

# US 41 (SR 45)

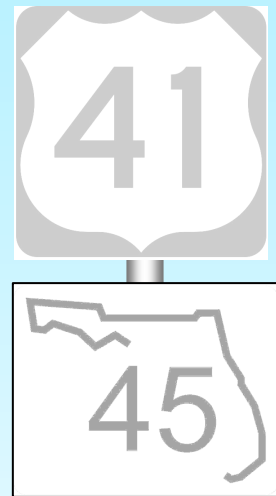
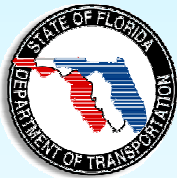
Project Development and Environment (PD&E) Study

From 12<sup>th</sup> Street to Kracker Avenue

## Draft Traffic Technical Memorandum

WPI Segment No: 421140 8  
Hillsborough County

Florida Department of Transportation  
District Seven



March 2009



# US 41 (SR 45)

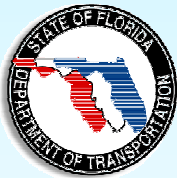
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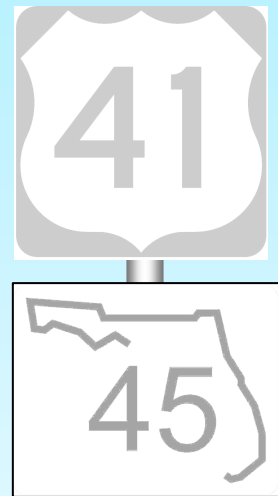
Prepared for the  
Florida Department of Transportation  
District Seven



Prepared by  
American Consulting Engineers of Florida, LLC



March 2009



## CERTIFICATION OF PROJECTED TRAFFIC VOLUMES

Project: US 41 PD&E Study from 19<sup>th</sup> Avenue to Gibsonton Drive  
FPID No.: 421140-8-22-01  
COUNTY: Hillsborough  
CLIENT: Schafer Development Group for Hillsborough County Growth Management

This memorandum includes a summary of data collection efforts, traffic demand projection calculations, and capacity/level of service analysis for the US 41 PD&E Study.

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

SIGNATURE: \_\_\_\_\_

NAME: Jeffrey S. Novotny, PE, AICP  
Principal / Project Manager  
American Consulting Engineers of Florida, LLC

DATE: June 2008

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## CHAPTER 1 - EXECUTIVE SUMMARY

This report examines the existing and future traffic characteristics of US 41 (SR 45) from south of 19<sup>th</sup> Avenue to north of Gibsonton Drive in southwest Hillsborough County Florida. This traffic analysis and report is being conducted as part of a Project Development and Environment (PD&E) Study being conducted for the Florida Department of Transportation. The limits of the PD&E Study are from 12<sup>th</sup> Street to Kracker Avenue within the limits of this Traffic Technical Memorandum. The roadway is proposed to be widened from a 4-lane to a 6-lane divided facility for the entire length of the project. The recommended traffic factors are summarized below:

### EXHIBIT 1-1: RECOMMENDED TRAFFIC FACTORS

Factor	Recommended Value
K <sub>30</sub>	9.7%
D <sub>30</sub>	55.78%
<sup>1</sup> T <sub>24</sub>	8.0%
<sup>2</sup> T <sub>24</sub>	13.0%
PHF	0.95

<sup>1</sup> South of Big Bend Road

<sup>2</sup> North of Big Bend Road

The K-Factor (K<sub>30</sub>) and D-Factor (D<sub>30</sub>) were calculated from existing traffic count data and approved by the Florida Department of Transportation (FDOT).

The existing traffic volumes (year 2007) along the corridor range from a low of 17,400 Vehicles Per Day (VPD) south of 19<sup>th</sup> Avenue to a high of 31,100 VPD north of Flamingo Drive. Intense residential, commercial, industrial and development along US 41 corridor is projected to generate a significant amount of traffic along the corridor and its side streets. This additional traffic creates the need for the roadway to be eventually widened to 6 lanes.

Future traffic projections were developed using the Tampa Bay Regional Planning Model (TBRPM) as a baseline guide. The 2030 design year projected traffic volumes range from a low of 36,400 VPD south of 19<sup>th</sup> Avenue to a high of 57,800 VPD south of Gibsonton Drive.

Existing levels of service (LOS) for signalized intersections range from LOS A to LOS D. The existing overall average arterial LOS is estimated to be LOS C in the AM peak period and LOS D in the PM peak period. Future (year 2030) projected LOS for signalized intersections are expected to range from LOS B to LOS F if no improvements are made. By widening US 41 to six lanes and making intersection improvements as identified in this memorandum, the year 2030 LOS is at an acceptable range for all intersections.

## **CHAPTER 2 - INTRODUCTION**

### **2.1 PROJECT DESCRIPTION**

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) Study to evaluate alternative transportation improvements along US 41 (SR 45) in southwest Hillsborough County, Florida. The project limits of this traffic analysis extend from south of 19<sup>th</sup> Avenue to north of Gibsonton Drive. The PD&E Study limits are within the limits of this traffic analysis from 12<sup>th</sup> Street to Kracker Avenue. The approximate length of the project is 9 miles. The project lies within township 30 south range 19 east sections 2, 3, 10, 11, 14, 15, 22, 23, 26, 35 and township 31 south range 19 east sections 5, 27, 28, 32, 33. The project location is shown in *Exhibit 2-1*. An area aerial photograph of the project location is shown on *Exhibit 2-2*.

### **2.2 REPORT PURPOSE**

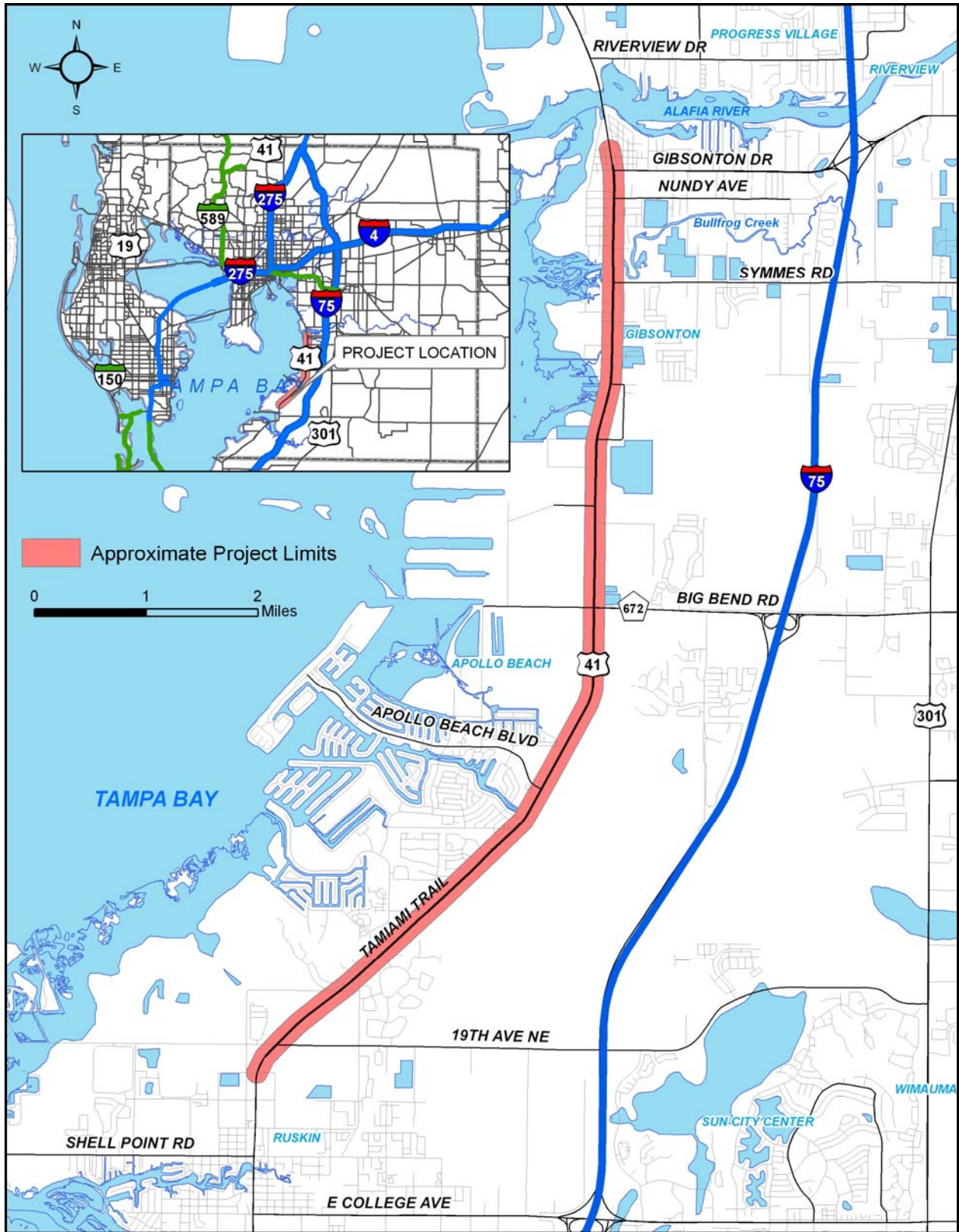
This Traffic Technical Memorandum is being prepared to document the need for additional highway capacity to meet projected traffic demand resulting from ongoing and future development along the US 41 corridor.

### **2.3 EXISTING FACILITY & PROPOSED IMPROVEMENTS**

The existing US 41 facility is a 4-lane mostly rural roadway with 11½-ft to 12-ft travel lanes with paved and lawn shoulders of varying widths. The existing right-of-way width varies from approximately 106 ft to 352 ft. The posted speed limit varies from 45 miles per hour (mph) to 55 mph.

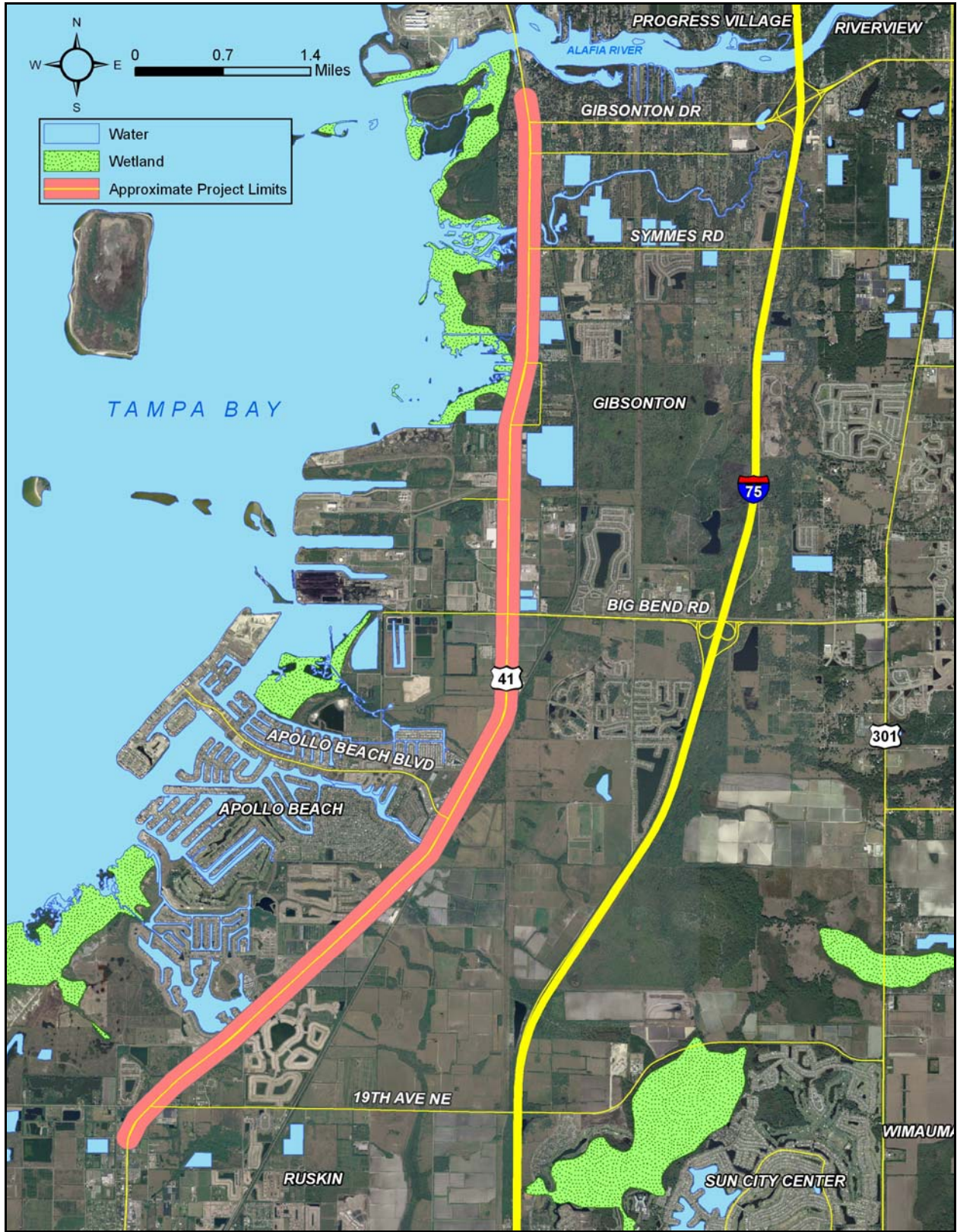
The Build Alternative includes widening of the existing roadway to a 6-lane divided highway. Both six-lane urban and suburban typical sections will be evaluated.

The proposed project is identified in the Hillsborough County Metropolitan Planning Organization (MPO) Year 2025 Needs Plan as needing 6 through traffic lanes, but construction is not funded at this time.



**EXHIBIT 2-1: LOCATION / STUDY AREA MAP**





**EXHIBIT 2-2: AREA AERIAL PHOTOGRAPH**

## CHAPTER 3 - EXISTING CONDITIONS & TRAFFIC

### 3.1 ROADWAY CHARACTERISTICS

The existing roadway is a 4-lane divided roadway within the study limits. US 41 from 19<sup>th</sup> Avenue to Gibsonton Drive is currently classified by FDOT as an Urban Principal Arterial Other for the entire length of the project. Signalized intersections occur at the intersections of:

- US 41 and Gibsonton Drive
- US 41 and Palm Avenue
- US 41 and Symmes Road
- US 41 and Big Bend Road
- US 41 and Apollo Beach Boulevard
- US 41 and 19<sup>th</sup> Avenue NE
- 

Existing lane geometry at intersections along the project is shown in *Exhibit 3-1*. The median width and type vary along the project corridor. North of Cedar Avenue the median is 19 foot wide, curbed lawn. From Cedar Avenue to Bullfrog Creek the median is 40 feet wide, curbed lawn. From Bullfrog Creek to Big Bend Road, the median is 41 foot lawn. From Big Bend Road to 19<sup>th</sup> Avenue, the grassed median is 40 foot wide. The access management classification for the entire project length is Class 3, which includes a restrictive median.

### 3.2 EXISTING LAND USE

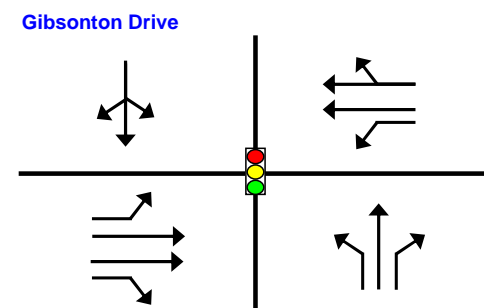
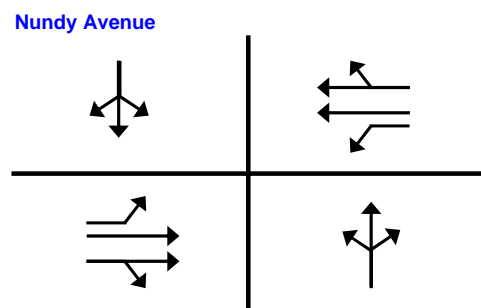
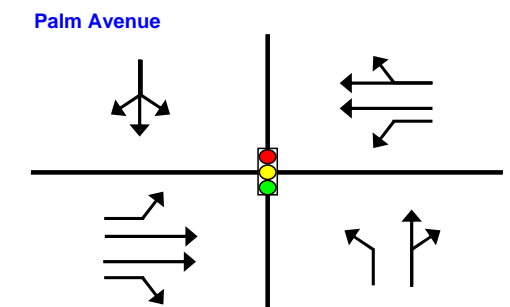
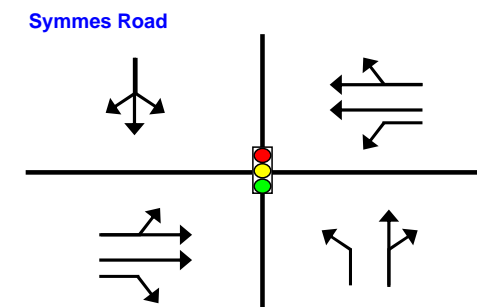
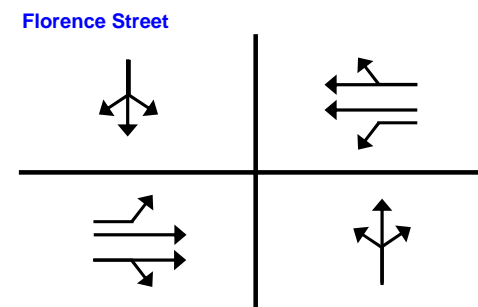
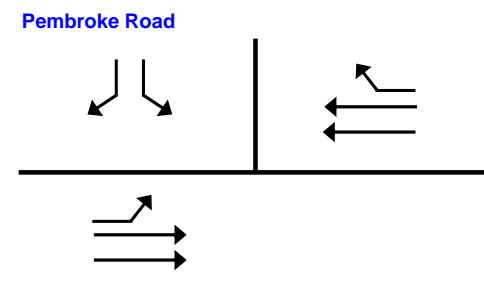
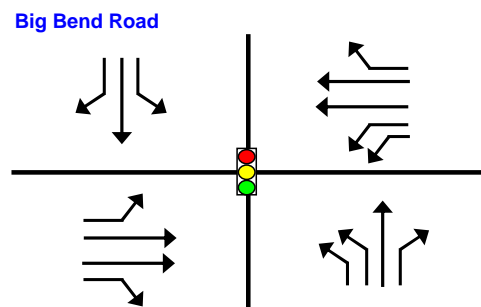
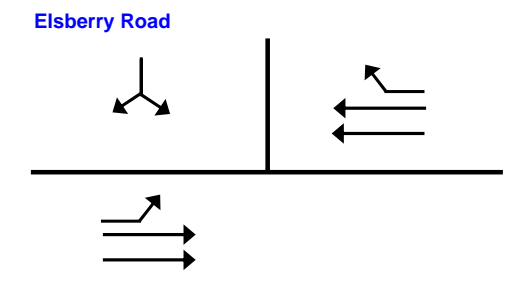
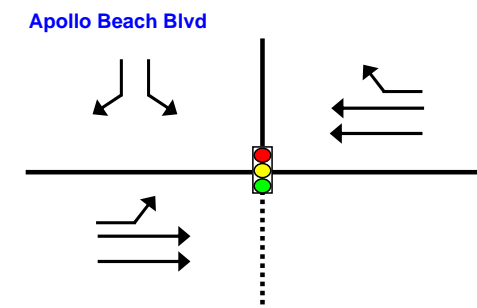
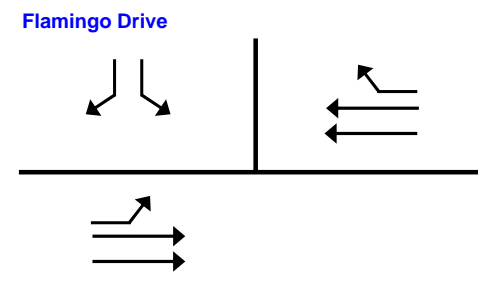
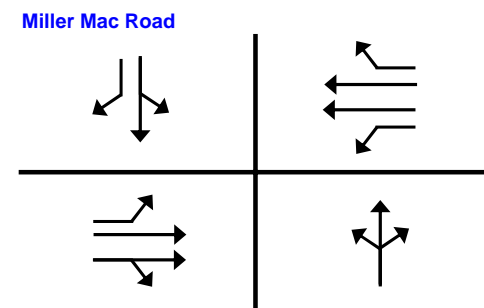
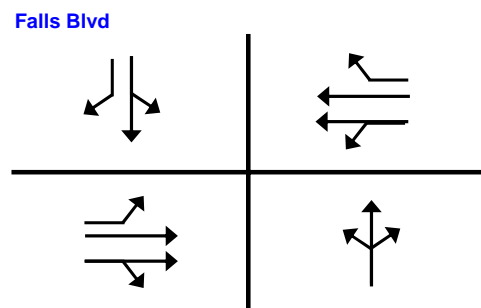
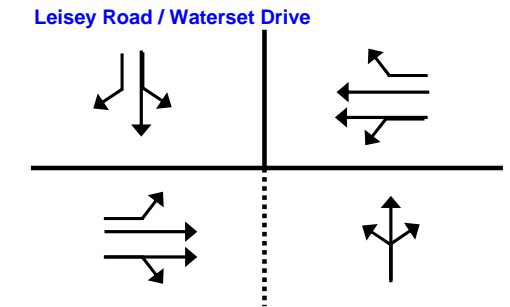
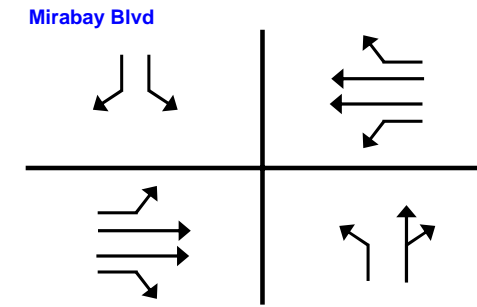
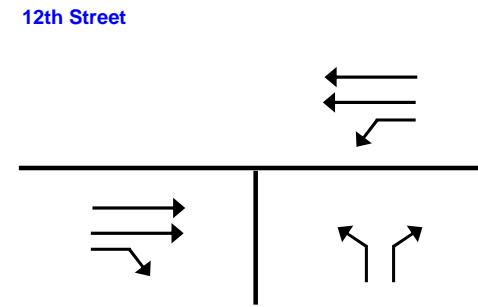
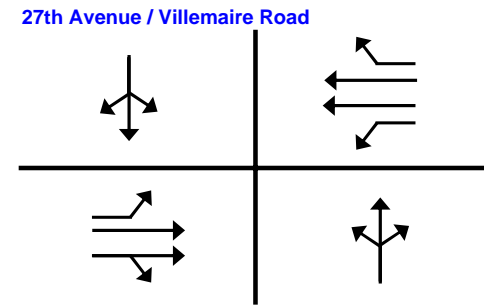
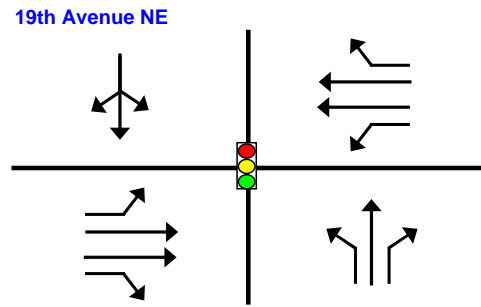
The existing land use along the project corridor is a mix of agriculture, acreage, public land, and residential. The residential land is located toward the ends of the project north of Florence Street and south of Apollo Beach Blvd. The public land and agricultural is located primarily between Apollo Beach Blvd and Florence Street. An existing land use map is shown in *Exhibit 3-2*.

### 3.3 TRAFFIC CHARACTERISTICS

Area-wide traffic counts are shown in *Exhibit 3-3*. Traffic counts outside of the project area were obtained from *FDOT Traffic Information DVD, 2006*. AADT Volumes within the project corridor were obtained from November 2007 counts. The traffic counts are presented in Annual Average Daily Traffic (AADT) format.

### 3.3.1 Existing Approach Counts

Approach counts were collected for this study November 6-8, 2007. These raw counts were adjusted for seasonal variation using the Seasonal Adjustment Factor (SF) from the *Peak Season Category Report* on the FDOT 2006 Traffic DVD. The axle adjustment factor was not used because all approach counts were vehicle classification counts. The intersection approach counts are shown in *Exhibit 3-4*. Approach count details are available in **Appendix A**.

