Jr Blvd/SR 574	Oak Fair Blvd		Analysis Period	1> 7:00
Project Description	US 301 PD&E				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
5	50	50	3	3	2112	2112	50	50	0	0	70	70	0.0	0.0

		Northbound			Southbound		
Segment Output Data		NBL	NBT	NBR	SBL	SBT	SBR
Segment	Movement	5	2	12	1	6	16
5	Bay/Lane Spillback Time, h		never	never	8.67	never	never
5	Shared Lane Spillback Time, h			never	8.98		never
5	Base Free-Flow Speed, mph	48.77			48.77		
5	Running Time, s	33.13			32.85		
5	Running Speed, mph	43.46			43.84		
5	Through Delay, s/veh	47.47			72.34		
5	Travel Speed, mph	17.87			13.69		
5	Stop Rate, stops/veh	0.88			0.99		
5	Spatial Stop Rate, stops/mi	2.20			2.48		
5	Through vol/cap Ratio	0.99			0.99		
5	Percent of Base FFS	36.63			28.07		
5	Level of Service	E			F		
5	Auto Traveler Perception Score	2.71			2.53		

Multimodal Results (Segment)

5	Pedestrian Segment LOS Score / LOS	3.18	C	4.31	E
5	Bicycle Segment LOS Score / LOS	3.57	D	3.53	D
5	Transit Segment LOS Score / LOS	2.12	B	2.53	B

Facility Output Data	Northbound	Southbound
Facility Travel Time, s	429.39	528.32
Facility Travel Speed, mph	22.58	18.35
Facility Base Free Flow Speed, mph	48.77	48.77
Facility Percent of Base FFS	46.30	37.63
Facility Level of Service	D	E
Facility Auto Traveler Perception Score	2.38	2.40

Multimodal Results (Facility)

Pedestrian Facility LOS Score / LOS	3.84	D	4.28	E
Bicycle Facility LOS Score / LOS	3.56	D	3.60	D
Transit Facility LOS Score / LOS	1.34	A	2.08	B

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APPENDIX L

Opening Year (2020)
Build Alternative HCS Analyses

Unsignalized Intersection Analyses

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	GSR	Intersection	US 301@OLD HOPEWELL RD
Agency/Co.	AIM ENGINEERING & SURVEYING	Jurisdiction	HILLSBOROUGH COUNTY
Date Performed	6/2/2014	Analysis Year	OPENING YEAR 2020
Analysis Time Period	AM PEAK HOUR		

Project Description: US 301 PD&E STUDY - BUILD ALTERNATIVE

East/West Street: OLD HOPEWELL RD	North/South Street: US 301
Intersection Orientation: North-South	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	11	1461	32	96	1053	9
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.94	0.94	0.94
Hourly Flow Rate, HFR (veh/h)	11	1588	34	102	1120	9
Percent Heavy Vehicles	0	--	--	14	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	1	2	1	1	2	1
Configuration	L	T	R	L	T	R
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	6	0	9	35	0	33
Peak-Hour Factor, PHF	0.38	0.38	0.38	0.63	0.63	0.63
Hourly Flow Rate, HFR (veh/h)	15	0	23	55	0	52
Percent Heavy Vehicles	0	0	0	58	0	58
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LTR			LTR	
v (veh/h)	11	102		107			38	
C (m) (veh/h)	345	171		79			136	
v/c	0.03	0.60		1.35			0.28	
95% queue length	0.10	3.23		8.32			1.07	
Control Delay (s/veh)	15.8	53.1		315.1			41.4	
LOS	C	F		F			E	
Approach Delay (s/veh)	--	--	315.1			41.4		
Approach LOS	--	--	F			E		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	GSR	Intersection	US 301@OLD HOPEWELL RD
Agency/Co.	AIM ENGINEERING & SURVEYING	Jurisdiction	HILLSBOROUGH COUNTY
Date Performed	6/2/2014	Analysis Year	OPENING YEAR 2020
Analysis Time Period	PM PEAK HOUR		

Project Description: US 301 PD&E STUDY - BUILD ALTERNATIVE

East/West Street: OLD HOPEWELL RD | North/South Street: US 301

Intersection Orientation: North-South | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	7	1064	35	81	1447	11
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.87	0.87	0.87
Hourly Flow Rate, HFR (veh/h)	7	1182	38	93	1663	12
Percent Heavy Vehicles	0	--	--	13	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	1	2	1	1	2	1
Configuration	L	T	R	L	T	R
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	12	1	15	48	1	67
Peak-Hour Factor, PHF	0.58	0.58	0.58	0.90	0.90	0.90
Hourly Flow Rate, HFR (veh/h)	20	1	25	53	1	74
Percent Heavy Vehicles	0	0	0	15	0	2
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LTR			LTR	
v (veh/h)	7	93		128			46	
C (m) (veh/h)	186	279		177			116	
v/c	0.04	0.33		0.72			0.40	
95% queue length	0.12	1.41		4.51			1.66	
Control Delay (s/veh)	25.1	24.2		65.5			55.1	
LOS	D	C		F			F	
Approach Delay (s/veh)	--	--	65.5			55.1		
Approach LOS	--	--	F			F		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	GSR	Intersection	US 301@MASSARO BLVD/STANNUM ST
Agency/Co.	AIM ENGINEERING & SURVEYING	Jurisdiction	HILLSBOROUGH COUNTY
Date Performed	6/2/2014	Analysis Year	OPENING YEAR 2020
Analysis Time Period	AM PEAK HOUR		

Project Description: US 301 PD&E STUDY - BUILD ALTERNATIVE

East/West Street: MASSARO BLVD/STANNUM ST | North/South Street: US 301

Intersection Orientation: North-South | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	71	1460	26	25	1061	61
Peak-Hour Factor, PHF	0.93	0.93	0.93	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	76	1569	27	26	1116	64
Percent Heavy Vehicles	7	--	--	4	--	--
Median Type	Raised curb					
RT Channelized			0			1
Lanes	1	2	1	1	2	1
Configuration	L	T	R	L	T	R
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)			93			22
Peak-Hour Factor, PHF	0.68	0.68	0.68	0.67	0.67	0.67
Hourly Flow Rate, HFR (veh/h)	0	0	136	0	0	32
Percent Heavy Vehicles	44	0	30	0	0	67
Percent Grade (%)		0			0	
Flared Approach		N			Y	
Storage		0			1	
RT Channelized			0			0
Lanes	0	0	1	0	0	1
Configuration			R			R

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L			R			R
v (veh/h)	76	26			32			136
C (m) (veh/h)	330	196			198			354
v/c	0.23	0.13			0.16			0.38
95% queue length	0.87	0.45			0.56			1.76
Control Delay (s/veh)	19.1	26.2			26.7			21.4
LOS	C	D			D			C
Approach Delay (s/veh)	--	--	26.7			21.4		
Approach LOS	--	--	D			C		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	GSR	Intersection	US 301@MASSARO BLVD/STANNUM ST
Agency/Co.	AIM ENGINEERING & SURVEYING	Jurisdiction	HILLSBOROUGH COUNTY
Date Performed	6/2/2014	Analysis Year	OPENING YEAR 2020
Analysis Time Period	PM PEAK HOUR		

Project Description: US 301 PD&E STUDY - BUILD ALTERNATIVE

East/West Street: MASSARO BLVD/STANNUM ST | North/South Street: US 301

Intersection Orientation: North-South | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	53	1103	11	25	1448	47
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.97	0.97	0.97
Hourly Flow Rate, HFR (veh/h)	57	1198	11	25	1492	48
Percent Heavy Vehicles	18	--	--	11	--	--
Median Type	Raised curb					
RT Channelized			0			1
Lanes	1	2	1	1	2	1
Configuration	L	T	R	L	T	R
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)			91			45
Peak-Hour Factor, PHF	0.51	0.51	0.60	0.44	0.44	0.60
Hourly Flow Rate, HFR (veh/h)	0	0	151	0	0	74
Percent Heavy Vehicles	15	0	4	0	0	14
Percent Grade (%)		0			0	
Flared Approach		N			Y	
Storage		0			1	
RT Channelized			0			0
Lanes	0	0	1	0	0	1
Configuration			R			R

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L			R			R
v (veh/h)	57	25			74			151
C (m) (veh/h)	375	525			468			406
v/c	0.15	0.05			0.16			0.37
95% queue length	0.53	0.15			0.56			1.69
Control Delay (s/veh)	16.3	12.2			14.1			19.0
LOS	C	B			B			C
Approach Delay (s/veh)	--	--	14.1			19.0		
Approach LOS	--	--	B			C		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	GSR	Intersection	US 301@TAMPA E BLVD/COLUMBUS D
Agency/Co.	AIM ENGINEERING & SURVEYING	Jurisdiction	HILLSBOROUGH COUNTY
Date Performed	6/2/2014	Analysis Year	OPENING YEAR 2020
Analysis Time Period	AM PEAK HOUR		

Project Description: US 301 PD&E STUDY - BUILD ALTERNATIVE

East/West Street: TAMPA E BLVD/COLUMBUS DR | North/South Street: US 301

Intersection Orientation: North-South | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	197	1273	105	262	937	31
Peak-Hour Factor, PHF	0.91	0.91	0.91	0.94	0.94	0.94
Hourly Flow Rate, HFR (veh/h)	216	1398	115	278	996	32
Percent Heavy Vehicles	5	--	--	1	--	--
Median Type	Raised curb					
RT Channelized			0			1
Lanes	1	2	1	1	2	1
Configuration	L	T	R	L	T	R
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	38	135	170	99	163	153
Peak-Hour Factor, PHF	0.96	0.96	0.96	0.83	0.83	0.83
Hourly Flow Rate, HFR (veh/h)	39	140	177	119	196	184
Percent Heavy Vehicles	56	0	0	0	0	3
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	1	2	0	1	1	1
Configuration	L	T	TR	L	T	R

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	L	T	R	L	T	TR
v (veh/h)	216	278	119	196	184	39	70	247
C (m) (veh/h)	384	222		0	326		0	0
v/c	0.56	1.25			0.56			
95% queue length	3.33	14.29			3.28			
Control Delay (s/veh)	25.8	189.1			29.4			
LOS	D	F		F	D		F	F
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	GSR	Intersection	US 301@TAMPA E BLVD/COLUMBUS D
Agency/Co.	AIM ENGINEERING & SURVEYING	Jurisdiction	HILLSBOROUGH COUNTY
Date Performed	6/2/2014	Analysis Year	OPENING YEAR 2020
Analysis Time Period	PM PEAK HOUR		

Project Description: US 301 PD&E STUDY - BUILD ALTERNATIVE

East/West Street: TAMPA E BLVD/COLUMBUS DR	North/South Street: US 301
Intersection Orientation: North-South	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	159	939	131	263	1272	25
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.84	0.84	0.84
Hourly Flow Rate, HFR (veh/h)	176	1043	145	313	1514	29
Percent Heavy Vehicles	10	--	--	2	--	--
Median Type	Raised curb					
RT Channelized			0			1
Lanes	1	2	1	1	2	1
Configuration	L	T	R	L	T	R
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	22	170	213	98	136	150
Peak-Hour Factor, PHF	0.78	0.78	0.78	0.70	0.70	0.70
Hourly Flow Rate, HFR (veh/h)	28	217	273	140	194	214
Percent Heavy Vehicles	0	0	0	0	0	2
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	1	2	0	1	1	1
Configuration	L	T	TR	L	T	R

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	L	T	R	L	T	TR
v (veh/h)	176	313	140	194	214	28	108	381
C (m) (veh/h)	203	317		0	428		0	0
v/c	0.87	0.99			0.50			
95% queue length	6.61	10.59			2.72			
Control Delay (s/veh)	81.2	84.6			21.5			
LOS	F	F		F	C		F	F
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	GSR
Agency/Co.	AIM ENGINEERING & SURVEYING
Date Performed	6/2/2014
Analysis Time Period	AM PEAK HOUR

Site Information

Intersection	US 301@OVERPASS RD/21ST AVE
Jurisdiction	HILLSBOROUGH COUNTY
Analysis Year	OPENING YEAR 2020

Project Description: US 301 PD&E STUDY - BUILD ALTERNATIVE

East/West Street: OVERPASS RD/21ST AVE | North/South Street: US 301

Intersection Orientation: North-South | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	72	1310	77	78	1115	103
Peak-Hour Factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Hourly Flow Rate, HFR (veh/h)	77	1408	82	83	1198	110
Percent Heavy Vehicles	14	--	--	2	--	--
Median Type	Raised curb					
RT Channelized			1			1
Lanes	1	2	1	1	2	1
Configuration	L	T	R	L	T	R
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)			116			98
Peak-Hour Factor, PHF	0.80	0.80	0.80	0.67	0.67	0.67
Hourly Flow Rate, HFR (veh/h)	0	0	144	0	0	146
Percent Heavy Vehicles	12	0	22	0	0	8
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			1	
RT Channelized			0			0
Lanes	0	0	1	0	0	1
Configuration			R			R

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L			R			R
v (veh/h)	77	83			146			144
C (m) (veh/h)	284	247			315			352
v/c	0.27	0.34			0.46			0.41
95% queue length	1.07	1.42			2.33			1.93
Control Delay (s/veh)	22.3	26.8			25.9			22.1
LOS	C	D			D			C
Approach Delay (s/veh)	--	--	25.9			22.1		
Approach LOS	--	--	D			C		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	GSR	Intersection	US 301@OVERPASS RD/21ST AVE
Agency/Co.	AIM ENGINEERING & SURVEYING	Jurisdiction	HILLSBOROUGH COUNTY
Date Performed	6/2/2014	Analysis Year	OPENING YEAR 2020
Analysis Time Period	PM PEAK HOUR		

Project Description: US 301 PD&E STUDY - BUILD ALTERNATIVE

East/West Street: OVERPASS RD/21ST AVE | North/South Street: US 301

Intersection Orientation: North-South | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	46	1075	73	51	1297	81
Peak-Hour Factor, PHF	0.88	0.88	0.88	0.92	0.92	0.92
Hourly Flow Rate, HFR (veh/h)	52	1221	82	55	1409	88
Percent Heavy Vehicles	14	--	--	0	--	--
Median Type	Raised curb					
RT Channelized			1			1
Lanes	1	2	1	1	2	1
Configuration	L	T	R	L	T	R
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)			169			128
Peak-Hour Factor, PHF	0.55	0.55	0.65	0.76	0.76	0.80
Hourly Flow Rate, HFR (veh/h)	0	0	260	0	0	159
Percent Heavy Vehicles	2	0	3	11	0	6
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			1	
RT Channelized			0			0
Lanes	0	0	1	0	0	1
Configuration			R			R

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L			R			R
v (veh/h)	52	55			159			260
C (m) (veh/h)	221	311			367			324
v/c	0.24	0.18			0.43			0.80
95% queue length	0.89	0.63			2.12			6.65
Control Delay (s/veh)	26.2	19.0			22.1			49.0
LOS	D	C			C			E
Approach Delay (s/veh)	--	--	22.1			49.0		
Approach LOS	--	--	C			E		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	GSR
Agency/Co.	AIM ENGINEERING & SURVEYING
Date Performed	6/2/2014
Analysis Time Period	AM PEAK HOUR

Site Information

Intersection	US 301@27TH AVE
Jurisdiction	HILLSBOROUGH COUNTY
Analysis Year	OPENING YEAR 2020

Project Description: US 301 PD&E STUDY - BUILD ALTERNATIVE

East/West Street: 27TH AVE | North/South Street: US 301

Intersection Orientation: North-South | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		1166	8	22	1335	
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.93	0.93	0.93
Hourly Flow Rate, HFR (veh/h)	0	1267	8	23	1435	0
Percent Heavy Vehicles	0	--	--	6	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	0	2	0	1	2	0
Configuration		T	TR	L	T	
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)						47
Peak-Hour Factor, PHF	0.93	0.93	0.93	0.80	0.67	0.80
Hourly Flow Rate, HFR (veh/h)	0	0	0	0	0	58
Percent Heavy Vehicles	0	0	0	4	0	25
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	1
Configuration						R

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L			R			
v (veh/h)		23			58			
C (m) (veh/h)		278			319			
v/c		0.08			0.18			
95% queue length		0.27			0.65			
Control Delay (s/veh)		19.1			18.8			
LOS		C			C			
Approach Delay (s/veh)	--	--	18.8					
Approach LOS	--	--	C					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	GSR
Agency/Co.	AIM ENGINEERING & SURVEYING
Date Performed	6/2/2014
Analysis Time Period	PM PEAK HOUR

Site Information

Intersection	US 301@27TH AVE
Jurisdiction	HILLSBOROUGH COUNTY
Analysis Year	OPENING YEAR 2020

Project Description: US 301 PD&E STUDY - BUILD ALTERNATIVE

East/West Street: 27TH AVE | North/South Street: US 301

Intersection Orientation: North-South | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		1345	16	22	1168	
Peak-Hour Factor, PHF	1.00	0.87	0.87	0.95	0.95	1.00
Hourly Flow Rate, HFR (veh/h)	0	1545	18	23	1229	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	0	2	0	1	2	0
Configuration		T	TR	L	T	
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)						14
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.46	1.00	0.60
Hourly Flow Rate, HFR (veh/h)	0	0	0	0	0	23
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	1
Configuration						R

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L			R			
v (veh/h)		23			23			
C (m) (veh/h)		212			293			
v/c		0.11			0.08			
95% queue length		0.36			0.25			
Control Delay (s/veh)		24.0			18.3			
LOS		C			C			
Approach Delay (s/veh)	--	--	18.3					
Approach LOS	--	--	C					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	GSR
Agency/Co.	AIM ENGINEERING & SURVEYING
Date Performed	6/2/2014
Analysis Time Period	AM PEAK HOUR

Site Information

Intersection	US 301@OAK FAIR BLVD
Jurisdiction	HILLSBOROUGH COUNTY
Analysis Year	OPENING YEAR 2020

Project Description: US 301 PD&E STUDY - BUILD ALTERNATIVE

East/West Street: OAK FAIR BLVD | North/South Street: US 301

Intersection Orientation: North-South | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	0	905	87	286	1173	0
Peak-Hour Factor, PHF	1.00	0.88	0.88	0.97	0.97	1.00
Hourly Flow Rate, HFR (veh/h)	0	1028	98	294	1209	0
Percent Heavy Vehicles	0	--	--	6	--	--
Median Type	Raised curb					
RT Channelized			1			0
Lanes	1	2	1	1	2	1
Configuration	L	T	R	L	T	R
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				118	0	81
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.72	1.00	0.72
Hourly Flow Rate, HFR (veh/h)	0	0	0	163	0	112
Percent Heavy Vehicles	0	0	0	25	0	25
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			1
Lanes	0	0	0	1	1	0
Configuration				L		TR

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	L		TR			
v (veh/h)	0	294	163		112			
C (m) (veh/h)	315	368	48		388			
v/c	0.00	0.80	3.40		0.29			
95% queue length	0.00	6.85	17.81		1.18			
Control Delay (s/veh)	16.4	44.1	1256		18.0			
LOS	C	E	F		C			
Approach Delay (s/veh)	--	--	751.6					
Approach LOS	--	--	F					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	GSR
Agency/Co.	AIM ENGINEERING & SURVEYING
Date Performed	6/2/2014
Analysis Time Period	PM PEAK HOUR

Site Information

Intersection	US 301@OAK FAIR BLVD
Jurisdiction	HILLSBOROUGH COUNTY
Analysis Year	OPENING YEAR 2020

Project Description: US 301 PD&E STUDY - BUILD ALTERNATIVE

East/West Street: OAK FAIR BLVD | North/South Street: US 301

Intersection Orientation: North-South | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	4	1196	79	216	857	0
Peak-Hour Factor, PHF	0.91	0.91	0.91	0.93	0.93	1.00
Hourly Flow Rate, HFR (veh/h)	4	1314	86	232	921	0
Percent Heavy Vehicles	0	--	--	4	--	--
Median Type	Raised curb					
RT Channelized			1			0
Lanes	1	2	1	1	2	1
Configuration	L	T	R	L	T	R
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				124	0	123
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.60	1.00	0.60
Hourly Flow Rate, HFR (veh/h)	0	0	0	206	0	204
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	1	1	0
Configuration				L		TR

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	L		TR			
v (veh/h)	4	232	206		204			
C (m) (veh/h)	433	270	47		353			
v/c	0.01	0.86	4.38		0.58			
95% queue length	0.03	7.25	23.20		3.46			
Control Delay (s/veh)	13.4	65.1	1697		28.3			
LOS	B	F	F		D			
Approach Delay (s/veh)	--	--	866.9					
Approach LOS	--	--	F					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	GSR	Intersection	US 301 / ELM FAIR BLVD
Agency/Co.	AIM	Jurisdiction	HILLSBOROUGH COUNTY
Date Performed	6/3/2013	Analysis Year	OPENING YEAR 2020
Analysis Time Period	AM PEAK HOUR		

Project Description: US 301 PD&E STUDY - BUILD ALTERNATIVE

East/West Street: ELM FAIR BLVD	North/South Street: US 301
Intersection Orientation: North-South	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		915	66		1363	
Peak-Hour Factor, PHF	0.95	0.92	0.92	0.95	0.89	0.95
Hourly Flow Rate, HFR (veh/h)	0	994	71	0	1531	0
Percent Heavy Vehicles	4	--	--	4	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	0	2	1	0	2	0
Configuration		T	R		T	
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)						128
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.76
Hourly Flow Rate, HFR (veh/h)	0	0	0	0	0	168
Percent Heavy Vehicles	0	0	0	15	15	15
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			1			0
Lanes	0	0	0	0	0	1
Configuration						R

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration					R			
v (veh/h)					168			
C (m) (veh/h)					430			
v/c					0.39			
95% queue length					1.82			
Control Delay (s/veh)					18.6			
LOS					C			
Approach Delay (s/veh)	--	--	18.6					
Approach LOS	--	--	C					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	GSR	Intersection	US 301 / ELM FAIR BLVD
Agency/Co.	AIM	Jurisdiction	HILLSBOROUGH COUNTY
Date Performed	6/3/2014	Analysis Year	OPENING YEAR 2020
Analysis Time Period	PM PEAK HOUR		

Project Description: US 301 PD&E STUDY - BUILD ALTERNATIVE

East/West Street: ELM FAIR BLVD | North/South Street: US 301

Intersection Orientation: North-South | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		1245	50		1001	
Peak-Hour Factor, PHF	0.95	0.87	0.87	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	0	1431	57	0	1053	0
Percent Heavy Vehicles	4	--	--	4	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	0	2	1	0	2	0
Configuration		T	R		T	
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)						178
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.82
Hourly Flow Rate, HFR (veh/h)	0	0	0	0	0	217
Percent Heavy Vehicles	0	0	0	15	15	15
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			1			0
Lanes	0	0	0	0	0	1
Configuration						R

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration					R			
v (veh/h)					217			
C (m) (veh/h)					305			
v/c					0.71			
95% queue length					5.07			
Control Delay (s/veh)					41.3			
LOS					E			
Approach Delay (s/veh)	--	--	41.3					
Approach LOS	--	--	E					

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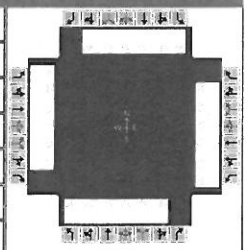
Signalized Intersection Analyses

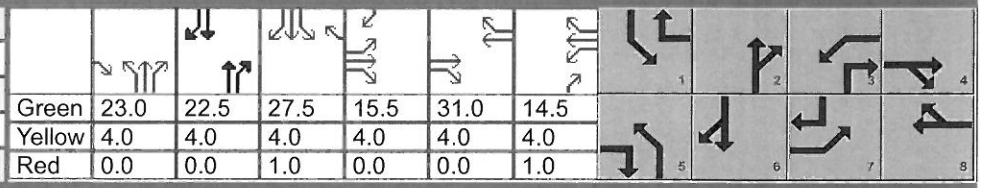
HCS 2010 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	GSR	Analysis Date	Jun 26, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	AM Peak Hour	PHF	0.93
Intersection	SR 60/Adamo Drive	Analysis Year	2020 Build Alt	Analysis Period	1> 7:00
File Name	AM Peak Hour - 2020 Build_Rev_6_20_14.xus				
Project Description	US 301 PD&E				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	281	1194	245	259	1392	643	433	1310	130	390	911	323

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



	EB			WB			NB			SB		
Green	23.0	22.5		27.5	15.5		31.0	14.5				
Yellow	4.0	4.0		4.0	4.0		4.0	4.0				
Red	0.0	0.0		1.0	0.0		0.0	1.0				

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	281	1194	245	259	1392	643	433	1310	130	390	911	323
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	4	4	4	4	4	4	4	4	4	4	4	4
Ped / Bike / RTOR, /h	0	0	45	0	0	45	0	0	130	0	0	45
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.77	0.77	0.77
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	910	0	910	1020	0	1010	705	0	365	1025	0	1025
Grade (*Pg*), %	0	0	0	0	0	0	0	0	0	0	0	0
Speed Limit, mi/h	50	50	50	50	50	50	50	50	50	50	50	50

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	19.5	54.5	19.5	54.5	27.0	53.5	32.5	59.0
Yellow Change Interval (*Y*), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	0.0	0.0	1.0	1.0	0.0	0.0	1.0	1.0
Minimum Green (G_{min}), s	5	5	5	5	5	5	5	5
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Off	Off	Off	Off	Min	Off	Min
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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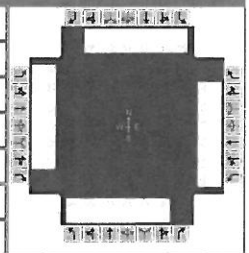
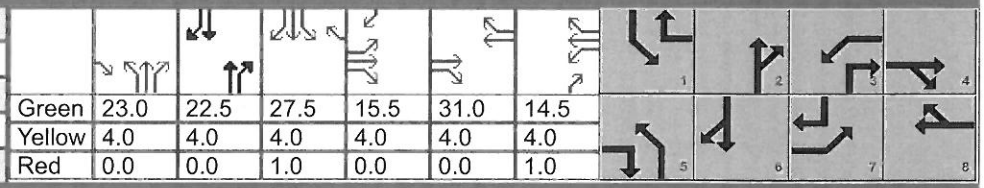
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	GSR	Analysis Date	Jun 26, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	AM Peak Hour	PHF	0.93
Intersection	SR 60/Adamo Drive	Analysis Year	2020 Build Alt	Analysis Period	1> 7:00
File Name	AM Peak Hour - 2020 Build_Rev_6_20_14.xus				
Project Description	US 301 PD&E				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	281	1194	245	259	1392	643	433	1310	130	390	911	323

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	23.0	22.5	27.5	15.5	31.0	14.5	
Yellow	4.0	4.0	4.0	4.0	4.0	4.0	
Red	0.0	0.0	1.0	0.0	0.0	1.0	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	19.5	54.5	19.5	54.5	27.0	53.5	32.5	59.0
Change Period, (Y+R_c), s	4.0	4.0	5.0	5.0	4.0	4.0	5.0	5.0
Max Allow Headway (*MAH*), s	3.0	2.9	3.0	3.0	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	16.2	40.1	15.1	51.5	23.9		25.2	
Green Extension Time (g_e), s	0.0	3.1	0.0	0.0	0.0	0.0	1.4	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		1.00	
Max Out Probability	1.00	0.14	1.00	1.00	1.00		1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	302	1284	215	278	1497	643	466	1409	0	504	1177	359
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1689	1659	1548	1689	1659	1548	1689	1659	1548	1689	1659	1548
Queue Service Time (g_s), s	14.2	38.1	14.0	13.1	47.5	49.5	21.9	43.6	0.0	23.2	32.8	27.2
Cycle Queue Clearance Time (g_c), s	14.2	38.1	14.0	13.1	47.5	49.5	21.9	43.6	0.0	23.2	32.8	27.2
Green Ratio (*g/C*)	0.10	0.32	0.46	0.09	0.31	0.48	0.14	0.31	0.40	0.17	0.34	0.43
Capacity (*c*), veh/h	327	1571	711	306	1540	745	486	1540	619	581	1680	673
Volume-to-Capacity Ratio (*X*)	0.923	0.817	0.302	0.909	0.972	0.863	0.959	0.915	0.000	0.867	0.701	0.534
Available Capacity (c_a), veh/h	327	1571	711	306	1540	745	486	1540	619	581	1680	673
Back of Queue (*Q*), veh/ln (50th percentile)	7.4	15.8	2.8	6.8	21.6	14.5	11.3	19.0	0.0	10.5	13.5	10.3
Queue Storage Ratio (*RQ*) (50th percentile)	0.21	0.00	0.08	0.17	0.00	0.37	0.41	0.00	0.00	0.26	0.00	0.26
Uniform Delay (d_1), s/veh	71.7	50.5	4.0	72.1	54.6	21.5	68.0	53.2	0.0	64.0	46.0	33.0
Incremental Delay (d_2), s/veh	30.2	3.3	0.1	28.8	16.6	9.8	30.2	10.0	0.0	10.1	1.9	2.3
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	101.9	53.8	4.1	100.9	71.2	31.3	98.2	63.2	0.0	74.1	48.0	35.3
Level of Service (LOS)	F	D	A	F	E	C	F	E		E	D	D
Approach Delay, s/veh / LOS	55.9	E		64.0	E		71.9	E		52.2	D	
Intersection Delay, s/veh / LOS	61.1						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.7	D	3.5	D	3.6	D	3.5	D
Bicycle LOS Score / LOS	1.5	A	1.8	A	1.5	A	1.4	A

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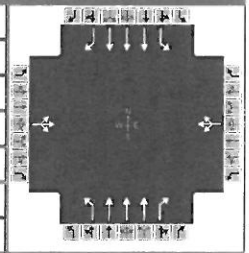
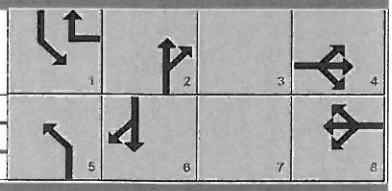
HCS 2010 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	GSR	Analysis Date	Jun 26, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	AM Peak Hour	PHF	0.93
Intersection	Old Hopewell Rd	Analysis Year	2020 Build Alt	Analysis Period	1> 7:00
File Name	AM Peak Hour - 2020 Build_Rev_6_20_14.xus				
Project Description	US 301 PD&E				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	6	0	9	35	0	33	11	2191	32	96	1580	9

Signal Information					EB			WB			NB			SB		
Cycle, s	160.0	Reference Phase	2													
Offset, s	0	Reference Point	End	Green	23.0	109.0		13.0	0.0	0.0	0.0					
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	4.0		4.0	0.0	0.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0		1.0	0.0	0.0	0.0					



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	6	0	9	35	0	33	11	2191	32	96	1580	9
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		25			25		4	4	4	4	4	4
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	16	0	0	5
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	0.31	0.31	0.31	0.57	0.57	0.57
Lane Width (*W*), ft		12.0			12.0		12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft		0			0		340	0	400	405	0	415
Grade (*Pg*), %	0	0	0	0	0	0	0	0	0	0	0	0
Speed Limit, mi/h	50	50	50	50	50	50	50	50	50	50	50	50

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		18.0		18.0	28.0	114.0	28.0	114.0
Yellow Change Interval (*Y*), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	5	5	5	5	5	5	5	5
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Off	Off	Off	Off	Min	Off	Min
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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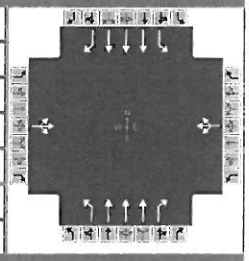
HCS 2010 Signalized Intersection Results Summary

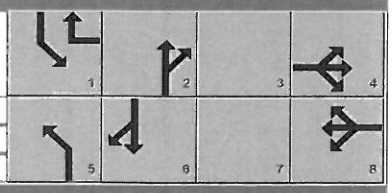
General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	GSR	Analysis Date	Jun 26, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	AM Peak Hour	PHF	0.93
Intersection	Old Hopewell Rd	Analysis Year	2020 Build Alt	Analysis Period	1> 7:00
File Name	AM Peak Hour - 2020 Build_Rev_6_20_14.xus				
Project Description	US 301 PD&E				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	6	0	9	35	0	33	11	2191	32	96	1580	9

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	23.0	109.0	13.0	0.0	0.0	0.0						
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	1.0	1.0	1.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		8.0		8.0	2.0	3.0	2.0	3.0
Phase Duration, s		18.0		18.0	28.0	114.0	28.0	114.0
Change Period, ($Y+R_c$), s		5.0		5.0	5.0	5.0	5.0	5.0
Max Allow Headway (*MAH*), s		3.1		3.1	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s		3.7		11.2	2.9		13.0	
Green Extension Time (g_e), s		0.1		0.0	0.0	0.0	0.1	0.0
Phase Call Probability		1.00		1.00	1.00		1.00	
Max Out Probability		0.00		1.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		16			73		12	2356	17	124	2041	5
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1229			1236		1740	1659	1548	1740	1659	1548
Queue Service Time (g_s), s		0.0			7.3		0.9	56.2	1.1	11.0	34.4	0.2
Cycle Queue Clearance Time (g_c), s		1.7			9.2		0.9	56.2	1.1	11.0	34.4	0.2
Green Ratio (*g/C*)		0.08			0.08		0.14	0.68	0.68	0.14	0.68	0.68
Capacity (*c*), veh/h		131			134		250	3390	1055	250	3390	1055
Volume-to-Capacity Ratio (*X*)		0.123			0.544		0.047	0.695	0.016	0.496	0.602	0.005
Available Capacity (c_a), veh/h		131			134		250	3390	1055	250	3390	1055
Back of Queue (*Q*), veh/ln (50th percentile)		0.6			3.0		0.4	22.3	0.4	5.0	11.5	0.1
Queue Storage Ratio (*RQ*) (50th percentile)		0.00			0.00		0.03	0.00	0.02	0.32	0.00	0.00
Uniform Delay (d_1), s/veh		68.3			71.6		56.1	25.1	16.6	68.9	13.0	7.8
Incremental Delay (d_2), s/veh		0.2			2.5		0.0	0.4	0.0	0.3	0.5	0.0
Initial Queue Delay (d_3), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		68.5			74.2		56.1	25.4	16.6	69.3	13.5	7.8
Level of Service (LOS)		E			E		E	C	B	E	B	A
Approach Delay, s/veh / LOS	68.5	E		74.2	E		25.5	C		16.7	B	
Intersection Delay, s/veh / LOS	22.3						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.4	C	3.4	C	2.1	B	2.1	B
Bicycle LOS Score / LOS	0.5	A	0.6	A	1.8	A	1.5	A

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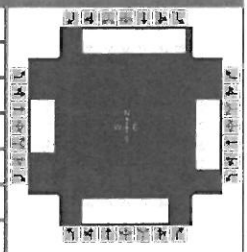
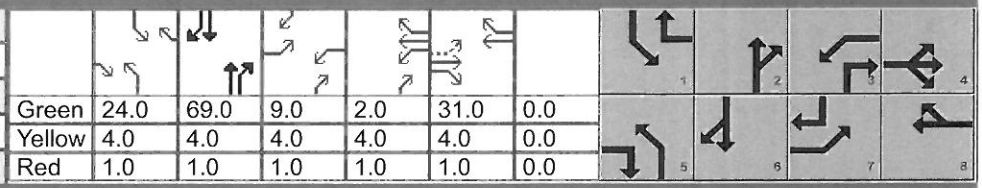
HCS 2010 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	GSR	Analysis Date	Jun 26, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	AM Peak Hour	PHF	0.93
Intersection	Columbus Dr/Tampa E Blv	Analysis Year	2020 Build Alt	Analysis Period	1> 7:00
File Name	AM Peak Hour - 2020 Build_Rev_6_20_14.xus				
Project Description	US 301 PD&E				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	38	135	170	99	163	153	197	1910	105	262	1405	31

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	24.0	69.0	9.0	2.0	31.0	0.0						
Yellow	4.0	4.0	4.0	4.0	4.0	0.0						
Red	1.0	1.0	1.0	1.0	1.0	0.0						

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	38	135	170	99	163	153	197	1910	105	262	1405	31
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	10	10		10	10	10	4	4	4	4	4	4
Ped / Bike / RTOR, /h	0	0	0	0	0	45	0	0	45	0	0	16
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	0.66	0.66	0.66	0.82	0.82	0.82
Lane Width (*W*), ft	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	80	0		390	0	0	610	0	745	900	0	390
Grade (*Pg*), %	0	0	0	0	0	0	0	0	0	0	0	0
Speed Limit, mi/h	50	50	50	50	50	50	50	50	50	50	50	50

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	14.0	36.0	21.0	43.0	29.0	74.0	29.0	74.0
Yellow Change Interval (*Y*), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	5	5	5	5	5	5	5	5
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Off	Off	Off	Off	Min	Off	Min
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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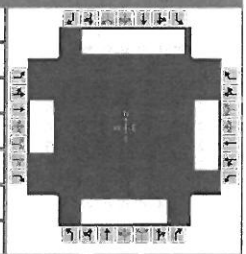
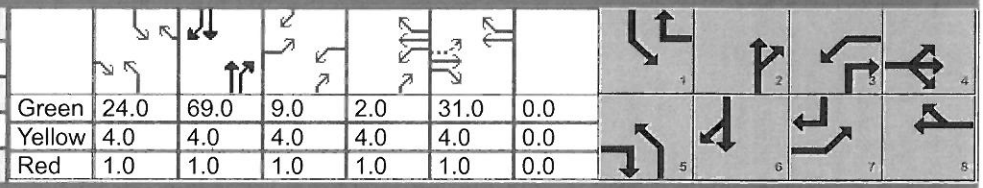
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	GSR	Analysis Date	Jun 26, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	AM Peak Hour	PHF	0.93
Intersection	Columbus Dr/Tampa E Blv	Analysis Year	2020 Build Alt	Analysis Period	1> 7:00
File Name	AM Peak Hour - 2020 Build_Rev_6_20_14.xus				
Project Description	US 301 PD&E				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	38	135	170	99	163	153	197	1910	105	262	1405	31

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	24.0	69.0	9.0	2.0	31.0	0.0
Yellow	4.0	4.0	4.0	4.0	4.0	0.0
Red	1.0	1.0	1.0	1.0	1.0	0.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	14.0	36.0	21.0	43.0	29.0	74.0	29.0	74.0
Change Period, ($Y+R_c$), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Allow Headway (*MAH*), s	3.0	3.0	3.0	3.0	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	5.1	20.4	7.0	15.8	20.5		16.9	
Green Extension Time (g_e), s	0.0	0.9	0.1	1.1	0.1	0.0	0.4	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		1.00	
Max Out Probability	0.17	0.02	0.00	0.00	0.60		0.02	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	41	145	183	106	175	116	205	1992	63	317	1699	18
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1645	1727	1464	1597	1727	1464	1740	1659	1548	1689	1659	1548
Queue Service Time (g_s), s	3.1	11.8	18.4	5.0	13.8	8.4	18.5	54.6	1.6	14.9	39.1	0.5
Cycle Queue Clearance Time (g_c), s	3.1	11.8	18.4	5.0	13.8	8.4	18.5	54.6	1.6	14.9	39.1	0.5
Green Ratio (*g/C*)	0.25	0.19	0.19	0.10	0.24	0.39	0.15	0.43	0.53	0.15	0.43	0.49
Capacity (*c*), veh/h	293	335	284	319	410	567	261	2146	823	507	2146	755
Volume-to-Capacity Ratio (*X*)	0.140	0.434	0.645	0.333	0.427	0.205	0.787	0.928	0.076	0.625	0.792	0.024
Available Capacity (c_a), veh/h	293	335	284	319	410	567	261	2146	823	507	2146	755
Back of Queue (*Q*), veh/ln (50th percentile)	1.2	5.1	7.0	2.0	5.9	3.0	9.2	14.4	0.6	7.0	11.7	0.2
Queue Storage Ratio (*RQ*) (50th percentile)	0.42	0.00	0.00	0.14	0.00	0.00	0.39	0.00	0.02	0.20	0.00	0.01
Uniform Delay (d_1), s/veh	46.4	56.8	59.4	67.0	51.8	32.6	70.9	21.4	9.1	74.2	22.3	10.5
Incremental Delay (d_2), s/veh	0.1	0.3	3.9	0.2	0.3	0.1	9.3	6.0	0.1	1.5	2.5	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	46.5	57.1	63.3	67.3	52.0	32.7	80.2	27.4	9.2	75.7	24.9	10.6
Level of Service (LOS)	D	E	E	E	D	C	F	C	A	E	C	B
Approach Delay, s/veh / LOS	59.0	E		50.5	D		31.7	C		32.7	C	
Intersection Delay, s/veh / LOS	35.6						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.5	C	3.5	D	3.0	C	2.4	B
Bicycle LOS Score / LOS	0.8	A	1.1	A	1.8	A	1.5	A