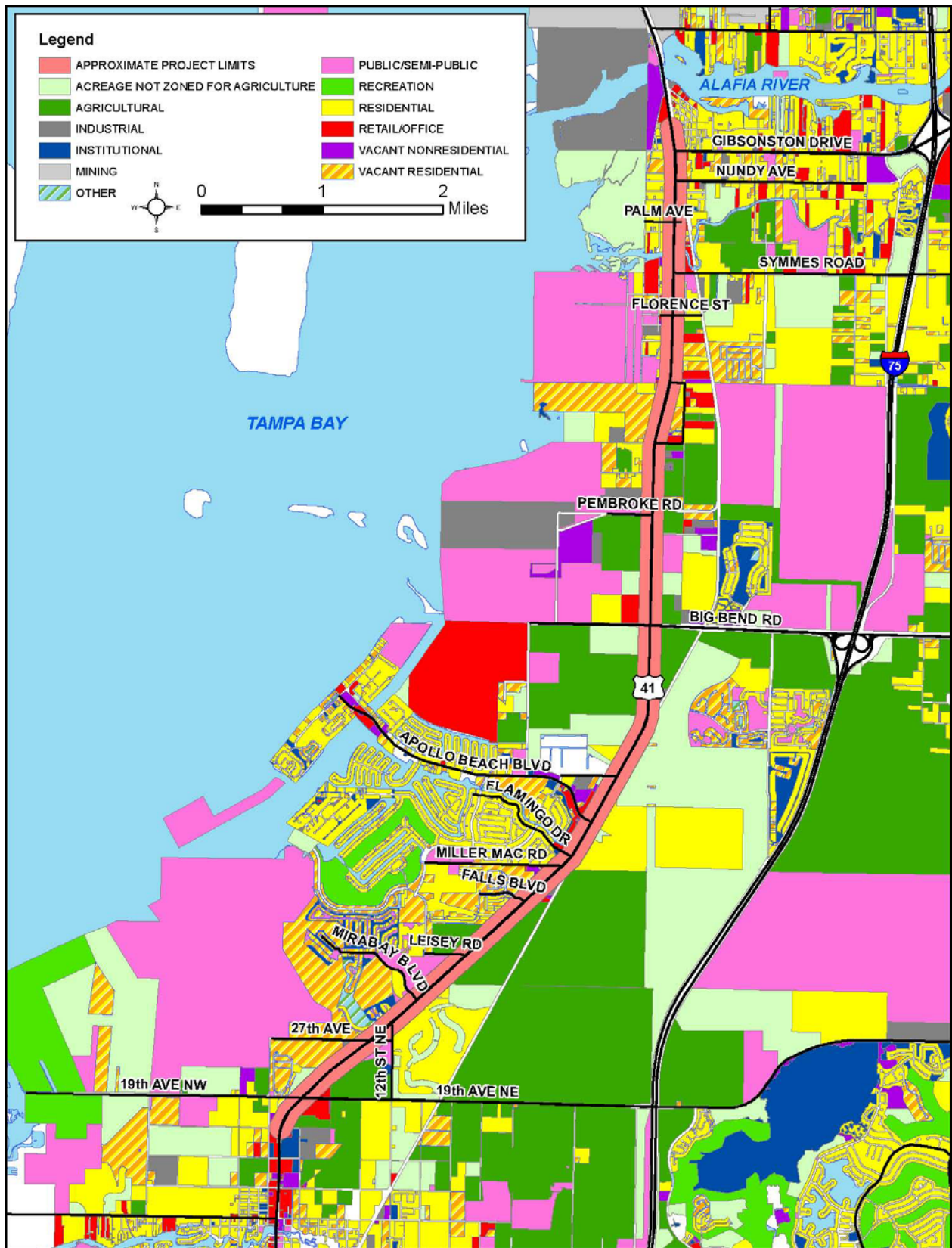


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April 17, 2008

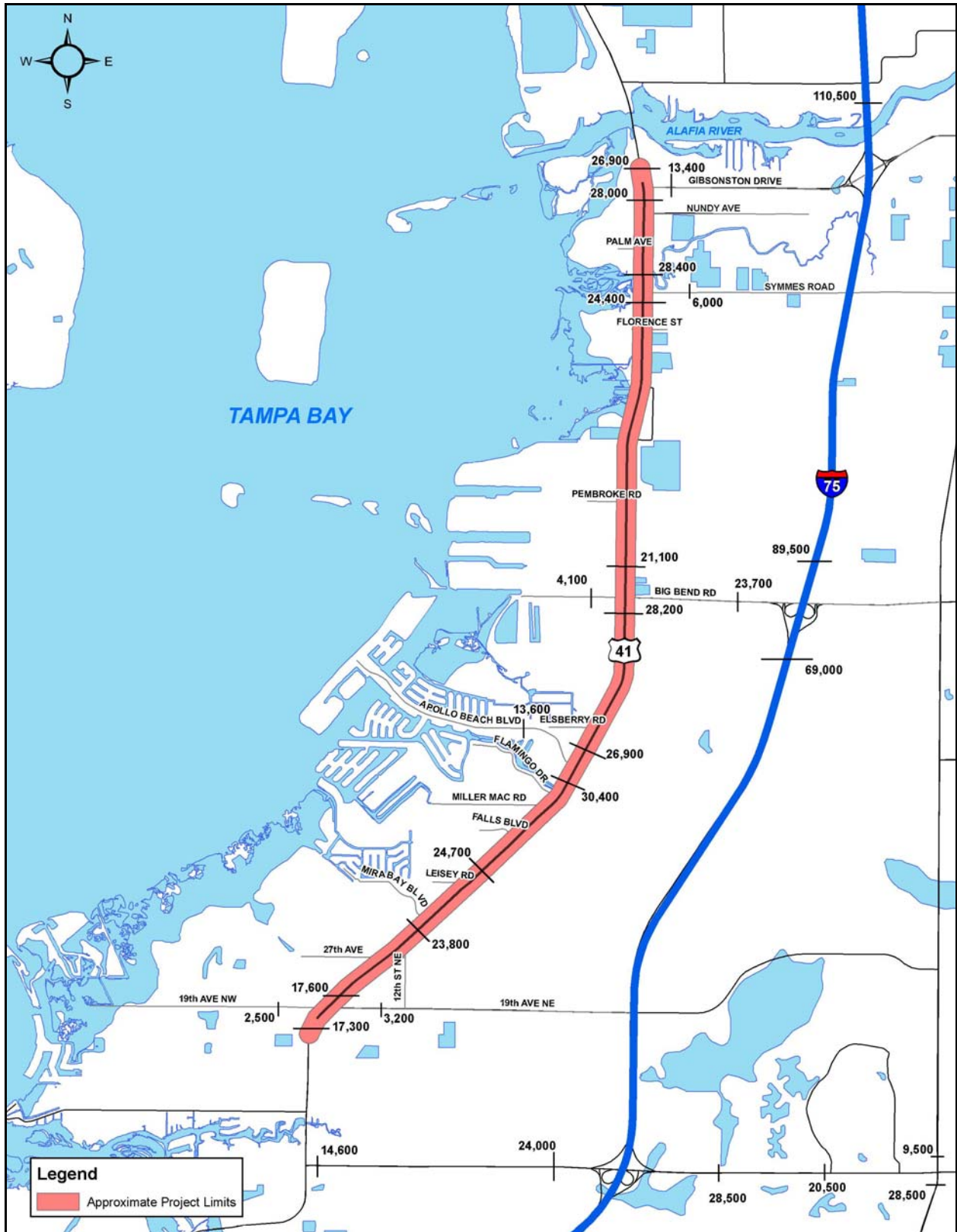
**LEGEND**

Signalized Intersection		Thru Lane		Shared Thru, Left, Right	
Exclusive Left		Shared Thru Left		Shared Left, Right	
Exclusive Right		Shared Thru Right			



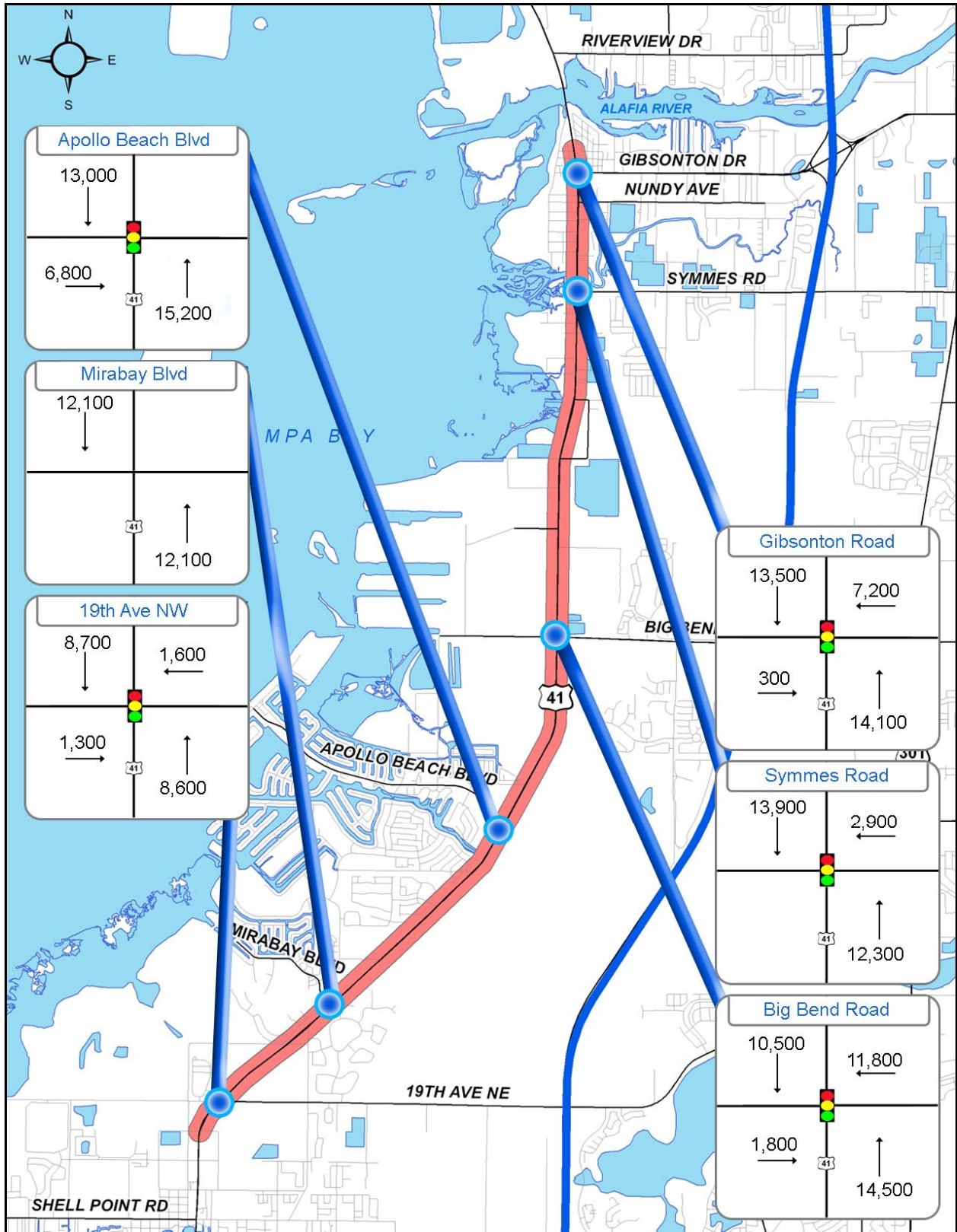


**EXHIBIT 3-2: EXISTING LAND USE**



**EXHIBIT 3-3: EXISTING AREA WIDE AADT (2006, 2007)**





**EXHIBIT 3-4: EXISTING INTERSECTION APPROACH COUNTS**

### 3.3.2 Existing Intersection Turning Volumes

Manual 8-hour intersection Turning Movement Counts (TMCs) were collected in November 2007. The counts were taken at the following intersections along the project corridor:

- US 41 and 19<sup>th</sup> Avenue
- US 41 and 27<sup>th</sup> Avenue/Villemaire Road
- US 41 and 12<sup>th</sup> Street
- US 41 and Mirabay Boulevard
- US 41 and Leisey Road
- US 41 and Falls Boulevard
- US 41 and Miller Mac Road
- US 41 and Flamingo Drive
- US 41 and Apollo Beach Boulevard
- US 41 and Elsberry Road
- US 41 and Big Bend Road
- US 41 and Pembroke Road
- US 41 and Florence Street
- US 41 and Symmes Road
- US 41 and Palm Avenue
- US 41 and Nundy Avenue
- US 41 and Gibsonton Drive

The counts were collected from 6:30 am to 9:30 am, 11:00 am to 1:00 pm, and 3:30 pm to 6:30 pm. The peak hours were determined to be 7:00 am to 8:00 am and 5:00 pm to 6:00 pm. The following adjustments were made to the turning movement counts based on the 24 hour approach counts, field observations, and balancing of traffic volumes between intersections:

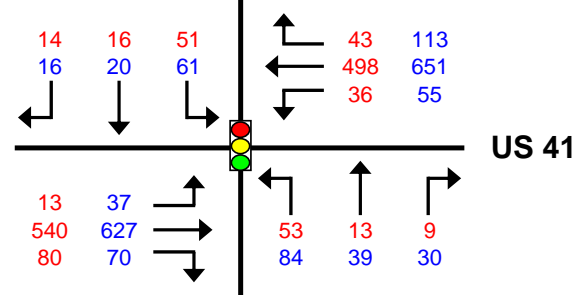
- Based on the 24-hour machine count conducted at 19th Avenue on the same day as the TMC at US 41 and 27th Avenue, it was determined that the southbound PM peak hour through movement at 27th Avenue was high. This was adjusted down from 840 to 754 vehicles.
- Based on the 24-hour machine count conducted at Mirabay Boulevard on the same day as the TMC at US 41 and Mirabay Boulevard, it was determined that the southbound AM peak hour through movement was high. This was adjusted down from 990 to 730 vehicles.
- Based on the 24-hour machine count conducted at Apollo Beach Boulevard and the high southbound right turn volumes onto Flamingo Drive, it was determined that the southbound through movement at US 41 and Miller Mac Road was high. This was adjusted down from 1,369 to 1,129 vehicles.

The peak hour turning movement counts are shown in *Exhibit 3-5*. Details of the peak hour counts are available in **Appendix B**.

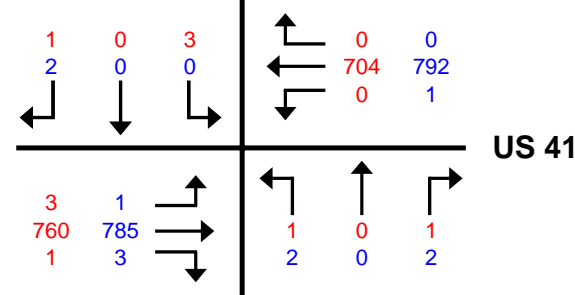
### **3.4 EXISTING LEVELS OF SERVICE**

Existing calculated Levels of Service (LOS) for the signalized and unsignalized intersections within the study limits are shown in *Exhibit 3-6*. Intersection LOS was calculated based upon existing volumes. The signalized intersections were analyzed using *SYNCHRO* 7.0. The unsignalized intersections were analyzed using *Highway Capacity Software (HCS+)* version 5.21. The arterial LOS was analyzed using *ARTPLAN*. The *ARTPLAN*, *SYNCHRO*, and *HCS* reports are included in **Appendix C**. The existing traffic signal timing is shown in **Appendix D**. The overall existing northbound and southbound arterial within the study limits are operating with LOS F, for both AM and PM peak hour. The existing intersections operate at an LOS range of between LOS A and LOS D, the Gibsonton Drive and Big Bend Road intersections service the highest volumes of traffic and both operate at LOS D. The individual intersection and segment LOS are shown in *Exhibit 3-6*.

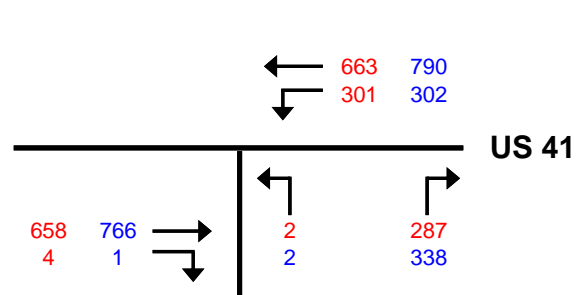
**19th Avenue NE**



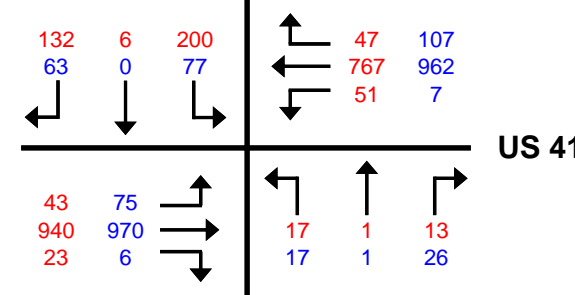
**27th Avenue / Villemaire Road**



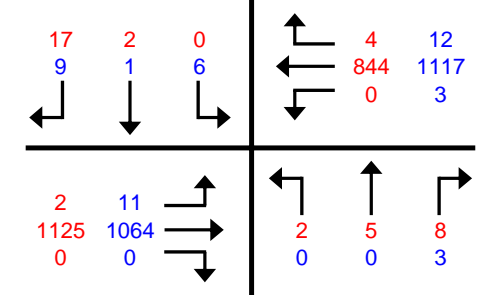
**12th Street**



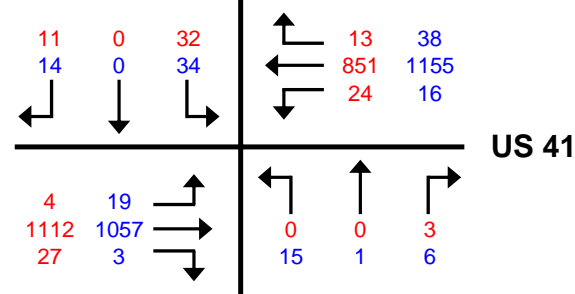
**Mirabay Blvd**



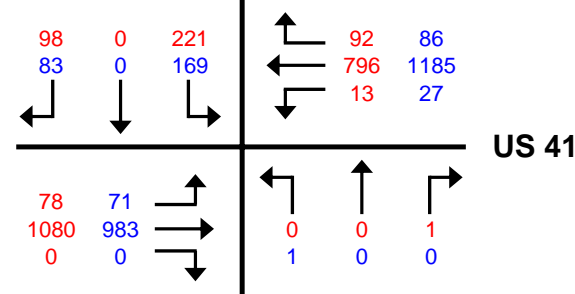
**Leisey Road**



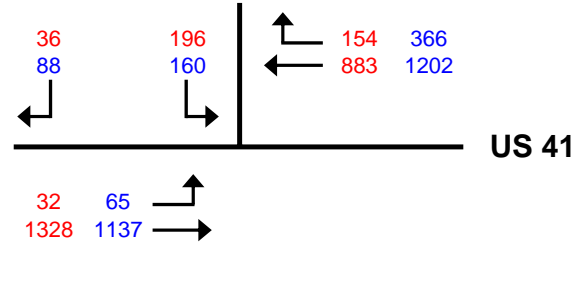
**Falls Blvd**



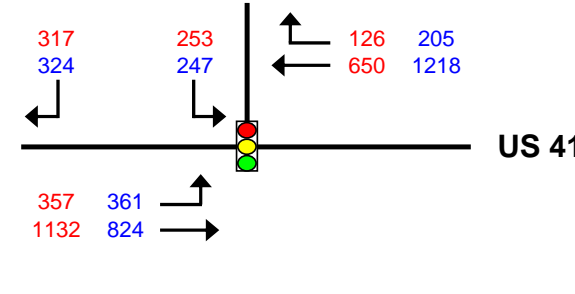
**Miller Mac Road**



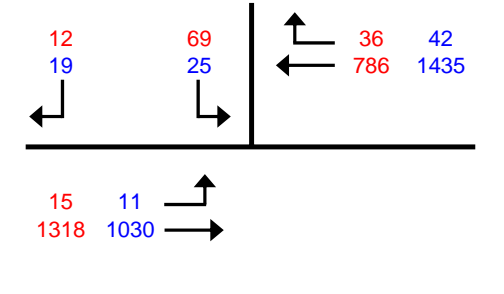
**Flamingo Drive**



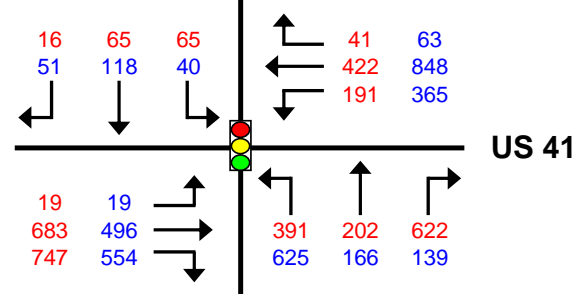
**Apollo Beach Blvd**



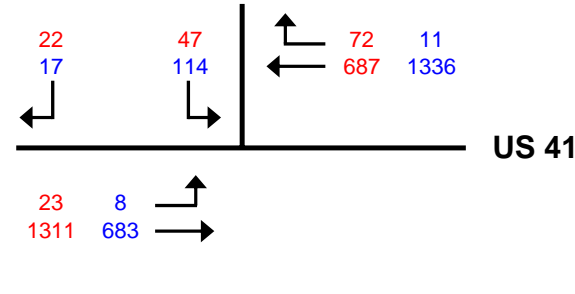
**Elsberry Road**



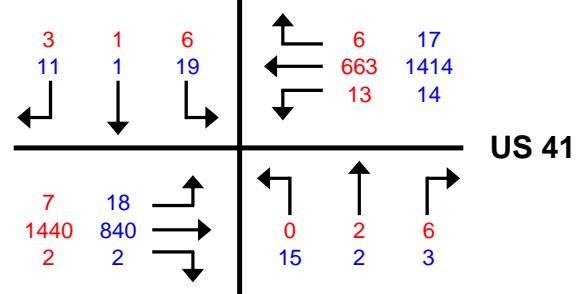
**Big Bend Road**



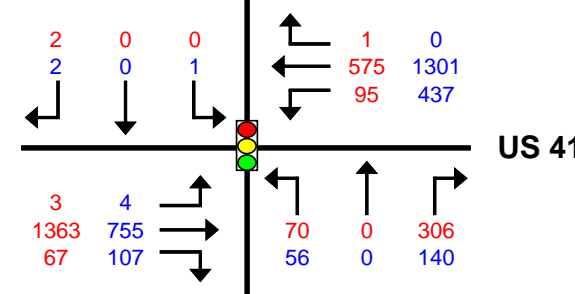
**Pembroke Road**



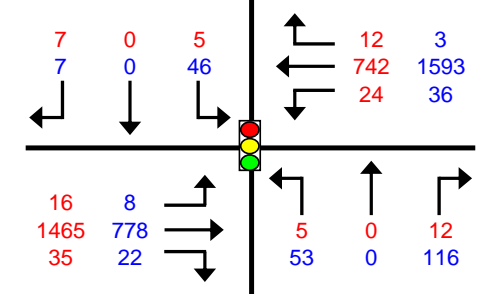
**Florence Street**



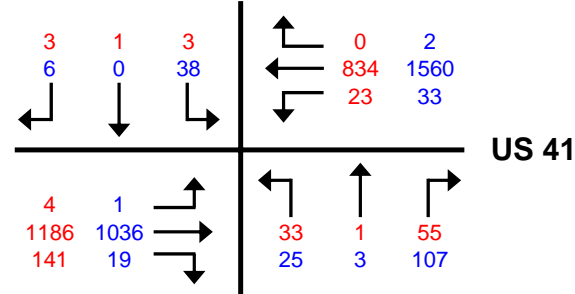
**Symmes Road**



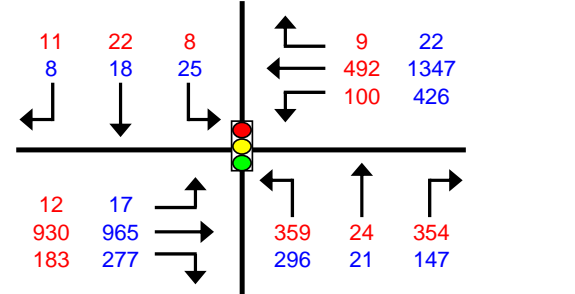
**Palm Avenue**



**Nundy Avenue**



**Gibson Drive**



June 17, 2008

**LEGEND**

Signalized Intersection



AM Peak Movement  
PM Peak Movement



AM PEAK HOUR: 7:00am - 8:00am

PM PEAK HOUR: 5:00pm - 6:00pm

**US 41 PD&E STUDY**

from south of 19th Ave. to north of Gibsonton Dr.  
Hillsborough County, FL

**EXISTING 2007 TURNING MOVMENT COUNTS**

**EXHIBIT 3-5**

**EXHIBIT 3-6: EXISTING LEVELS OF SERVICE**

Existing Signalized Intersection LOS & Delay (sec./veh)										
Intersection	AM					PM				
	LOS (Delay)					LOS (Delay)				
	EB	WB	NB	SB	Overall	EB	WB	NB	SB	Overall
US 41 at Gibsonton Drive	C (21.2)	E (59.5)	C (30.0)	B (13.5)	D (36.3)	C (24.1)	C (30.3)	C (28.3)	E (62.1)	D (45.1)
US 41 at Palm Avenue	C (29.0)	B (12.8)	B (14.5)	A (2.7)	B (10.5)	D (54.6)	B (15.9)	B (12.2)	A (5.3)	A (9.2)
US 41 at Symmes Road	A (0.0)	B (16.6)	C (20.7)	A (4.7)	B (15.6)	C (22.7)	B (11.3)	C (20.2)	A (8.3)	B (12.3)
US 41 at Big Bend Road	D (46.3)	E (66.8)	C (21.0)	C(34.5)	D (40.9)	E (59.8)	E (70.3)	B (18.1)	D (49.2)	D (46.9)
US 41 at Apollo Beach Blvd	C (23.2)		A (9.8)	B (15.8)	B (14.4)	C (28.4)		C (30.9)	B (19.7)	C (25.6)
US 41 at 19 <sup>th</sup> Avenue NE	B (15.3)	B (14.4)	A (4.8)	A (5.0)	A (6.3)	B (19.5)	B (18.0)	A (4.7)	A (4.6)	A (6.6)

Existing Un-Signalized Intersection (Two-Way Stop Controlled) LOS & Delay (sec./veh)										
Intersection	AM					PM				
	LOS (Delay)					LOS (Delay)				
	EB	WB	NB (Lt)	SB (Lt)	Overall	EB	WB	NB (Lt)	SB (Lt)	Overall
US 41 at Nundy Avenue	C (18.7)	E (36.1)	A (9.2)	B (14.2)	N/A	F (80.5)	D (25.6)	B (13.3)	B (11.4)	N/A
US 41 at Florence Street	D (25.7)	C (21.7)	A (9.6)	B (13.3)	N/A	E (49.6)	D (29.5)	B (13.3)	B (10.2)	N/A
US 41 at Pembroke Road	D (27.7)		B (13.8)		N/A	F (140.9)		C (22.1)		N/A
US 41 at Elsberry Road	D (33.1)		B (10.1)		N/A	E (36.1)		B (13.1)		N/A
US 41 at Flamingo Drive	F (217.4)		B (12.0)		N/A	F (214.6)		B (13.8)		N/A
US 41 at Miller Mac Road	F (311.5)	C (18.7)	B (10.4)	B (11.8)	N/A	F (334.6)	F (107.6)	B (12.6)	B (11.3)	N/A
US 41 at Falls Boulevard	D (28.2)	B (13.3)	A (10.0)	B (11.5)	N/A	E (44.4)	E (36.7)	B (12.3)	B (11.0)	N/A
US 41 at Leisey Road	B (14.0)	C (23.6)	A (9.8)	B (11.3)	N/A	C (21.9)	B (12.8)	B (11.5)	B (10.8)	N/A
US 41 at Mirabay Boulevard	F (186.0)	D (31.0)	B (10.6)	B (11.2)	N/A	E (43.6)	D (29.4)	B (11.2)	B (10.3)	N/A
US 41 at 12th Street		C (19.0)		B (12.2)	N/A		C (23.0)		B (13.4)	N/A
US 41 at 27 <sup>th</sup> Avenue NE	C (19.6)	C (23.1)	A (9.1)	A (9.4)	N/A	B (11.4)	C (24.8)	A (9.7)	A (9.5)	N/A

ARTPLAN Arterial LOS & Speed (mph)		
Arterial LOS	AM (Northbound Peak)	PM (Southbound Peak)
Segment US 41	LOS (Speed)	
South of 19th Avenue		
From 19th Avenue to Apollo Beach Boulevard	A (50.8)	A (52.8)
From Apollo Beach Blvd to Big Bend Road	A (44.9)	F (26.9)
From Big Bend Road to Symmes Road	F (25.2)	A (49.8)
From Symmes Road to Palm Avenue	F (13.7)	F (19.4)
From Palm Avenue to Gibsonton Drive	F (13.8)	F (14.9)
North of Gibsonton Drive		
<b>Overall Average</b>	<b>F</b>	<b>F</b>

## **CHAPTER 4 - DEVELOPMENT OF TRAFFIC FORECASTS**

### **4.1 INTRODUCTION**

The methodology followed for future traffic forecasts of US 41 is consistent with FDOT published procedures for developing design traffic contained in the *FDOT Project Traffic Forecasting Handbook, March 2006*. Copies of minutes from several methodology coordination meetings are included in **Appendix E**.

### **4.2 DESIGN YEAR & ALTERNATIVES ANALYZED**

For traffic analysis purposes, the following traffic years were agreed on with District Seven staff:

Existing Year: 2007  
Opening Year: 2010  
Mid Year: 2020  
Design Year: 2030 (Build & No-Build Scenarios)

Build and No-Build scenarios were analyzed for the design year 2030. The No-Build alternative assumes the existing four-lane roadway along US 41 will remain in place. For the No-Build Alternative, the road improvements currently programmed in the State's Work Program, Hillsborough County Transportation Improvement Programs (TIP) as well as Long Range Transportation Plans (LRTP) are included. The Build alternative assumes a six-lane roadway along US 41 from 19<sup>th</sup> Avenue to Gibsonton Drive. The laneage on US 41 south of 19<sup>th</sup> Avenue and north of Gibsonton Drive will remain the same.

### **4.3 RECOMMENDED TRAFFIC DESIGN FACTORS**

The FDOT District 7 Planning staff has approved (December 13, 2007) the following traffic factors for use in this study:

For US 41:

- $K_{30} = 9.7$  percent
- $D_{30} = 55.78$  percent
- $T_{24} = 13.0$  percent North of Big Bend Road
- $T_{24} = 8.0$  percent South of Big Bend Road
- $T_{des\ hr} = \frac{1}{2}$  of the  $T_{24}$  percentages

Cross Streets:

- $K_{30} = 9.7$  percent
- D and T factors from existing travel patterns



#### 4.3.1 Design Hour Factor ( $K_{30}$ )

The K or Design Hour Factor is of major importance in the determination of Design Hour Volumes (DHV). It is defined as the ratio of Design Hour Volumes (DHV) to the Annual Average Daily Traffic (AADT) based on the 30<sup>th</sup> highest hour of the year. The  $K_{30}$  and related DHV are influenced by timing of trips during the day.  $K_{30}$  will be lower on roads which serve many trips making purposes distributed during the day. Roads which serve few purposes will normally show high hourly variance. The FDOT's acceptable  $K_{30}$  values are shown in **Appendix F**.