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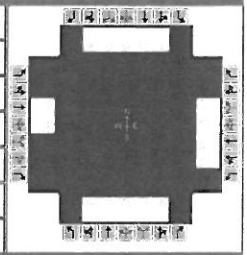
HCS 2010 Signalized Intersection Input Data

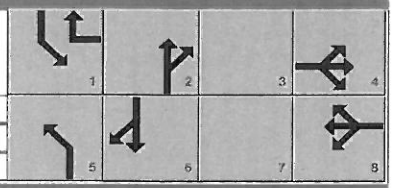
General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	GSR	Analysis Date	Jun 26, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	AM Peak Hour	PHF	0.93
Intersection	Sabal Industrial Blvd	Analysis Year	2020 Build Alt	Analysis Period	1> 7:00
File Name	AM Peak Hour - 2020 Build_Rev_6_20_14.xus				
Project Description	US 301 PD&E				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	8	3	3	38	1	100	60	1649	354	202	1768	33

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	39.0	64.0	14.0	10.0	10.0	0.0						
Yellow	4.0	4.0	4.0	4.0	4.0	0.0						
Red	0.0	0.0	1.0	1.0	1.0	0.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	8	3	3	38	1	100	60	1649	354	202	1768	33
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	20	20		4	25	25	4	4	4	4	4	4
Ped / Bike / RTOR, /h	0	0	0	0	0	45	0	0	45	0	0	17
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	0.37	0.37	0.37	0.37	0.37	0.37
Lane Width (*W*), ft	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	75	0		125	0	150	495	0	685	465	0	600
Grade (*Pg*), %	0	0	0	0	0	0	0	0	0	0	0	0
Speed Limit, mi/h	50	50	50	50	50	50	50	50	50	50	50	50

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		15.0		15.0	19.0	87.0	43.0	111.0
Yellow Change Interval (*Y*), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	0.0	0.0
Minimum Green (G_{min}), s	5	5	5	5	5	5	5	5
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (e), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Off	Off	Off	Off	Min	Off	Min
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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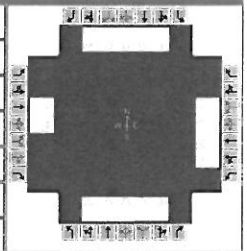
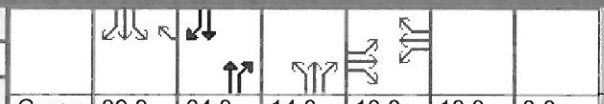
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	GSR	Analysis Date	Jun 26, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	AM Peak Hour	PHF	0.93
Intersection	Sabal Industrial Blvd	Analysis Year	2020 Build Alt	Analysis Period	1> 7:00
File Name	AM Peak Hour - 2020 Build_Rev_6_20_14.xus				
Project Description	US 301 PD&E				

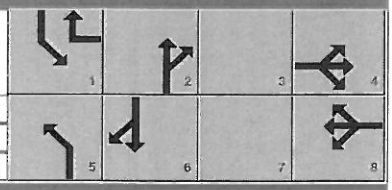


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	8	3	3	38	1	100	60	1649	354	202	1768	33

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	39.0	64.0	14.0	10.0	10.0	0.0						
Yellow	4.0	4.0	4.0	4.0	4.0	0.0						
Red	0.0	0.0	1.0	1.0	1.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		10.0		9.0	2.0	3.0	2.0	3.0
Phase Duration, s		15.0		15.0	19.0	87.0	43.0	111.0
Change Period, ($Y+R_c$), s		5.0		5.0	5.0	5.0	4.0	4.0
Max Allow Headway (*MAH*), s		3.0		3.1	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s		2.9		7.3	8.0		18.4	
Green Extension Time (g_e), s		0.0		0.0	3.5	0.0	0.3	0.0
Phase Call Probability		1.00		1.00	1.00		1.00	
Max Out Probability		0.00		1.00	0.68		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	9	6		41	1	59	67	1845	346	212	1856	17
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1508	1453		1689	1520	1288	1740	1659	1548	1740	1659	1548
Queue Service Time (g_s), s	0.9	0.7		1.8	0.1	5.3	6.0	55.5	33.9	16.4	40.0	1.1
Cycle Queue Clearance Time (g_c), s	0.9	0.7		1.8	0.1	5.3	6.0	55.5	33.9	16.4	40.0	1.1
Green Ratio (*g/C*)	0.06	0.06		0.06	0.06	0.31	0.09	0.51	0.51	0.24	0.67	0.67
Capacity (*c*), veh/h	94	91		211	95	394	152	2550	793	424	3328	1035
Volume-to-Capacity Ratio (*X*)	0.091	0.071		0.193	0.011	0.150	0.441	0.723	0.436	0.500	0.558	0.016
Available Capacity (c_a), veh/h	94	91		211	95	394	152	2550	793	424	3328	1035
Back of Queue (*Q*), veh/ln (50th percentile)	0.3	0.2		0.8	0.0	1.7	2.7	24.7	16.5	6.9	15.9	0.4
Queue Storage Ratio (*RQ*) (50th percentile)	0.13	0.00		0.16	0.00	0.34	0.14	0.00	0.62	0.38	0.00	0.02
Uniform Delay (d_1), s/veh	70.7	70.6		71.2	70.4	40.4	72.8	53.5	51.1	49.8	22.0	16.5
Incremental Delay (d_2), s/veh	0.2	0.1		0.2	0.0	0.1	0.3	0.7	0.6	0.2	0.4	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	70.9	70.7		71.3	70.4	40.4	73.1	54.2	51.8	50.0	22.4	16.6
Level of Service (LOS)	E	E		E	E	D	E	D	D	D	C	B
Approach Delay, s/veh / LOS	70.8	E		53.2	D		54.4	D		25.2	C	
Intersection Delay, s/veh / LOS	40.8						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.5	C	3.4	C	2.6	B	2.3	B
Bicycle LOS Score / LOS	0.5	A	0.7	A	1.7	A	1.7	A

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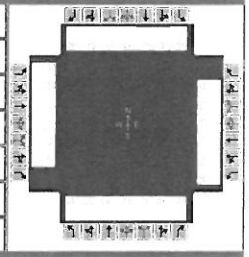
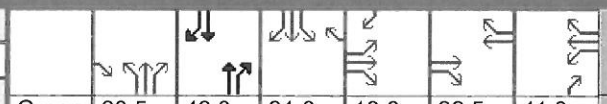
HCS 2010 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	GSR	Analysis Date	Jun 26, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	AM Peak Hour	PHF	0.93
Intersection	MLK Jr Blvd/SR 574	Analysis Year	2020 Build Alt	Analysis Period	1> 7:00
File Name	AM Peak Hour - 2020 Build_Rev_6_20_14.xus				
Project Description	US 301 PD&E				

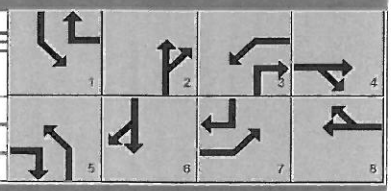


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	130	1248	464	189	1013	263	561	1051	184	424	1342	111

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	20.5	42.0	21.0	10.0	29.5	11.0						
Yellow	4.0	4.0	4.0	4.0	4.0	4.0						
Red	0.0	0.0	1.0	0.0	0.0	1.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	130	1248	464	189	1013	263	561	1051	184	424	1342	111
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	3	3	3	3	3	3	4	4	4	4	4	4
Ped / Bike / RTOR, /h	0	0	45	0	0	45	0	0	45	0	0	45
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	0.84	0.84	0.84	0.84	0.84	0.84
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	495	0	170	250	0	255	480	0	800	850	0	760
Grade (*Pg*), %	0	0	0	0	0	0	0	0	0	0	0	0
Speed Limit, mi/h	50	50	50	50	50	50	50	50	50	50	50	50

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	14.0	47.5	16.0	49.5	24.5	70.5	26.0	72.0
Yellow Change Interval (*Y*), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	0.0	0.0	1.0	1.0	0.0	0.0	1.0	1.0
Minimum Green (G_{min}), s	5	5	5	5	5	5	5	5
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Off	Off	Off	Off	Min	Off	Min
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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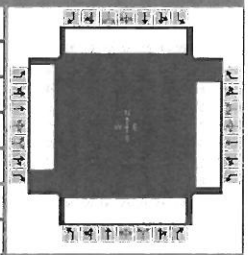
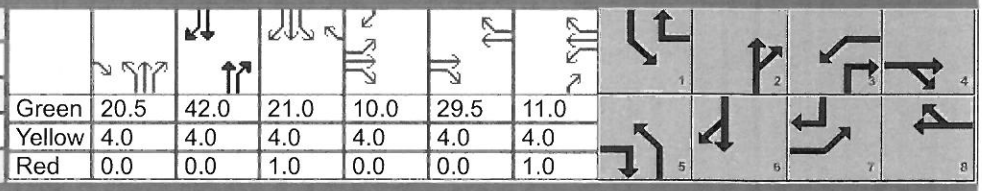
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	GSR	Analysis Date	Jun 26, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	AM Peak Hour	PHF	0.93
Intersection	MLK Jr Blvd/SR 574	Analysis Year	2020 Build Alt	Analysis Period	1> 7:00
File Name	AM Peak Hour - 2020 Build_Rev_6_20_14.xus				
Project Description	US 301 PD&E				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	130	1248	464	189	1013	263	561	1051	184	424	1342	111

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	20.5	42.0	21.0	10.0	29.5	11.0	
Yellow	4.0	4.0	4.0	4.0	4.0	4.0	
Red	0.0	0.0	1.0	0.0	0.0	1.0	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	14.0	47.5	16.0	49.5	24.5	70.5	26.0	72.0
Change Period, ($Y+R_c$), s	4.0	4.0	5.0	5.0	4.0	4.0	5.0	5.0
Max Allow Headway (*MAH*), s	3.0	3.0	2.9	2.9	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	8.4	44.4	11.4	34.0	22.5		15.8	
Green Extension Time (g_e), s	0.0	0.0	0.0	3.1	0.0	0.0	2.8	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		1.00	
Max Out Probability	1.00	1.00	1.00	0.14	1.00		0.67	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	140	1342	451	203	1089	234	648	1215	161	456	1443	71
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1706	1675	1563	1706	1675	1563	1689	1659	1548	1689	1659	1548
Queue Service Time (g_s), s	6.4	42.4	38.9	9.4	32.0	16.7	20.5	24.6	6.6	13.8	38.9	4.1
Cycle Queue Clearance Time (g_c), s	6.4	42.4	38.9	9.4	32.0	16.7	20.5	24.6	6.6	13.8	38.9	4.1
Green Ratio (*g/C*)	0.06	0.27	0.40	0.07	0.28	0.41	0.13	0.42	0.48	0.13	0.42	0.48
Capacity (*c*), veh/h	213	1366	625	235	1398	640	649	2068	750	665	2084	745
Volume-to-Capacity Ratio (*X*)	0.656	0.982	0.721	0.866	0.779	0.366	0.999	0.587	0.214	0.685	0.692	0.095
Available Capacity (c_a), veh/h	213	1366	625	235	1398	640	649	2068	750	665	2084	745
Back of Queue (*Q*), veh/ln (50th percentile)	2.9	20.0	7.9	4.9	13.5	4.0	11.3	8.2	2.2	6.0	16.0	1.5
Queue Storage Ratio (*RQ*) (50th percentile)	0.15	0.00	1.18	0.50	0.00	0.40	0.61	0.00	0.07	0.18	0.00	0.05
Uniform Delay (d_1), s/veh	73.3	57.9	3.5	73.8	53.2	11.5	79.8	24.3	14.8	66.6	40.6	23.3
Incremental Delay (d_2), s/veh	5.7	20.1	3.5	26.2	2.6	0.1	28.0	0.8	0.4	2.1	1.6	0.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	79.0	78.0	7.0	99.9	55.9	11.6	107.8	25.1	15.2	68.7	42.3	23.5
Level of Service (LOS)	E	E	A	F	E	B	F	C	B	E	D	C
Approach Delay, s/veh / LOS	61.5	E		54.9	D		50.8	D		47.7	D	
Intersection Delay, s/veh / LOS	53.6						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.7	D	3.6	D	3.6	D	3.5	D
Bicycle LOS Score / LOS	1.6	A	1.3	A	1.5	A	1.6	A

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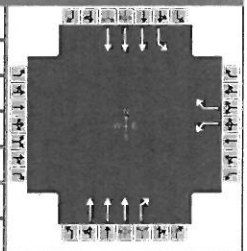
HCS 2010 Signalized Intersection Input Data

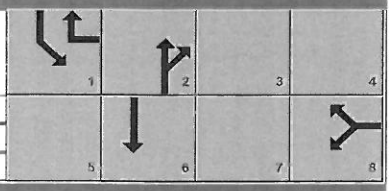
General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	GSR	Analysis Date	Jun 26, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	AM Peak Hour	PHF	0.93
Intersection	Oak Fair Blvd	Analysis Year	2020 Build Alt	Analysis Period	1> 7:00
File Name	AM Peak Hour - 2020 Build_Rev_6_20_14.xus				
Project Description	US 301 PD&E				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				118		81		1357	87	286	1759	

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

	EB			WB			NB			SB		
Green	49.0	61.0		36.0	0.0		0.0			0.0		
Yellow	4.0	4.0		4.0	0.0		0.0			0.0		
Red	0.0	1.0		1.0	0.0		0.0			0.0		



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				118		81		1357	87	286	1759	
Initial Queue (Q_b), veh/h				0		0		0	0	0	0	
Base Saturation Flow Rate (s_o), veh/h				1900		1900		1900	1900	1900	1900	
Parking (N_m), man/h					None			None			None	
Heavy Vehicles (P_{HV}), %				20		20		4	4	4	4	
Ped / Bike / RTOR, /h							0	0	45	0	0	0
Buses (N_b), buses/h				0		0		0	0	0	0	
Arrival Type (*AT*)				3		3		3	3	3	3	
Upstream Filtering (*I*)				1.00		1.00		0.81	0.81	1.00	1.00	
Lane Width (*W*), ft				12.0		12.0		12.0	12.0	12.0	12.0	
Turn Bay Length, ft				450		225		0	495	1050	0	
Grade (*Pg*), %				0		0		0	0	0	0	
Speed Limit, mi/h				50		50		50	50	50	50	

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s				41.0		66.0	53.0	119.0
Yellow Change Interval (*Y*), s			4.0			4.0	4.0	4.0
Red Clearance Interval (R_c), s			1.0			1.0	0.0	1.0
Minimum Green (G_{min}), s			5			5	5	5
Start-Up Lost Time (*lt*), s			2.0			2.0	2.0	2.0
Extension of Effective Green (*e*), s			2.0			2.0	2.0	2.0
Passage (*PT*), s			2.0			2.0	2.0	2.0
Recall Mode			Off			Min	Off	Min
Dual Entry			No			Yes	No	Yes
Walk (*Walk*), s			0.0			0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s			0.0			0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius				0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft				9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb				0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft				12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking				No		0.50	No		0.50	No		0.50

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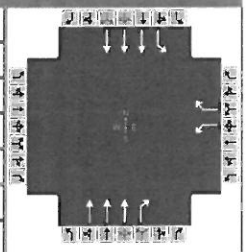
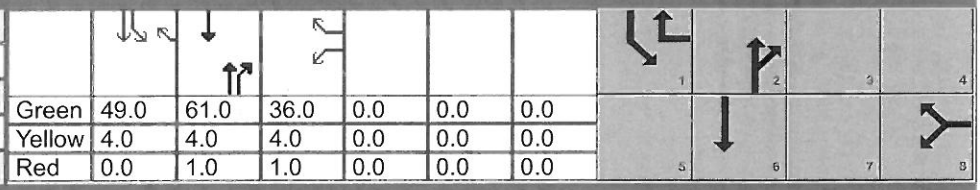
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	GSR	Analysis Date	Jun 26, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	AM Peak Hour	PHF	0.93
Intersection	Oak Fair Blvd	Analysis Year	2020 Build Alt	Analysis Period	1> 7:00
File Name	AM Peak Hour - 2020 Build_Rev_6_20_14.xus				
Project Description	US 301 PD&E				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				118		81		1357	87	286	1759	

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	49.0	61.0	36.0	0.0	0.0	0.0						
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	0.0	1.0	1.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				9.0		7.3	2.0	4.0
Phase Duration, s				41.0		66.0	53.0	119.0
Change Period, ($Y+R_c$), s				5.0		5.0	4.0	5.0
Max Allow Headway (*MAH*), s				3.1		0.0	3.0	0.0
Queue Clearance Time (g_s), s				13.4			25.8	
Green Extension Time (g_e), s				0.3		0.0	0.5	0.0
Phase Call Probability				1.00			1.00	
Max Out Probability				0.00			0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3		18		2	12	1	6	
Adjusted Flow Rate (*v*), veh/h				127		87		1541	48	308	1891	
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1508		1342		1659	1548	1740	1659	
Queue Service Time (g_s), s				11.4		5.2		39.7	1.8	23.8	28.2	
Cycle Queue Clearance Time (g_c), s				11.4		5.2		39.7	1.8	23.8	28.2	
Green Ratio (*g/C*)				0.22		0.53		0.38	0.38	0.31	0.71	
Capacity (*c*), veh/h				339		713		1897	590	533	3546	
Volume-to-Capacity Ratio (*X*)				0.374		0.122		0.812	0.081	0.577	0.533	
Available Capacity (c_a), veh/h				339		713		1897	590	533	3546	
Back of Queue (*Q*), veh/ln (50th percentile)				4.3		1.6		13.5	0.7	10.3	9.3	
Queue Storage Ratio (*RQ*) (50th percentile)				0.28		0.21		0.00	0.04	0.25	0.00	
Uniform Delay (d_1), s/veh				52.5		18.8		29.9	17.4	46.8	10.7	
Incremental Delay (d_2), s/veh				0.3		0.0		3.2	0.2	1.0	0.6	
Initial Queue Delay (d_3), s/veh				0.0		0.0		0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh				52.7		18.8		33.1	17.6	47.8	11.2	
Level of Service (LOS)				D		B		C	B	D	B	
Approach Delay, s/veh / LOS	0.0			38.9		D	32.6		C	16.4		B
Intersection Delay, s/veh / LOS	24.0						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.4	C	3.3	C	2.3	B	0.7	A
Bicycle LOS Score / LOS				F	1.3	A	1.7	A

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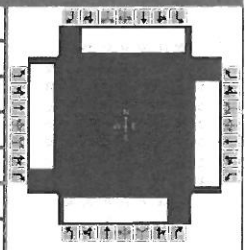
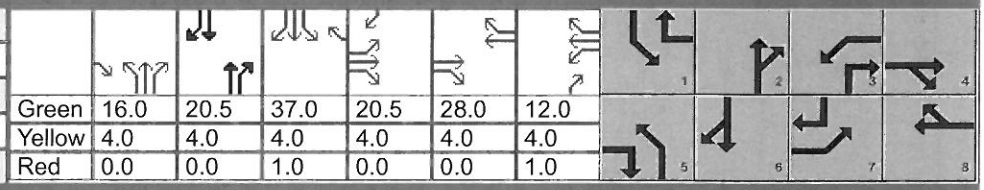
HCS 2010 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	GSR	Analysis Date	Jun 26, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	PM Peak Hour	PHF	0.93
Intersection	SR 60/Adamo Drive	Analysis Year	2020 Build Alt	Analysis Period	1> 7:00
File Name	PM Peak Hour - 2020 Build_Rev_6_20_14.xus				
Project Description	US 301 PD&E				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	341	1428	366	173	1172	375	255	922	238	638	1334	262

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	16.0	20.5	37.0	20.5	28.0	12.0						
Yellow	4.0	4.0	4.0	4.0	4.0	4.0						
Red	0.0	0.0	1.0	0.0	0.0	1.0						

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	341	1428	366	173	1172	375	255	922	238	638	1334	262
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	4	4	4	4	4	4	4	4	4	4	4	4
Ped / Bike / RTOR, /h	0	0	45	0	0	45	0	0	238	0	0	45
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.73	0.73	0.73
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	910	0	910	1020	0	1010	705	0	365	1025	0	1025
Grade (*Pg*), %	0	0	0	0	0	0	0	0	0	0	0	0
Speed Limit, mi/h	50	50	50	50	50	50	50	50	50	50	50	50

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	24.5	56.5	17.0	49.0	20.0	44.5	42.0	66.5
Yellow Change Interval (*Y*), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	0.0	0.0	1.0	1.0	0.0	0.0	1.0	1.0
Minimum Green (G_{min}), s	5	5	5	5	5	5	5	5
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Off	Off	Off	Off	Min	Off	Min
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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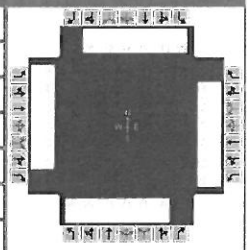
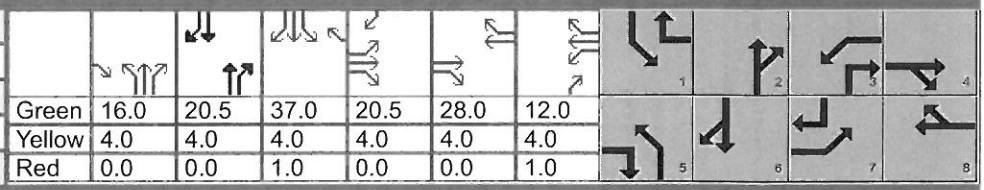
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	GSR	Analysis Date	Jun 26, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	PM Peak Hour	PHF	0.93
Intersection	SR 60/Adamo Drive	Analysis Year	2020 Build Alt	Analysis Period	1> 7:00
File Name	PM Peak Hour - 2020 Build_Rev_6_20_14.xus				
Project Description	US 301 PD&E				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	341	1428	366	173	1172	375	255	922	238	638	1334	262

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	16.0	20.5	37.0	20.5	28.0	12.0						
Yellow	4.0	4.0	4.0	4.0	4.0	4.0						
Red	0.0	0.0	1.0	0.0	0.0	1.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	24.5	56.5	17.0	49.0	20.0	44.5	42.0	66.5
Change Period, ($Y+R_c$), s	4.0	4.0	5.0	5.0	4.0	4.0	5.0	5.0
Max Allow Headway (*MAH*), s	3.0	2.9	3.0	3.0	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	19.0	50.0	10.6	41.3	14.7		33.5	
Green Extension Time (g_e), s	0.2	1.5	0.8	1.5	0.1	0.0	2.3	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		1.00	
Max Out Probability	1.00	1.00	1.00	1.00	1.00		0.93	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	367	1535	345	186	1260	355	274	991	0	687	1437	234
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1689	1659	1548	1689	1659	1548	1689	1659	1548	1689	1659	1548
Queue Service Time (g_s), s	17.0	48.0	26.3	8.6	39.3	23.5	12.7	29.7	0.0	31.5	40.2	13.9
Cycle Queue Clearance Time (g_c), s	17.0	48.0	26.3	8.6	39.3	23.5	12.7	29.7	0.0	31.5	40.2	13.9
Green Ratio (*g/C*)	0.13	0.33	0.43	0.08	0.28	0.51	0.10	0.25	0.33	0.23	0.38	0.51
Capacity (*c*), veh/h	433	1633	663	253	1369	784	338	1260	508	781	1913	793
Volume-to-Capacity Ratio (*X*)	0.847	0.940	0.521	0.734	0.921	0.453	0.811	0.787	0.000	0.879	0.751	0.295
Available Capacity (c_a), veh/h	433	1633	663	253	1369	784	338	1260	508	781	1913	793
Back of Queue (*Q*), veh/ln (50th percentile)	8.0	21.0	5.9	4.0	17.3	4.6	6.0	12.7	0.0	14.1	16.4	5.1
Queue Storage Ratio (*RQ*) (50th percentile)	0.23	0.00	0.17	0.10	0.00	0.12	0.22	0.00	0.00	0.36	0.00	0.13
Uniform Delay (d_1), s/veh	68.2	52.2	4.0	72.4	56.3	16.9	70.5	55.7	0.0	60.1	43.2	22.5
Incremental Delay (d_2), s/veh	13.8	11.0	0.3	9.3	10.2	0.2	13.0	5.0	0.0	8.3	2.0	0.7
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	82.0	63.2	4.4	81.7	66.5	17.0	83.5	60.7	0.0	68.5	45.2	23.2
Level of Service (LOS)	F	E	A	F	E	B	F	E		E	D	C
Approach Delay, s/veh / LOS	57.2	E		58.3	E		65.7	E		49.8	D	
Intersection Delay, s/veh / LOS	56.6						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.8	D	3.6	D	3.6	D	3.5	D
Bicycle LOS Score / LOS	1.7	A	1.5	A	1.2	A	1.8	A

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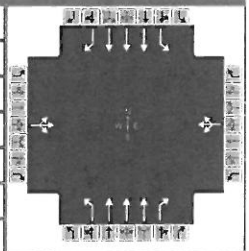
HCS 2010 Signalized Intersection Input Data

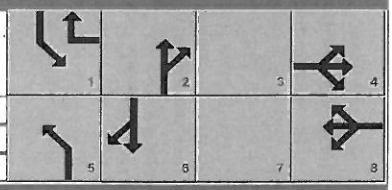
General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	GSR	Analysis Date	Jun 26, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	PM Peak Hour	PHF	0.93
Intersection	Old Hopewell Rd	Analysis Year	2020 Build Alt	Analysis Period	1> 7:00
File Name	PM Peak Hour - 2020 Build_Rev_6_20_14.xus				
Project Description	US 301 PD&E				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	12	1	15	48	1	67	7	1596	35	81	2171	11

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	10.0	6.0		108.5	17.5	0.0	0.0					
Yellow	4.0	4.0		4.0	4.0	0.0	0.0					
Red	0.0	0.0		1.0	1.0	0.0	0.0					



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	12	1	15	48	1	67	7	1596	35	81	2171	11
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		25			25		4	4	4	4	4	4
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	18	0	0	6
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	0.61	0.61	0.61	0.59	0.59	0.59
Lane Width (*W*), ft		12.0			12.0		12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft		0			0		340	0	400	405	0	415
Grade (*Pg*), %	0	0	0	0	0	0	0	0	0	0	0	0
Speed Limit, mi/h	50	50	50	50	50	50	50	50	50	50	50	50

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		22.5		22.5	14.0	113.5	24.0	123.5
Yellow Change Interval (*Y*), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	0.0	1.0	0.0	1.0
Minimum Green (G_{min}), s	5	5	5	5	5	5	5	5
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (e), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Min	Off	Off	Off	Off	Min	Off	Min
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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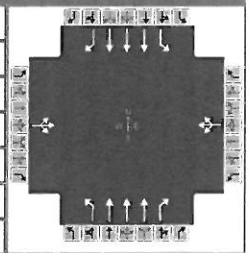
HCS 2010 Signalized Intersection Results Summary

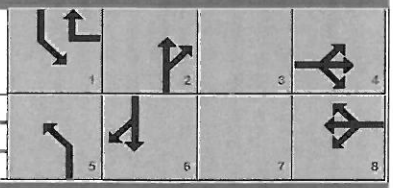
General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	GSR	Analysis Date	Jun 26, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	PM Peak Hour	PHF	0.93
Intersection	Old Hopewell Rd	Analysis Year	2020 Build Alt	Analysis Period	1> 7:00
File Name	PM Peak Hour - 2020 Build_Rev_6_20_14.xus				
Project Description	US 301 PD&E				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	12	1	15	48	1	67	7	1596	35	81	2171	11

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	10.0	6.0	108.5	17.5	0.0	0.0	
Yellow	4.0	4.0	4.0	4.0	0.0	0.0	
Red	0.0	0.0	1.0	1.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		8.0		8.0	2.0	3.0	2.0	3.0
Phase Duration, s		22.5		22.5	14.0	113.5	24.0	123.5
Change Period, (*Y*+*Rc*), s		5.0		5.0	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s		3.1		3.1	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s		5.4		17.6	2.6		9.9	
Green Extension Time (g_e), s		0.2		0.0	0.0	0.0	0.1	0.0
Phase Call Probability		1.00		1.00	1.00		1.00	
Max Out Probability		0.00		1.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		30			125		8	1716	18	87	2338	5
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1055			1262		1740	1659	1548	1740	1659	1548
Queue Service Time (g_s), s		0.0			12.2		0.6	38.1	1.4	7.9	29.5	0.1
Cycle Queue Clearance Time (g_c), s		3.4			15.6		0.6	38.1	1.4	7.9	29.5	0.1
Green Ratio (*g*/*C*)		0.11			0.11		0.06	0.68	0.68	0.12	0.74	0.74
Capacity (*c*), veh/h		147			170		109	3375	1050	217	3686	1147
Volume-to-Capacity Ratio (*X*)		0.204			0.734		0.069	0.509	0.017	0.401	0.634	0.005
Available Capacity (c_a), veh/h		147			170		109	3375	1050	217	3686	1147
Back of Queue (*Q*), veh/ln (50th percentile)		1.1			5.5		0.3	15.7	0.4	3.6	7.1	0.0
Queue Storage Ratio (*RQ*) (50th percentile)		0.00			0.00		0.02	0.00	0.03	0.23	0.00	0.00
Uniform Delay (d_1), s/veh		64.9			70.2		70.1	23.4	19.0	72.1	6.8	3.8
Incremental Delay (d_2), s/veh		0.3			13.5		0.1	0.3	0.0	0.3	0.5	0.0
Initial Queue Delay (d_3), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		65.1			83.7		70.2	23.8	19.0	72.3	7.3	3.8
Level of Service (LOS)		E			F		E	C	B	E	A	A
Approach Delay, s/veh / LOS	65.1	E		83.7	F		23.9	C		9.6	A	
Intersection Delay, s/veh / LOS	17.9						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.4	C	3.4	C	2.1	B	2.1	B
Bicycle LOS Score / LOS	0.5	A	0.7	A	1.4	A	1.8	A

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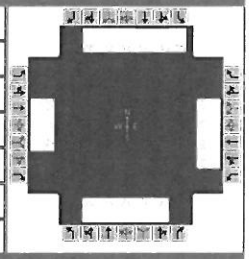
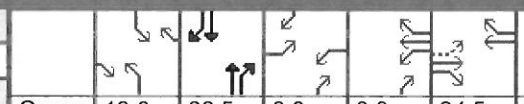
HCS 2010 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	GSR	Analysis Date	Jun 26, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	PM Peak Hour	PHF	0.93
Intersection	Columbus Dr/Tampa E Blv	Analysis Year	2020 Build Alt	Analysis Period	1> 7:00
File Name	PM Peak Hour - 2020 Build_Rev_6_20_14.xus				
Project Description	US 301 PD&E				

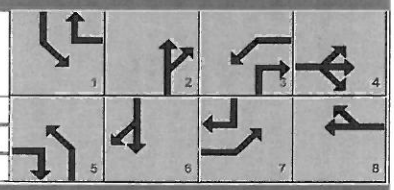


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	22	170	213	98	136	150	159	1409	131	263	1908	25

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	19.0	88.5	6.0	0.0	24.5	0.0						
Yellow	4.0	4.0	4.0	4.0	4.0	0.0						
Red	0.0	1.0	0.0	0.0	1.0	0.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	22	170	213	98	136	150	159	1409	131	263	1908	25
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	10	10		10	10	10	4	4	4	4	4	4
Ped / Bike / RTOR, /h	0	0	0	0	0	45	0	0	45	0	0	13
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	0.84	0.84	0.84	0.74	0.74	0.74
Lane Width (*W*), ft	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	80	0		390	0	0	610	0	745	900	0	390
Grade (*Pg*), %	0	0	0	0	0	0	0	0	0	0	0	0
Speed Limit, mi/h	50	50	50	50	50	50	50	50	50	50	50	50

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	10.0	29.5	14.0	33.5	23.0	93.5	23.0	93.5
Yellow Change Interval (*Y*), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	0.0	1.0	0.0	1.0	0.0	1.0	0.0	1.0
Minimum Green (G_{min}), s	5	5	5	5	5	5	5	5
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Off	Off	Off	Off	Min	Off	Min
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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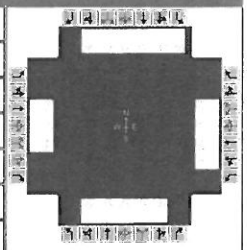
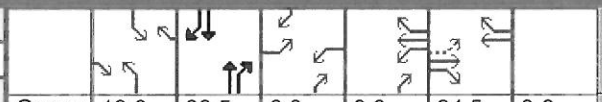
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	GSR	Analysis Date	Jun 26, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	PM Peak Hour	PHF	0.93
Intersection	Columbus Dr/Tampa E Blv	Analysis Year	2020 Build Alt	Analysis Period	1> 7:00
File Name	PM Peak Hour - 2020 Build_Rev_6_20_14.xus				
Project Description	US 301 PD&E				

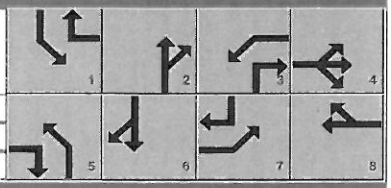


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	22	170	213	98	136	150	159	1409	131	263	1908	25

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	19.0	88.5	6.0	0.0	24.5	0.0						
Yellow	4.0	4.0	4.0	4.0	4.0	0.0						
Red	0.0	1.0	0.0	0.0	1.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	10.0	29.5	14.0	33.5	23.0	93.5	23.0	93.5
Change Period, ($Y+R_c$), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s	3.0	3.1	3.0	3.1	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	3.9	26.5	7.1	14.2	17.4		14.7	
Green Extension Time (g_e), s	0.0	0.0	0.0	1.1	0.0	0.0	0.2	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		1.00	
Max Out Probability	1.00	1.00	1.00	0.00	1.00		0.24	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	24	183	229	105	146	113	168	1487	91	275	1991	13
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1645	1727	1464	1597	1727	1464	1740	1659	1548	1689	1659	1548
Queue Service Time (g_s), s	1.9	16.0	24.5	5.1	12.2	9.4	15.4	13.9	1.2	12.7	50.3	0.7
Cycle Queue Clearance Time (g_c), s	1.9	16.0	24.5	5.1	12.2	9.4	15.4	13.9	1.2	12.7	50.3	0.7
Green Ratio (*g/C*)	0.19	0.15	0.15	0.06	0.18	0.30	0.12	0.55	0.62	0.12	0.55	0.59
Capacity (*c*), veh/h	209	264	224	200	308	435	207	2753	953	401	2753	914
Volume-to-Capacity Ratio (*X*)	0.113	0.691	1.022	0.528	0.475	0.260	0.812	0.540	0.095	0.684	0.723	0.014
Available Capacity (c_a), veh/h	209	264	224	200	308	435	207	2753	953	401	2753	914
Back of Queue (*Q*), veh/ln (50th percentile)	0.8	7.4	13.1	2.1	5.3	3.4	8.4	3.3	0.4	5.7	19.9	0.4
Queue Storage Ratio (*RQ*) (50th percentile)	0.26	0.00	0.00	0.15	0.00	0.00	0.36	0.00	0.01	0.16	0.00	0.02
Uniform Delay (d_1), s/veh	53.5	64.2	67.8	72.7	59.0	42.9	78.1	6.7	3.6	71.0	30.6	17.5
Incremental Delay (d_2), s/veh	0.1	6.3	65.9	1.3	0.4	0.1	17.2	0.6	0.2	3.0	1.3	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	53.6	70.5	133.6	74.0	59.5	43.0	95.3	7.4	3.7	73.9	31.9	17.5
Level of Service (LOS)	D	E	F	E	E	D	F	A	A	E	C	B
Approach Delay, s/veh / LOS	102.8	F		58.6	E		15.6	B		36.9	D	
Intersection Delay, s/veh / LOS	36.8						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.5	C	3.5	D	3.0	C	2.4	B
Bicycle LOS Score / LOS	0.8	A	1.1	A	1.5	A	1.8	A

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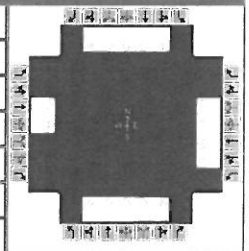
HCS 2010 Signalized Intersection Input Data

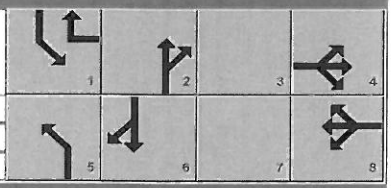
General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	GSR	Analysis Date	Jun 26, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	PM Peak Hour	PHF	0.93
Intersection	Sabal Industrial Blvd	Analysis Year	2020 Build Alt	Analysis Period	1> 7:00
File Name	PM Peak Hour - 2020 Build_Rev_6_20_14.xus				
Project Description	US 301 PD&E				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	33	2	32	327	2	347	44	1653	44	64	1677	11

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	12.5	2.0	88.5	9.0	29.0	0.0						
Yellow	4.0	0.0	4.0	4.0	4.0	0.0						
Red	0.0	0.0	1.0	1.0	1.0	0.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	33	2	32	327	2	347	44	1653	44	64	1677	11
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	20	20		4	20	20	4	4	4	4	4	4
Ped / Bike / RTOR, /h	0	0	0	0	0	45	0	0	22	0	0	6
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	0.85	0.85	0.85	0.70	0.70	0.70
Lane Width (*W*), ft	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	75	0		125	0	150	495	0	685	465	0	600
Grade (*Pg*), %	0	0	0	0	0	0	0	0	0	0	0	0
Speed Limit, mi/h	50	50	50	50	50	50	50	50	50	50	50	50

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		14.0		34.0	16.5	93.5	18.5	95.5
Yellow Change Interval (*Y*), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	0.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	5	5	5	5	5	5	5	5
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Off	Off	Off	Off	Min	Off	Min
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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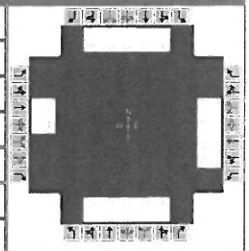
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	GSR	Analysis Date	Jun 26, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	PM Peak Hour	PHF	0.93
Intersection	Sabal Industrial Blvd	Analysis Year	2020 Build Alt	Analysis Period	1> 7:00
File Name	PM Peak Hour - 2020 Build_Rev_6_20_14.xus				
Project Description	US 301 PD&E				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	33	2	32	327	2	347	44	1653	44	64	1677	11

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	12.5	2.0	88.5	9.0	29.0	0.0	1	2	3	4		
Yellow	4.0	0.0	4.0	4.0	4.0	0.0	5	6	7	8		
Red	0.0	0.0	1.0	1.0	1.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		10.0		9.0	2.0	3.0	2.0	3.0
Phase Duration, s		14.0		34.0	16.5	93.5	18.5	95.5
Change Period, ($Y+R_c$), s		5.0		5.0	4.0	5.0	5.0	5.0
Max Allow Headway (*MAH*), s		3.1		3.1	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s		6.2		31.0	6.0		8.1	
Green Extension Time (g_e), s		0.0		0.0	0.0	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	1.00		1.00	
Max Out Probability		1.00		1.00	0.00		0.02	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	35	37		352	2	325	47	1753	23	68	1789	5
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1508	1354		1689	1583	1342	1740	1659	1548	1740	1659	1548
Queue Service Time (g_s), s	3.6	4.2		15.2	0.2	29.0	4.0	44.7	1.6	6.1	47.0	0.5
Cycle Queue Clearance Time (g_c), s	3.6	4.2		15.2	0.2	29.0	4.0	44.7	1.6	6.1	47.0	0.5
Green Ratio (*g/C*)	0.06	0.06		0.18	0.18	0.27	0.08	0.55	0.55	0.08	0.57	0.57
Capacity (*c*), veh/h	85	76		612	287	356	136	2753	856	147	2815	876
Volume-to-Capacity Ratio (*X*)	0.418	0.480		0.574	0.007	0.911	0.343	0.637	0.027	0.465	0.636	0.006
Available Capacity (c_a), veh/h	85	76		612	287	356	136	2753	856	147	2815	876
Back of Queue (*Q*), veh/ln (50th percentile)	1.4	1.5		6.5	0.1	14.9	1.7	18.5	0.6	2.7	19.8	0.2
Queue Storage Ratio (*RQ*) (50th percentile)	0.55	0.00		1.33	0.00	2.89	0.09	0.00	0.02	0.15	0.00	0.01
Uniform Delay (d_1), s/veh	73.0	73.2		59.9	53.7	56.9	67.5	33.8	23.8	72.1	36.0	30.0
Incremental Delay (d_2), s/veh	1.2	1.7		0.9	0.0	26.2	0.5	1.0	0.0	0.6	0.8	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	74.2	75.0		60.7	53.7	83.1	68.0	34.8	23.9	72.7	36.8	30.0
Level of Service (LOS)	E	E		E	D	F	E	C	C	E	D	C
Approach Delay, s/veh / LOS	74.6	E		71.4	E		35.5	D		38.1	D	
Intersection Delay, s/veh / LOS	42.7						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.4	C	3.4	C	2.6	B	2.3	B
Bicycle LOS Score / LOS	0.6	A	1.6	A	1.5	A	1.5	A