#### 4.3.2 Directional Factor ( $D_{30}$ )

The directional "D Factor" is defined as the percentage of design hour traffic in the dominant direction of flow. The directional distribution factor is referred to as  $D_{30}$  and is based on the 200<sup>th</sup> Highest Hour Traffic Count Report. The  $D_{30}$  provided by FDOT is 55.78 percent. The acceptable  $D_{30}$  values are shown in **Appendix F**.

#### 4.3.3 Truck Factor ( $T_{24}$ )

Vehicle classification counts were collected and summarized for year 2007. For the summary, vehicle class groups 1 thru 3 were summarized as autos and groups 4 thru 15 were summarized as trucks. All groups were obtained from the Federal Highway Administration (FHWA) Classification Scheme "F" from the Traffic Forecasting Handbook. **Appendix A** shows approach volumes based upon the vehicle classification of autos or trucks. The vehicle classification groups are shown in *Exhibit 4-1*.

The truck counts were then presented as a percentage of daily traffic. The truck factor ( $T_{24}$ ) recommended for the US 41 is 8.0 percent south of Big Bend Road and 13.0 percent north of Big Bend Road. For the design hour, the recommended percentages are 1/2 of the 24-hour percentages.

#### 4.3.4 Peak Hour Factor






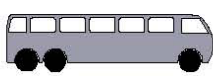




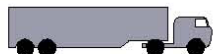

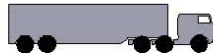




An additional traffic factor needed for design/study purposes is the Peak Hour Factor or (PHF). The Peak Hour Factor is defined as:

$$\text{PHF} = \frac{\text{Hourly Volume}}{4 \times (\text{Peak 15-Minute Volume})}$$

Existing peak hour factors were determined from existing traffic counts. PHF's vary considerably depending on the time of day and location. A PHF over 0.95 is considered indicative of capacity

constraints on flow during the peak hour. Due to the uncertainty of design year traffic arrival patterns, a default PHF of 0.95 is recommended for design purposes.

## FHWA CLASSIFICATION SCHEME "F"

CLASS GROUP	DESCRIPTION	NO. OF AXLES
1	 MOTORCYCLES	2
2	  	ALL CARS CARS W/ 1-AXLE TRAILER CARS W/ 2-AXLE TRAILER
3	 PICK-UPS & VANS 1 & 2 AXLE TRAILERS	2, 3, & 4
4	 BUSES	2 & 3
5	 2-AXLE, SINGLE UNIT	2
6	 3-AXLE, SINGLE UNIT	3
7	 4-AXLE, SINGLE UNIT	4
8	 2-AXLE, TRACTOR, 1-AXLE TRAILER (2S1)	3
	 2-AXLE, TRACTOR, 2-AXLE TRAILER (2S2)	4
	 3-AXLE, TRACTOR, 1-AXLE TRAILER (3S1)	4
9	 3-AXLE, TRACTOR, 2-AXLE TRAILER (3S2)	5
	 3-AXLE, TRUCK, W/ 2-AXLE TRAILER	5
10	 TRACTOR W/ SINGLE TRAILER	6 & 7
11	 5-AXLE MULTI-TRAILER	5
12	 6-AXLE MULTI-TRAILER	6
13	ANY 7 OR MORE AXLE	7 or more
14	NOT USED	
15	UNKNOWN VEHICLE TYPE	

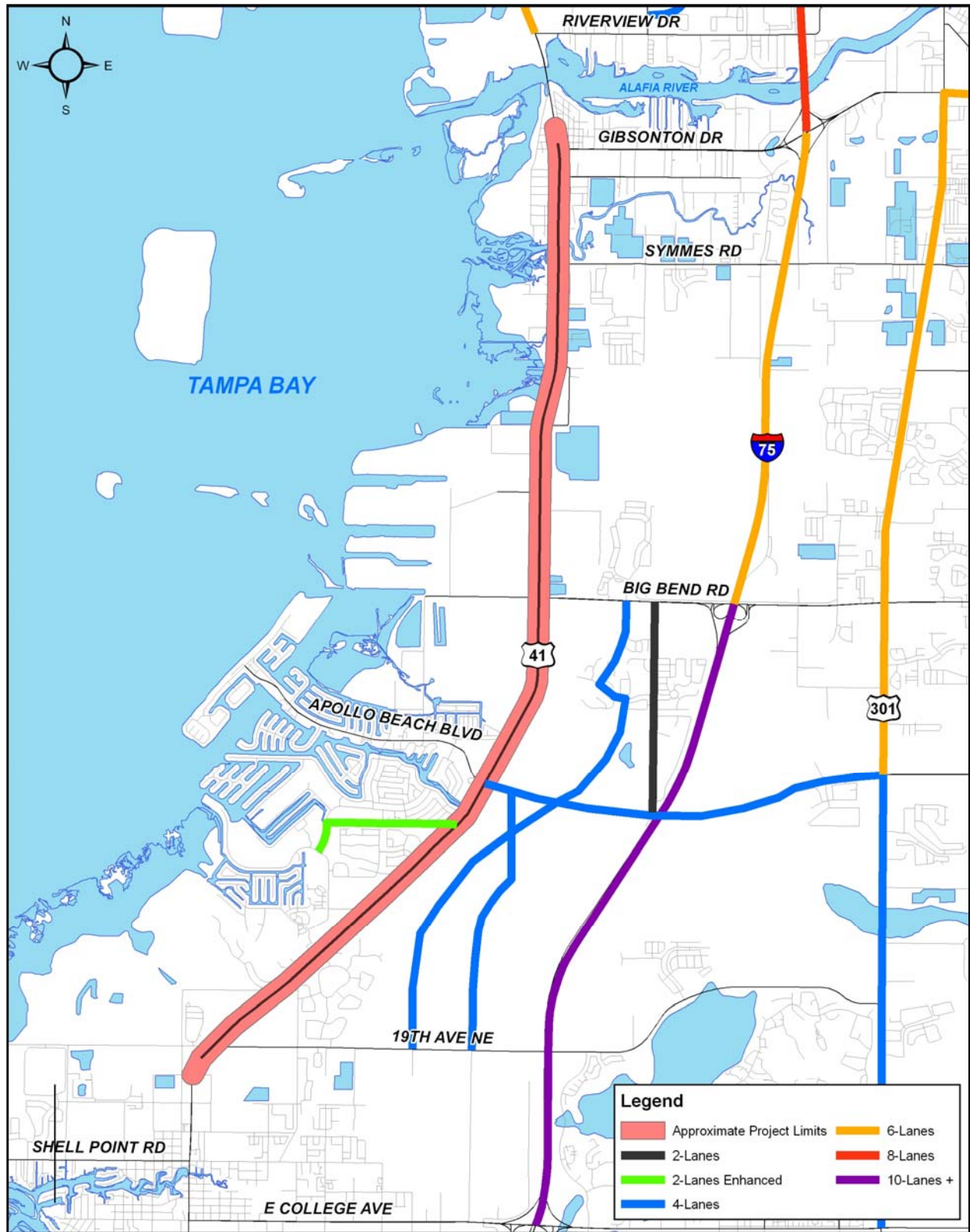
**EXHIBIT 4-1: VEHICLE CLASSIFICATION GROUPS**

#### 4.4 LONG RANGE TRANSPORTATION PLAN

The Hillsborough County MPO Long Range Transportation Plan (LRTP) was examined to determine what cost-affordable roadway projects have been adopted to serve the travel needs of the area through year 2025. US 41 from 19<sup>th</sup> Avenue to Gibsonton Drive is identified as a 4-lane facility in 2025. Additionally, the northern half of the project area, from Apollo Beach Boulevard to Gibsonton Drive is classified as being a deficient roadway, which is a roadway that is anticipated will fall below the adopted level of service standard in 2025. The projects that are in or near the study are listed in *Exhibit 4-2*. The 2025 LRTP Cost Affordable highway improvements are illustrated in *Exhibit 4-3*.

**EXHIBIT 4-2: PROJECTS INCLUDED IN LRTP**

Roadway	Improvement	Limits
US 301	Widen to 6-Lanes	Balm Road to Boyette Road
US 301	Widen to 4-Lanes	SR 674 to Balm Road
I-75	Widen to 10-Lanes	E. College Avenue to Big Bend Road
I-75	Widen to 6-Lanes	Big Bend Road to Gibsonton Drive
I-75	Widen to 8-Lanes	Gibsonton Drive to SR 60
I-75	Widen to 6-Lanes	Manatee County Line to E. College Avenue
Miller Mac Road	2-Lanes Enhanced	Leisey Road to US 41
Apollo Beach Boulevard	Extension 4-Lanes	US 41 to US 301
Covington Garden Drive	2-Lanes	Apollo Beach Boulevard extension to Big Bend Road
New Road, parallel to US 301	2-Lanes	US 301 south of Apollo Beach Boulevard extension to Gibsonton Drive
Symmes Road Ext.	2-Lanes	US 301 to Balm Riverview Road
30 <sup>th</sup> Street	4-Lanes	19 <sup>th</sup> Avenue to Apollo Beach Boulevard extension
New Road between US 41 and I-75	4-Lanes	19 <sup>th</sup> Avenue to Big Bend Road



**EXHIBIT 4-3: LONG RANGE TRANSPORTATION PLAN  
HIGHWAY COST AFFORDABLE**

## 4.5 REGIONAL TRANSPORTATION ANALYSIS MODEL RUN

The Tampa Bay Regional Planning Model (TBRPM) version 6.0 as adopted by Hillsborough County MPO was used to project future year traffic volumes.

The base for the travel demand modeling of this study was the year 2015 and 2025 version of the TBRPM. The mid year 2020 and design year 2030 traffic volumes for the US 41 PD&E study were then interpolated and extrapolated from the 2015 and 2025 traffic volumes, respectively. Some adjustments were made to the socio-economic data (ZDATA1 and ZDATA2) of the base model for some Traffic Analysis Zones (TAZ). *Exhibit 4-4* shows the TAZ's within the study area.

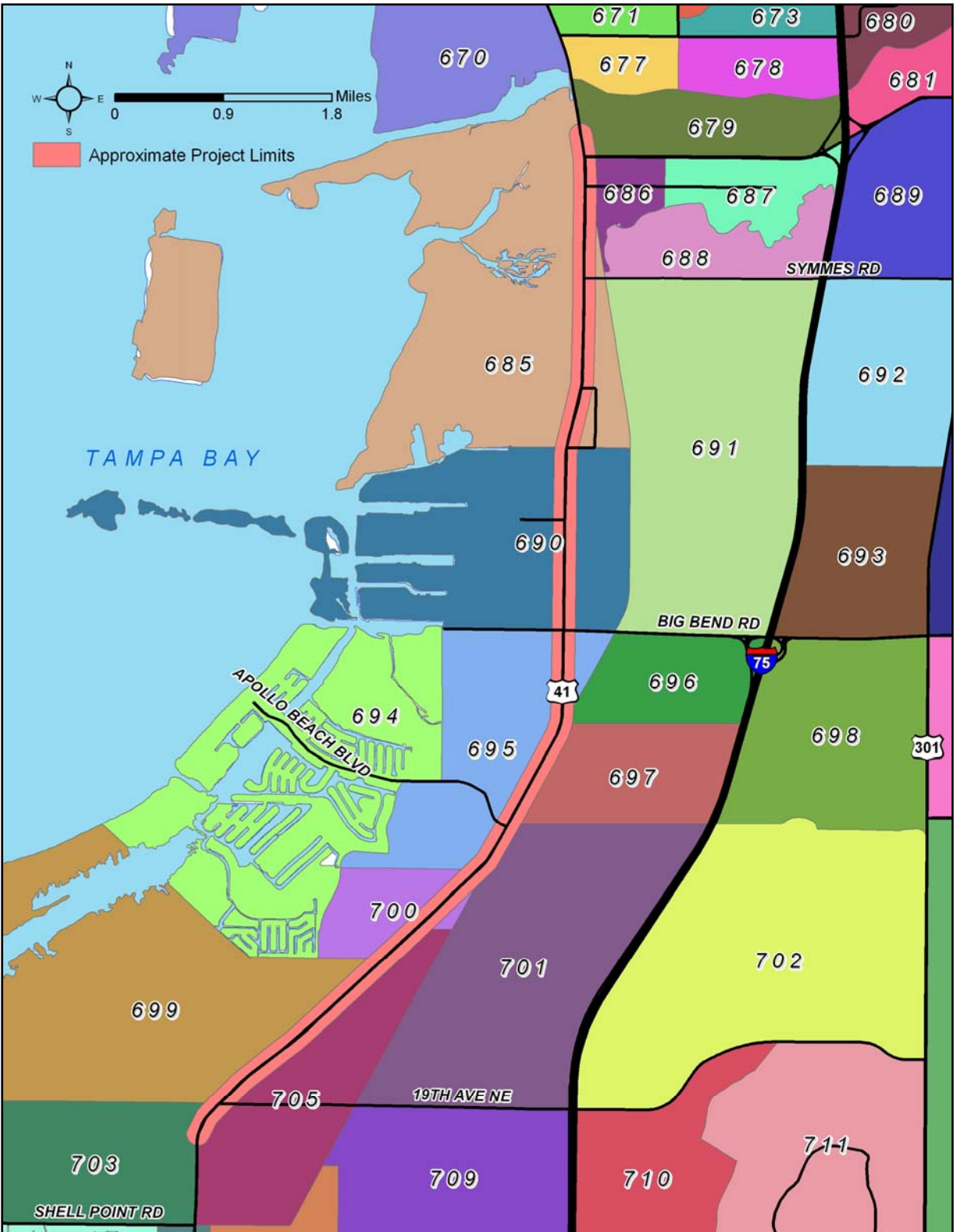
ZDATA1 and ZDATA2 are socio-economic data that are used as inputs to run the TBRPM. ZDATA1 is the total population and dwelling units. ZDATA2 is total employment broken into categories (industrial, commercial, and office). Some highway link modifications were also made to the base 2015 and 2025 TBRPM network model to reflect changes to the travel pattern and highway network after discussion with the FDOT.

Modifications to the base 2015 and 2025 TBRPM model included:

- Added 257 dwelling units for TAZ 700 in the year 2015 and 2025 in ZDATA1 assuming population using the previous 2025 (population/dwelling units) ratio.
- Added an economy hotel with 233 rooms for TAZ 703 in the future year 2015 and 2025 in ZDATA1.
- Split TAZ 695 into two zones by the canal/waterway just north of Flamingo Drive. A dummy TAZ 743 for Hillsborough County was used for the new split TAZ. Assumptions made for ZDATA1 were as follows: 60 percent of the dwelling units (DU) and population will be in TAZ 743 and 40 percent of DU and Population will be in TAZ 695. Assumptions made for ZDATA2 were 70 percent of employment in TAZ 695 and 30 percent of employment in TAZ 743.

Modifications to the links of the base 2015 and 2025 TBRPM model included:

- TAZ 691 was connected to the north with two centroid connectors at Symmes Road at the same point where the two centroid connectors from TAZ 688 met at Symmes Road.
- TAZ 696 and 697 were connected with additional centroid connectors and met at the same point at the future north/south bypass road (name of the road unknown to date)
- The new TAZ 743 was connected with a centroid connector at a node 6019 along US 41.
- TAZ 705 was connected with an additional centroid connector at node 7359 which is the same node as TAZ 699 is connected with US 41



**EXHIBIT 4-4: TRAFFIC ANALYSIS ZONES**

Developments of Regional Impact (DRI) and planned developments in the study area were collected from the Tampa Bay Regional Planning Council (TBRPC) and Hillsborough County Planning and Growth Management. The dwelling units for residential development and square feet for commercial, office and industrial development were collected. The population for these TAZs was then calculated using the same ratio as the ratio for year 2025 in the TBRPM cost affordable model. The estimated number of employees for the commercial, office, and industrial developments were calculated using the rates from the Institute of Transportation Engineers (ITE) Trip Generation Handbook (7<sup>th</sup> Edition).

A rate of 1.5 employees per 1,000 square feet of industrial, 2.0 employees per 1,000 square feet of commercial development and 3.3 employees per 1,000 square feet of office were assumed for this study. Some adjustments were made to the calculated ITE rates after discussion with the FDOT District 7 staff. Warehouse, specialty retail, and general office were considered for industrial, commercial, and office respectively from the ITE Handbook. The same ratio between local and regional employment as of 2025 TBRPM cost affordable model was used to estimate the split of local and regional employment of each type of development. These data were then compared with the 2025 TBRPM base model socio-economic data (ZDATA1 and ZDATA2). The higher of the two was selected as the recommended socio-economic data. These data were then discussed with the Hillsborough County MPO. Hillsborough County Planning and Growth Management staff reviewed the data and recommended some modifications to the recommended socio-economic data at a meeting held on February 6, 2008 (see **Appendix E**). The detailed analysis of the ZDATA1 is shown in tabular format in *Exhibit 4-5*. The detailed analysis of the ZDATA2 is shown in *Exhibit 4-6*. The final adjusted 2025 socio-economic data for ZDATA1 and ZDATA2 are shown in *Exhibit 4-7*.



TAZ	Total DU's**			Total Population**			US 41 Corridor***		2025 Adjusted/Updated	
	2000	2015	2025	2000	2015	2025	DU's	Population	DU's	Population
672	886	1,467	1,869	2,433	4,042	5,149	1,109	3,055	1,869	5,149
673	19	367	579	49	950	1,498	1,233	3,190	1,233	3,190
674	1,037	2,261	2,689	2,164	4,748	5,643	123	258	2,689	5,643
679	834	908	962	2,092	2,291	2,426	--	--	962	2,426
685	765	757	760	1,826	1,815	1,822	--	--	760	1,822
686	188	250	321	415	555	714	--	--	321	714
687	471	704	972	1,110	1,670	2,302	--	--	972	2,302
688	416	612	698	1,319	1,952	2,225	--	--	698	2,225
690	74	43	28	184	108	70	--	--	28	70
691	155	1,365	1,869	464	4,106	5,623	--	--	1,869	5,623
693	419	772	1,306	796	1,471	2,487	--	--	1,306	2,487
694	2,029	2,664	3,090	4,488	5,909	6,849	2,065	4,577	3,090	6,849
695	550	707	777	1,181	1,526	1,678	146	314	777	1,678
696	2	414	626	2	985	1,489	1,000	2,379	1,000	2,379
697	0	2,713	3,719	0	2,725	3,735	1,054	1,059	3,719	3,735
699	9	546	857	29	1,766	2,771	2,250	7,275	2,250	7,275
700	1	257	257	3	768	768	888	2,654	888	2,654
701	0	829	1,136	0	1,900	2,618	4,280	9,864	4,280	9,864
703	480	1,308	1,622	778	2,132	2,641	3,000	4,885	3,000	4,885
704	834	1,207	1,492	1,514	2,204	2,725	330	603	330	603
705	73	901	1,209	173	2,072	2,792	296	684	1,209	2,792
709	239	950	1,292	704	2,812	3,822	2,866	8,478	2,866	8,478
743*	824	1,061	1,166	1,772	2,290	2,517	218	472	1,166	2,517
<b>Totals</b>	<b>10,305</b>	<b>23,063</b>	<b>29,296</b>	<b>23,496</b>	<b>50,797</b>	<b>64,364</b>	<b>20,858</b>	<b>49,745</b>	<b>37,282</b>	<b>85,359</b>

\* New TAZ (Split from TAZ 695)

\*\*Data based on D7 Tampa Bay Regional Planning Model (TBRPM v 6.0) output for year 2000, 2015 and 2025.

\*\*\* Data based on planned developments and Developments of Regional Impact (DRI) collected from Tampa Bay Regional Planning Council (TBRPC).

**US 41 PD&E STUDY**

from south of 19th Ave. to north of Gibsonton Dr.  
Hillsborough County, FL

**ZDATA1 DETAILED ANALYSIS**

**EXHIBIT 4-5**

TAZ	2000 Employment ***				2015 Employment ***				2025 Employment ****				US 41 Corridor Employment				2025 Adjusted/Updated Employment							
	Ind.	Comm.	Office	Total	Ind.	Comm.	Office	Total	Ind.	Comm.	Office	Total	Ind.	Comm.	Office	Total	Ind.	Comm. Total	Comm. Regional	Comm. Local	Office Total	Office Regional	Office Local	Total
672	693	18	283	994	852	119	761	1,732	996	300	1,240	2,536	525	125	99	749	1,218	143	13	130	382	291	91	1,743
673	0	0	0	0	126	378	758	1,262	167	503	1,006	1,676	525	125	99	749	525	125	42	83	99	83	16	1,676
674	50	3	46	99	111	84	168	363	138	224	314	676	105	109	171	385	155	112	61	51	217	207	10	484
679	34	82	107	223	95	228	299	622	140	339	441	920	--	--	--	--	140	339	149	190	441	404	37	920
685	137	160	173	470	148	173	186	507	162	189	204	555	--	--	--	--	162	189	26	163	204	180	24	555
686	56	1	10	67	175	24	35	234	251	60	54	365	--	--	--	--	251	60	5	55	54	43	11	365
687	182	8	244	434	210	77	369	656	285	231	543	1,059	--	--	--	--	285	231	113	118	543	159	384	1,059
688	116	0	34	150	184	12	58	254	284	19	90	393	--	--	--	--	284	19	0	19	90	79	11	393
690	154	0	695	849	258	71	1,093	1,422	338	89	1,339	1,766	2,160	50	561	2,771	2,160	50	0	50	561	539	22	2,771
691	76	2	444	522	99	256	1,428	1,783	148	382	2,129	2,659	--	--	--	--	148	382	239	143	2,129	629	1,500	2,659
693*	25	17	19	61	171	302	315	788	121	397	517	1,035			1,155		25	17	4	13	1,174	904	270	1,216
694	82	141	351	574	121	209	519	849	97	310	640	1,047	0	111	397	508	97	310	85	225	640	450	190	1,047
695	176	241	539	956	99	352	699	1,150	86	514	931	1,531	--	--	--	--	86	514	143	371	931	765	166	1,531
696	0	0	0	0	66	532	732	1,330	91	1,270	1,662	3,023	900	2,000	3,203	6,103	900	2,000	953	1,047	3,203	2,912	291	6,103
697	31	0	3	34	60	60	78	198	37	167	129	333	600	598	1,068	2,265	600	598	179	419	1,068	654	414	2,265
699	34	32	21	87	354	333	218	905	480	450	296	1,226	0	2,107	132	2,239	0	2,107	2,107	0	132	132	0	2,239
700	394	17	210	621	232	443	674	1,349	153	915	1,068	2,136	--	--	--	--	153	915	335	580	1,068	961	107	2,136
701	0	0	0	0	212	340	296	848	123	490	613	1,226	0	662	341	1,004	123	490	245	245	613	490	123	1,226
703	274	127	306	707	146	350	565	1,061	134	506	895	1,535	0	908	0	908	134	506	171	335	895	668	227	1,535
704	24	0	57	81	16	32	110	158	11	56	158	225	--	--	--	--	11	56	23	33	158	94	64	225
705	345	315	267	927	123	665	919	1,707	157	846	1,168	2,171	598	1,016	875	2,489	598	1,016	369	647	875	665	210	2,489
709	114	394	290	798	2,763	1,172	1,406	5,341	4,828	1,781	2,583	9,192	8,345	398	1,366	10,109	8,345	398	170	228	1,366	1,302	63	10,109
743**	75	104	232	411	43	151	299	493	37	220	398	655	--	--	--	--	37	220	61	159	398	328	70	655
<b>Totals</b>	<b>3,072</b>	<b>1,662</b>	<b>4,331</b>	<b>9,065</b>	<b>6,664</b>	<b>6,363</b>	<b>11,985</b>	<b>25,012</b>	<b>9,264</b>	<b>10,258</b>	<b>18,418</b>	<b>37,940</b>	<b>13,759</b>	<b>8,209</b>	<b>9,465</b>	<b>30,278</b>	<b>16,438</b>	<b>10,797</b>	<b>5,493</b>	<b>5,304</b>	<b>17,240</b>	<b>12,939</b>	<b>4,301</b>	<b>45,401</b>

\* Added 1,155 total employments for a 250 bed hospital to the 2000 service employment. Industrial and Commercial employment were reduced.

\*\* New TAZ (Split from TAZ 695)

\*\*\*Data based on D7 Tampa Bay Regional Planning Model (TBRPM v 6.0) output for year 2000, 2015 and 2025.

\*\*\*\* Data based on planned developments and Developments of Regional Impact (DRI) collected from Tampa Bay Regional Planning Council (TBRPC).

Note: Assumptions based on ITE Trip Generation Handbook, 7th Edition for number of employees generated by the US 41 corridor

Assumption: (1) 1.5 employees/1,000 sq ft of Ind. ( 2) 2 employees/1,000 sq ft of Comm.( 3) 3.3 employees/1,000 sq ft of Office

**US 41 PD&E Study**

from south of 19th Ave. to north of Gibsonton Dr.  
Hillsborough County, FL

**ZDATA2 DETAILED ANALYSIS**

**EXHIBIT 4-6**

**EXHIBIT 4-7: RECOMMENDED ZDATA1 & ZDATA2**

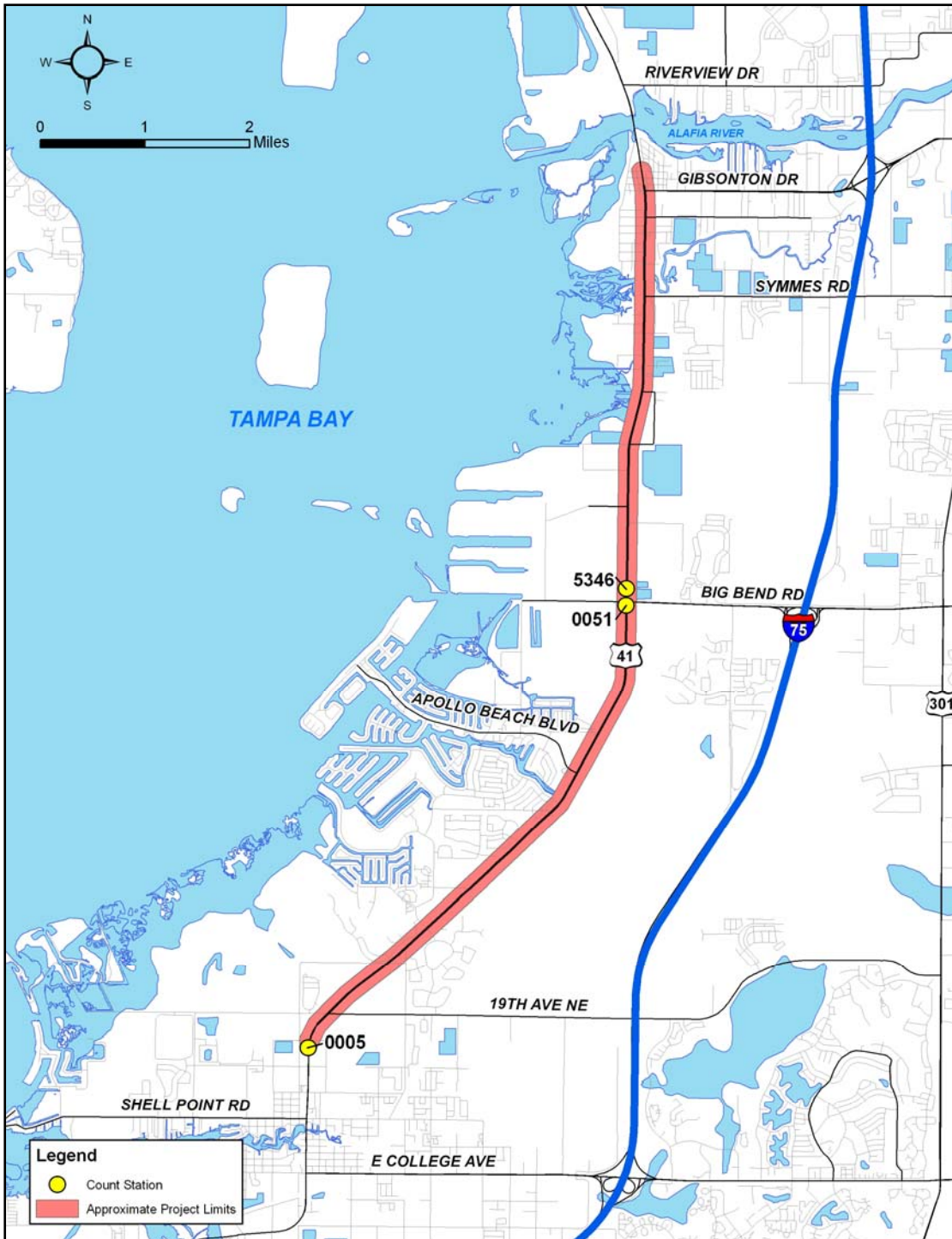
TAZ	2025 Adjusted/Updated		2025 Adjusted/Updated Employment							
	DU's	Population	Ind.	Comm. Total	Comm. Regional	Comm. Local	Office Total	Office Regional	Office Local	Total Employment
672	1,869	5,149	1,218	143	13	130	382	291	91	1,743
673	1,233	3,190	525	125	42	83	99	83	16	1,676
674	2,689	5,643	155	112	61	51	217	207	10	484
679	962	2,426	140	339	149	190	441	404	37	920
685	760	1,822	162	189	26	163	204	180	24	555
686	321	714	251	60	5	55	54	43	11	365
687	972	2,302	285	231	113	118	543	159	384	1,059
688	698	2,225	284	19	0	19	90	79	11	393
690	28	70	2,160	50	0	50	561	539	22	2,771
691	1,869	5,623	148	382	239	143	2,129	629	1,500	2,659
693	1,306	2,487	25	17	4	13	1,174	904	270	1,216
694	3,090	6,849	97	310	85	225	640	450	190	1,047
695	777	1,678	86	514	143	371	931	765	166	1,531
696	1,000	2,379	900	2,000	953	1,047	3,203	2,912	291	6,103
697	3,719	3,735	600	598	179	419	1,068	654	414	2,265
699	2,250	7,275	0	2,107	2,107	0	132	132	0	2,239
700	888	2,654	153	915	335	580	1,068	961	107	2,136
701	4,280	9,864	123	490	245	245	613	490	123	1,226
703	3,000	4,885	134	506	171	335	895	668	227	1,535
704	330	603	11	56	23	33	158	94	64	225
705	1,209	2,792	598	1,016	369	647	875	665	210	2,489
709	2,866	8,478	8,345	398	170	228	1,366	1,302	63	10,109
743*	1,166	2,517	37	220	61	159	398	328	70	655
<b>Totals</b>	<b>37,282</b>	<b>85,359</b>	<b>16,438</b>	<b>10,797</b>	<b>5,493</b>	<b>5,304</b>	<b>17,240</b>	<b>12,939</b>	<b>4,301</b>	<b>45,401</b>

\*Added 1,155 total employments for a 250 bed hospital to the 2025 service employment. Industrial and Commercial employment were reduced.