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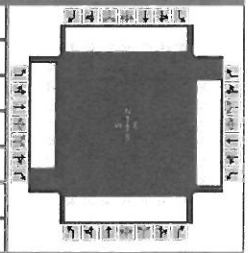
HCS 2010 Signalized Intersection Input Data

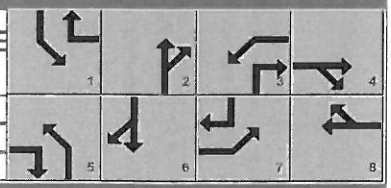
General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	GSR	Analysis Date	Jun 26, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	PM Peak Hour	PHF	0.93
Intersection	MLK Jr Blvd/SR 574	Analysis Year	2020 Build Alt	Analysis Period	1> 7:00
File Name	PM Peak Hour - 2020 Build_Rev_6_20_14.xus				
Project Description	US 301 PD&E				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	124	1239	526	209	1010	449	487	1304	240	291	1031	91

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	20.0	38.0	18.0	11.0	32.0	15.0	
Yellow	4.0	4.0	4.0	4.0	4.0	4.0	
Red	0.0	0.0	1.0	0.0	0.0	1.0	



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	124	1239	526	209	1010	449	487	1304	240	291	1031	91
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	3	3	3	3	3	3	4	4	4	4	4	4
Ped / Bike / RTOR, /h	0	0	45	0	0	45	0	0	45	0	0	45
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.93	0.93	0.93	0.93	0.93
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	495	0	170	250	0	255	480	0	800	850	0	760
Grade (*Pg*), %	0	0	0	0	0	0	0	0	0	0	0	0
Speed Limit, mi/h	50	50	50	50	50	50	50	50	50	50	50	50

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	15.0	51.0	20.0	56.0	24.0	66.0	23.0	65.0
Yellow Change Interval (*Y*), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	0.0	0.0	1.0	1.0	0.0	0.0	1.0	1.0
Minimum Green (G_{min}), s	5	5	5	5	5	5	5	5
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Off	Off	Off	Off	Min	Off	Min
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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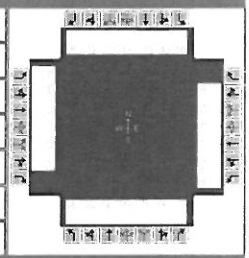
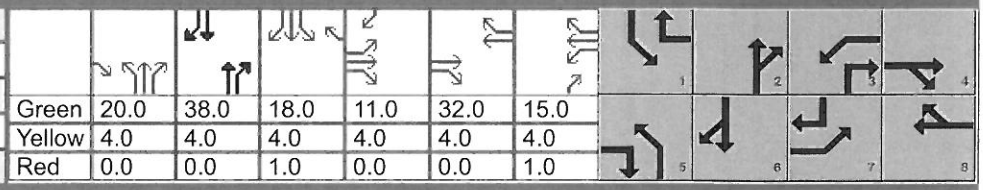
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	GSR	Analysis Date	Jun 26, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	PM Peak Hour	PHF	0.93
Intersection	MLK Jr Blvd/SR 574	Analysis Year	2020 Build Alt	Analysis Period	1> 7:00
File Name	PM Peak Hour - 2020 Build_Rev_6_20_14.xus				
Project Description	US 301 PD&E				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	124	1239	526	209	1010	449	487	1304	240	291	1031	91

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	20.0	38.0	18.0	11.0	32.0	15.0						
Yellow	4.0	4.0	4.0	4.0	4.0	4.0						
Red	0.0	0.0	1.0	0.0	0.0	1.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	15.0	51.0	20.0	56.0	24.0	66.0	23.0	65.0
Change Period, ($Y+R_c$), s	4.0	4.0	5.0	5.0	4.0	4.0	5.0	5.0
Max Allow Headway (*MAH*), s	3.0	3.0	3.0	3.0	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	8.1	48.0	12.2	37.0	18.4		11.3	
Green Extension Time (g_e), s	0.1	0.0	1.5	3.9	0.3	0.0	2.5	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		1.00	
Max Out Probability	1.00	1.00	1.00	0.10	1.00		0.37	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	133	1332	517	225	1086	434	523	1401	210	312	1105	49
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1706	1675	1563	1706	1675	1563	1689	1659	1548	1689	1659	1548
Queue Service Time (g_s), s	6.1	40.8	46.0	10.2	30.1	35.0	16.4	31.9	7.1	9.3	29.5	3.0
Cycle Queue Clearance Time (g_c), s	6.1	40.8	46.0	10.2	30.1	35.0	16.4	31.9	7.1	9.3	29.5	3.0
Green Ratio (*g/C*)	0.07	0.29	0.42	0.09	0.32	0.43	0.12	0.39	0.48	0.11	0.38	0.44
Capacity (*c*), veh/h	235	1476	655	320	1602	674	634	1928	745	570	1866	687
Volume-to-Capacity Ratio (*X*)	0.568	0.903	0.790	0.703	0.678	0.644	0.826	0.727	0.281	0.547	0.592	0.072
Available Capacity (c_a), veh/h	235	1476	655	320	1602	674	634	1928	745	570	1866	687
Back of Queue (*Q*), veh/ln (50th percentile)	2.7	17.8	9.1	4.6	12.4	7.4	7.7	10.1	2.2	4.0	12.3	1.1
Queue Storage Ratio (*RQ*) (50th percentile)	0.14	0.00	1.38	0.48	0.00	0.74	0.42	0.00	0.07	0.12	0.00	0.04
Uniform Delay (d_1), s/veh	72.2	54.3	3.7	70.3	47.4	15.9	74.1	25.9	11.0	67.4	43.2	26.4
Incremental Delay (d_2), s/veh	2.1	7.9	6.0	5.8	1.0	1.7	5.8	1.7	0.6	0.6	1.3	0.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	74.3	62.2	9.7	76.1	48.3	17.5	80.0	27.5	11.6	68.0	44.5	26.6
Level of Service (LOS)	E	E	A	E	D	B	E	C	B	E	D	C
Approach Delay, s/veh / LOS	49.3	D		44.2	D		38.8	D		48.9	D	
Intersection Delay, s/veh / LOS	45.0						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.7	D	3.6	D	3.6	D	3.5	D
Bicycle LOS Score / LOS	1.6	A	1.4	A	1.7	A	1.3	A

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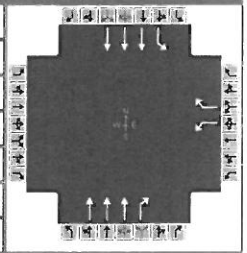
HCS 2010 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	GSR	Analysis Date	Jun 26, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	PM Peak Hour	PHF	0.93
Intersection	Oak Fair Blvd	Analysis Year	2020 Build Alt	Analysis Period	1> 7:00
File Name	PM Peak Hour - 2020 Build_Rev_6_20_14.xus				
Project Description	US 301 PD&E				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				124		123		1794	79	216	1285	

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

								1	2	3	4	
Green	38.0	78.5	29.5	0.0	0.0	0.0						
Yellow	4.0	4.0	4.0	0.0	0.0	0.0	5	6	7	8		
Red	0.0	1.0	1.0	0.0	0.0	0.0						

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				124		123		1794	79	216	1285	
Initial Queue (Q_b), veh/h				0		0		0	0	0	0	
Base Saturation Flow Rate (s_o), veh/h				1900		1900		1900	1900	1900	1900	
Parking (N_m), man/h					None			None			None	
Heavy Vehicles (P_{HV}), %				15		15		4	4	4	4	
Ped / Bike / RTOR, /h							0	0	40	0	0	0
Buses (N_b), buses/h				0		0		0	0	0	0	
Arrival Type (*AT*)				3		3		3	3	3	3	
Upstream Filtering (*I*)				1.00		1.00		0.65	0.65	1.00	1.00	
Lane Width (*W*), ft				12.0		12.0		12.0	12.0	12.0	12.0	
Turn Bay Length, ft				450		225		0	495	1050	0	
Grade (*Pg*), %				0		0		0	0	0	0	
Speed Limit, mi/h				50		50		50	50	50	50	

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s				34.5		83.5	42.0	125.5
Yellow Change Interval (*Y*), s			4.0			4.0	4.0	4.0
Red Clearance Interval (R_c), s			1.0			1.0	0.0	1.0
Minimum Green (G_{min}), s			5			5	5	5
Start-Up Lost Time (*lt*), s			2.0			2.0	2.0	2.0
Extension of Effective Green (*e*), s			2.0			2.0	2.0	2.0
Passage (*PT*), s			2.0			2.0	2.0	2.0
Recall Mode			Off			Min	Off	Min
Dual Entry			No			Yes	No	Yes
Walk (*Walk*), s			0.0			0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s			0.0			0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius				0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft				9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb				0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft				12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking				No		0.50	No		0.50	No		0.50

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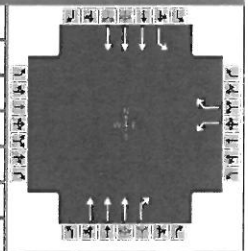
HCS 2010 Signalized Intersection Results Summary

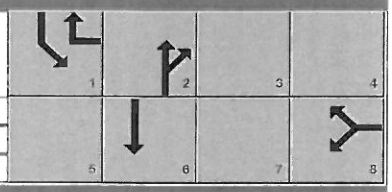
General Information				Intersection Information	
Agency	AIM Engineering & Surveying, Inc.			Duration, h	0.25
Analyst	GSR	Analysis Date	Jun 26, 2014	Area Type	Other
Jurisdiction	Hillsborough County	Time Period	PM Peak Hour	PHF	0.93
Intersection	Oak Fair Blvd	Analysis Year	2020 Build Alt	Analysis Period	1> 7:00
File Name	PM Peak Hour - 2020 Build_Rev_6_20_14.xus				
Project Description	US 301 PD&E				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				124		123		1794	79	216	1285	

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	38.0	78.5	29.5	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	0.0	1.0	1.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				9.0		7.3	2.0	4.0
Phase Duration, s				34.5		83.5	42.0	125.5
Change Period, ($Y+R_c$), s				5.0		5.0	4.0	5.0
Max Allow Headway (*MAH*), s				3.1		0.0	3.0	0.0
Queue Clearance Time (g_s), s				14.1			20.8	
Green Extension Time (g_e), s				0.4		0.0	0.3	0.0
Phase Call Probability				1.00			1.00	
Max Out Probability				0.00			0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3		18		2	12	1	6	
Adjusted Flow Rate (*v*), veh/h				133		132		1932	42	232	1382	
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1573		1400		1659	1548	1740	1659	
Queue Service Time (g_s), s				12.1		9.6		45.8	1.7	18.8	15.2	
Cycle Queue Clearance Time (g_c), s				12.1		9.6		45.8	1.7	18.8	15.2	
Green Ratio (*g/C*)				0.18		0.42		0.49	0.49	0.24	0.75	
Capacity (*c*), veh/h				290		591		2442	760	413	3748	
Volume-to-Capacity Ratio (*X*)				0.460		0.224		0.791	0.055	0.562	0.369	
Available Capacity (c_a), veh/h				290		591		2442	760	413	3748	
Back of Queue (*Q*), veh/ln (50th percentile)				4.8		3.2		15.2	0.6	8.2	4.7	
Queue Storage Ratio (*RQ*) (50th percentile)				0.30		0.40		0.00	0.03	0.20	0.00	
Uniform Delay (d_1), s/veh				58.1		29.5		23.5	15.6	53.7	6.7	
Incremental Delay (d_2), s/veh				0.4		0.1		1.8	0.1	1.1	0.3	
Initial Queue Delay (d_3), s/veh				0.0		0.0		0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh				58.6		29.6		25.3	15.7	54.8	7.0	
Level of Service (LOS)				E		C		C	B	D	A	
Approach Delay, s/veh / LOS	0.0			44.1		D	25.1		C	13.9		B
Intersection Delay, s/veh / LOS	21.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.4	C	3.3	C	2.3	B	0.7	A
Bicycle LOS Score / LOS				F	1.6	A	1.4	A

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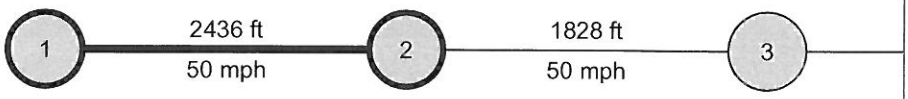
Signalized Arterial Segment Analyses

HCS 2010 Urban Street Segment Report

General Information				Streets Information	
Agency	AIM Engineering & Surveying, Inc.			Number of Intersections	6
Analyst	GSR	Analysis Date	Jun 26, 2014	Number of Segments	5
Jurisdiction	Hillsborough County	Time Period	AM Peak Hour	Number of Iterations	15
File Name	AM Peak Hour - 2020 Build_Rev	Analysis Year	2020 Build Alt	System Cycle Length, s	160
Intersections	SR 60/Adamo Drive	Old Hopewell Rd		Analysis Period	1> 7:00
Project Description	US 301 PD&E				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
1	50	50	3	3	2436	2436	50	50	0	0	70	70	0.0	0.0

		Northbound			Southbound		
Segment Output Data		NBL	NBT	NBR	SBL	SBT	SBR
Segment	Movement	5	2	12	1	6	16
1	Bay/Lane Spillback Time, h		never			never	
1	Shared Lane Spillback Time, h	never		never	never		never
1	Base Free-Flow Speed, mph	48.77			48.77		
1	Running Time, s	37.41			37.22		
1	Running Speed, mph	44.40			44.62		
1	Through Delay, s/veh	25.43			47.96		
1	Travel Speed, mph	26.43			19.50		
1	Stop Rate, stops/veh	0.64			0.77		
1	Spatial Stop Rate, stops/mi	1.39			1.68		
1	Through vol/cap Ratio	0.69			0.70		
1	Percent of Base FFS	54.19			39.98		
1	Level of Service	C			E		
1	Auto Traveler Perception Score	2.35			2.39		

Multimodal Results (Segment)					
1	Pedestrian Segment LOS Score / LOS	3.38	C	4.28	E
1	Bicycle Segment LOS Score / LOS	3.54	D	3.51	D
1	Transit Segment LOS Score / LOS	1.35	A	1.90	A

Facility Output Data	**Northbound**	**Southbound**
Facility Travel Time, s	380.13	365.50
Facility Travel Speed, mph	25.51	26.53
Facility Base Free Flow Speed, mph	48.77	48.77
Facility Percent of Base FFS	52.30	54.39
Facility Level of Service	C	C
Facility Auto Traveler Perception Score	2.34	2.30

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.87	D	4.04	D
Bicycle Facility LOS Score / LOS	3.52	D	3.51	D
Transit Facility LOS Score / LOS	1.21	A	1.09	A

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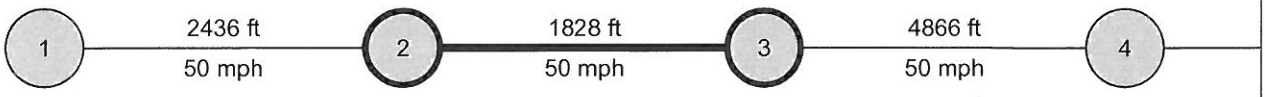
HCS 2010 Urban Street Segment Report

General Information				Streets Information	
Agency	AIM Engineering & Surveying, Inc.			Number of Intersections	6
Analyst	GSR	Analysis Date	Jun 26, 2014	Number of Segments	5
Jurisdiction	Hillsborough County	Time Period	AM Peak Hour	Number of Iterations	15
File Name	AM Peak Hour - 2020 Build_Rev	Analysis Year	2020 Build Alt	System Cycle Length, s	160
Intersections	Old Hopewell Rd	Columbus Dr/Tampa E Blvd		Analysis Period	1> 7:00
Project Description	US 301 PD&E				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
2	50	50	3	3	1828	1828	50	50	0	0	70	70	0.0	0.0

Segment Output Data		Northbound			Southbound		
		NBL	NBT	NBR	SBL	SBT	SBR
Segment	Movement	5	2	12	1	6	16
2	Bay/Lane Spillback Time, h	never	never			never	
2	Shared Lane Spillback Time, h	never		never	never		never
2	Base Free-Flow Speed, mph	48.77			48.77		
2	Running Time, s	29.06			28.83		
2	Running Speed, mph	42.90			43.23		
2	Through Delay, s/veh	27.41			13.48		
2	Travel Speed, mph	22.07			29.46		
2	Stop Rate, stops/veh	0.49			0.38		
2	Spatial Stop Rate, stops/mi	1.41			1.10		
2	Through vol/cap Ratio	0.93			0.60		
2	Percent of Base FFS	45.26			60.40		
2	Level of Service	D			C		
2	Auto Traveler Perception Score	2.35			2.30		

Multimodal Results (Segment)

2	Pedestrian Segment LOS Score / LOS	4.20	D	3.84	D
2	Bicycle Segment LOS Score / LOS	3.54	D	3.51	D
2	Transit Segment LOS Score / LOS	1.70	A	1.09	A

Facility Output Data	Northbound	Southbound
Facility Travel Time, s	380.13	365.50
Facility Travel Speed, mph	25.51	26.53
Facility Base Free Flow Speed, mph	48.77	48.77
Facility Percent of Base FFS	52.30	54.39
Facility Level of Service	C	C
Facility Auto Traveler Perception Score	2.34	2.30

Multimodal Results (Facility)

Pedestrian Facility LOS Score / LOS	3.87	D	4.04	D
Bicycle Facility LOS Score / LOS	3.52	D	3.51	D
Transit Facility LOS Score / LOS	1.21	A	1.09	A

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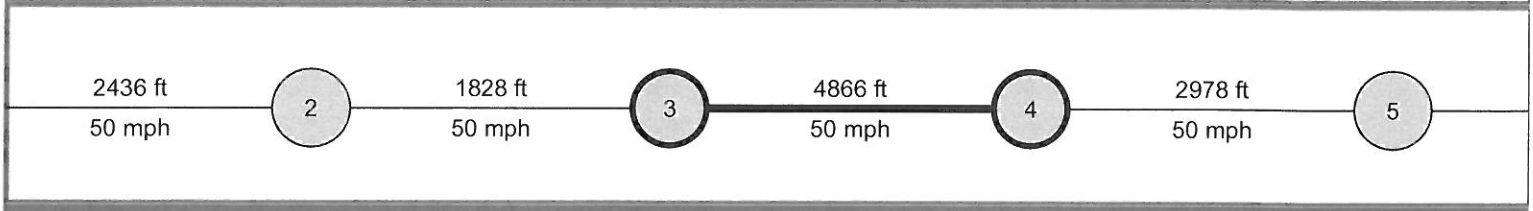
HCS 2010 Urban Street Segment Report

General Information				Streets Information	
Agency	AIM Engineering & Surveying, Inc.			Number of Intersections	6
Analyst	GSR	Analysis Date	Jun 26, 2014	Number of Segments	5
Jurisdiction	Hillsborough County	Time Period	AM Peak Hour	Number of Iterations	15
File Name	AM Peak Hour - 2020 Build_Rev	Analysis Year	2020 Build Alt	System Cycle Length, s	160
Intersections	Columbus Dr/Tampa E Blvd	Sabal Industrial Blvd		Analysis Period	1> 7:00
Project Description	US 301 PD&E				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
3	50	50	3	3	4866	4866	50	50	0	0	70	70	0.0	0.0

		Northbound			Southbound		
Segment Output Data		NBL	NBT	NBR	SBL	SBT	SBR
Segment	Movement	5	2	12	1	6	16
3	Bay/Lane Spillback Time, h		never			never	
3	Shared Lane Spillback Time, h	never		never	never		never
3	Base Free-Flow Speed, mph	48.77			48.77		
3	Running Time, s	71.29			70.98		
3	Running Speed, mph	46.54			46.74		
3	Through Delay, s/veh	54.22			24.87		
3	Travel Speed, mph	26.43			34.62		
3	Stop Rate, stops/veh	0.90			0.46		
3	Spatial Stop Rate, stops/mi	0.98			0.50		
3	Through vol/cap Ratio	0.72			0.79		
3	Percent of Base FFS	54.20			70.97		
3	Level of Service	C			B		
3	Auto Traveler Perception Score	2.29			2.21		

Multimodal Results (Segment)					
3	Pedestrian Segment LOS Score / LOS	3.93	D	3.96	D
3	Bicycle Segment LOS Score / LOS	3.53	D	3.51	D
3	Transit Segment LOS Score / LOS	1.39	A	0.85	A

Facility Output Data	**Northbound**	**Southbound**
Facility Travel Time, s	380.13	365.50
Facility Travel Speed, mph	25.51	26.53
Facility Base Free Flow Speed, mph	48.77	48.77
Facility Percent of Base FFS	52.30	54.39
Facility Level of Service	C	C
Facility Auto Traveler Perception Score	2.34	2.30

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.87	D	4.04	D
Bicycle Facility LOS Score / LOS	3.52	D	3.51	D
Transit Facility LOS Score / LOS	1.21	A	1.09	A

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HCS 2010 Urban Street Segment Report

General Information				Streets Information	
Agency	AIM Engineering & Surveying, Inc.			Number of Intersections	6
Analyst	GSR	Analysis Date	Jun 26, 2014	Number of Segments	5
Jurisdiction	Hillsborough County	Time Period	AM Peak Hour	Number of Iterations	15
File Name	AM Peak Hour - 2020 Build_Rev	Analysis Year	2020 Build Alt	System Cycle Length, s	160
Intersections	Sabal Industrial Blvd	MLK Jr Blvd/SR 574		Analysis Period	1> 7:00
Project Description	US 301 PD&E				

Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
4	50	50	3	3	2978	2978	50	50	0	0	70	70	0.0	0.0

		Northbound			Southbound		
Segment Output Data		NBL	NBT	NBR	SBL	SBT	SBR
Segment	Movement	5	2	12	1	6	16
4	Bay/Lane Spillback Time, h		never			never	
4	Shared Lane Spillback Time, h	never		never	never		never
4	Base Free-Flow Speed, mph	48.77			48.77		
4	Running Time, s	44.61			44.76		
4	Running Speed, mph	45.52			45.37		
4	Through Delay, s/veh	25.13			22.43		
4	Travel Speed, mph	29.12			30.22		
4	Stop Rate, stops/veh	0.45			0.58		
4	Spatial Stop Rate, stops/mi	0.80			1.03		
4	Through vol/cap Ratio	0.59			0.56		
4	Percent of Base FFS	59.70			61.96		
4	Level of Service	C			C		
4	Auto Traveler Perception Score	2.26			2.29		

Multimodal Results (Segment)					
4	Pedestrian Segment LOS Score / LOS	4.24	D	3.97	D
4	Bicycle Segment LOS Score / LOS	3.51	D	3.53	D
4	Transit Segment LOS Score / LOS	0.23	A	0.25	A

Facility Output Data	**Northbound**	**Southbound**
Facility Travel Time, s	380.13	365.50
Facility Travel Speed, mph	25.51	26.53
Facility Base Free Flow Speed, mph	48.77	48.77
Facility Percent of Base FFS	52.30	54.39
Facility Level of Service	C	C
Facility Auto Traveler Perception Score	2.34	2.30

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.87	D	4.04	D
Bicycle Facility LOS Score / LOS	3.52	D	3.51	D
Transit Facility LOS Score / LOS	1.21	A	1.09	A

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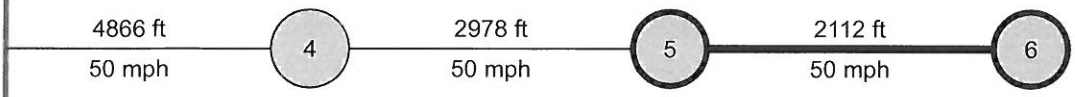
HCS 2010 Urban Street Segment Report

General Information				Streets Information	
Agency	AIM Engineering & Surveying, Inc.			Number of Intersections	6
Analyst	GSR	Analysis Date	Jun 26, 2014	Number of Segments	5
Jurisdiction	Hillsborough County	Time Period	AM Peak Hour	Number of Iterations	15
File Name	AM Peak Hour - 2020 Build_Rev	Analysis Year	2020 Build Alt	System Cycle Length, s	160
Intersections	MLK Jr Blvd/SR 574	Oak Fair Blvd		Analysis Period	1> 7:00
Project Description	US 301 PD&E				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
5	50	50	3	3	2112	2112	50	50	0	0	70	70	0.0	0.0

		Northbound			Southbound		
Segment Output Data		NBL	NBT	NBR	SBL	SBT	SBR
Segment	Movement	5	2	12	1	6	16
5	Bay/Lane Spillback Time, h		never			never	
5	Shared Lane Spillback Time, h			never	never		never
5	Base Free-Flow Speed, mph	48.77			48.77		
5	Running Time, s	32.47			32.72		
5	Running Speed, mph	44.35			44.01		
5	Through Delay, s/veh	33.10			42.26		
5	Travel Speed, mph	21.96			19.21		
5	Stop Rate, stops/veh	0.59			0.75		
5	Spatial Stop Rate, stops/mi	1.47			1.87		
5	Through vol/cap Ratio	0.81			0.69		
5	Percent of Base FFS	45.03			39.38		
5	Level of Service	D			E		
5	Auto Traveler Perception Score	2.58			2.43		

Multimodal Results (Segment)

5	Pedestrian Segment LOS Score / LOS	3.47	C	4.24	D
5	Bicycle Segment LOS Score / LOS	3.48	C	3.51	D
5	Transit Segment LOS Score / LOS	1.62	A	1.92	A

Facility Output Data	Northbound	Southbound
Facility Travel Time, s	380.13	365.50
Facility Travel Speed, mph	25.51	26.53
Facility Base Free Flow Speed, mph	48.77	48.77
Facility Percent of Base FFS	52.30	54.39
Facility Level of Service	C	C
Facility Auto Traveler Perception Score	2.34	2.30

Multimodal Results (Facility)

Pedestrian Facility LOS Score / LOS	3.87	D	4.04	D
Bicycle Facility LOS Score / LOS	3.52	D	3.51	D
Transit Facility LOS Score / LOS	1.21	A	1.09	A

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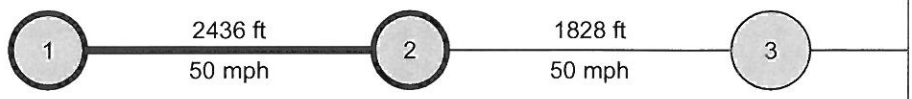
HCS 2010 Urban Street Segment Report

General Information				Streets Information	
Agency	AIM Engineering & Surveying, Inc.			Number of Intersections	6
Analyst	GSR	Analysis Date	Jun 26, 2014	Number of Segments	5
Jurisdiction	Hillsborough County	Time Period	PM Peak Hour	Number of Iterations	15
File Name	PM Peak Hour - 2020 Build_Rev	Analysis Year	2020 Build Alt	System Cycle Length, s	160
Intersections	SR 60/Adamo Drive	Old Hopewell Rd		Analysis Period	1> 7:00
Project Description	US 301 PD&E				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
1	50	50	3	3	2436	2436	50	50	0	0	70	70	0.0	0.0

		Northbound			Southbound		
Segment Output Data		NBL	NBT	NBR	SBL	SBT	SBR
Segment	Movement	5	2	12	1	6	16
1	Bay/Lane Spillback Time, h		never		never	never	
1	Shared Lane Spillback Time, h	never		never	never		never
1	Base Free-Flow Speed, mph	48.77			48.77		
1	Running Time, s	36.97			37.45		
1	Running Speed, mph	44.92			44.35		
1	Through Delay, s/veh	23.78			45.25		
1	Travel Speed, mph	27.34			20.08		
1	Stop Rate, stops/veh	0.62			0.77		
1	Spatial Stop Rate, stops/mi	1.33			1.67		
1	Through vol/cap Ratio	0.51			0.75		
1	Percent of Base FFS	56.06			41.18		
1	Level of Service	C			D		
1	Auto Traveler Perception Score	2.34			2.39		

Multimodal Results (Segment)

1	Pedestrian Segment LOS Score / LOS	3.46	C	4.36	E
1	Bicycle Segment LOS Score / LOS	3.50	C	3.54	D
1	Transit Segment LOS Score / LOS	1.22	A	1.88	A

Facility Output Data	Northbound	Southbound
Facility Travel Time, s	332.59	380.44
Facility Travel Speed, mph	29.15	25.48
Facility Base Free Flow Speed, mph	48.77	48.77
Facility Percent of Base FFS	59.77	52.25
Facility Level of Service	C	C
Facility Auto Traveler Perception Score	2.31	2.31

Multimodal Results (Facility)

Pedestrian Facility LOS Score / LOS	3.85	D	4.05	D
Bicycle Facility LOS Score / LOS	3.51	D	3.52	D
Transit Facility LOS Score / LOS	0.91	A	1.36	A

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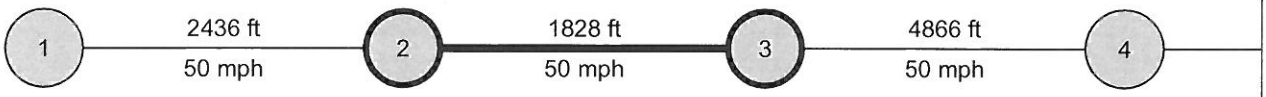
HCS 2010 Urban Street Segment Report

General Information				Streets Information	
Agency	AIM Engineering & Surveying, Inc.			Number of Intersections	6
Analyst	GSR	Analysis Date	Jun 26, 2014	Number of Segments	5
Jurisdiction	Hillsborough County	Time Period	PM Peak Hour	Number of Iterations	15
File Name	PM Peak Hour - 2020 Build_Rev	Analysis Year	2020 Build Alt	System Cycle Length, s	160
Intersections	Old Hopewell Rd	Columbus Dr/Tampa E Blvd		Analysis Period	1> 7:00
Project Description	US 301 PD&E				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
2	50	50	3	3	1828	1828	50	50	0	0	70	70	0.0	0.0

Segment Output Data		Northbound			Southbound		
		NBL	NBT	NBR	SBL	SBT	SBR
Segment	Movement	5	2	12	1	6	16
2	Bay/Lane Spillback Time, h		never			never	
2	Shared Lane Spillback Time, h	never		never	never		never
2	Base Free-Flow Speed, mph	48.77			48.77		
2	Running Time, s	28.73			29.01		
2	Running Speed, mph	43.38			42.96		
2	Through Delay, s/veh	7.39			7.26		
2	Travel Speed, mph	34.51			34.36		
2	Stop Rate, stops/veh	0.15			0.21		
2	Spatial Stop Rate, stops/mi	0.43			0.59		
2	Through vol/cap Ratio	0.54			0.63		
2	Percent of Base FFS	70.76			70.45		
2	Level of Service	B			B		
2	Auto Traveler Perception Score	2.20			2.23		

Multimodal Results (Segment)

2	Pedestrian Segment LOS Score / LOS	4.03	D	3.93	D
2	Bicycle Segment LOS Score / LOS	3.50	C	3.54	D
2	Transit Segment LOS Score / LOS	0.75	A	0.82	A

Facility Output Data	Northbound	Southbound
Facility Travel Time, s	332.59	380.44
Facility Travel Speed, mph	29.15	25.48
Facility Base Free Flow Speed, mph	48.77	48.77
Facility Percent of Base FFS	59.77	52.25
Facility Level of Service	C	C
Facility Auto Traveler Perception Score	2.31	2.31

Multimodal Results (Facility)

Pedestrian Facility LOS Score / LOS	3.85	D	4.05	D
Bicycle Facility LOS Score / LOS	3.51	D	3.52	D
Transit Facility LOS Score / LOS	0.91	A	1.36	A

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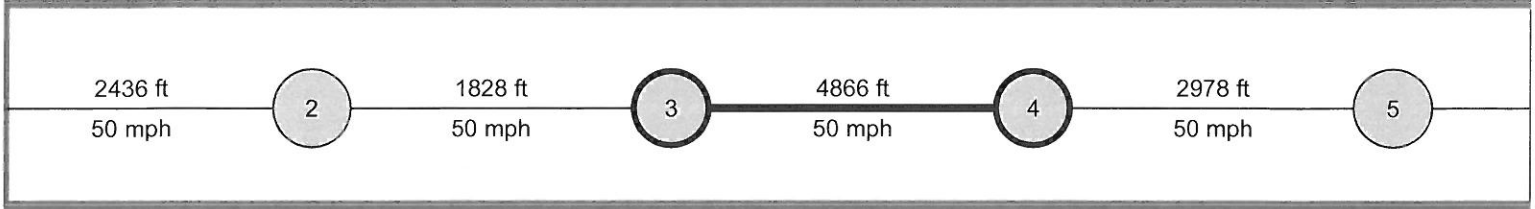
HCS 2010 Urban Street Segment Report

General Information				Streets Information	
Agency	AIM Engineering & Surveying, Inc.			Number of Intersections	6
Analyst	GSR	Analysis Date	Jun 26, 2014	Number of Segments	5
Jurisdiction	Hillsborough County	Time Period	PM Peak Hour	Number of Iterations	15
File Name	PM Peak Hour - 2020 Build_Rev	Analysis Year	2020 Build Alt	System Cycle Length, s	160
Intersections	Columbus Dr/Tampa E Blvd	Sabal Industrial Blvd		Analysis Period	1> 7:00
Project Description	US 301 PD&E				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
3	50	50	3	3	4866	4866	50	50	0	0	70	70	0.0	0.0

		Northbound			Southbound		
Segment Output Data		NBL	NBT	NBR	SBL	SBT	SBR
Segment	Movement	5	2	12	1	6	16
3	Bay/Lane Spillback Time, h		never			never	
3	Shared Lane Spillback Time, h	never		never	never		never
3	Base Free-Flow Speed, mph	48.77			48.77		
3	Running Time, s	70.64			71.33		
3	Running Speed, mph	46.97			46.51		
3	Through Delay, s/veh	34.79			31.87		
3	Travel Speed, mph	31.47			32.15		
3	Stop Rate, stops/veh	0.71			0.68		
3	Spatial Stop Rate, stops/mi	0.77			0.73		
3	Through vol/cap Ratio	0.64			0.72		
3	Percent of Base FFS	64.53			65.92		
3	Level of Service	C			C		
3	Auto Traveler Perception Score	2.26			2.25		

Multimodal Results (Segment)					
3	Pedestrian Segment LOS Score / LOS	3.93	D	4.03	D
3	Bicycle Segment LOS Score / LOS	3.50	C	3.54	D
3	Transit Segment LOS Score / LOS	1.01	A	1.01	A

Facility Output Data	Northbound	Southbound
Facility Travel Time, s	332.59	380.44
Facility Travel Speed, mph	29.15	25.48
Facility Base Free Flow Speed, mph	48.77	48.77
Facility Percent of Base FFS	59.77	52.25
Facility Level of Service	C	C
Facility Auto Traveler Perception Score	2.31	2.31

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.85	D	4.05	D
Bicycle Facility LOS Score / LOS	3.51	D	3.52	D
Transit Facility LOS Score / LOS	0.91	A	1.36	A

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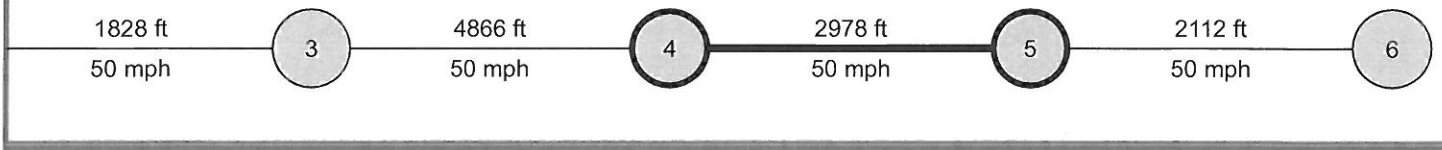
HCS 2010 Urban Street Segment Report

General Information				Streets Information	
Agency	AIM Engineering & Surveying, Inc.			Number of Intersections	6
Analyst	GSR	Analysis Date	Jun 26, 2014	Number of Segments	5
Jurisdiction	Hillsborough County	Time Period	PM Peak Hour	Number of Iterations	15
File Name	PM Peak Hour - 2020 Build_Rev	Analysis Year	2020 Build Alt	System Cycle Length, s	160
Intersections	Sabal Industrial Blvd	MLK Jr Blvd/SR 574		Analysis Period	1> 7:00
Project Description	US 301 PD&E				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
4	50	50	3	3	2978	2978	50	50	0	0	70	70	0.0	0.0

		Northbound			Southbound		
Segment Output Data		NBL	NBT	NBR	SBL	SBT	SBR
Segment	Movement	5	2	12	1	6	16
4	Bay/Lane Spillback Time, h	never	never			never	
4	Shared Lane Spillback Time, h	never		never	never		never
4	Base Free-Flow Speed, mph	48.77			48.77		
4	Running Time, s	44.77			44.55		
4	Running Speed, mph	45.35			45.57		
4	Through Delay, s/veh	27.54			36.78		
4	Travel Speed, mph	28.08			24.96		
4	Stop Rate, stops/veh	0.49			0.75		
4	Spatial Stop Rate, stops/mi	0.86			1.32		
4	Through vol/cap Ratio	0.73			0.64		
4	Percent of Base FFS	57.58			51.19		
4	Level of Service	C			C		
4	Auto Traveler Perception Score	2.27			2.34		

Multimodal Results (Segment)

4	Pedestrian Segment LOS Score / LOS	4.30	E	3.88	D
4	Bicycle Segment LOS Score / LOS	3.53	D	3.51	D
4	Transit Segment LOS Score / LOS	0.25	A	1.43	A

Facility Output Data	Northbound	Southbound
Facility Travel Time, s	332.59	380.44
Facility Travel Speed, mph	29.15	25.48
Facility Base Free Flow Speed, mph	48.77	48.77
Facility Percent of Base FFS	59.77	52.25
Facility Level of Service	C	C
Facility Auto Traveler Perception Score	2.31	2.31

Multimodal Results (Facility)

Pedestrian Facility LOS Score / LOS	3.85	D	4.05	D
Bicycle Facility LOS Score / LOS	3.51	D	3.52	D
Transit Facility LOS Score / LOS	0.91	A	1.36	A

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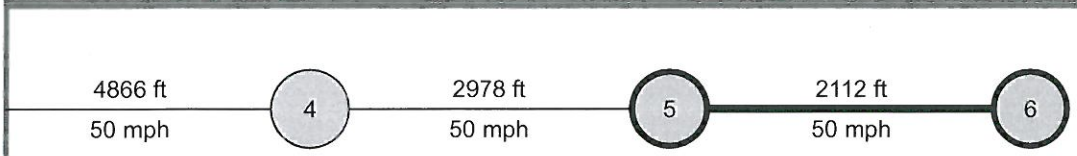
HCS 2010 Urban Street Segment Report

General Information				Streets Information	
Agency	AIM Engineering & Surveying, Inc.			Number of Intersections	6
Analyst	GSR	Analysis Date	Jun 26, 2014	Number of Segments	5
Jurisdiction	Hillsborough County	Time Period	PM Peak Hour	Number of Iterations	15
File Name	PM Peak Hour - 2020 Build_Rev	Analysis Year	2020 Build Alt	System Cycle Length, s	160
Intersections	MLK Jr Blvd/SR 574	Oak Fair Blvd		Analysis Period	1> 7:00
Project Description	US 301 PD&E				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
5	50	50	3	3	2112	2112	50	50	0	0	70	70	0.0	0.0

		Northbound			Southbound		
Segment Output Data		NBL	NBT	NBR	SBL	SBT	SBR
Segment	Movement	5	2	12	1	6	16
5	Bay/Lane Spillback Time, h		never			never	
5	Shared Lane Spillback Time, h			never	never		never
5	Base Free-Flow Speed, mph	48.77			48.77		
5	Running Time, s	32.69			32.43		
5	Running Speed, mph	44.05			44.41		
5	Through Delay, s/veh	25.30			44.51		
5	Travel Speed, mph	24.83			18.72		
5	Stop Rate, stops/veh	0.53			0.75		
5	Spatial Stop Rate, stops/mi	1.33			1.88		
5	Through vol/cap Ratio	0.79			0.59		
5	Percent of Base FFS	50.92			38.38		
5	Level of Service	C			E		
5	Auto Traveler Perception Score	2.56			2.43		

Multimodal Results (Segment)					
5	Pedestrian Segment LOS Score / LOS	3.33	C	4.11	D
5	Bicycle Segment LOS Score / LOS	3.51	D	3.48	C
5	Transit Segment LOS Score / LOS	1.43	A	1.91	A

Facility Output Data	**Northbound**	**Southbound**
Facility Travel Time, s	332.59	380.44
Facility Travel Speed, mph	29.15	25.48
Facility Base Free Flow Speed, mph	48.77	48.77
Facility Percent of Base FFS	59.77	52.25
Facility Level of Service	C	C
Facility Auto Traveler Perception Score	2.31	2.31

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.85	D	4.05	D
Bicycle Facility LOS Score / LOS	3.51	D	3.52	D
Transit Facility LOS Score / LOS	0.91	A	1.36	A

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APPENDIX M

Traffic Data for Noise Analysis

Documentation for the US 301 Noise Traffic Data

- The LOS C AADT Volumes were obtained using Table 1 (Generalized Annual Average Daily Volumes for Florida's Urbanized Areas) of the December 18, 2012 FDOT Quality/Level of Service Handbook assuming a Class I Signalized Arterial.