\*\*New TAZ (Split from TAZ 695)

Note: Assumptions based on ITE Trip Generation Handbook, 7<sup>th</sup> Edition for number of employees generated by the US 41 Corridor.

- Assumptions:
- (1) 1.5 employees per 1,000 sq. ft. of Industrial
  - (2) 2.0 employees / 1,000 sq. ft. of Commercial
  - (3) 3.3 employees / 1,000 sq. ft. of Office



**EXHIBIT 4-8: HISTORICAL TRAFFIC COUNT STATIONS**

## 4.6 HISTORICAL TREND LINE ANALYSIS

A historical trend line analysis was conducted to examine historical traffic patterns within the project limits. The historical traffic volumes were obtained from the FDOT 2006 Traffic Information DVD. The location of the count stations is shown on the previous page in *Exhibit 4-8*.

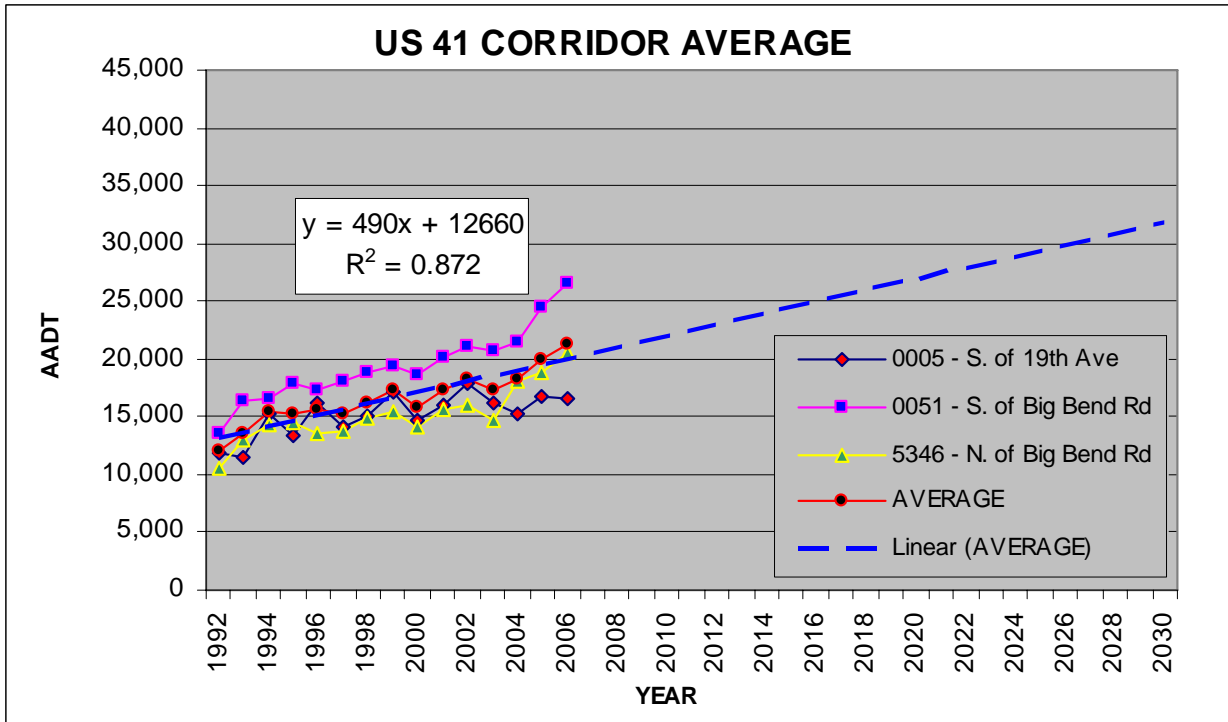
Once the historical AADT volumes were obtained, they were plotted with a trend line that extended to the design year (2030). Each count station's historical values were plotted for as well as the corridor average historical traffic. Based upon the equation generated for the trend line, the AADT volumes were calculated for all years until 2030. From the trendline analysis, growth rates were determined for each site and the corridor average for an overall growth rate and an annual growth rate. Additionally, a growth factor for the period of 2025 to 2030 was determined from the corridor average trend line to extrapolate the 2025 model volumes to 2030 volumes. The rate of growth for this was determined by dividing the 2030 trend line volume by the 2025 trend line volume, which resulted in a growth factor of 8.4 percent for this 5-year period.

A summary of the trend line analysis is shown in *Exhibit 4-9* and the trend line plot is shown in *Exhibit 4-10*. The detailed trend line analysis results are shown in **Appendix G**.

**EXHIBIT 4-9:  
HISTORICAL TREND LINE ANALYSIS GROWTH RATES**

Station Location	Existing Year AADT (2007)	Opening Year AADT (2010)	Mid Year AADT (2020)	Design Year AADT (2030)
Station 5346 North of Big Bend Road	19,100	20,500	25,400	30,200
Station 0051 South of Big Bend Road	24,900	26,900	33,700	40,500
Station 0005 South of 19 <sup>th</sup> Avenue	17,600	18,500	21,500	24,600
<b>Corridor Average*</b>	<b>20,500</b>	<b>22,000</b>	<b>26,900</b>	<b>31,800</b>

\*Corridor Average growth rates are based on the trend line of the corridor average historical traffic, not the average of the growth rates at individual count sites.



**EXHIBIT 4-10: HISTORIC TRAFFIC TREND LINE**

## 4.7 FUTURE YEAR AADT & DIRECTIONAL DESIGN HOUR VOLUMES

The development of design hour traffic volumes included the following assumptions:

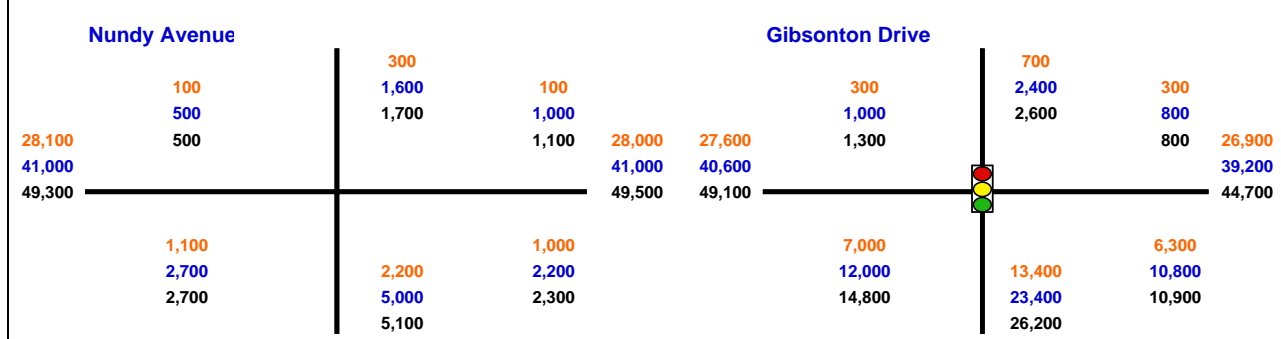
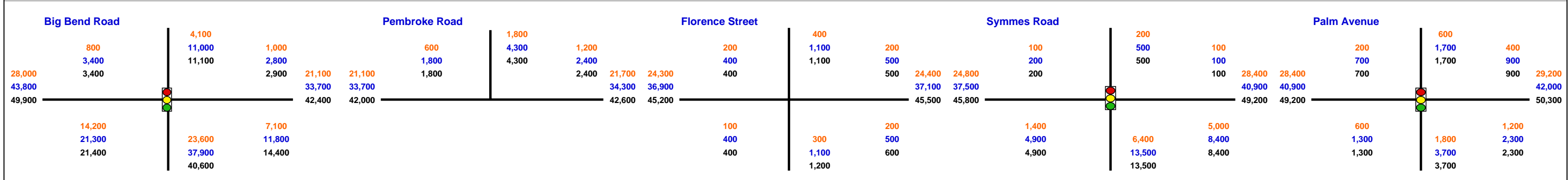
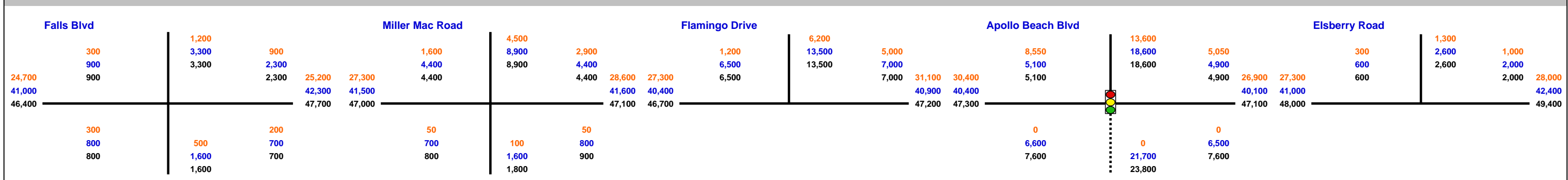
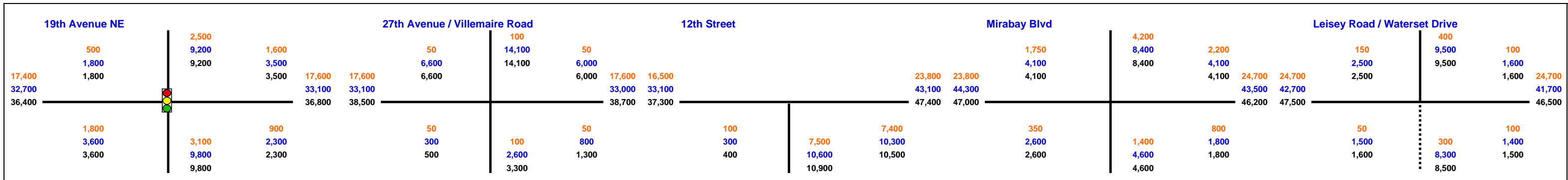
1. Apollo Beach Boulevard will be extended east to US 301 by 2030. This extension will not have an interchange at I-75.
2. All of the developments proposed in the project area will achieve build out by 2030.

The Directional Design Hour Volumes (DDHV) for the Build and No-Build scenarios were developed using the following methodology.

1. A Model Output Conversion Factor (MOCF) of 0.95 was applied to the 2025 Build and No-Build model runs to convert peak season weekday volumes to AADTs.
2. The first step was to establish existing AADT turns from the expanded turning movement counts. Using these AADT turn volumes as the base case for future traffic projections. Next, the no-build and build volumes for the cross street and centroid connectors west of US 41 were summarized to create a screen line of approximately 93,800 vehicles entering the US 41 corridor from the west. The same screen line summary was completed on the east side of US 41 and approximately 115,100 vehicles entering the US 41 corridor from the east. These volumes were used to help disseminate model volumes to the roadways not included in the 2025 model. Once the side street volumes were established the US 41 mainline through volumes were determined at the two termini (south 19<sup>th</sup> Avenue and north of Gibsonton Avenue) the volumes between intersections were balanced. The resulting volumes were assigned to the intersection legs throughout the project corridor in AADT format.
3. The BTURNS spreadsheet was used to develop future turn volumes from the intersection leg AADT volumes for 2025. BTURNS is a macro-driven spreadsheet that uses an iterative procedure to estimate future turn volumes based on existing turn volumes and future intersection leg volumes. Its prediction algorithm is similar to that of FDOT's TURNS5. The BTURNS results for the Build and No-Build scenarios are included in **Appendix H**.
4. The 2025 to 2030 overall growth rate of 8.4 percent was applied to the 2025 AADT to estimate the 2030 AADT.
5. Peak and off-peak intersection movements were determined for the am and pm peak periods by examining the trends of existing volumes.
6. The traffic factors (K and D) were applied to AADT volumes to obtain DDHV.

The interim year AADT and DDHV traffic volumes were generated by interpolating between the existing year 2007 volumes and the design year 2030 volumes. The AADT volumes for the existing 2007 as well as year 2030 No-Build and Build scenarios are shown in ***Exhibit 4-11*** . The directional design hour volumes for the, 2030 No-Build, and 2030 Build alternatives are shown in ***Exhibits 4-12*** and ***4-13***. The directional design hour volumes for the interim years of 2010 and 2020 are shown in ***Exhibits 4-14*** and ***4-15***.





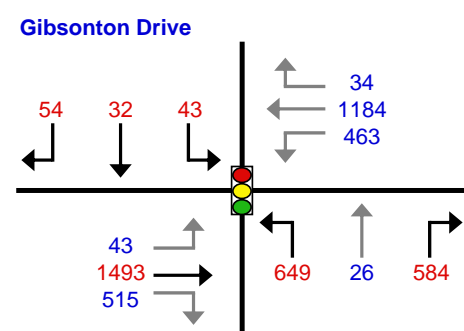
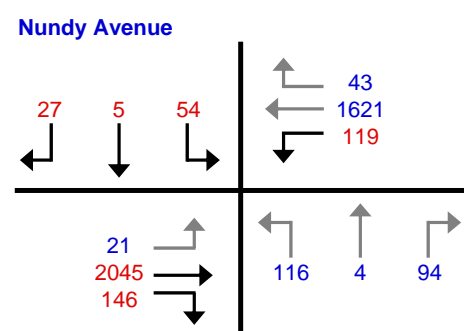
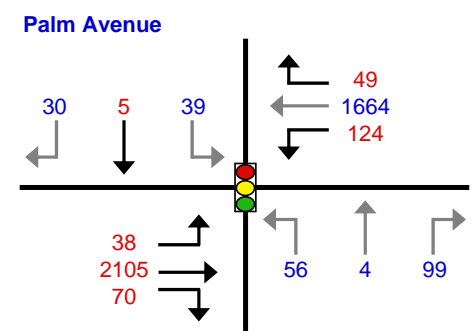
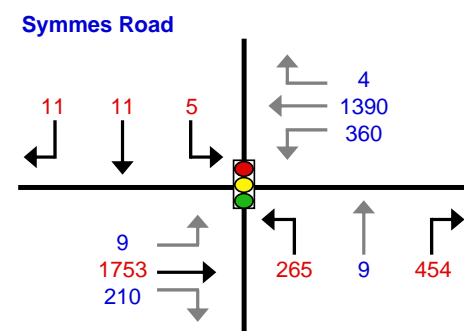
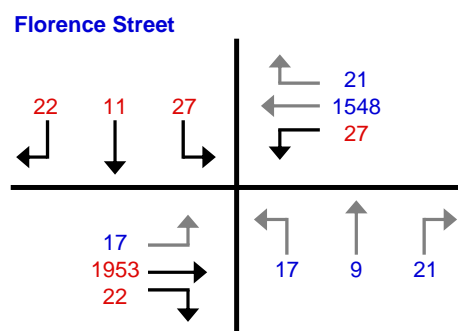
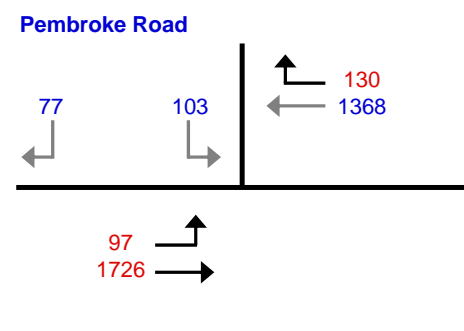
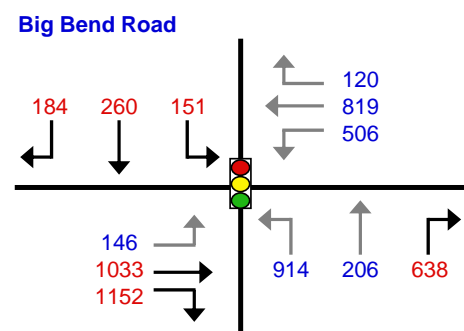
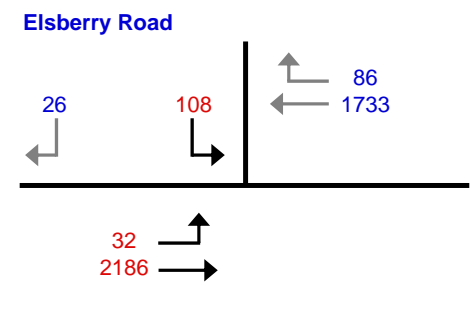
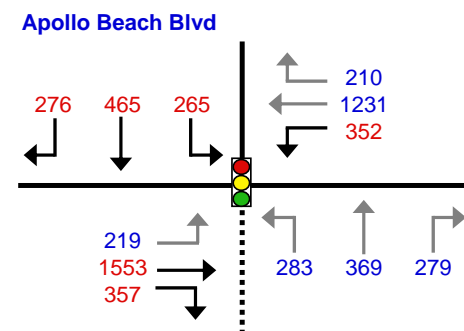
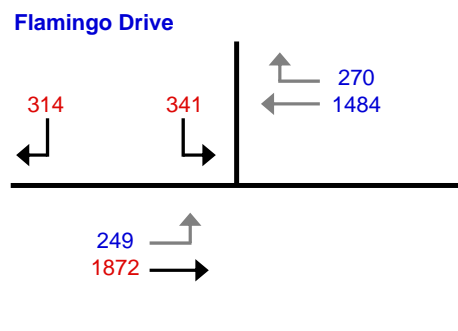
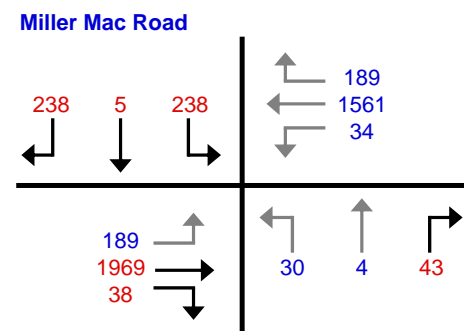
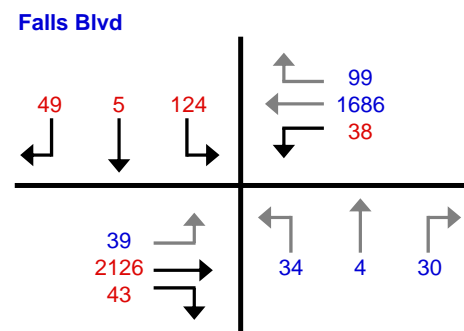
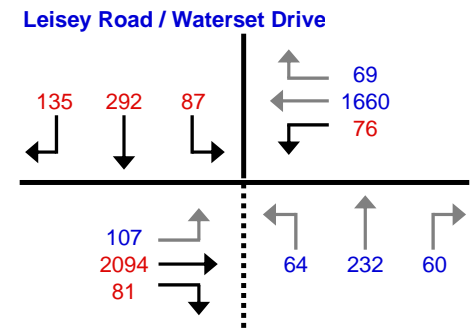
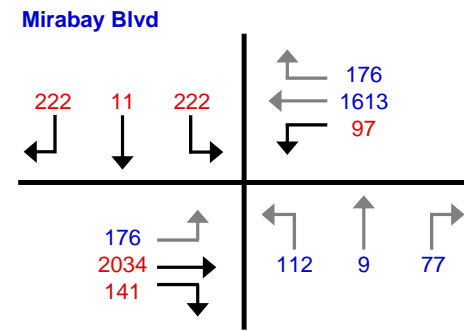
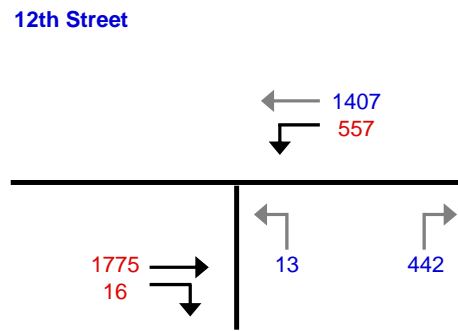
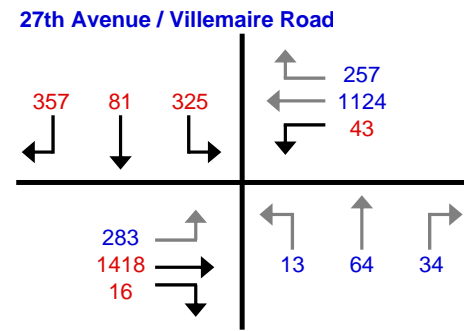
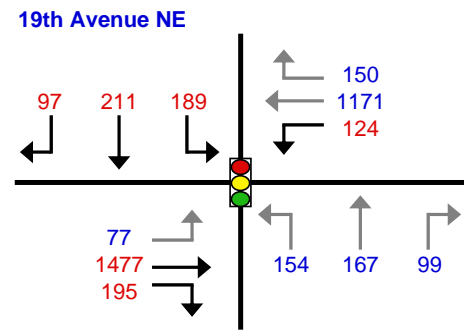
**LEGEND**

- Signalized Intersection
- 2007 Existing AADT's
- 2030 No-Build Projected AADT's
- 2030 Build Projected AADT's

**US 41 PD&E STUDY**  
 from south of 19th Ave. to north of Gibsonton Dr.  
 Hillsborough County, FL

**2030 NO-BUILD & BUILD  
 ALTERNATIVES AADT'S**

**EXHIBIT 4-11**



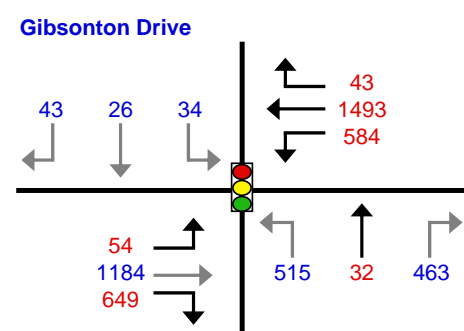
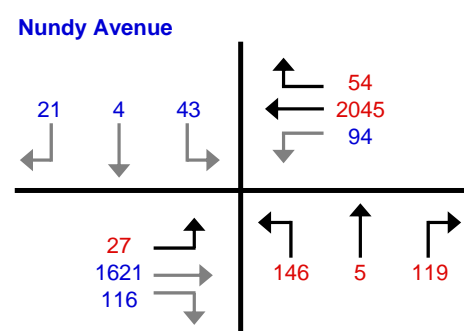
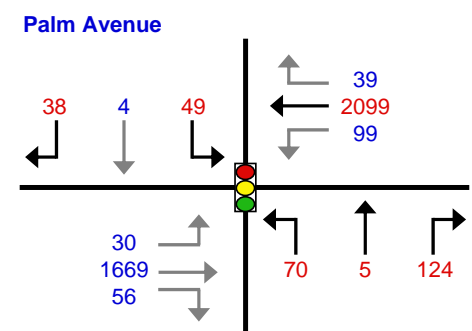
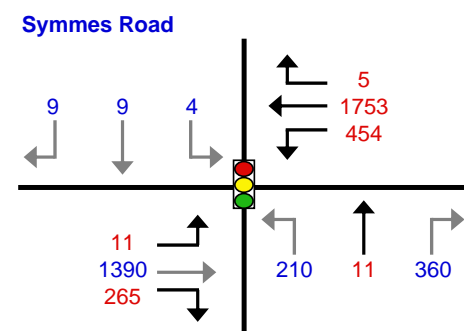
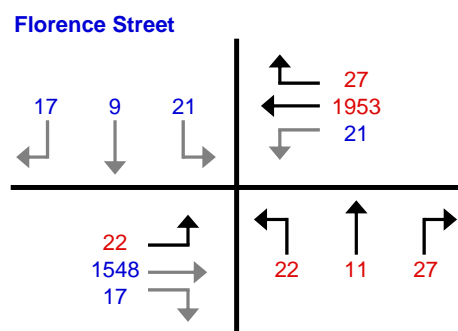
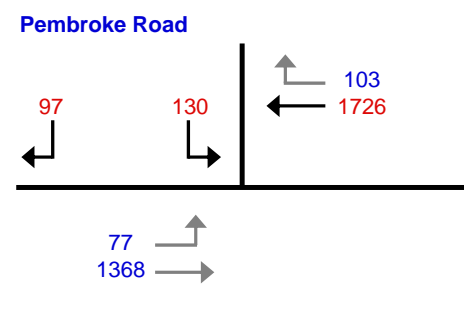
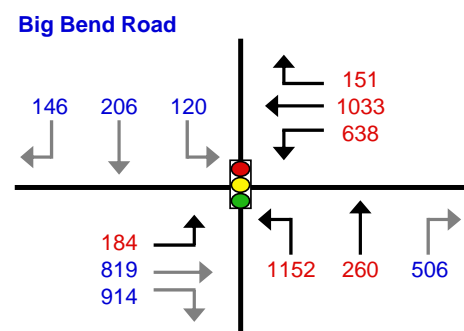
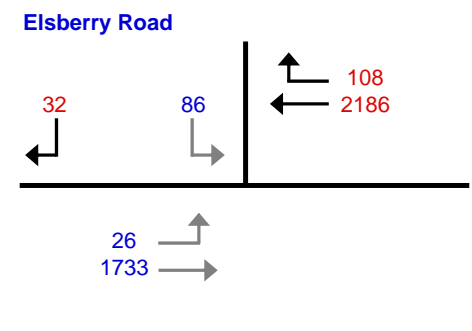
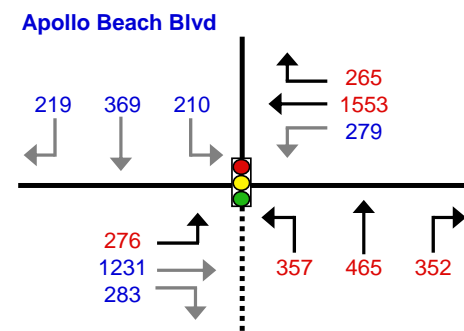
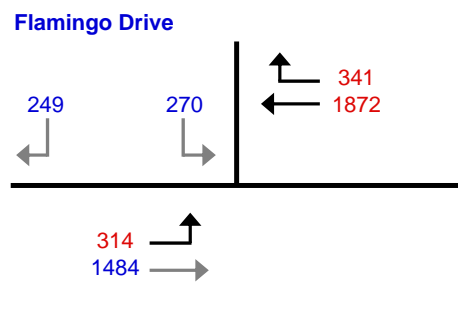
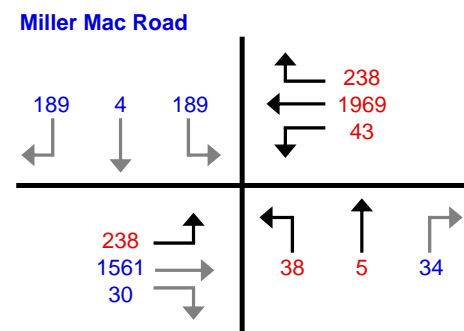
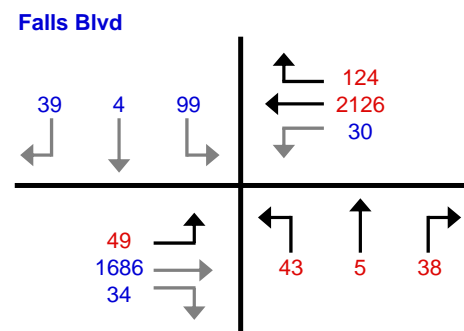
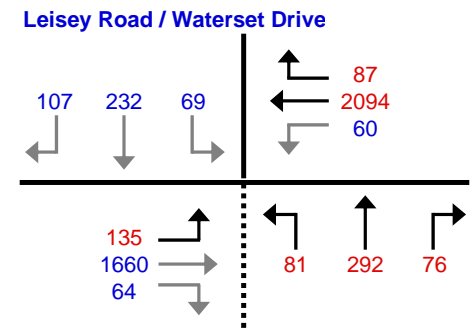
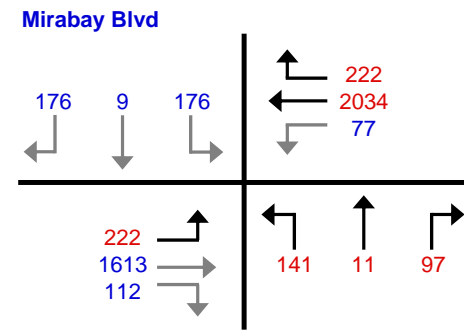
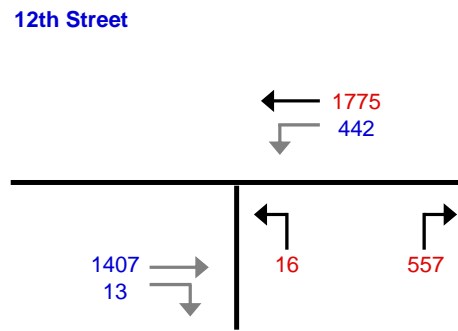
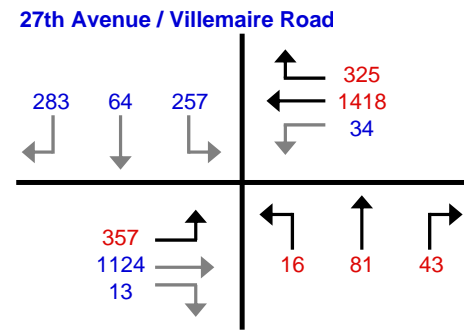
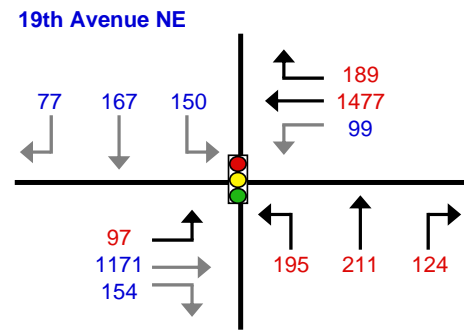
Locations with future signals were assumed for analysis purposes: new signals will not be installed until minimum warrant are met and the installation has been approved by FDOT traffic operations.



Revised June 23, 2008

**LEGEND**

Signalized Intersection		K30= 9.7%
Peak Movement		D30= 55.78%
Off-Peak Movement		



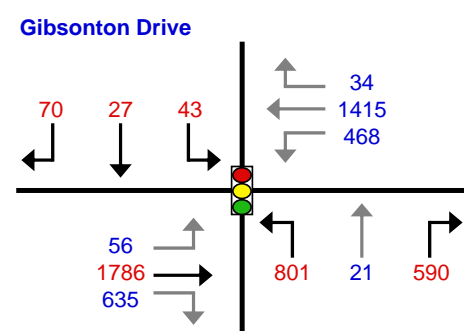
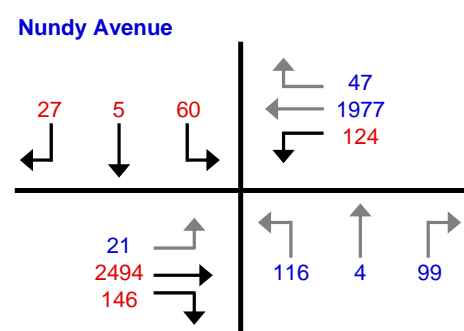
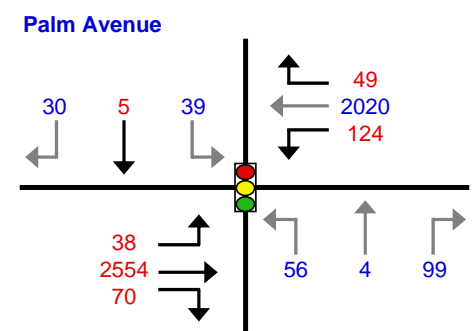
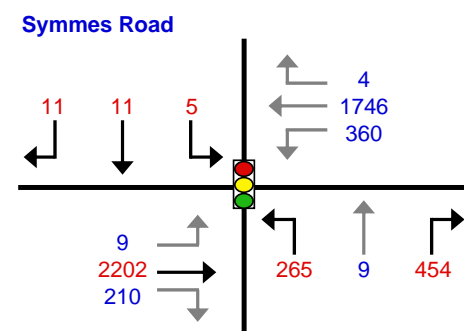
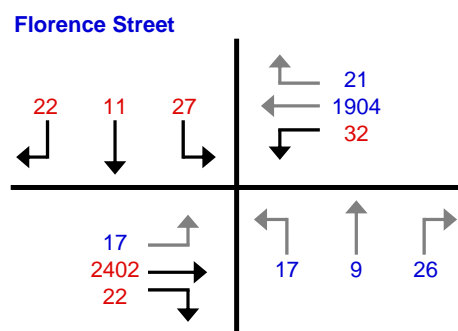
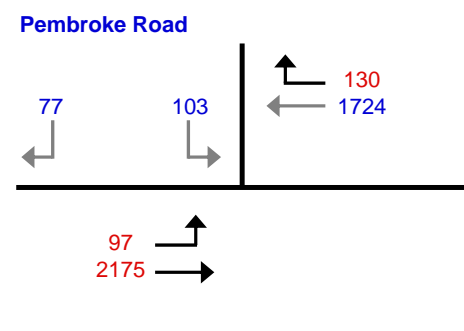
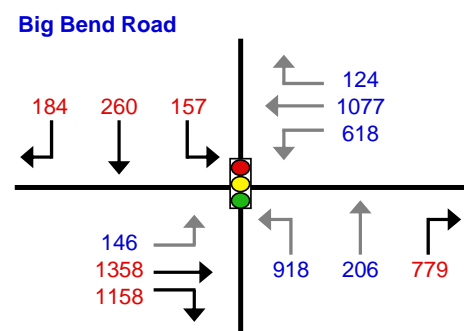
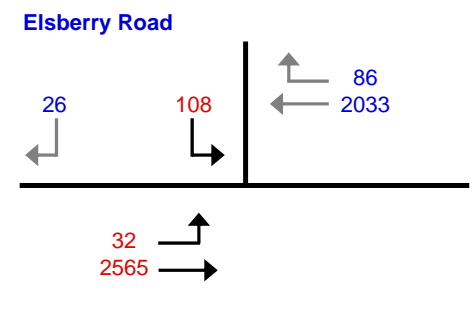
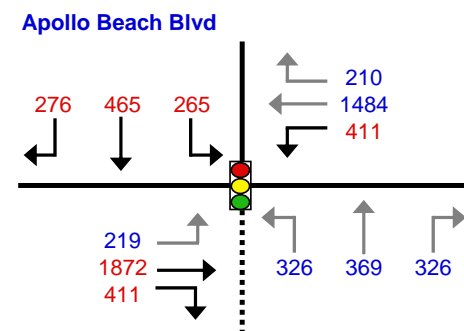
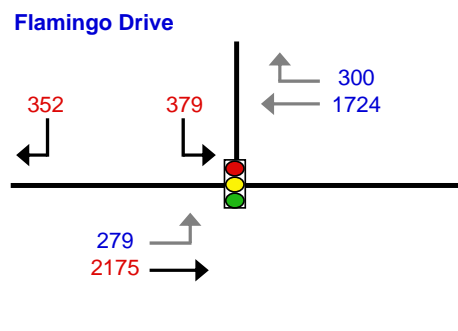
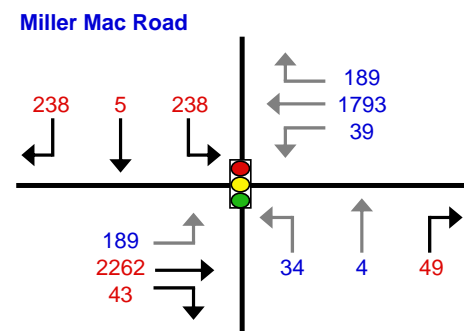
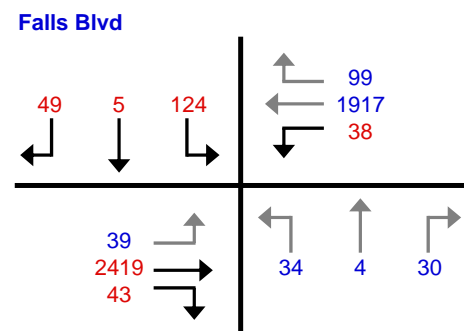
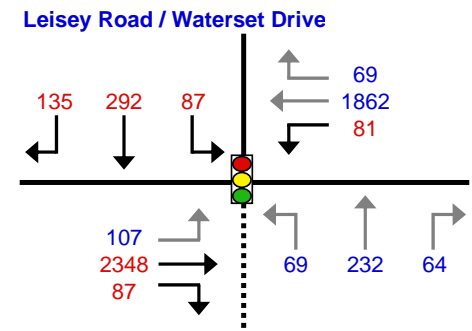
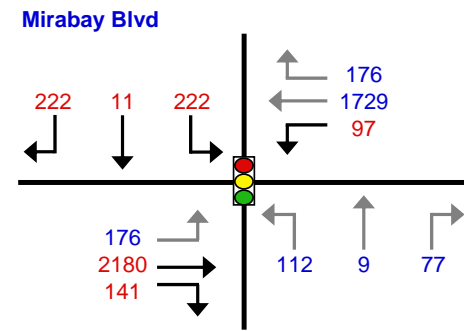
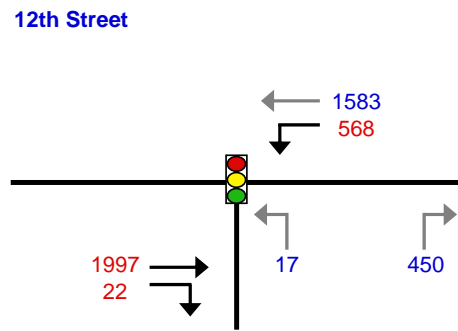
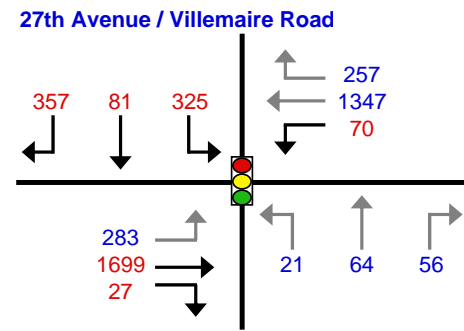
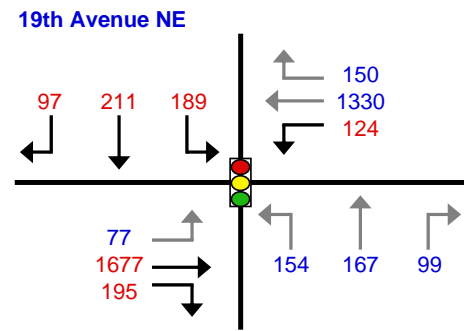
Locations with future signals were assumed for analysis purposes: new signals will not be installed until minimum warrant are met and the installation has been approved by FDOT traffic operations.



Revised June 23, 2008

**LEGEND**

Signalized Intersection		K30= 9.7%
Peak Movement		D30= 55.78%
Off-Peak Movement		



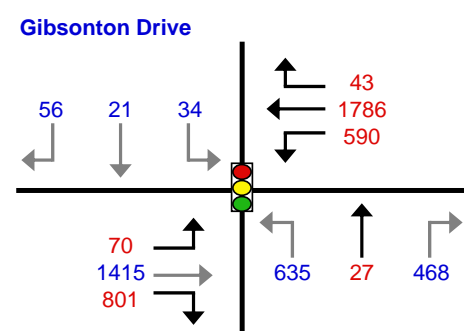
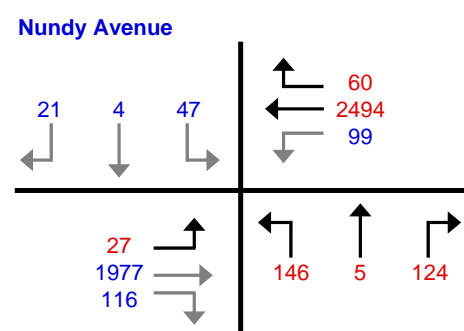
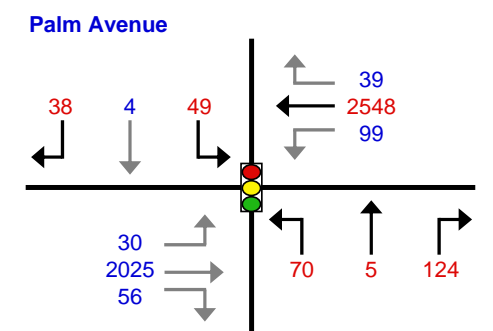
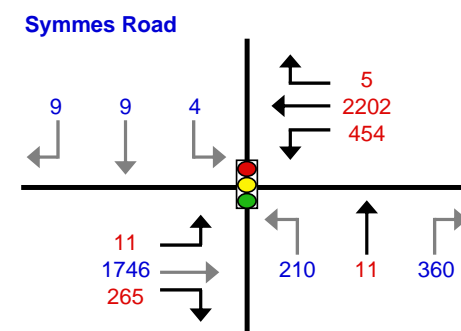
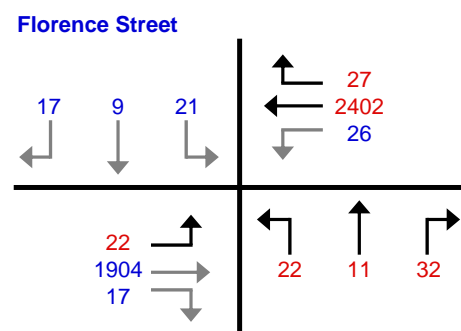
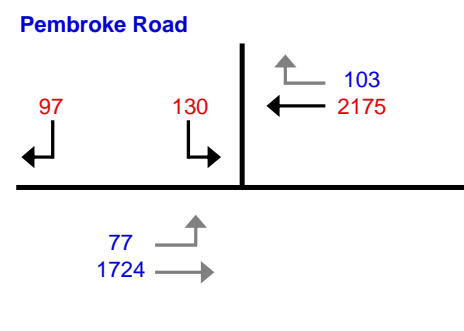
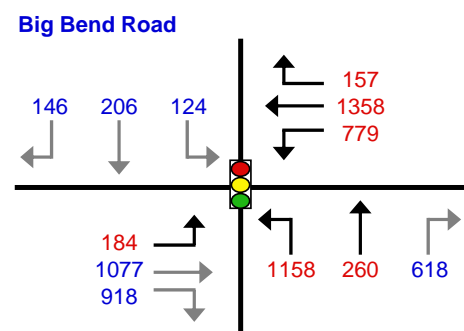
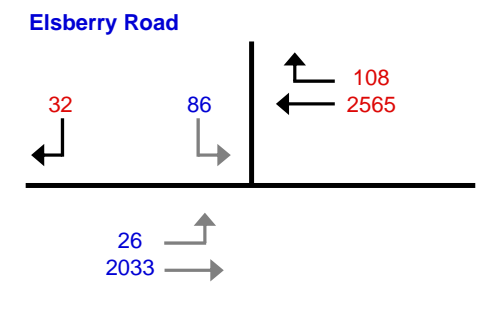
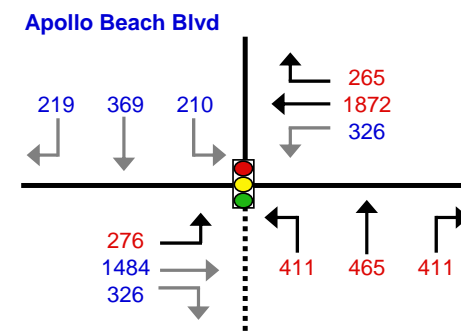
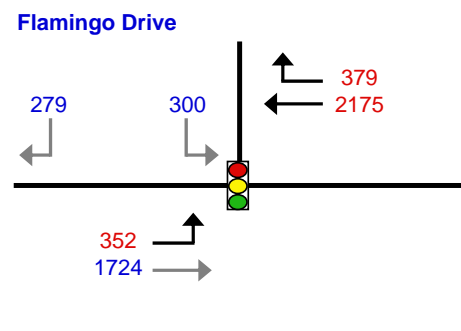
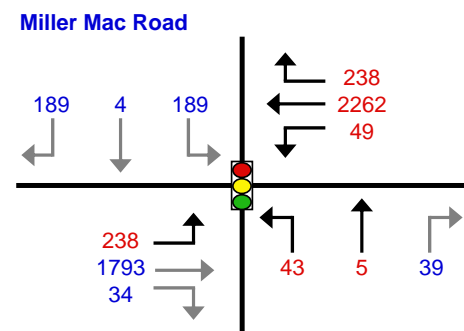
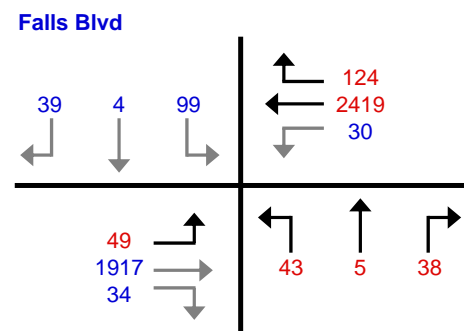
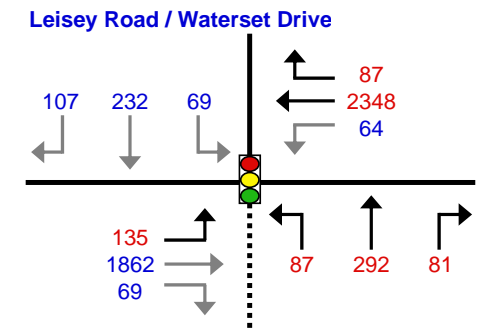
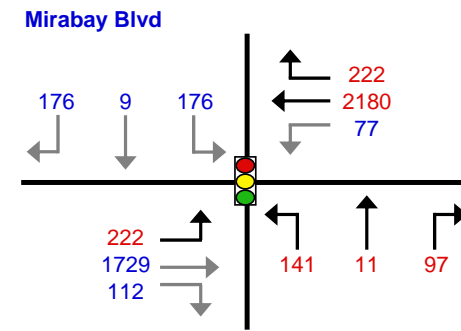
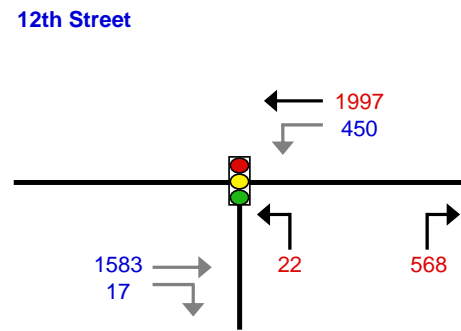
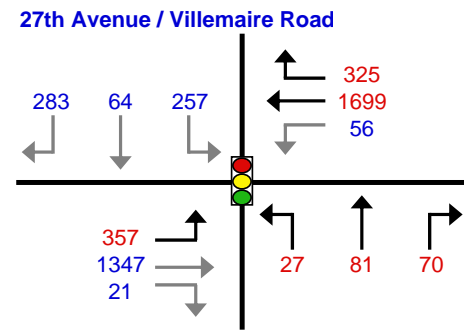
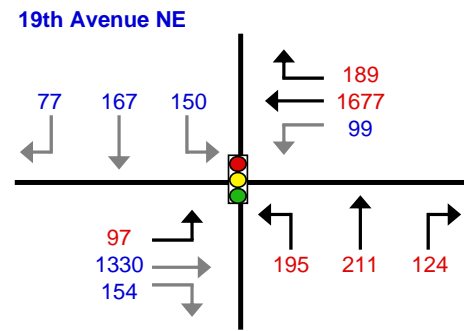
Locations with future signals were assumed for analysis purposes: new signals will not be installed until minimum warrant are met and the installation has been approved by FDOT traffic operations.



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**LEGEND**

Signalized Intersection		K30= 9.7%
Peak Movement		D30= 55.78%
Off-Peak Movement		



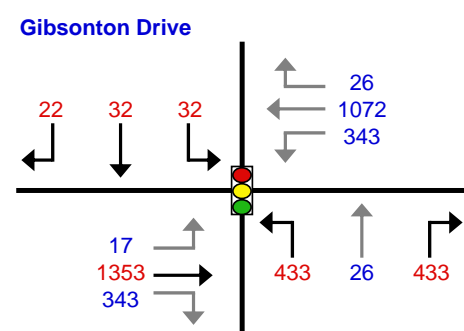
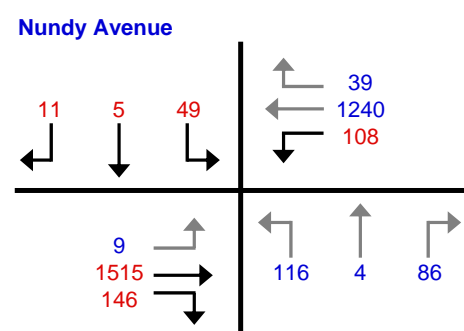
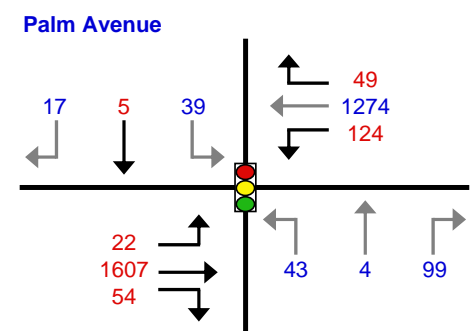
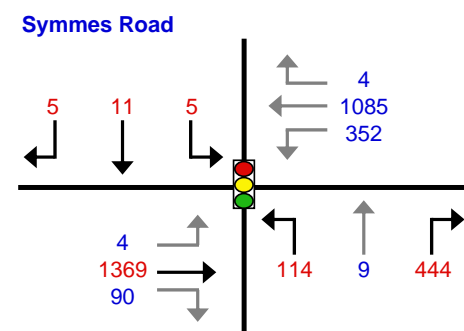
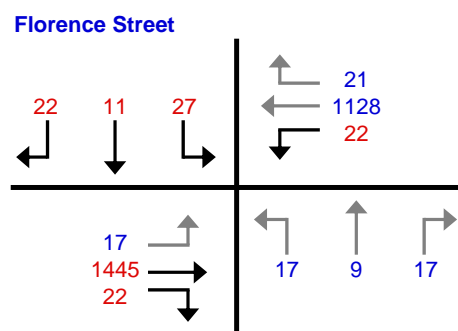
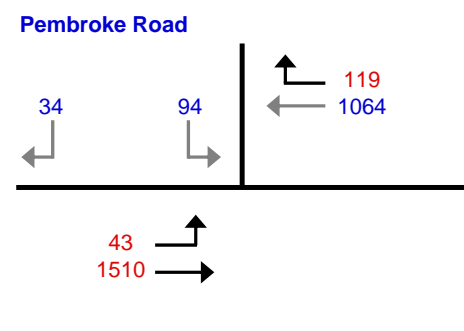
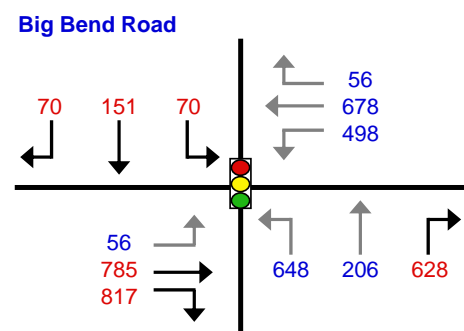
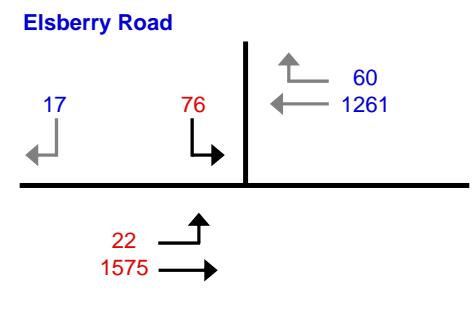
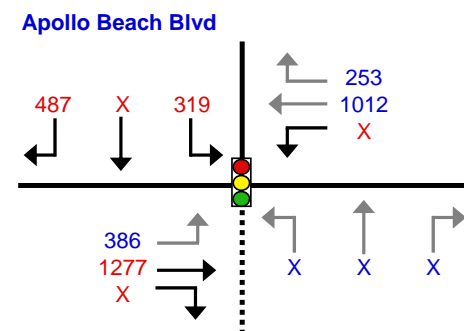
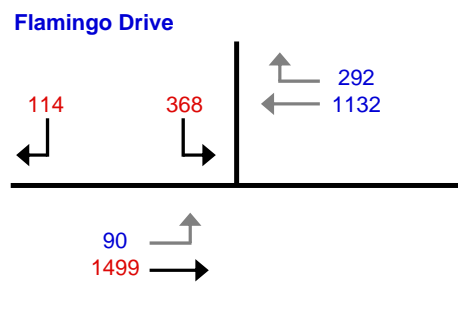
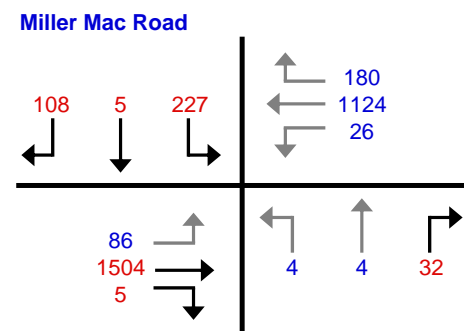
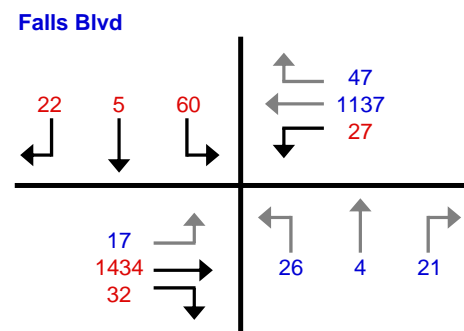
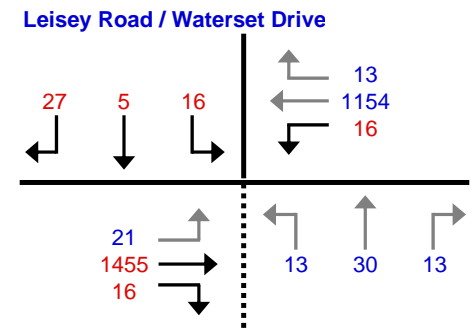
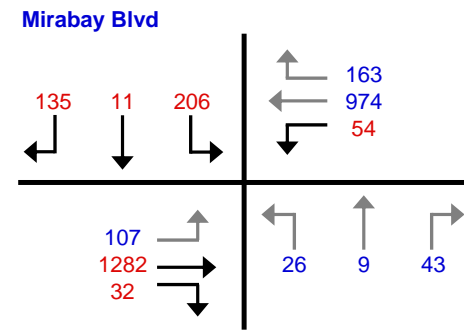
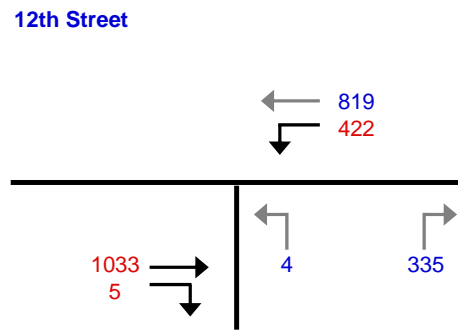
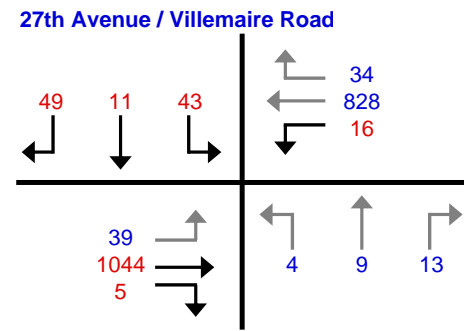
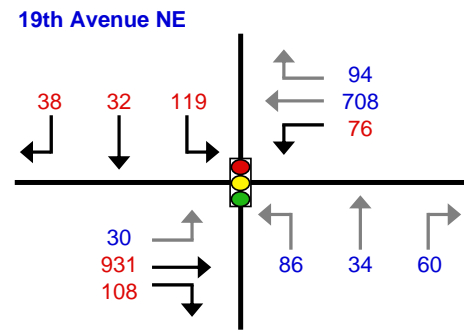
Locations with future signals were assumed for analysis purposes: new signals will not be installed until minimum warrant are met and the installation has been approved by FDOT traffic operations.