- The 24-hour truck % was based on a 50/50 weighted average of the 2013 72-hour vehicle classification count data obtained for the PD&E study and the 2012 24-hour truck % obtained from Count Station No. 105326 (US 301 north of SR 60).

  24-Hr Truck % = [(((8.6 + 7.5 + 8.5)/3) + 9.0)/2] = 8.6%

  This value is very close to the 2012 24-hour Truck % reported for FDOT Count Station No. 105326 (8.98%).

- The design hour truck % was based on the average of the 2013 p.m. peak hour truck percentages obtained from the 72-hour vehicle classification count data obtained for the PD&E study.

  Design Hour Truck % = (5.88 + 3.57 + 3.83)/3 = 4.4%

  This value is very close to the 2012 Design Hour Truck % reported for FDOT Count Station No. 105326 (4.5%).

- The design hour medium and heavy truck %'s were based on a 50/50 split. The 24-hour medium truck/heavy truck %'s for FDOT Count Station No. 105326 are 4.00%/3.99% (approximately 50/50). In addition, the 2013 average a.m. peak hour medium truck/heavy truck %'s based on the 72-hour classification count data is also approximately 50/50.

  Design Hour Medium Truck % = 0.50 x 4.4% = 2.2%

  Design Hour Heavy Truck % = 0.50 x 4.4% = 2.2%

  These values are very close to the DH3 and DH2 values (2.00% and 2.5%, respectively) associated with FDOT Count Station No. 105326.

- The design hour bus and motorcycle %'s were assumed to be one-half of the 24-hour bus and motorcycle %'s for FDOT Count Station No. 105326 (0.98% and 0.41%, respectively).

TABLE 1

Generalized **Annual Average Daily** Volumes for Florida's **Urbanized Areas**

12/18/12

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	16,800	17,700	**
4	Divided	*	37,900	39,800	**
6	Divided	*	58,400	59,900	**
8	Divided	*	78,800	80,100	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	7,300	14,800	15,600
4	Divided	*	14,500	32,400	33,800
6	Divided	*	23,300	50,000	50,900
8	Divided	*	32,000	67,300	68,100

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	2,900	7,600	19,700
50-84%	2,100	6,700	19,700	>19,700
85-100%	9,300	19,700	>19,700	**

PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	2,800	9,500
50-84%	*	1,600	8,700	15,800
85-100%	3,800	10,700	17,400	>19,700

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Core Urbanized

Lanes	B	C	D	E
4	47,400	64,000	77,900	84,600
6	69,900	95,200	116,600	130,600
8	92,500	126,400	154,300	176,600
10	115,100	159,700	194,500	222,700
12	162,400	216,700	256,600	268,900

Urbanized

Lanes	B	C	D	E
4	45,800	61,500	74,400	79,900
6	68,100	93,000	111,800	123,300
8	91,500	123,500	148,700	166,800
10	114,800	156,000	187,100	210,300

Freeway Adjustments

Auxiliary Lanes Present in Both Directions	Ramp Metering
+ 20,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	8,600	17,000	24,200	33,300
4	Divided	36,700	51,800	65,600	72,600
6	Divided	55,000	77,700	98,300	108,800

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1] Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

This spreadsheet is designed to calculate the appropriate traffic data for use in the noise model - do not input values for items in "red".

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 PD&E Study From SR 60 to I-4	Date:	3/5/2014
State Project Number(s):	4300501	Prepared By:	AIM Engineering & Surveying
Financial Project ID:	430050-1-22-01		
Federal Aid Number(s):	N/A		
Segment Description:	Between SR 60 and Old Hopewell Road		

(Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc.)

NOTE: Modeled ADT is the LOS(C) volume referenced in the FDOT LOS tables or demand, whichever is less.

Existing Facility		No-Build (Design Year)		Build (Design Year)	
Lanes:	4	Lanes:	4	Lanes:	6
Year:	2013	Year:	2040	Year:	2040
ADT: LOS (C)	37,900	ADT: LOS (C)	37,900	ADT: LOS (C)	58,400
Demand	35,000	Demand	49,200	Demand	63,700
Speed:	45 mph / 72 kmh	Speed:	45 mph / 72 kmh	Speed:	50 mph / 80 kmh
K=	9.0 %	K=	9.0 %	K=	9.0 %
D=	57.0 %	D=	57.0 %	D=	57.0 %
T=	8.6 % for 24 hrs.	T=	8.6 % for 24 hrs.	T=	8.6 % for 24 hrs.
T=	4.4 % Design hr	T=	4.4 % Design hr	T=	4.4 % Design hr
2.2	% Medium Trucks DHV	2.2	% Medium Trucks DHV	2.2	% Medium Trucks DHV
2.2	% Heavy Trucks DHV	2.2	% Heavy Trucks DHV	2.2	% Heavy Trucks DHV
0.49	% Buses DHV	0.49	% Buses DHV	0.49	% Buses DHV
0.20	% Motorcycles DHV	0.20	% Motorcycles DHV	0.20	% Motorcycles DHV

STAMINA/TNM INPUT

The following are spreadsheet calculations based on the input above - do not enter data below this line

Existing Facility Model:	Demand	No-Build (Design Year) Model:	LOS (C)	Build (Design Year) Model:	LOS (C)
LOS (C)		**LOS (C)**		**LOS (C)**	
Southbound: Autos	1845	Southbound: Autos	1845	Southbound: Autos	2843
Med Trucks	43	Med Trucks	43	Med Trucks	66
Hvy Trucks	43	Hvy Trucks	43	Hvy Trucks	66
Buses	10	Buses	10	Buses	15
Motorcycles	4	Motorcycles	4	Motorcycles	6
Northbound: Autos	1392	Northbound: Autos	1392	Northbound: Autos	2145
Med Trucks	32	Med Trucks	32	Med Trucks	50
Hvy Trucks	32	Hvy Trucks	32	Hvy Trucks	50
Buses	7	Buses	7	Buses	11
Motorcycles	3	Motorcycles	3	Motorcycles	5
Demand		**Demand**		**Demand**	
Southbound: Autos	1704	Southbound: Autos	2395	Southbound: Autos	3101
Med Trucks	40	Med Trucks	56	Med Trucks	72
Hvy Trucks	40	Hvy Trucks	56	Hvy Trucks	72
Buses	9	Buses	12	Buses	16
Motorcycles	4	Motorcycles	5	Motorcycles	7
Northbound: Autos	1286	Northbound: Autos	1807	Northbound: Autos	2340
Med Trucks	30	Med Trucks	42	Med Trucks	54
Hvy Trucks	30	Hvy Trucks	42	Hvy Trucks	54
Buses	7	Buses	9	Buses	12
Motorcycles	3	Motorcycles	4	Motorcycles	5

This spreadsheet is designed to calculate the appropriate traffic data for use in the noise model - do not input values for items in "red".

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 PD&E Study From SR 60 to I-4	Date:	3/5/2014
State Project Number(s):	4300501	Prepared By:	AIM Engineering & Surveying
Financial Project ID:	430050-1-22-01		
Federal Aid Number(s):	N/A		
Segment Description:	Between Old Hopewell Road and Stannum Street/Massaro Boulevard		

(Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc.)

NOTE: Modeled ADT is the LOS(C) volume referenced in the FDOT LOS tables or demand, whichever is less.

Existing Facility		No-Build (Design Year)		Build (Design Year)	
Lanes:	4	Lanes:	4	Lanes:	6
Year:	2013	Year:	2040	Year:	2040
ADT: LOS (C)	37,900	ADT: LOS (C)	37,900	ADT: LOS (C)	58,400
Demand	36,200	Demand	49,000	Demand	63,400
Speed:	50 mph / 80 kmh	Speed:	50 mph / 80 kmh	Speed:	50 mph / 80 kmh
K=	9.0 %	K=	9.0 %	K=	9.0 %
D=	57.0 %	D=	57.0 %	D=	57.0 %
T=	8.6 % for 24 hrs.	T=	8.6 % for 24 hrs.	T=	8.6 % for 24 hrs.
T=	4.4 % Design hr	T=	4.4 % Design hr	T=	4.4 % Design hr
2.2	% Medium Trucks DHV	2.2	% Medium Trucks DHV	2.2	% Medium Trucks DHV
2.2	% Heavy Trucks DHV	2.2	% Heavy Trucks DHV	2.2	% Heavy Trucks DHV
0.49	% Buses DHV	0.49	% Buses DHV	0.49	% Buses DHV
0.20	% Motorcycles DHV	0.20	% Motorcycles DHV	0.20	% Motorcycles DHV

STAMINA/TNM INPUT

The following are spreadsheet calculations based on the input above - do not enter data below this line

Existing Facility Model:	Demand	No-Build (Design Year) Model:	LOS (C)	Build (Design Year) Model:	LOS (C)
LOS (C)		**LOS (C)**		**LOS (C)**	
Southbound: Autos	1845	Southbound: Autos	1845	Southbound: Autos	2843
Med Trucks	43	Med Trucks	43	Med Trucks	66
Hvy Trucks	43	Hvy Trucks	43	Hvy Trucks	66
Buses	10	Buses	10	Buses	15
Motorcycles	4	Motorcycles	4	Motorcycles	6
Northbound: Autos	1392	Northbound: Autos	1392	Northbound: Autos	2145
Med Trucks	32	Med Trucks	32	Med Trucks	50
Hvy Trucks	32	Hvy Trucks	32	Hvy Trucks	50
Buses	7	Buses	7	Buses	11
Motorcycles	3	Motorcycles	3	Motorcycles	5
Demand		**Demand**		**Demand**	
Southbound: Autos	1763	Southbound: Autos	2386	Southbound: Autos	3087
Med Trucks	41	Med Trucks	55	Med Trucks	72
Hvy Trucks	41	Hvy Trucks	55	Hvy Trucks	72
Buses	9	Buses	12	Buses	16
Motorcycles	4	Motorcycles	5	Motorcycles	7
Northbound: Autos	1330	Northbound: Autos	1800	Northbound: Autos	2329
Med Trucks	31	Med Trucks	42	Med Trucks	54
Hvy Trucks	31	Hvy Trucks	42	Hvy Trucks	54
Buses	7	Buses	9	Buses	12
Motorcycles	3	Motorcycles	4	Motorcycles	5

This spreadsheet is designed to calculate the appropriate traffic data for use in the noise model - do not input values for items in "red".

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 PD&E Study From SR 60 to I-4	Date:	3/5/2014
State Project Number(s):	4300501	Prepared By:	AIM Engineering & Surveying
Financial Project ID:	430050-1-22-01		
Federal Aid Number(s):	N/A		
Segment Description:	Between Stannum Street/Massaro Boulevard and Columbus Drive/Tampa E. Boulevard		

(Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc.)

NOTE: Modeled ADT is the LOS(C) volume referenced in the FDOT LOS tables or demand, whichever is less.

Existing Facility		No-Build (Design Year)		Build (Design Year)	
Lanes:	4	Lanes:	4	Lanes:	6
Year:	2013	Year:	2040	Year:	2040
ADT: LOS (C)	37,900	ADT: LOS (C)	37,900	ADT: LOS (C)	58,400
Demand	36,000	Demand	48,800	Demand	64,000
Speed:	50 mph / 80 kmh	Speed:	50 mph / 80 kmh	Speed:	50 mph / 80 kmh
K=	9.0 %	K=	9.0 %	K=	9.0 %
D=	57.0 %	D=	57.0 %	D=	57.0 %
T=	8.6 % for 24 hrs.	T=	8.6 % for 24 hrs.	T=	8.6 % for 24 hrs.
T=	4.4 % Design hr	T=	4.4 % Design hr	T=	4.4 % Design hr
2.2	% Medium Trucks DHV	2.2	% Medium Trucks DHV	2.2	% Medium Trucks DHV
2.2	% Heavy Trucks DHV	2.2	% Heavy Trucks DHV	2.2	% Heavy Trucks DHV
0.49	% Buses DHV	0.49	% Buses DHV	0.49	% Buses DHV
0.20	% Motorcycles DHV	0.20	% Motorcycles DHV	0.20	% Motorcycles DHV

STAMINA/TNM INPUT

The following are spreadsheet calculations based on the input above - do not enter data below this line

Existing Facility Model:	Demand	No-Build (Design Year) Model:	LOS (C)	Build (Design Year) Model:	LOS (C)
LOS (C)		**LOS (C)**		**LOS (C)**	
Southbound: Autos	1845	Southbound: Autos	1845	Southbound: Autos	2843
Med Trucks	43	Med Trucks	43	Med Trucks	66
Hvy Trucks	43	Hvy Trucks	43	Hvy Trucks	66
Buses	10	Buses	10	Buses	15
Motorcycles	4	Motorcycles	4	Motorcycles	6
Northbound: Autos	1392	Northbound: Autos	1392	Northbound: Autos	2145
Med Trucks	32	Med Trucks	32	Med Trucks	50
Hvy Trucks	32	Hvy Trucks	32	Hvy Trucks	50
Buses	7	Buses	7	Buses	11
Motorcycles	3	Motorcycles	3	Motorcycles	5
Demand		**Demand**		**Demand**	
Southbound: Autos	1753	Southbound: Autos	2376	Southbound: Autos	3116
Med Trucks	41	Med Trucks	55	Med Trucks	72
Hvy Trucks	41	Hvy Trucks	55	Hvy Trucks	72
Buses	9	Buses	12	Buses	16
Motorcycles	4	Motorcycles	5	Motorcycles	7
Northbound: Autos	1322	Northbound: Autos	1792	Northbound: Autos	2351
Med Trucks	31	Med Trucks	42	Med Trucks	54
Hvy Trucks	31	Hvy Trucks	42	Hvy Trucks	54
Buses	7	Buses	9	Buses	12
Motorcycles	3	Motorcycles	4	Motorcycles	5

This spreadsheet is designed to calculate the appropriate traffic data for use in the noise model - do not input values for items in "red".

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 PD&E Study From SR 60 to I-4	Date:	3/5/2014
State Project Number(s):	4300501	Prepared By:	AIM Engineering & Surveying
Financial Project ID:	430050-1-22-01		
Federal Aid Number(s):	N/A		
Segment Description:	Between Columbus Drive/Tampa E. Boulevard and Overpass Road/21st Avenue		

(Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc.)

NOTE: Modeled ADT is the LOS(C) volume referenced in the FDOT LOS tables or demand, whichever is less.

Existing Facility		No-Build (Design Year)		Build (Design Year)	
Lanes:	4	Lanes:	4	Lanes:	6
Year:	2013	Year:	2040	Year:	2040
ADT: LOS (C)	37,900	ADT: LOS (C)	37,900	ADT: LOS (C)	58,400
Demand	32,500	Demand	50,300	Demand	62,700
Speed:	50 mph / 80 kmh	Speed:	50 mph / 80 kmh	Speed:	50 mph / 80 kmh
K=	9.0 %	K=	9.0 %	K=	9.0 %
D=	57.0 %	D=	57.0 %	D=	57.0 %
T=	8.6 % for 24 hrs.	T=	8.6 % for 24 hrs.	T=	8.6 % for 24 hrs.
T=	4.4 % Design hr	T=	4.4 % Design hr	T=	4.4 % Design hr
2.2	% Medium Trucks DHV	2.2	% Medium Trucks DHV	2.2	% Medium Trucks DHV
2.2	% Heavy Trucks DHV	2.2	% Heavy Trucks DHV	2.2	% Heavy Trucks DHV
0.49	% Buses DHV	0.49	% Buses DHV	0.49	% Buses DHV
0.20	% Motorcycles DHV	0.20	% Motorcycles DHV	0.20	% Motorcycles DHV

STAMINA/TNM INPUT

The following are spreadsheet calculations based on the input above - do not enter data below this line

Existing Facility Model:	Demand	No-Build (Design Year) Model:	LOS (C)	Build (Design Year) Model:	LOS (C)
LOS (C)		**LOS (C)**		**LOS (C)**	
Southbound: Autos	1845	Southbound: Autos	1845	Southbound: Autos	2843
Med Trucks	43	Med Trucks	43	Med Trucks	66
Hvy Trucks	43	Hvy Trucks	43	Hvy Trucks	66
Buses	10	Buses	10	Buses	15
Motorcycles	4	Motorcycles	4	Motorcycles	6
Northbound: Autos	1392	Northbound: Autos	1392	Northbound: Autos	2145
Med Trucks	32	Med Trucks	32	Med Trucks	50
Hvy Trucks	32	Hvy Trucks	32	Hvy Trucks	50
Buses	7	Buses	7	Buses	11
Motorcycles	3	Motorcycles	3	Motorcycles	5
Demand		**Demand**		**Demand**	
Southbound: Autos	1582	Southbound: Autos	2449	Southbound: Autos	3053
Med Trucks	37	Med Trucks	57	Med Trucks	71
Hvy Trucks	37	Hvy Trucks	57	Hvy Trucks	71
Buses	8	Buses	13	Buses	16
Motorcycles	3	Motorcycles	5	Motorcycles	6
Northbound: Autos	1194	Northbound: Autos	1848	Northbound: Autos	2303
Med Trucks	28	Med Trucks	43	Med Trucks	53
Hvy Trucks	28	Hvy Trucks	43	Hvy Trucks	53
Buses	6	Buses	10	Buses	12
Motorcycles	3	Motorcycles	4	Motorcycles	5

This spreadsheet is designed to calculate the appropriate traffic data for use in the noise model - do not input values for items in "red".

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 PD&E Study From SR 60 to I-4	Date:	3/5/2014
State Project Number(s):	4300501	Prepared By:	AIM Engineering & Surveying
Financial Project ID:	430050-1-22-01		
Federal Aid Number(s):	N/A		
Segment Description:	Between Overpass Road/21st Avenue and Sabal Industrial Boulevard		

(Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc.)

NOTE: Modeled ADT is the LOS(C) volume referenced in the FDOT LOS tables or demand, whichever is less.