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


**LEGEND**

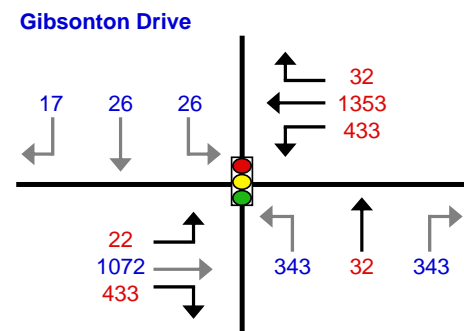
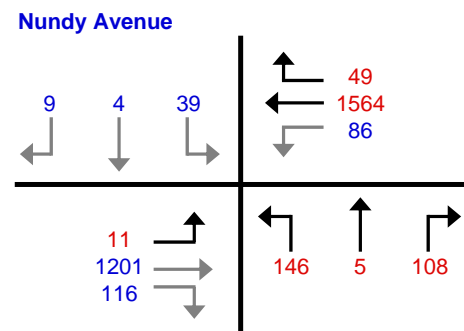
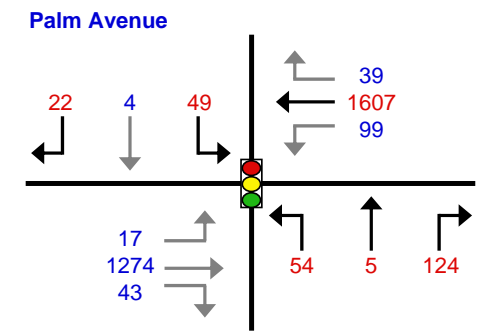
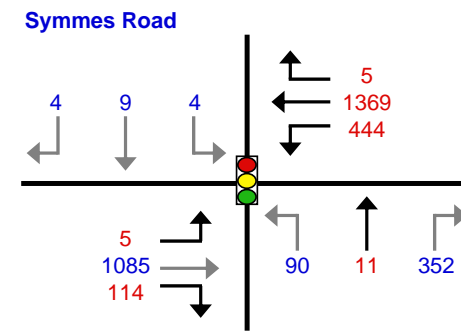
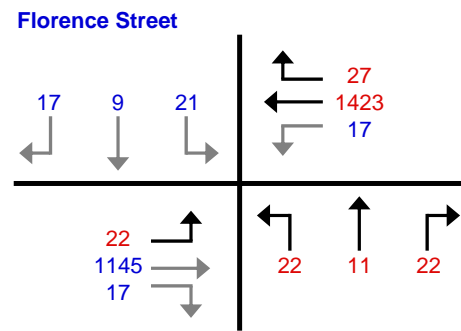
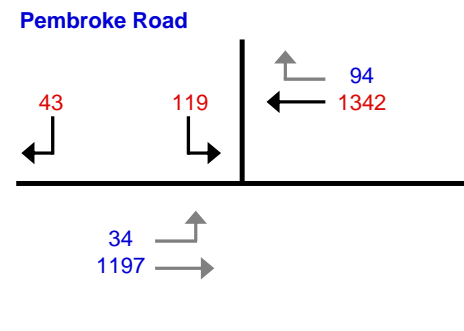
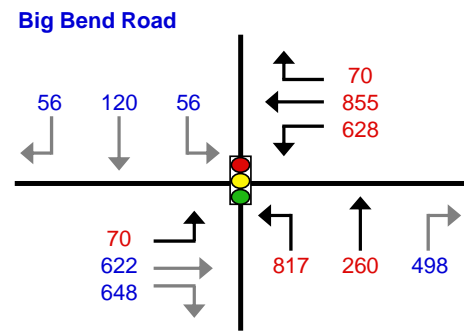
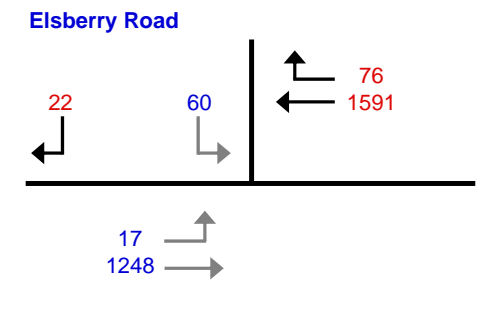
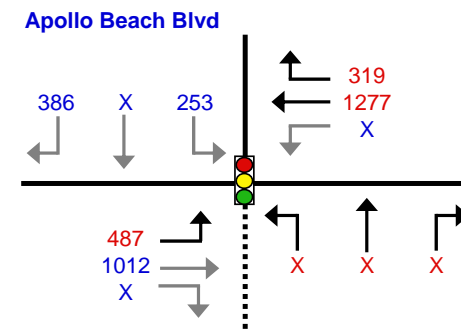
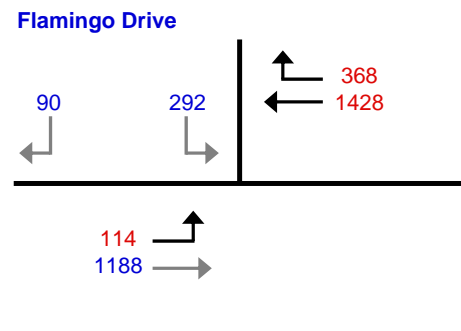
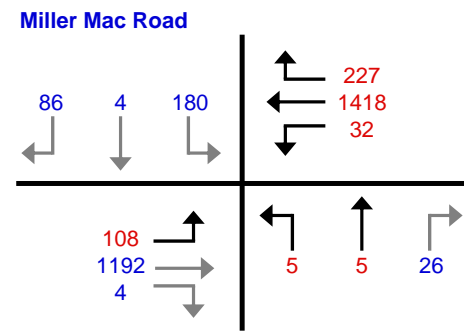
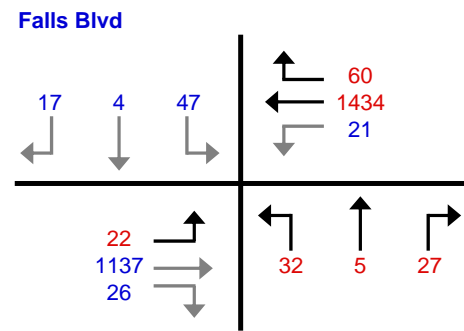
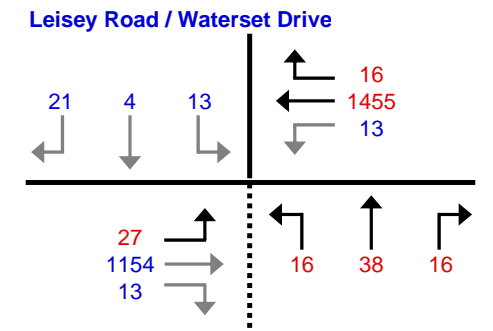
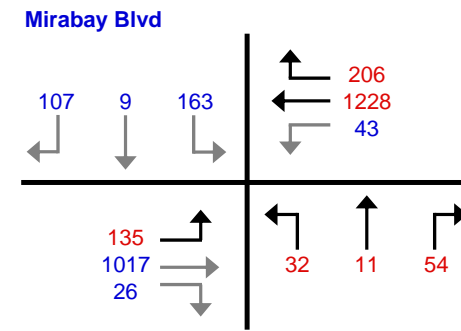
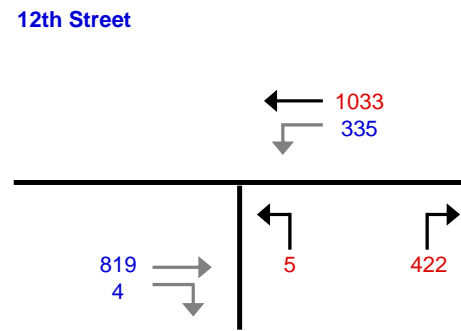
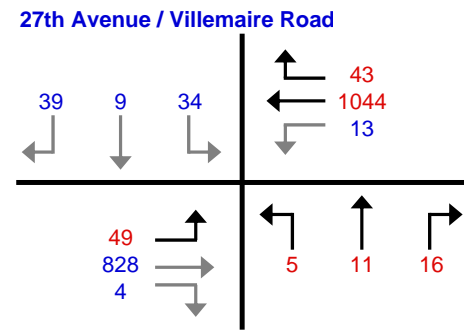
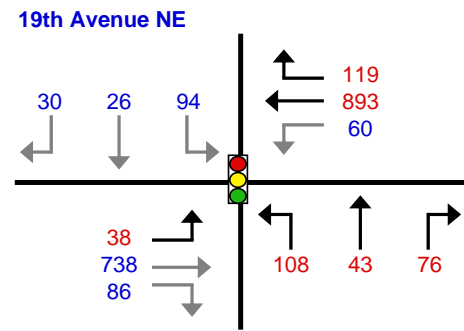
Signalized Intersection		K30= 9.7%
Peak Movement		D30= 55.78%
Off-Peak Movement		



**N** →  
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**LEGEND**

- Signalized Intersection  K30= 9.7%
- Peak Movement  D30= 55.78%
- Off-Peak Movement 

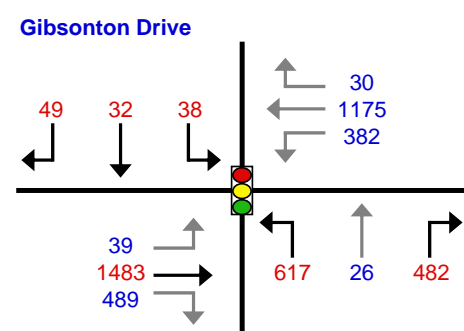
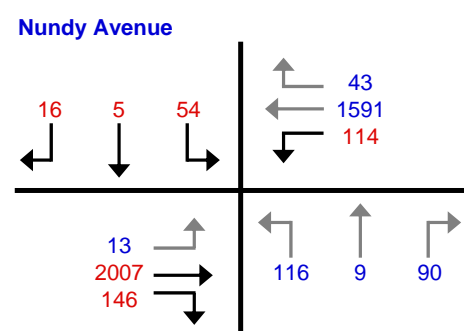
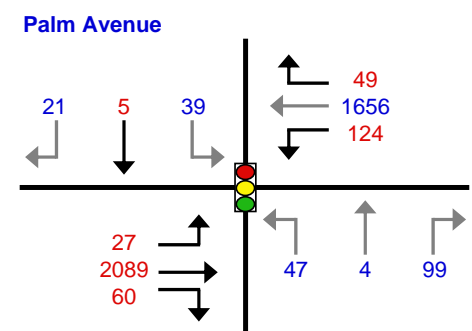
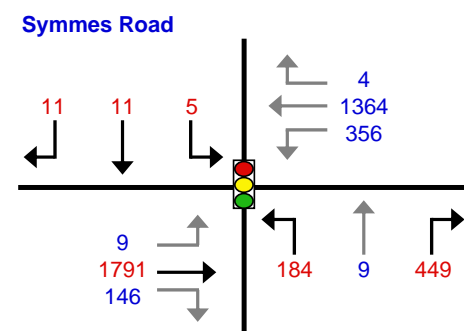
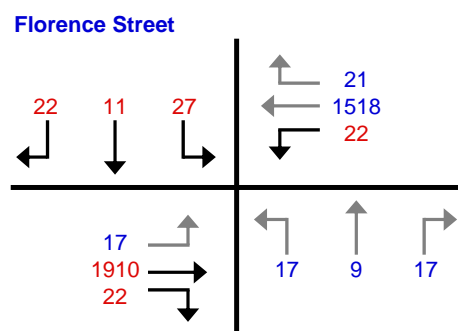
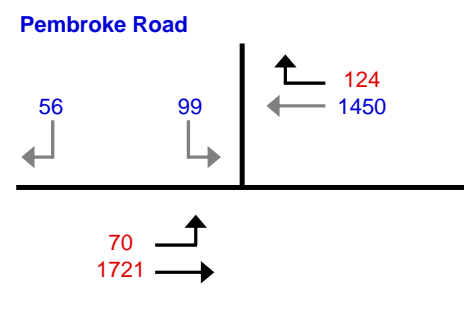
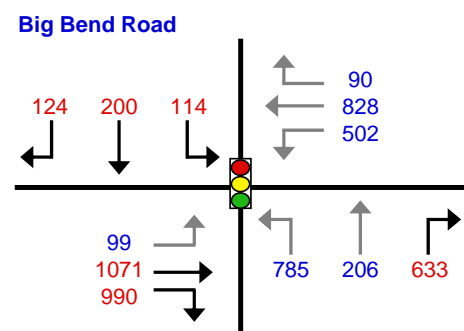
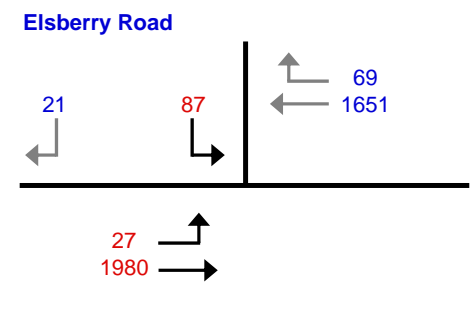
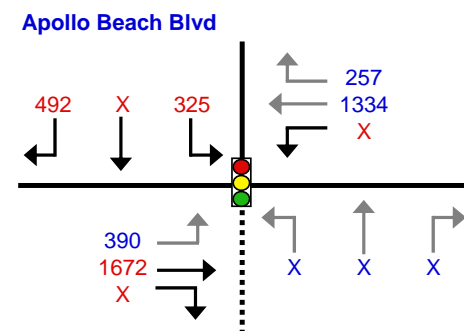
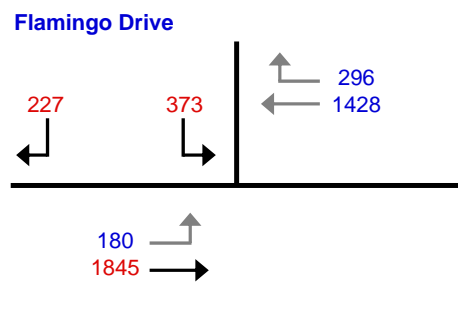
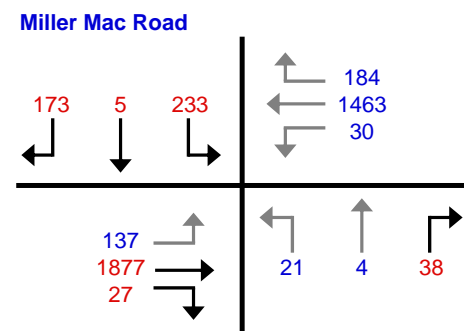
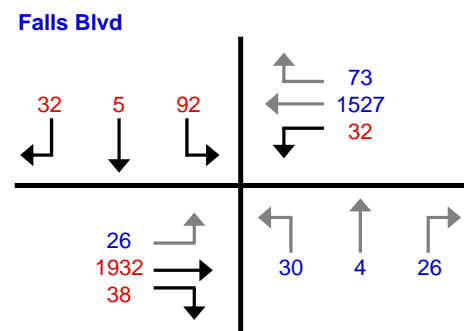
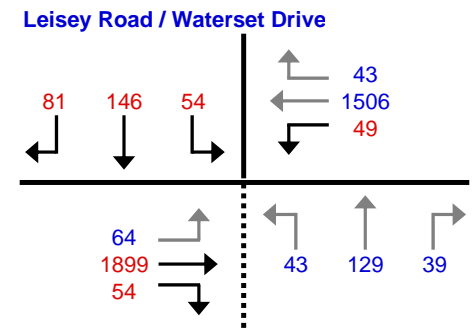
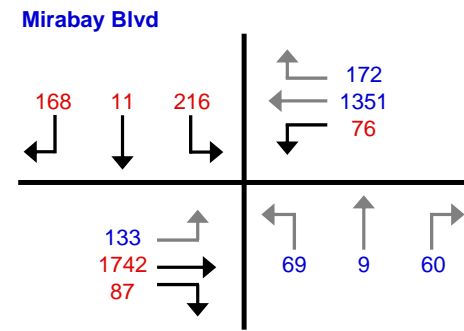
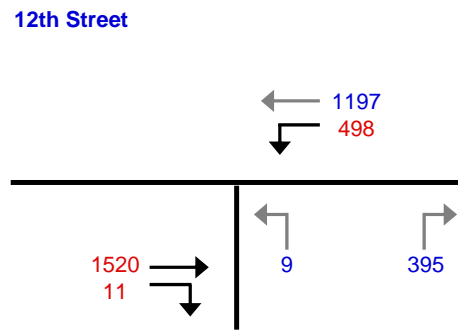
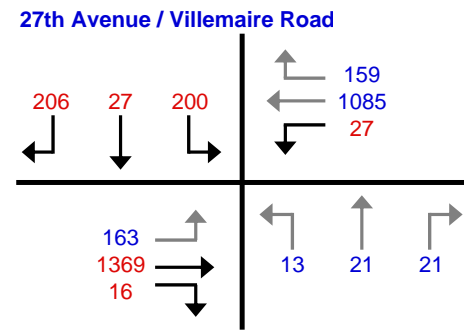
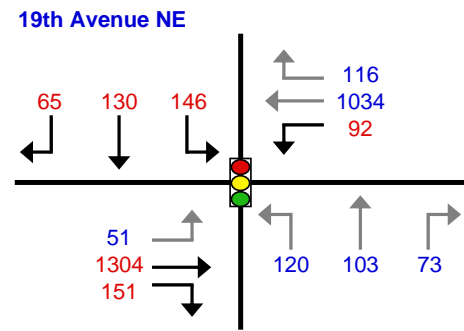


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**LEGEND**


- Signalized Intersection  K30= 9.7%
- Peak Movement  D30= 55.78%
- Off-Peak Movement 







**N** →  
Revised June 11, 2008

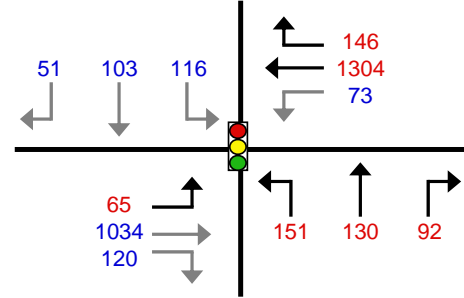
**LEGEND**

Signalized Intersection  K30= 9.7%

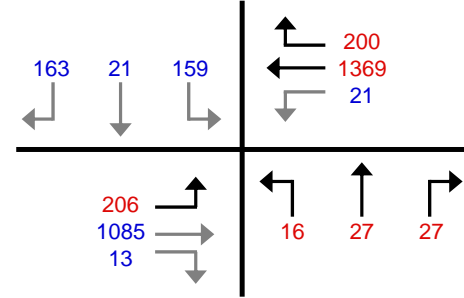
Peak Movement  D30= 55.78%

Off-Peak Movement 

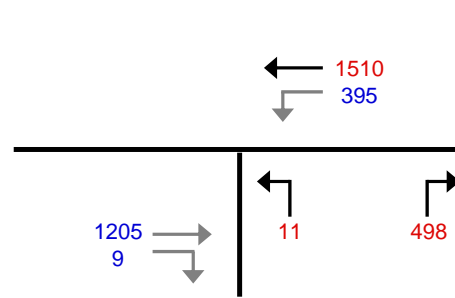
19th Avenue NE



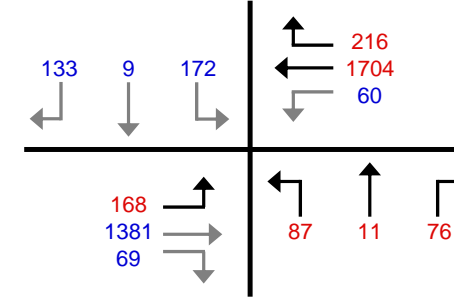
27th Avenue / Villemare Road



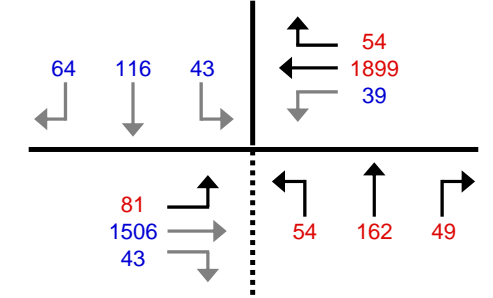
12th Street



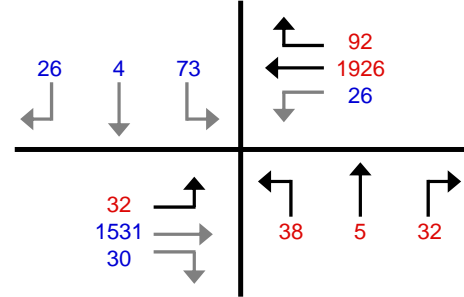
Mirabay Blvd



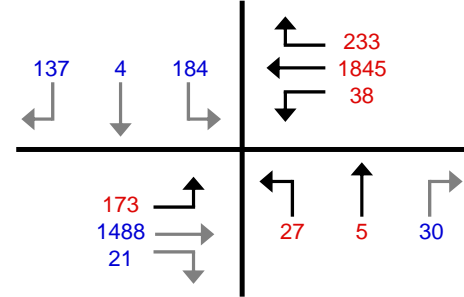
Leisey Road / Wataset Drive



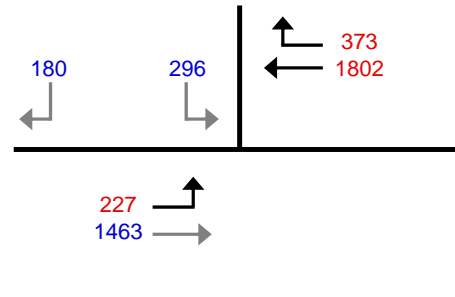
Falls Blvd



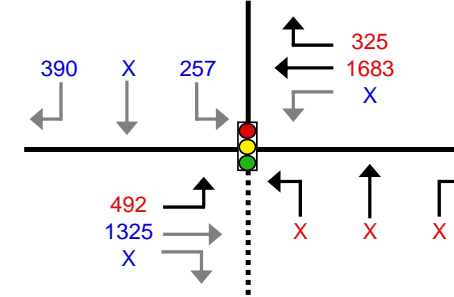
Miller Mac Road



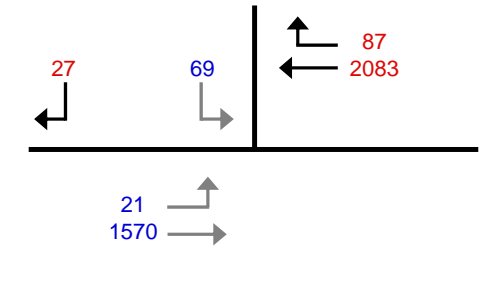
Flamingo Drive



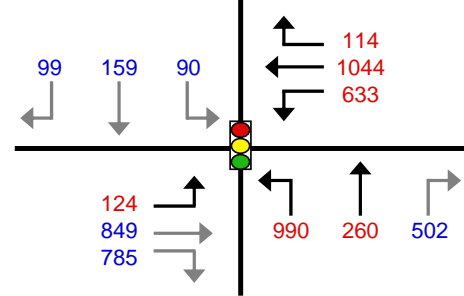
Apollo Beach Blvd



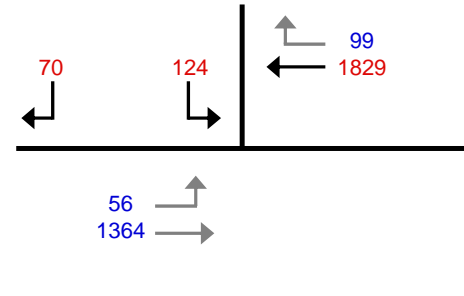
Elsberry Road



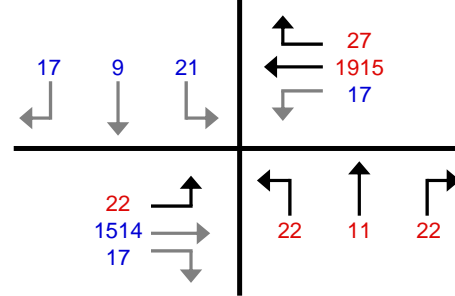
Big Bend Road



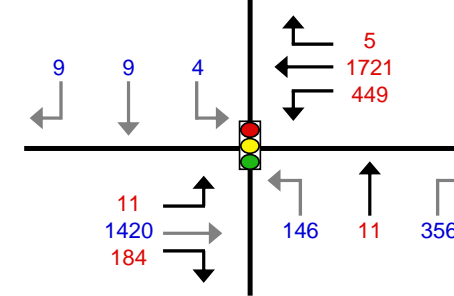
Pembroke Road



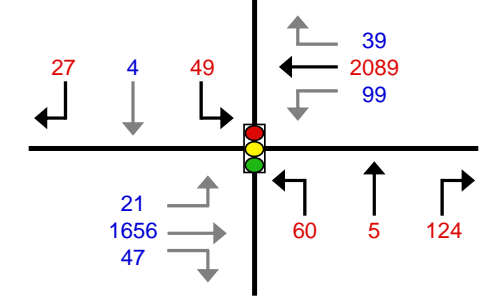
Florence Street



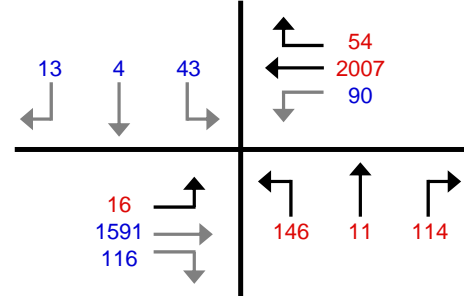
Symmes Road



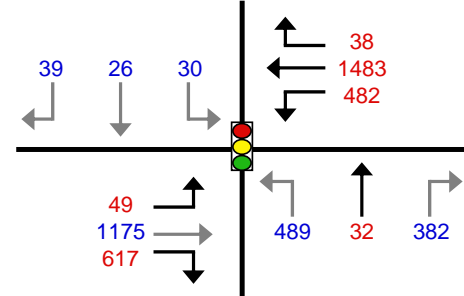
Palm Avenue



Nundy Avenue





Gibsonton Drive




N  
Revised June 11, 2008

**LEGEND**

Signalized Intersection  K30= 9.7%

Peak Movement  D30= 55.78%

Off-Peak Movement 

## **CHAPTER 5 - DESIGN YEAR PROJECTED CONDITIONS**

### **5.1 IMPROVEMENT ALTERNATIVES**

Basic Build Alternatives considered included mainline widening to 6-lane divided roadway on US 41 between 19<sup>th</sup> Avenue and Gibsonton Drive. In addition, intersection improvements were considered at all major intersections as well as a 6-lane with 2 auxiliary lanes mainline at selected intersections. In addition to the Build Alternatives, a year 2030 No-Build alternative was evaluated which assumes maintaining the existing 4-lane condition along US 41 throughout the study limits with the programmed new roadway extensions to the east of US 41 at Leisey Road (Waterset Drive) and Apollo Beach Boulevard.