Existing Facility		No-Build (Design Year)		Build (Design Year)	
Lanes:	4	Lanes:	4	Lanes:	6
Year:	2013	Year:	2040	Year:	2040
ADT: LOS (C)	37,900	ADT: LOS (C)	37,900	ADT: LOS (C)	58,400
Demand	33,800	Demand	51,100	Demand	64,200
Speed:	50 mph / 80 kmh	Speed:	50 mph / 80 kmh	Speed:	50 mph / 80 kmh
K=	9.0 %	K=	9.0 %	K=	9.0 %
D=	57.0 %	D=	57.0 %	D=	57.0 %
T=	8.6 % for 24 hrs.	T=	8.6 % for 24 hrs.	T=	8.6 % for 24 hrs.
T=	4.4 % Design hr	T=	4.4 % Design hr	T=	4.4 % Design hr
2.2	% Medium Trucks DHV	2.2	% Medium Trucks DHV	2.2	% Medium Trucks DHV
2.2	% Heavy Trucks DHV	2.2	% Heavy Trucks DHV	2.2	% Heavy Trucks DHV
0.49	% Buses DHV	0.49	% Buses DHV	0.49	% Buses DHV
0.20	% Motorcycles DHV	0.20	% Motorcycles DHV	0.20	% Motorcycles DHV

STAMINA/TNM INPUT

The following are spreadsheet calculations based on the input above - do not enter data below this line

Existing Facility Model:	Demand	No-Build (Design Year) Model:	LOS (C)	Build (Design Year) Model:	LOS (C)
LOS (C)		**LOS (C)**		**LOS (C)**	
Southbound: Autos	1845	Southbound: Autos	1845	Southbound: Autos	2843
Med Trucks	43	Med Trucks	43	Med Trucks	66
Hvy Trucks	43	Hvy Trucks	43	Hvy Trucks	66
Buses	10	Buses	10	Buses	15
Motorcycles	4	Motorcycles	4	Motorcycles	6
Northbound: Autos	1392	Northbound: Autos	1392	Northbound: Autos	2145
Med Trucks	32	Med Trucks	32	Med Trucks	50
Hvy Trucks	32	Hvy Trucks	32	Hvy Trucks	50
Buses	7	Buses	7	Buses	11
Motorcycles	3	Motorcycles	3	Motorcycles	5
Demand		**Demand**		**Demand**	
Southbound: Autos	1646	Southbound: Autos	2488	Southbound: Autos	3126
Med Trucks	38	Med Trucks	58	Med Trucks	72
Hvy Trucks	38	Hvy Trucks	58	Hvy Trucks	72
Buses	8	Buses	13	Buses	16
Motorcycles	3	Motorcycles	5	Motorcycles	7
Northbound: Autos	1241	Northbound: Autos	1877	Northbound: Autos	2358
Med Trucks	29	Med Trucks	44	Med Trucks	55
Hvy Trucks	29	Hvy Trucks	44	Hvy Trucks	55
Buses	6	Buses	10	Buses	12
Motorcycles	3	Motorcycles	4	Motorcycles	5

This spreadsheet is designed to calculate the appropriate traffic data for use in the noise model - do not input values for items in "red".

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 PD&E Study From SR 60 to I-4	Date:	3/5/2014
State Project Number(s):	4300501	Prepared By:	AIM Engineering & Surveying
Financial Project ID:	430050-1-22-01		
Federal Aid Number(s):	N/A		
Segment Description:	Between Sabal Industrial Boulevard and 27th Avenue		

(Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc.)

NOTE: Modeled ADT is the LOS(C) volume referenced in the FDOT LOS tables or demand, whichever is less.

Existing Facility		No-Build (Design Year)		Build (Design Year)	
Lanes:	4	Lanes:	4	Lanes:	6
Year:	2013	Year:	2040	Year:	2040
ADT:		ADT:		ADT:	
LOS (C)	37,900	LOS (C)	37,900	LOS (C)	58,400
Demand	33,700	Demand	51,500	Demand	64,500
Speed:	50 mph	Speed:	50 mph	Speed:	50 mph
	80 kmh		80 kmh		80 kmh
K=	9.0 %	K=	9.0 %	K=	9.0 %
D=	57.0 %	D=	57.0 %	D=	57.0 %
T=	8.6 % for 24 hrs.	T=	8.6 % for 24 hrs.	T=	8.6 % for 24 hrs.
T=	4.4 % Design hr	T=	4.4 % Design hr	T=	4.4 % Design hr
2.2	% Medium Trucks DHV	2.2	% Medium Trucks DHV	2.2	% Medium Trucks DHV
2.2	% Heavy Trucks DHV	2.2	% Heavy Trucks DHV	2.2	% Heavy Trucks DHV
0.49	% Buses DHV	0.49	% Buses DHV	0.49	% Buses DHV
0.20	% Motorcycles DHV	0.20	% Motorcycles DHV	0.20	% Motorcycles DHV

STAMINA/TNM INPUT

The following are spreadsheet calculations based on the input above - do not enter data below this line

Existing Facility Model:	Demand	No-Build (Design Year) Model:	LOS (C)	Build (Design Year) Model:	LOS (C)
LOS (C)		LOS (C)		LOS (C)	
Southbound: Autos	1845	Southbound: Autos	1845	Southbound: Autos	2843
Med Trucks	43	Med Trucks	43	Med Trucks	66
Hvy Trucks	43	Hvy Trucks	43	Hvy Trucks	66
Buses	10	Buses	10	Buses	15
Motorcycles	4	Motorcycles	4	Motorcycles	6
Northbound: Autos	1392	Northbound: Autos	1392	Northbound: Autos	2145
Med Trucks	32	Med Trucks	32	Med Trucks	50
Hvy Trucks	32	Hvy Trucks	32	Hvy Trucks	50
Buses	7	Buses	7	Buses	11
Motorcycles	3	Motorcycles	3	Motorcycles	5
Demand		Demand		Demand	
Southbound: Autos	1641	Southbound: Autos	2507	Southbound: Autos	3140
Med Trucks	38	Med Trucks	58	Med Trucks	73
Hvy Trucks	38	Hvy Trucks	58	Hvy Trucks	73
Buses	8	Buses	13	Buses	16
Motorcycles	3	Motorcycles	5	Motorcycles	7
Northbound: Autos	1238	Northbound: Autos	1892	Northbound: Autos	2369
Med Trucks	29	Med Trucks	44	Med Trucks	55
Hvy Trucks	29	Hvy Trucks	44	Hvy Trucks	55
Buses	6	Buses	10	Buses	12
Motorcycles	3	Motorcycles	4	Motorcycles	5

This spreadsheet is designed to calculate the appropriate traffic data for use in the noise model - do not input values for items in "red".

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 PD&E Study From SR 60 to I-4	Date:	3/5/2014
State Project Number(s):	4300501	Prepared By:	AIM Engineering & Surveying
Financial Project ID:	430050-1-22-01		
Federal Aid Number(s):	N/A		
Segment Description:	Between 27th Avenue and SR 574		

(Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc.)

NOTE: Modeled ADT is the LOS(C) volume referenced in the FDOT LOS tables or demand, whichever is less.

Existing Facility		No-Build (Design Year)		Build (Design Year)	
Lanes:	4	Lanes:	4	Lanes:	6
Year:	2013	Year:	2040	Year:	2040
ADT: LOS (C)	37,900	ADT: LOS (C)	37,900	ADT: LOS (C)	58,400
Demand	33,750	Demand	51,500	Demand	64,500
Speed:	50 mph / 80 kmh	Speed:	50 mph / 80 kmh	Speed:	50 mph / 80 kmh
K=	9.0 %	K=	9.0 %	K=	9.0 %
D=	57.0 %	D=	57.0 %	D=	57.0 %
T=	8.6 % for 24 hrs.	T=	8.6 % for 24 hrs.	T=	8.6 % for 24 hrs.
T=	4.4 % Design hr	T=	4.4 % Design hr	T=	4.4 % Design hr
2.2	% Medium Trucks DHV	2.2	% Medium Trucks DHV	2.2	% Medium Trucks DHV
2.2	% Heavy Trucks DHV	2.2	% Heavy Trucks DHV	2.2	% Heavy Trucks DHV
0.49	% Buses DHV	0.49	% Buses DHV	0.49	% Buses DHV
0.20	% Motorcycles DHV	0.20	% Motorcycles DHV	0.20	% Motorcycles DHV

STAMINA/TNM INPUT

The following are spreadsheet calculations based on the input above - do not enter data below this line

Existing Facility Model:	Demand	No-Build (Design Year) Model:	LOS (C)	Build (Design Year) Model:	LOS (C)
LOS (C)		**LOS (C)**		**LOS (C)**	
Southbound: Autos	1845	Southbound: Autos	1845	Southbound: Autos	2843
Med Trucks	43	Med Trucks	43	Med Trucks	66
Hvy Trucks	43	Hvy Trucks	43	Hvy Trucks	66
Buses	10	Buses	10	Buses	15
Motorcycles	4	Motorcycles	4	Motorcycles	6
Northbound: Autos	1392	Northbound: Autos	1392	Northbound: Autos	2145
Med Trucks	32	Med Trucks	32	Med Trucks	50
Hvy Trucks	32	Hvy Trucks	32	Hvy Trucks	50
Buses	7	Buses	7	Buses	11
Motorcycles	3	Motorcycles	3	Motorcycles	5
Demand		**Demand**		**Demand**	
Southbound: Autos	1643	Southbound: Autos	2507	Southbound: Autos	3140
Med Trucks	38	Med Trucks	58	Med Trucks	73
Hvy Trucks	38	Hvy Trucks	58	Hvy Trucks	73
Buses	8	Buses	13	Buses	16
Motorcycles	3	Motorcycles	5	Motorcycles	7
Northbound: Autos	1240	Northbound: Autos	1892	Northbound: Autos	2369
Med Trucks	29	Med Trucks	44	Med Trucks	55
Hvy Trucks	29	Hvy Trucks	44	Hvy Trucks	55
Buses	6	Buses	10	Buses	12
Motorcycles	3	Motorcycles	4	Motorcycles	5

This spreadsheet is designed to calculate the appropriate traffic data for use in the noise model - do not input values for items in "red".

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 PD&E Study From SR 60 to I-4	Date:	3/5/2014
State Project Number(s):	4300501	Prepared By:	AIM Engineering & Surveying
Financial Project ID:	430050-1-22-01		
Federal Aid Number(s):	N/A		
Segment Description:	Between SR 574 and Oak Fair Boulevard		

(Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc.)

NOTE: Modeled ADT is the LOS(C) volume referenced in the FDOT LOS tables or demand, whichever is less.

Existing Facility		No-Build (Design Year)		Build (Design Year)	
Lanes:	4	Lanes:	4	Lanes:	6
Year:	2013	Year:	2040	Year:	2040
ADT: LOS (C)	37,900	ADT: LOS (C)	37,900	ADT: LOS (C)	58,400
Demand	29,800	Demand	49,100	Demand	55,500
Speed:	50 mph / 80 kmh	Speed:	50 mph / 80 kmh	Speed:	50 mph / 80 kmh
K=	9.0 %	K=	9.0 %	K=	9.0 %
D=	57.0 %	D=	57.0 %	D=	57.0 %
T=	8.6 % for 24 hrs.	T=	8.6 % for 24 hrs.	T=	8.6 % for 24 hrs.
T=	4.4 % Design hr	T=	4.4 % Design hr	T=	4.4 % Design hr
2.2	% Medium Trucks DHV	2.2	% Medium Trucks DHV	2.2	% Medium Trucks DHV
2.2	% Heavy Trucks DHV	2.2	% Heavy Trucks DHV	2.2	% Heavy Trucks DHV
0.49	% Buses DHV	0.49	% Buses DHV	0.49	% Buses DHV
0.20	% Motorcycles DHV	0.20	% Motorcycles DHV	0.20	% Motorcycles DHV

STAMINA/TNM INPUT

The following are spreadsheet calculations based on the input above - do not enter data below this line

Existing Facility Model:	Demand	No-Build (Design Year) Model:	LOS (C)	Build (Design Year) Model:	Demand
LOS (C)		LOS (C)		LOS (C)	
Southbound: Autos	1845	Southbound: Autos	1845	Southbound: Autos	2843
Med Trucks	43	Med Trucks	43	Med Trucks	66
Hvy Trucks	43	Hvy Trucks	43	Hvy Trucks	66
Buses	10	Buses	10	Buses	15
Motorcycles	4	Motorcycles	4	Motorcycles	6
Northbound: Autos	1392	Northbound: Autos	1392	Northbound: Autos	2145
Med Trucks	32	Med Trucks	32	Med Trucks	50
Hvy Trucks	32	Hvy Trucks	32	Hvy Trucks	50
Buses	7	Buses	7	Buses	11
Motorcycles	3	Motorcycles	3	Motorcycles	5
Demand		Demand		Demand	
Southbound: Autos	1451	Southbound: Autos	2391	Southbound: Autos	2702
Med Trucks	34	Med Trucks	55	Med Trucks	63
Hvy Trucks	34	Hvy Trucks	55	Hvy Trucks	63
Buses	7	Buses	12	Buses	14
Motorcycles	3	Motorcycles	5	Motorcycles	6
Northbound: Autos	1095	Northbound: Autos	1803	Northbound: Autos	2039
Med Trucks	25	Med Trucks	42	Med Trucks	47
Hvy Trucks	25	Hvy Trucks	42	Hvy Trucks	47
Buses	6	Buses	9	Buses	11
Motorcycles	2	Motorcycles	4	Motorcycles	4

This spreadsheet is designed to calculate the appropriate traffic data for use in the noise model - do not input values for items in "red".

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 PD&E Study From SR 60 to I-4	Date:	3/5/2014
State Project Number(s):	4300501	Prepared By:	AIM Engineering & Surveying
Financial Project ID:	430050-1-22-01		
Federal Aid Number(s):	N/A		
Segment Description:	Between Oak Fair Boulevard and Elm Fair Boulevard		

(Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc.)

NOTE: Modeled ADT is the LOS(C) volume referenced in the FDOT LOS tables or demand, whichever is less.

Existing Facility		No-Build (Design Year)		Build (Design Year)	
Lanes:	4	Lanes:	4	Lanes:	6
Year:	2013	Year:	2040	Year:	2040
ADT: LOS (C)	37,900	ADT: LOS (C)	37,900	ADT: LOS (C)	58,400
Demand	29,700	Demand	50,500	Demand	57,000
Speed:	50 mph / 80 kmh	Speed:	50 mph / 80 kmh	Speed:	50 mph / 80 kmh
K=	9.0 %	K=	9.0 %	K=	9.0 %
D=	57.0 %	D=	57.0 %	D=	57.0 %
T=	8.6 % for 24 hrs.	T=	8.6 % for 24 hrs.	T=	8.6 % for 24 hrs.
T=	4.4 % Design hr	T=	4.4 % Design hr	T=	4.4 % Design hr
2.2	% Medium Trucks DHV	2.2	% Medium Trucks DHV	2.2	% Medium Trucks DHV
2.2	% Heavy Trucks DHV	2.2	% Heavy Trucks DHV	2.2	% Heavy Trucks DHV
0.49	% Buses DHV	0.49	% Buses DHV	0.49	% Buses DHV
0.20	% Motorcycles DHV	0.20	% Motorcycles DHV	0.20	% Motorcycles DHV

STAMINA/TNM INPUT

The following are spreadsheet calculations based on the input above - do not enter data below this line

Existing Facility Model:	Demand	No-Build (Design Year) Model:	LOS (C)	Build (Design Year) Model:	Demand
LOS (C)		**LOS (C)**		**LOS (C)**	
Southbound: Autos	1845	Southbound: Autos	1845	Southbound: Autos	2843
Med Trucks	43	Med Trucks	43	Med Trucks	66
Hvy Trucks	43	Hvy Trucks	43	Hvy Trucks	66
Buses	10	Buses	10	Buses	15
Motorcycles	4	Motorcycles	4	Motorcycles	6
Northbound: Autos	1392	Northbound: Autos	1392	Northbound: Autos	2145
Med Trucks	32	Med Trucks	32	Med Trucks	50
Hvy Trucks	32	Hvy Trucks	32	Hvy Trucks	50
Buses	7	Buses	7	Buses	11
Motorcycles	3	Motorcycles	3	Motorcycles	5
Demand		**Demand**		**Demand**	
Southbound: Autos	1446	Southbound: Autos	2459	Southbound: Autos	2775
Med Trucks	34	Med Trucks	57	Med Trucks	64
Hvy Trucks	34	Hvy Trucks	57	Hvy Trucks	64
Buses	7	Buses	13	Buses	14
Motorcycles	3	Motorcycles	5	Motorcycles	6
Northbound: Autos	1091	Northbound: Autos	1855	Northbound: Autos	2094
Med Trucks	25	Med Trucks	43	Med Trucks	49
Hvy Trucks	25	Hvy Trucks	43	Hvy Trucks	49
Buses	6	Buses	10	Buses	11
Motorcycles	2	Motorcycles	4	Motorcycles	4

This spreadsheet is designed to calculate the appropriate traffic data for use in the noise model - do not input values for items in "red".

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 PD&E Study From SR 60 to I-4	Date:	3/5/2014
State Project Number(s):	4300501	Prepared By:	AIM Engineering & Surveying
Financial Project ID:	430050-1-22-01		
Federal Aid Number(s):	N/A		
Segment Description:	Between Elm Fair Boulevard and EB I-4 Ramps		

(Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc.)

NOTE: Modeled ADT is the LOS(C) volume referenced in the FDOT LOS tables or demand, whichever is less.

Existing Facility		No-Build (Design Year)		Build (Design Year)	
Lanes:	6	Lanes:	6	Lanes:	6
Year:	2013	Year:	2040	Year:	2040
ADT: LOS (C)	58,400	ADT: LOS (C)	58,400	ADT: LOS (C)	58,400
Demand	32,500	Demand	52,500	Demand	59,300
Speed:	45 mph / 72 kmh	Speed:	45 mph / 72 kmh	Speed:	50 mph / 80 kmh
K=	9.0 %	K=	9.0 %	K=	9.0 %
D=	57.0 %	D=	57.0 %	D=	57.0 %
T=	8.6 % for 24 hrs.	T=	8.6 % for 24 hrs.	T=	8.6 % for 24 hrs.
T=	4.4 % Design hr	T=	4.4 % Design hr	T=	4.4 % Design hr
2.2	% Medium Trucks DHV	2.2	% Medium Trucks DHV	2.2	% Medium Trucks DHV
2.2	% Heavy Trucks DHV	2.2	% Heavy Trucks DHV	2.2	% Heavy Trucks DHV
0.49	% Buses DHV	0.49	% Buses DHV	0.49	% Buses DHV
0.20	% Motorcycles DHV	0.20	% Motorcycles DHV	0.20	% Motorcycles DHV

STAMINA/TNM INPUT

The following are spreadsheet calculations based on the input above - do not enter data below this line

Existing Facility Model:	Demand	No-Build (Design Year) Model:	Demand	Build (Design Year) Model:	LOS (C)
LOS (C)		LOS (C)		LOS (C)	
Southbound: Autos	2843	Southbound: Autos	2843	Southbound: Autos	2843
Med Trucks	66	Med Trucks	66	Med Trucks	66
Hvy Trucks	66	Hvy Trucks	66	Hvy Trucks	66
Buses	15	Buses	15	Buses	15
Motorcycles	6	Motorcycles	6	Motorcycles	6
Northbound: Autos	2145	Northbound: Autos	2145	Northbound: Autos	2145
Med Trucks	50	Med Trucks	50	Med Trucks	50
Hvy Trucks	50	Hvy Trucks	50	Hvy Trucks	50
Buses	11	Buses	11	Buses	11
Motorcycles	5	Motorcycles	5	Motorcycles	5
Demand		Demand		Demand	
Southbound: Autos	1582	Southbound: Autos	2556	Southbound: Autos	2887
Med Trucks	37	Med Trucks	59	Med Trucks	67
Hvy Trucks	37	Hvy Trucks	59	Hvy Trucks	67
Buses	8	Buses	13	Buses	15
Motorcycles	3	Motorcycles	5	Motorcycles	6
Northbound: Autos	1194	Northbound: Autos	1928	Northbound: Autos	2178
Med Trucks	28	Med Trucks	45	Med Trucks	50
Hvy Trucks	28	Hvy Trucks	45	Hvy Trucks	50
Buses	6	Buses	10	Buses	11
Motorcycles	3	Motorcycles	4	Motorcycles	5