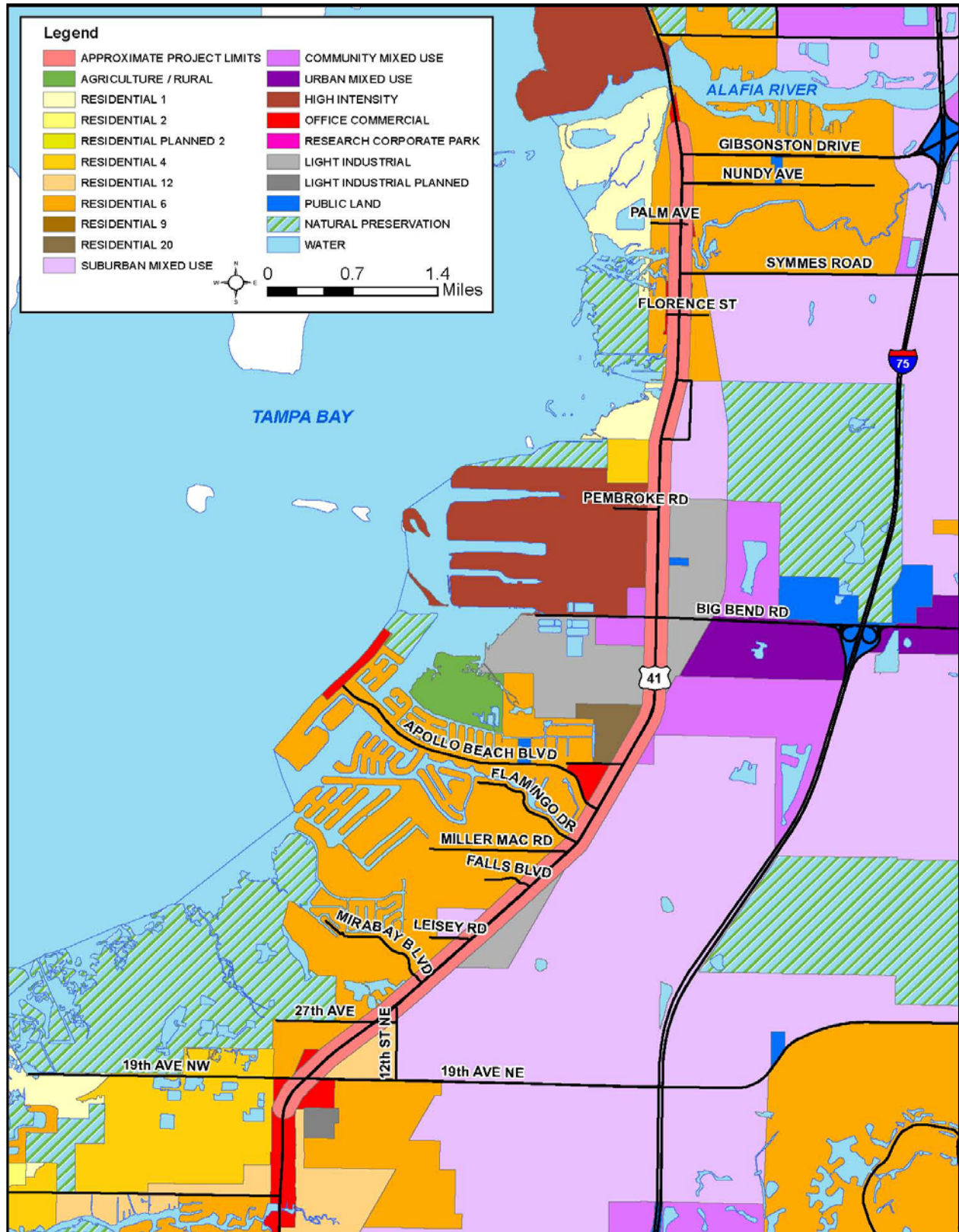
### **5.2 FUTURE LAND USE**

The future land use in the project corridor is composed of residential suburban mixed use, light industrial, office, and high intensity. The residential areas are north of Florence Street and south of Apollo Beach Blvd. The light industrial occurs between Pembroke Road and Elsberry Road. The suburban mixed use land is along the east side of US 41 between Elsberry Road and 12<sup>th</sup> Street. The area of high intensity use is along the west side of US 41 between Pembroke Road and Big Bend Road. A map of the future land use is shown in *Exhibit 5-1*.

### **5.3 LEVEL OF SERVICE METHODOLOGY**

All levels of service were calculated using SYNCHRO (version 7) and the Highway Capacity Software (HCS+, Version 5.21) using the Directional Design Hour Volumes (DDHV) discussed earlier in this report. The DDHV were calculated as the product of the estimated AADT, the K30 Factor, and the D30 (directional) Factor. Other parameters and assumptions used included the following:

- Trucks = 8 percent south of Big Bend Road and 13 percent north of Big Bend Road
- Peak Hour Factor (PHF) = 0.95



**EXHIBIT 5-1: FUTURE LAND USE**

## 5.4 FUTURE LEVELS OF SERVICE

### 5.4.1 No-Build Alternative Capacity Analysis

Year 2030 was selected as the design year for future traffic analysis. Based on the 2030 No-Build a.m. and p.m. peak design hour volumes, the only signalized intersections that would operate at LOS D or better are US 41 at Palm Avenue and US 41 at 19<sup>th</sup> Avenue NE, the rest would operate at LOS F. if US 41 is not widened to at least six through lanes. Copies of the SYNCHRO and HCS printouts are included in **Appendix I**.

The LOS results were determined from *SYNCHRO* (version 7), the *Highway Capacity Software (HCS+, version 5.21)*, and *ARTPLAN* based on the projected peak period directional design hour volumes (DDHV). The results of the analysis are shown in **Exhibit 5-2**.

Based on this methodology, the *uninterrupted flow* segments are expected to be operating at LOS F by year 2021, if the roadway is not widened to at least six through lanes. The segments at the south and north ends, which include signalized intersections (*interrupted flow*), are already operating at LOS F (based on *ARTPLAN*), and peak hour travel speeds are expected to continue to decline as the traffic volumes continue to increase. Traffic flow under LOS F conditions will be mostly “stop and go” for the entire peak period, and under these conditions, speeds are difficult to predict.

**EXHIBIT 5-2: 2030 NO BUILD LEVELS OF SERVICE**

Existing Signalized Intersection LOS & Delay (sec./veh)										
Intersection	AM					PM				
	LOS (Delay)					LOS (Delay)				
	EB	WB	NB	SB	Overall	EB	WB	NB	SB	Overall
US 41 at Gibsonton Drive	B (13.7)	F (95.3)	E (56.5)	F (810.8)	F (312.6)	C (33.6)	F (202.7)	B (12.5)	F (313.6)	F (175.1)
US 41 at Palm Avenue	D (50.3)	E (61.8)	B (11.1)	C (35.1)	C (24.0)	F (80.8)	E (59.0)	A (7.9)	B (15.5)	B (15.8)
US 41 at Symmes Road	A (9.7)	C (27.7)	F (114.0)	F (321.0)	F (180.4)	C (25.0)	E (60.0)	B (15.2)	F (224.9)	F (134.5)
US 41 at Big Bend Road	F (131.4)	D (50.0)	F (122.1)	E (74.9)	F (91.2)	F (159.2)	F (132.9)	E (62.8)	F (84.3)	F (98.6)
US 41 at Apollo Beach Blvd	F (250.3)	F (237.4)	D (42.5)	F (225.6)	F (165.2)	D (47.8)	F (93.9)	F (118.0)	F (161.0)	F (119.0)
US 41 at 19 <sup>th</sup> Avenue NE	E (59.4)	B (16.3)	C (27.8)	B (19.2)	C (27.4)	E (56.2)	C (21.7)	B (12.1)	B (19.7)	C (20.9)

Existing Un-Signalized Intersection (Two-Way Stop Controlled) LOS & Delay (sec./veh)										
Intersection <sup>1</sup>	AM					PM				
	LOS (Delay)					LOS (Delay)				
	EB	WB	NB (Lt)	SB (Lt)	Overall	EB	WB	NB (Lt)	SB (Lt)	Overall
US 41 at Nundy Avenue			B (13.3)	F (59.6)	N/A			C (23.4)	C (23.8)	N/A
US 41 at Florence Street	F (N/A)	F (N/A)	C (16.1)	C (23.1)	N/A	F (N/A)	F (N/A)	C (22.7)	C (16.2)	N/A
US 41 at Pembroke Road	F (2659)		C (16.5)		N/A	F (4106)		C (22.1)		N/A
US 41 at Elsberry Road	F (5944)		C (18.1)		N/A	F (7374)		D (26.2)		N/A
US 41 at Flamingo Drive	F (55639)		D (30.8)		N/A	F (128.9)		F (169.4)		N/A
US 41 at Miller Mac Road	E (48.1)		D (26.1)	C (23.0)	N/A	F (75.1)		F (108.0)	C (16.7)	N/A
US 41 at Falls Boulevard	C (22.7)	F (N/A)	C (17.8)	D (27.3)	N/A	D (31.8)	F (N/A)	D (27.7)	C (17.8)	N/A
US 41 at Leisey Road	D (31.8)		C (23.1)	D (34.7)	N/A	E (48.5)		E (48.9)	C (19.6)	N/A
US 41 at Mirabay Boulevard	E (46.6)	F (N/A)	D (26.7)	D (32.8)	N/A	F (74.8)	F (N/A)	F (109.6)	C (18.6)	N/A
US 41 at 12th Street		F (387.3)		F (484.4)	N/A		F (288.4)		F (81.2)	N/A
US 41 at 27 <sup>th</sup> Avenue NE			D (29.6)	B (14.8)	N/A			F (164.3)	B (12.0)	N/A

ARTPLAN Arterial LOS & Speed (mph)		
Arterial LOS	AM (Northbound Peak)	PM (Southbound Peak)
Segment US 41	LOS (Speed)	
South of 19th Avenue		
From 19th Avenue to Apollo Beach Boulevard	F (34.1)	F (31.8)
From Apollo Beach Blvd to Big Bend Road	B (37.1)	F (28.5)
From Big Bend Road to Symmes Road	F (31.7)	A (47.1)
From Symmes Road to Palm Avenue	F (12.2)	F (22.9)
From Palm Avenue to Gibsonton Drive	F (17.9)	F (13.6)
North of Gibsonton Drive		
<b>Overall Average</b>	<b>F</b>	<b>F</b>

<sup>1</sup> At two-way stop controlled (TWSC) intersections, the critical movement often the minor-street left turn, may control the overall performance of the intersection. Therefore, the results of the Highway Capacity Software (HCS) analysis showed only the Level of Service (LOS) of that critical approach or movement.

#### 5.4.2 Build Alternative Capacity Analysis

Future projected LOS for the signalized and unsignalized intersections within the study limits are shown in *Exhibit 5-3* based on the intersection laneage proposed in Section 5.5. The LOS results were determined from SYNCHRO (version 7) and the Highway Capacity Software (HCS+, version 5.21), based on the projected peak period directional design hour volumes (DDHV).

With the intersection, laneage proposed (discussed in Section 5.5 and shown on *Exhibit 5-4*), all of the proposed signalized intersections are predicted to operate at LOS B or D in the a.m. and p.m. peak periods in the design year 2030. For the unsignalized intersections, the predicted side street LOS ranges from B to F.

The following additional locations are recommended for signalization in the future, when warranted by traffic or crash data:

- US 41 at 27<sup>th</sup> Avenue/Villemaire Road
- US 41 at 12<sup>th</sup> Avenue
- US 41 at Mirabay Boulevard
- US 41 at Leisey Road/Waterset Drive
- US 41 at Miller Mac Road
- US 41 at Flamingo Drive

Locations with future traffic signals were assumed for analysis purposes; new signals will not be installed until minimum warrants are met and the installation has been approved by FDOT traffic operations. All proposed future traffic signals meet the minimum 0.5 mile spacing between signals required by FDOT's Access Management Class 3 standards.

Without signalization, the LOS for the side streets at these six intersections would be LOS F, and these intersections would need to accommodate high numbers of U-turns due to the proposed directional median openings to be located on either side of each of these intersections.

*Exhibit 5-3* also shows the overall projected arterial LOS for the 2030 Build Alternative. Arterial LOS was derived from ARTPLAN. For the year 2030 Build Alternative, the overall arterial peak period LOS is predicted to be LOS B for both directions for both peak periods, as shown in *Exhibit 5-3*. Arterial analysis printouts are included at the end of *Appendix I*. At the intersections of Apollo Beach Boulevard and Big Bend Road, widening to 6 lanes plus 2 auxiliary lanes will be needed, based on the future traffic projections and SYNCHRO analysis.



**EXHIBIT 5-3: 2030 BUILD LEVELS OF SERVICE**

Existing and Potential Signalized Intersection LOS & Delay (sec./veh)										
Intersection	AM					PM				
	LOS (Delay)					LOS (Delay)				
	EB	WB	NB	SB	Overall	EB	WB	NB	SB	Overall
US 41 at Gibsonton Drive	D (41.3)	D (39.3)	D (42.2)	C (32.6)	D (38.4)	D (38.7)	D (41.1)	C (31.0)	D (51.0)	D (41.2)
US 41 at Palm Avenue	E (61.5)	C (33.8)	C (30.1)	C (21.5)	C (27.0)	E (79.6)	C (33.9)	C (30.3)	D (39.2)	D (36.1)
US 41 at Symmes Road	D (51.5)	D (34.2)	D (48.9)	B (16.3)	C (33.9)	C (27.4)	C (25.2)	C (20.7)	B (16.2)	B (18.9)
US 41 at Big Bend Road	E (60.5)	D (39.9)	D (40.6)	C (32.8)	D (40.1)	D (37.2)	D (40.9)	C (32.7)	D (41.7)	D (38.3)
US 41 at Apollo Beach Blvd	E (59.2)	D (47.9)	D (42.0)	C (30.2)	D (41.8)	C (32.9)	D (49.7)	D (47.1)	D (41.3)	D (43.7)
US 41 at Flamingo Drive <sup>1</sup>	D (51.5)		B (14.8)	A (8.0)	B (17.3)	C (33.3)		B (15.6)	A (7.1)	B (13.4)
US 41 at Miller Mac Road <sup>1</sup>	D (42.7)	C (21.6)	C (24.5)	B (19.8)	C (24.3)	D (41.7)	C (27.8)	B (18.8)	D (41.0)	C (31.8)
US 41 at Leisey Road <sup>1</sup>	D (47.1)	D (38.0)	D (35.9)	C (23.3)	C (32.4)	D (48.6)	E (60.4)	C (20.7)	D (49.8)	D (39.5)
US 41 at Mirabay Boulevard <sup>1</sup>	C (31.8)	D (42.8)	C (30.7)	C (21.2)	C (28.1)	C (25.4)	C (25.4)	B (17.0)	C (19.3)	B (19.1)
US 41 at 12th Street <sup>1</sup>		C (28.9)	C (21.1)		C (28.5)		C (25.3)	C (20.0)		C (25.2)
US 41 at 27 <sup>th</sup> Avenue NE <sup>1</sup>	D (50.1)	E (75.3)	D (41.4)	C (28.4)	D (39.1)	D (38.9)	D (54.4)	C (25.7)	D (36.5)	C (33.5)
US 41 at 19 <sup>th</sup> Avenue NE	E (72.0)	B (17.4)	C (28.9)	C (21.2)	C (29.9)	E (55.3)	B (19.8)	B (16.8)	C (24.5)	C (23.9)

Un-Signalized Intersection (Two-Way Stop Controlled) LOS & Delay (sec./veh)										
Intersection <sup>2</sup>	AM					PM				
	LOS (Delay)					LOS (Delay)				
	EB	WB	NB (Lt)	SB (Lt)	Overall	EB	WB	NB (Lt)	SB (Lt)	Overall
US 41 at Nundy Avenue			C (20.4)	F (133.7)	N/A			F (69.0)	D (33.8)	N/A
US 41 at Florence Street	F (N/A)	F (N/A)	C (21.3)	E (37.3)	N/A	F (N/A)	F (N/A)	D (34.9)	C (21.9)	N/A
US 41 at Pembroke Road	F (10360)		C (23.8)		N/A	F (19283)		E (38.8)		N/A
US 41 at Elsbery Road	F (17081)		C (23.3)		N/A	F (20361)		E (38.2)		N/A
US 41 at Falls Boulevard	D (27.7)	F (N/A)	C (21.6)	E (37.5)	N/A	E (42.5)	F (N/A)	E (38.9)	C (21.5)	N/A

ARTPLAN Arterial LOS & Speed (mph)		
Arterial LOS	AM (Northbound Peak)	PM (Southbound Peak)
Segment US 41	LOS (Speed)	LOS (Speed)
South of 19th Avenue NE		
From 19th Avenue to 27th Avenue NE	C (31.3)	C (30.5)
From 27th Avenue NE to 12th Street	E (16.8)	B (36.8)
From 12th Street to Mirabay Boulevard	D (26.8)	A (44.7)
From Mirabay Boulevard to Leisey Road	C (29.2)	B (40.9)
From Leisey Road to Miller Mac Road	B (41.0)	C (28.2)
From Miller Mac Road to Flamingo Drive	E (18.0)	D (21.5)
From Flamingo Drive to Apollo Beach Blvd	E (20.4)	B (37.0)
From Apollo Beach Blvd to Big Bend Road	B (39.6)	C (30.5)
From Big Bend Road to Symmes Road	A (43.5)	A (46.9)
From Symmes Road to Palm Avenue	C (28.3)	E (18.2)
From Palm Avenue to Gibsonton Drive	D (25.4)	B (37.1)
North of Gibsonton Drive		
<b>Overall Average</b>	<b>B (34.1)</b>	<b>B (37.6)</b>

<sup>1</sup> Locations with future traffic signals were assumed for analysis purposes; new signals will not be installed until minimum warrants are met and the installation has been approved by FDOT traffic operations.

<sup>2</sup> At two-way stop controlled (TWSC) intersections, the critical movement often the minor-street left turn, may control the overall performance of the intersection. Therefore, the results of the Highway Capacity Software (HCS) analysis showed only the Level of Service (LOS) of that critical approach or movement.

## 5.5 INTERSECTION GEOMETRIC RECOMMENDATIONS & ACCESS MANAGEMENT

Future recommended laneage at major intersections is shown in *Exhibit 5-4*, based on design year projected a.m. and p.m. peak hour turning volumes. The existing and proposed Access Management/Signal Spacing is displayed in *Exhibit 5-5*. The spacing of potential signalized intersection at two areas does not meet appropriate spacing requirements. These two areas are:

1. Between 27<sup>th</sup> Avenue/Villemaire Road and 12<sup>th</sup> Street, and
2. Between Miller Mac Road, Flamingo Drive and the existing signal at Apollo Beach Boulevard.

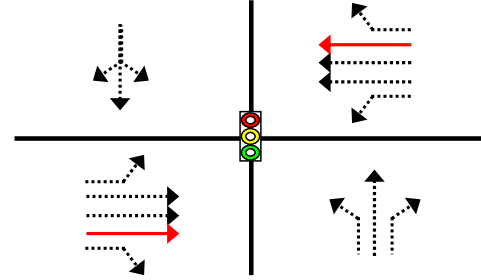
In the 12<sup>th</sup> Street area, by not showing a signal, a heavy southbound left turn volume will be present. That volume will result in an unacceptable level of service, by further restricting access at 12<sup>th</sup> Street. Some of the intersection turning volumes at 12<sup>th</sup> Street were combined with those at 27<sup>th</sup> Avenue/Villemaire Road. The a.m. and p.m. LOS at 27<sup>th</sup> Avenue /Villemaire Road remained acceptable while the LOS at 12<sup>th</sup> Street is not acceptable.

The signal at Flamingo Drive was considered for removal. However, without the proposed signal, the intersection LOS is unacceptable in the a.m. and p.m. peak periods. Coordination is ongoing with the Department's Access Management Unit. The SYNCHRO and HCS analysis is shown in **Appendix J**.

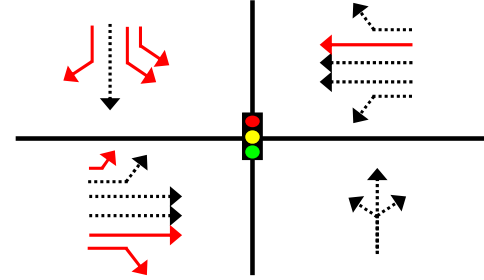
## 5.6 INTERSECTION TURN LANE STORAGE LENGTHS

Preliminary recommendations for lengths of left-turn and right-turn storage lanes are included in *Exhibit 5-6*. Two different methods were compared and utilized to determine predicted queue lengths: a common "red time formula" and the *SYNCHRO* model. In most cases, the *SYNCHRO* queue lengths were used, in combination with the required deceleration distances based on FDOT's Standard Index 301. Prior to the end of the future design phase, these auxiliary lane lengths should be reevaluated based on updated design hour volumes for both the a.m. and p.m. peak periods.

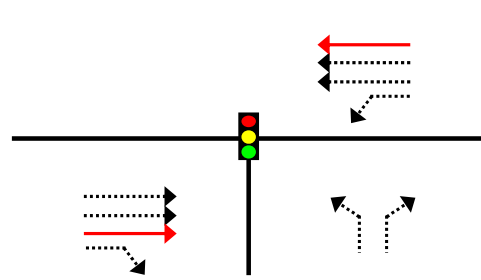
19th Avenue NE



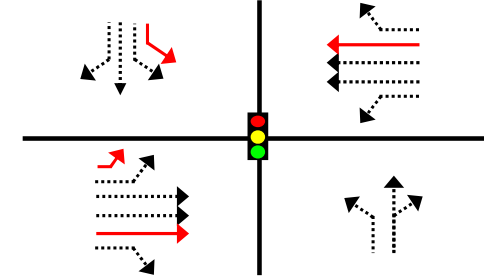
27th Avenue / Villemaire Road



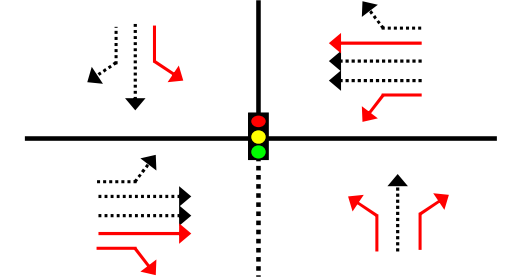
12th Street



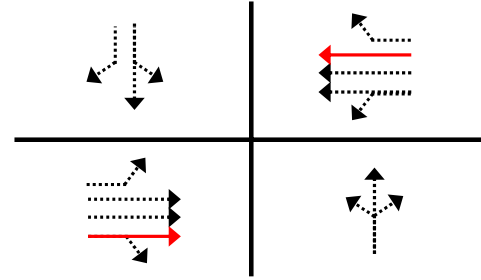
Mirabay Blvd



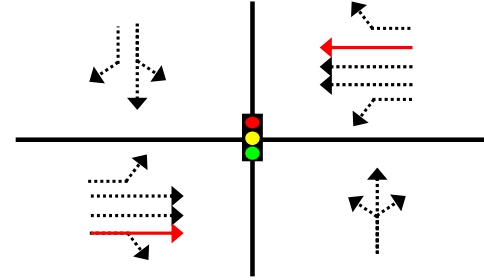
Leisey Road / Wasset Drive



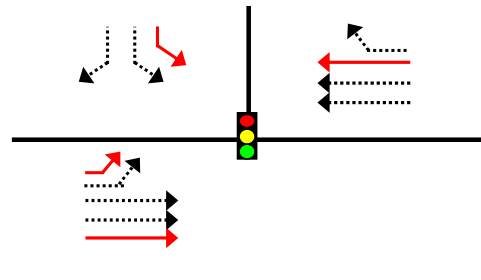
Falls Blvd



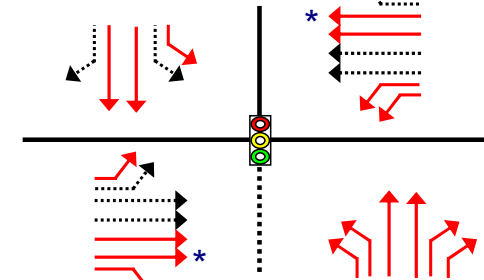
Miller Mac Road



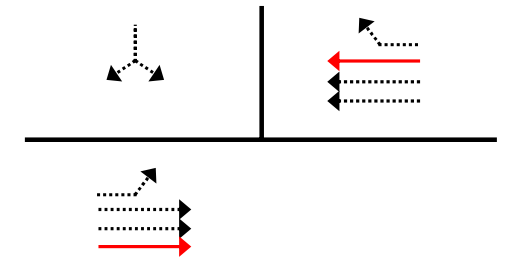
Flamingo Drive



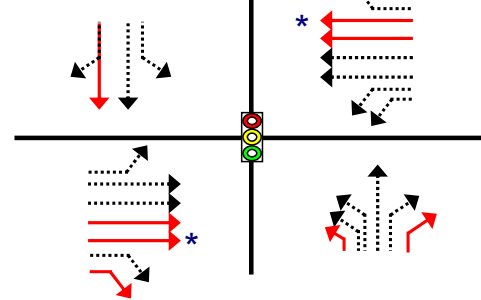
Apollo Beach Blvd



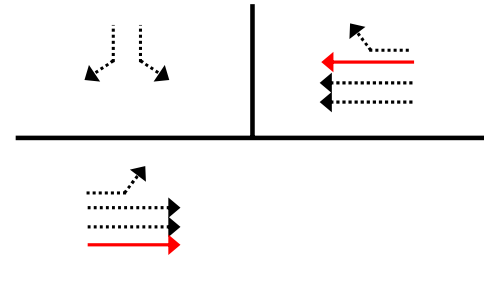
Elsberry Road



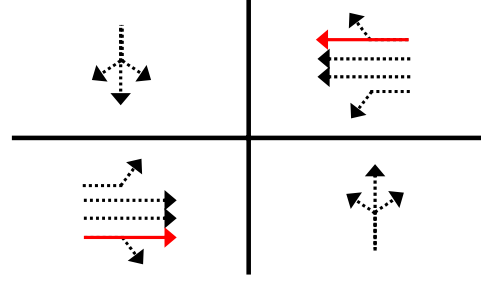
Big Bend Road



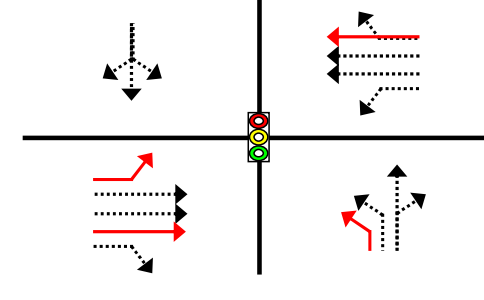
Pembroke Road



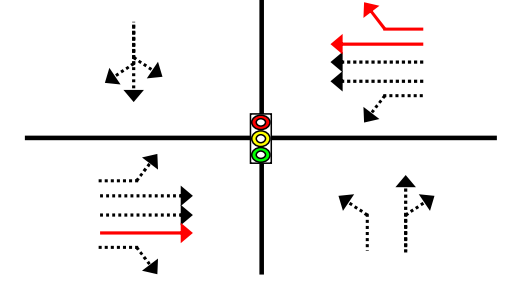
Florence Street



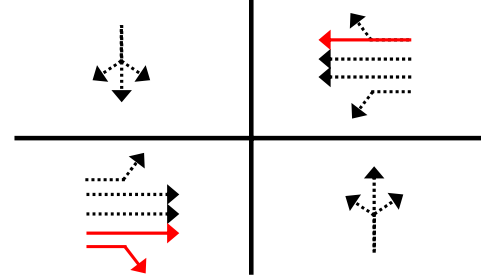
Symmes Road



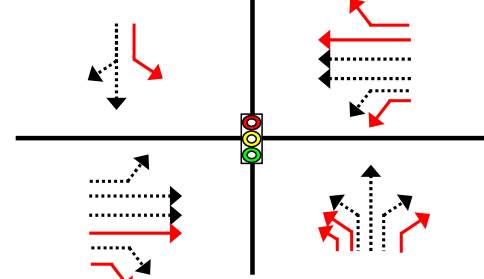
Palm Avenue



Nundy Avenue



Gibsonton Drive



Locations with future signals were assumed for analysis purposes: new signals will not be installed until minimum warrant are met and the installation has been approved by FDOT traffic operations.



Revised June 23, 2008

Existing Signal



Future Signal



Exclusive Left



LEGEND

Thru Lane



Exclusive Right



Auxiliary Thru Lane



Existing Laneage (Black Dashed)



New Laneage (Red Solid)



US 41 PD&E STUDY

from south of 19th Ave. to north of Gibsonton Dr. Hillsborough County, FL

2030 RECOMMENDED INTERSECTION LANE GEOMETRY

EXHIBIT 5-4

**EXHIBIT 5-5**

**Access Management & Signal Spacing**

From 19th Avenue NE to Gibsonton Drive, Hillsborough County, FL  
June 18, 2008

Existing Opening	Mile Post	Existing Opening Type	Existing Signal Spacing (feet)	Recommended Opening Type	Proposed Signal Spacing (Feet)
19th Avenue NE	9.192	Full (Signal)	--	Full (Signal)	--
Unnamed	9.758	Full		Directional	
Villemare Road/27th Avenue *	9.945	Full		Full (Signal)*	3,976
12th Street NE *	10.150	Full		Full (Signal)*	1,082
Mirabay Boulevard *	10.566	Full		Full (Signal)*	3,279
Leisey Road/Waterset Drive *	10.981	Full		Full (Signal)*	2,191
Falls Boulevard	11.534	Full		Full	
Miller Mac Road *	12.087	Full		Full (Signal)*	5,840
Flamingo Drive *	12.193	Full		Full (Signal)*	560
Entrance (Winn Dixie)	12.323	Full		Directional	
Apollo Beach Boulevard	12.524	Full (Signal)	17,593	Full (Signal)	2,307
Entrance (Apollo Beach Plaza)	12.670	Full		Directional	
Entrance (Merchants Bank)	12.745	Full		Directional	
Elsberry Road	12.962	Full		Full	
Big Bend Road	14.279	Full (Signal)	9,266	Full (Signal)	9,266
Powell Road	15.043	Full		Directional	
Pembroke Road	15.196	Full		Full	
Adamsville Road	15.543	Full		Directional	
Kracker Avenue	15.793	Full		Directional	
Ohio Street	16.309	Full		Directional	
Adams Street	16.529	Full		Directional	
Marbrey Avenue	16.659	Full		Directional	
Florence Street	16.869	Full		Full	
Isabel Avenue	16.957	Full		Directional	
Nena Avenue	17.042	Directional		Directional	
Symmes Road (Emergency Signal)	17.224	Full (Signal)	15,550	Full (Signal)	15,550
Beach Avenue	17.529	Full		Directional	
Palm Avenue (Twin Oaks Shopping Center)	17.642	Full (Signal)	2,207	Full (Signal)	2,207
Cedar Avenue	17.732	Full		Directional	
Showtown Drive	17.815	Full		Directional	
Cliff Avenue	17.825	Full		Directional	
Mottie Road	17.841	Full		Directional	
Shirley Avenue	17.899	Full		Directional	
Nundy Avenue	17.981	Full		Full	
Lewis Avenue	18.045	Full		Directional	
Gibsonton Drive	18.232	Full (Signal)	3,115	Full (Signal)	3,115

**Notes:**

\* Locations with future signals were assumed for analysis purposes: new signals will not be installed until minimum warrant are met and the installation has been approved by FDOT traffic operations.

**RECOMMENDED AUXILIARY LANE LENGTHS**  
Based on Year 2030 Peak Directional Design Hour Volumes

Intersection Approach & Lane Group	(1) Peak Hour Traffic (VPH)	(2) Cycle Length (Sec.)	(3) (1- g/c)	(4) No. of Prop. Lanes	(5) Random Arrival Factor K	(6) Req Queue (ft)		(7) "L" Distance From Index No. 301 (ft)	(8) Column (6) + Column (7) (feet)	(9) Recommended Lane Lengths <sup>1</sup> (ft.)	Foot Notes
						From	ITE Formula				
<b>US 41 &amp; 19th Avenue NE Intersection</b>											
WB Left	195	65	0.64	1	1.5	88	185	273	275		3
WB Thru	211	65	0.64	1	1.5	99	0	99	100		
WB Right	124	65	0.51	1	1.5	48	185	233	250		3
NB Left	97	65	0.89	1	1.5	63	185	248	250		3
NB Thru	1677	70	0.60	3	1.5	264	0	264	275		
NB Right	195	70	0.60	1	1.5	92	185	277	300		3
SB Left	124	70	0.89	1	1.5	87	185	272	275		3
SB Thru	1677	65	0.59	3	1.5	241	0	241	250		
SB Right	189	65	0.59	1	1.5	82	185	267	275		3

<b>US 41 &amp; 27th Avenue/Villemaire Road Intersection</b>											
EB Left	325	130	0.85	2	1.5	249	145	394	400		2
EB Thru	81	130	0.69	1	1.5	77	0	77	100		
EB Right	357	130	0.50	1	1.5	363	145	508	525		2
NB Left	283	130	0.84	2	1.5	174	350	524	525		5
NB Thru	1699	130	0.57	3	1.5	472	0	472	475		
NB Right	27	130	0.57	1	1.5	23	350	373	375		5
SB Left	70	130	0.83	1	1.5	85	350	435	450		5
SB Thru	1347	130	0.56	3	1.5	368	0	368	375		
SB Right	325	90	0.61	1	1.5	201	350	551	550		5

Locations with future signals were assumed for analysis purposes: new signals will not be installed until minimum warrant are met and the installation has been approved by FDOT traffic operations.

**RECOMMENDED AUXILIARY LANE LENGTHS**

Based on Year 2030 Peak Directional Design Hour Volumes

Intersection Approach & Lane Group	(1) Peak Hour Traffic (VPH)	(2) Cycle Length (Sec.)	(3) (1- g/c)	(4) No. of Prop. Lanes	(5) Random Arrival Factor K	(6) Req Queue (ft)		(7) "L" Distance From Index No. 301 (ft)	(8) Column (6) + Column (7) (feet)	(9) Recommended Lane Lengths <sup>1</sup> (ft.)	Foot Notes
						From	ITE Formula				
<b>US 41 &amp; 12th Street Intersection</b>											
WB Left	22	90	0.88	1	1.5	23	145	168	175	2	
WB Right	450	130	0.51	1	1.5	320	145	465	475	2	
WB Thru	1997	130	0.55	3	1.5	535	0	535	550		
NB Right	22	130	0.55	1	1.5	18	350	368	375	5	
NB Left	568	130	0.60	1	1.5	498	350	848	850	5	
<b>US 41 &amp; Mirabay Boulevard Intersection</b>											
EB Left	200	120	0.84	2	1.5	107	145	252	275	2	
EB Thru	22	120	0.92	1	1.5	26	0	26	50		
EB Right	222	120	0.92	1	1.5	260	145	405	425	2	
WB Left	94	120	0.82	1	1.5	102	145	247	250	2	
WB Left	222	100	0.90	2	1.5	112	350	462	475	5	
WB Thru	2202	120	0.48	3	1.5	476	0	476	475		
WB Right	119	120	0.31	1	1.5	50	350	400	400	5	
SB Left	97	120	0.88	1	1.5	115	350	465	475	5	
SB Thru	2202	100	0.44	3	1.5	363	0	363	375		
SB Right	159	120	0.31	1	1.5	67	350	417	425	5	

Locations with future signals were assumed for analysis purposes: new signals will not be installed until minimum warrant are met and the installation has been approved by FDOT traffic operations.

**RECOMMENDED AUXILIARY LANE LENGTHS**  
Based on Year 2030 Peak Directional Design Hour Volumes

Intersection Approach & Lane Group	(1) Peak Hour Traffic (VPH)	(2) Cycle Length (Sec.)	(3) (1- g/c)	(4) No. of Prop. Lanes	(5) Random Arrival Factor K	(6) Req Queue (ft)		(7) "L" Distance From Index No. 301 (ft)	(8) Column (6) + Column (7) (feet)	(9) Recommended Lane Lengths <sup>1</sup> (ft.)	Foot Notes
						From	ITE Formula				
<b>US 41 &amp; Leisley Road/Wateraset Drive Intersection</b>											
EB Left	87	90	0.78	1	1.5		65	145	210	225	2
EB Thru	292	90	0.81	1	1.5		226	0	226	225	
EB Right	135	90	0.66	1	1.5		94	145	239	250	2
WB Left	87	100	0.79	1	1.5		73	145	218	225	2
WB Thru	292	100	0.82	1	1.5		254	0	254	275	
WB Right	81	100	0.82	1	1.5		71	145	216	225	2
NB Left	135	100	0.87	1	1.5		132	350	482	500	5
NB Thru	2348	90	0.47	3	1.5		372	0	372	375	
NB Right	87	90	0.47	1	1.5		41	350	391	400	5
SB Left	81	90	0.90	1	1.5		74	350	424	425	5
SB Thru	2348	100	0.50	3	1.5		440	0	440	450	
SB Right	87	100	0.42	1	1.5		41	350	391	400	5
<b>US 41 &amp; Miller Mac Road Intersection</b>											
EB Right	222	120	0.78	1	1.5		221	145	366	375	2
EB Left	176	120	0.82	1	1.5		195	350	545	550	5
SB Left	30	120	0.94	1	1.5		38	350	388	400	5
SB Thru	1814	120	0.50	3	1.5		408	0	408	425	
SB Right	176	120	0.50	1	1.5		119	350	469	475	5

Locations with future signals were assumed for analysis purposes; new signals will not be installed until minimum warrant are met and the installation has been approved by FDOT traffic operations.



**RECOMMENDED AUXILIARY LANE LENGTHS**  
Based on Year 2030 Peak Directional Design Hour Volumes

Intersection Approach & Lane Group	(1) Peak Hour Traffic (VPH)	(2) Cycle Length (Sec.)	(3) (1- g/c)	(4) No. of Prop. Lanes	(5) Random Arrival Factor K	(6) Req Queue (ft)		(7) "L" Distance From Index No. 301 (ft)	(8) Column (6) + Column (7) (feet)	(9) Recommended Lane Lengths <sup>1</sup> (ft.)	Foot Notes
						From	ITE Formula				
<b>US 41 &amp; Flamingo Drive Intersection</b>											
EB Left	368	120	0.86	2	1.5	202	145	347	350	2	
EB Right	341	120	0.65	1	1.5	294	145	439	450	2	
NB Left	341	90	0.84	2	1.5	145	350	495	500	5	
NB Thru	2186	120	0.42	3	1.5	413	0	413	425		
SB Thru	2186	90	0.45	3	1.5	332	0	332	350		
SB Right	368	90	0.25	1	1.5	93	350	443	450	5	
<b>US 41 &amp; Apollo Beach Boulevard Intersection</b>											
EB Left	265	120	0.87	2	1.5	147	145	292	300	2	
EB Thru	465	120	0.85	2	1.5	252	0	252	275		
EB Right	276	120	0.68	1	1.5	239	145	384	400	2	
WB Left	411	90	0.87	2	1.5	171	145	316	325	2	
WB Thru	369	120	0.86	2	1.5	202	0	202	225		
WB Right	411	90	0.85	2	1.5	167	145	312	325	2	
NB Left	276	90	0.88	2	1.5	123	350	473	475	5	
NB Thru	1872	120	0.64	4	1.5	404	0	404	425		
NB Right	411	120	0.47	1	1.5	261	350	611	625	5	
SB Left	411	120	0.82	2	1.5	227	350	577	600	5	
SB Thru	1872	90	0.67	4	1.5	317	0	317	325		
SB Right	265	90	0.45	1	1.5	121	350	471	475	5	

Locations with future signals were assumed for analysis purposes: new signals will not be installed until minimum warrant are met and the installation has been approved by FDOT traffic operations.

**RECOMMENDED AUXILIARY LANE LENGTHS**  
Based on Year 2030 Peak Directional Design Hour Volumes

Intersection Approach & Lane Group	(1) Peak Hour Traffic (VPH)	(2) Cycle Length (Sec.)	(3) (1- g/c)	(4) No. of Prop. Lanes	(5) Random Arrival Factor K	(6) Req Queue (ft)		(7) "L" Distance From Index No. 301 (ft)	(8) Column (6) + Column (7) (feet)	(9) Recommended Lane Lengths <sup>1</sup> (ft.)	Foot Notes
						From	ITE Formula				
<b>US 41 &amp; Big Bend Road Intersection</b>											
EB Left	157	110	0.87	1	1.5	169		185	354	375	3
WB Left	1158	90	0.74	3	1.5	273		185	458	475	3
Thru	210	110	0.79	1	1.5	222		0	222	225	
Right	774	110	0.55	2	1.5	261		185	446	450	3
NB Left	179	90	0.84	1	1.5	159		185	344	350	3
Thru	1363	110	0.72	4	1.5	318		0	318	325	
Right	1158	110	0.72	2	1.5	540		185	725	725	3
SB Left	774	90	0.79	2	1.5	324		185	509	525	3
Thru	1363	90	0.74	4	1.5	267		0	267	275	
Right	157	90	0.56	1	1.5	93		185	278	300	3
<b>US 41 &amp; Symmes Road Intersection</b>											
WB Left	254	130	0.86	2	1.5	166		145	311	325	2
NB Left	11	110	0.91	1	1.5	13		290	303	325	4
Thru	2213	130	0.49	3	1.5	553		0	553	575	
Right	254	110	0.51	1	1.5	168		290	458	475	4
SB Left	444	110	0.81	1	1.5	466		290	756	775	4

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**RECOMMENDED AUXILIARY LANE LENGTHS**

Based on Year 2030 Peak Directional Design Hour Volumes

Intersection Approach & Lane Group	(1) Peak Hour Traffic (VPH)	(2) Cycle Length (Sec.)	(3) (1- g/c)	(4) No. of Prop. Lanes	(5) Random Arrival Factor K	(6) Req Queue (ft)		(7) "L" Distance From Index No. 301 (ft)	(8) Column (6) + Column (7) (feet)	(9) Recommended Lane Lengths <sup>1</sup> (ft.)	Foot Notes
						From	ITE Formula				
<b>US 41 &amp; Palm Avenue Intersection</b>											
WB Left	70	150	0.87	1	1.5	133		145	278	300	2
NB Left	38	150	0.82	1	1.5	55		290	345	350	4
Thru	2554	150	0.38	3	1.5	571		0	571	575	
Right	70	150	0.38	1	1.5	47		290	337	350	4
SB Left	119	150	0.82	1	1.5	172		290	462	475	4
Thru	2554	150	0.41	3	1.5	616		0	616	625	
Right	49	150	0.41	1	1.5	35		290	325	325	4

**US 41 & Gibsonton Drive Intersection**

EB Left	38	130	0.95	1	1.5	55		185	240	250	3
WB Left	795	130	0.81	3	1.5	311		185	496	500	3
Thru	32	145	0.87	1	1.5	43		0	43	50	
Right	468	145	0.87	2	1.5	320		185	505	525	3
NB Left	70	145	0.79	1	1.5	94		290	384	400	4
Thru	1791	130	0.59	3	1.5	539		0	539	550	
Right	795	145	0.59	2	1.5	400		290	690	700	4
SB Left	590	145	0.78	2	1.5	393		290	683	700	4
Thru	1791	145	0.57	3	1.5	581		0	581	600	
Right	38	145	0.40	1	1.5	26		290	316	325	4

Notes: (The distance "L" in column 6 is the total deceleration distance)

<sup>1</sup> All recommendations rounded to nearest 25 ft. <sup>2</sup> The 145 ft from Index 301, based on design speed of 35 mph. <sup>3</sup> The 185 ft from Index 301, based on design speed of 45 mph. <sup>4</sup> The 290 ft from Index 301, based on design speed of 50 mph. <sup>5</sup> The 350 ft from Index 301, based on design speed of 55 mph.

The ITE "red-time" formula is:

$$L = \frac{(1-G/C)(Volume)(1+\% trucks)(K)(25 \text{ ft/vehicle})}{(\# \text{ cycles per hour})(\# \text{ traffic lanes})}$$

where G = Green time, C = cycle length, and K = random arrival factor ( 1.5 was used)

Source: ITE's Traffic Engineering Handbook, 1999.

Locations with future signals were assumed for analysis purposes: new signals will not be installed until minimum warrant are met and the installation has been approved by FDOT traffic operations.

**RECOMMENDED AUXILIARY LANE LENGTHS**  
**Based on Year 2030 Peak Directional Design Hour Volumes**

Intersection Approach & Lane Group	(1) Heavier of AM or PM (VPH)	(2) Design Speed (mph)	(3) No. of Prop. Lanes	(4) Storage Length (ft) From ITE <sup>2</sup>	(5) Storage Length (ft) From FDOT Florida Greenbook <sup>3</sup>	(6) Total Deceleration Length <sup>4</sup> (ft)	(7) Column (4) + Column (6) (feet)	(8) Column (5) + Column (6) (feet)	(9) Recommended Lane Lengths <sup>1</sup> (ft.)	Foot Notes
<b>US 41 &amp; Falls Boulevard Intersection</b>										
NB Left	49	55	1	500	50	350	850	400	400	<b>5,6</b>
<b>US 41 &amp; Elsberry Road Intersection</b>										
NB Left	32	55	1	500	50	350	850	400	400	<b>5,6</b>
<b>US 41 &amp; Pembroke Road Intersection</b>										
NB Left	97	55	1	500	100	350	850	450	450	<b>5,6</b>
<b>US 41 &amp; Florence Street Intersection</b>										
NB Left	22	55	1	500	25	350	850	375	375	<b>5,6</b>
SB Left	27	55	1	500	25	350	850	375	375	<b>5,6</b>
<b>US 41 &amp; Nundy Avenue Intersection</b>										
NB Left	27	50	1	500	25	290	790	315	325	<b>4,6</b>
SB Left	124	50	1	500	125	290	790	415	425	<b>4,6</b>

Notes: (The length in column 4 is the total storage queue length)

<sup>1</sup> All recommendations rounded to nearest 25 ft.

<sup>2</sup> The storage length is from M.D. Hamerlink Curve from Institute of Transportation Engineers (ITE) Traffic Engineering Handbook.

<sup>3</sup> The storage length is from FDOT's Florida Greenbook.

<sup>4</sup> The 290 ft total deceleration length from Design Standards Index #301, based on design speed of 50 mph.

<sup>5</sup> The 350 ft total deceleration length from Design Standards Index #301, based on design speed of 55 mph.

<sup>6</sup> The storage values calculated from the Florida Greenbook are recommended as they appear more reasonable.

Locations with future signals were assumed for analysis purposes: new signals will not be installed until minimum warrant are met and the installation has been approved by FDOT traffic operations.

## **APPENDICES**

APPENDIX A: APPROACH MACHINE COUNTS

APPENDIX B: TURNING MOVEMENT COUNT

APPENDIX C: EXISTING SYNCHRO & HCS LOS REPORTS

APPENDIX D: TRAFFIC SIGNAL TIMING

APPENDIX E: COORDINATION MEETINGS

APPENDIX F: ACCEPTABLE  $K_{30}$ ,  $D_{30}$ , &  $T_{24}$  VALUES

APPENDIX G: HISTORICAL TRAFFIC VOLUMES & TREND LINE ANALYSIS

APPENDIX H: 2025 BTURNS RESULTS

APPENDIX I: 2030 NO-BUILD AND BUILD SYNCHRO & HCS LOS REPORTS

APPENDIX J: ACCESS MANAGEMENT ANALYSIS BUILD SYNCHRO & HCS LOS REPORTS

# **APPENDIX A**

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## **APPROACH MACHINE COUNTS**

Detailed AADT Volumes														
Seasonal Factor	1.00	North of			South of			East of			West of			
Weekly Axle Factor	1.00	NB	SB	Two Way	NB	SB	Two Way	EB	WB	Two Way	EB	WB	Two Way	
US 41 @ Gibsonton Drive	6-Nov	13311	13370	26681	14140	13567	27707	6193	6780	12973	329	320	649	
	7-Nov	13541	13698	27239	13944	13866	27810	5948	7370	13318	359	341	700	
	8-Nov	13341	13529	26870	14360	13907	28267	6467	7567	14034	353	384	737	
	Average	13398	13532	26930	14148	13780	27928	6203	7239	13442	347	348	695	
US 41 @ Symmes Road			North of			South of			East of					
			NB	SB	Two Way	NB	SB	Two Way	EB	WB	Two Way			
	6-Nov	14565	13768	28333	12240	11972	24212	3139	2915	6054				
	7-Nov	14297	13984	28281	12294	12139	24433	3149	2841	5990				
US 41 @ Big Bend Road	8-Nov	14651	13961	28612	12238	12157	24395	3067	2958	6025				
	Average	14504	13904	28409	12257	12089	24347	3118	2905	6023				
			North of			South of			East of			West of		
			NB	SB	Two Way	NB	SB	Two Way	EB	WB	Two Way	EB	WB	Two Way
US 41 @ Apollo Beach Blvd	6-Nov	10533	10338	20871	14354	13534	27888	11738	11504	23242	1839	2363	4202	
	7-Nov	10814	10623	21437	14675	13648	28323	11505	11855	23360	1812	2366	4178	
	8-Nov	10549	10579	21128	14462	13769	28231	12360	11956	24316	1700	2296	3996	
	Average	10632	10513	21145	14497	13650	28147	11868	11772	23639	1784	2342	4125	
US 41 @ Mirabay Blvd			North of			South of						West of		
			NB	SB	Two Way	NB	SB	Two Way				EB	WB	Two Way
	6-Nov	13717	12796	26513	14949	14938	29887				6847	6777	13624	
	7-Nov	14077	12989	27066	15388	15134	30522				6654	6725	13379	
US 41 @ 19th Avenue	8-Nov	13885	13158	27043	15183	15383	30566				6936	6786	13722	
	Average	13893	12981	26874	15173	15152	30325				6812	6763	13575	
			North of			South of						West of		
			NB	SB	Two Way	NB	SB	Two Way				EB	WB	Two Way
US 41 @ 19th Avenue	6-Nov	12308	11875	24183	11907	11415	23322							
	7-Nov	12782	12082	24864	12331	11667	23998							
	8-Nov	12637	12411	25048	12164	11954	24118							
	Average	12576	12123	24698	12134	11679	23813							

3-Day Average AADT Volumes													
		North of			South of			East of			West of		
		NB	SB	Two Way	NB	SB	Two Way	EB	WB	Two Way	EB	WB	Two Way
US 41 @ Gibsonton		13398	13532	26930	14148	13780	27928	6203	7239	13442	347	348	695
US 41 @ Symmes Rd		14504	13904	28409	12257	12089	24347	3118	2905	6023			
US 41 @ Big Bend Rd		10632	10513	21145	14497	13650	28147	11868	11772	23639	1784	2342	4125
US 41 @ Apollo Beach Blvd		13893	12981	26874	15173	15152	30325				6812	6763	13575
US 41 @ Mirabay Blvd		12576	12123	24698	12134	11679	23813						
US 41 @ 19th Avenue		8856	8685	17541	8622	8742	17364	1648	1550	3198	1252	1225	2478

Rounded AADT Volumes													
		North of			South of			East of			West of		
		NB	SB	Two Way	NB	SB	Two Way	EB	WB	Two Way	EB	WB	Two Way
US 41 @ Gibsonton		13400	13500	26900	14100	13800	27900	6200	7200	13400	300	300	600
US 41 @ Symmes Rd		14500	13900	28400	12300	12100	24400	3100	2900	6000			
US 41 @ Big Bend Rd		10600	10500	21100	14500	13700	28200	11900	11800	23700	1800	2300	4100
US 41 @ Apollo Beach Blvd		13900	13000	26900	15200	15200	30400				6800	6800	13600
US 41 @ Mirabay Blvd		12600	12100	24700	12100	11700	23800						
US 41 @ 19th Avenue		8900	8700	17600	8600	8700	17300	1600	1600	3200	1300	1200	2500



**US-41**

**AT**

**GIBSONTON DRIVE**

# Florida Department of Transportation

November 12, 2007

County <b>10</b>	Station <b>9928</b>	Site Description: _____ <b>US-41 N/O GIBSONTON DR</b>
Start Date <b>November 06, 2007</b>	Start Time <b>00:00</b>	Roadway ID: 10000000

Time	Direction: N					Direction: S					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	14	15	12	17	58	40	19	21	28	108	166
01:00	16	11	7	6	40	15	15	14	15	59	99
02:00	8	10	7	14	39	16	15	14	11	56	95
03:00	6	18	17	15	56	10	13	14	12	49	105
04:00	35	46	64	71	216	22	22	19	20	83	299
05:00	92	132	211	239	674	27	50	73	94	244	918
06:00	333	428	427	441	1629	106	125	162	137	530	2159
07:00	451	425	524	460	1860	140	157	143	173	613	2473
08:00	445	340	236	216	1237	145	138	131	151	565	1802
09:00	212	213	155	188	768	139	146	96	153	534	1302
10:00	178	119	146	153	596	137	114	142	143	536	1132
11:00	192	159	148	158	657	135	155	131	151	572	1229
12:00	159	134	160	170	623	122	137	157	168	584	1207
13:00	177	179	164	155	675	175	151	155	182	663	1338
14:00	162	181	170	149	662	163	185	215	197	760	1422
15:00	212	166	208	151	737	219	257	327	303	1106	1843
16:00	178	181	190	177	726	325	357	378	426	1486	2212
17:00	170	187	216	150	723	420	509	466	390	1785	2508
18:00	144	116	102	77	439	385	351	250	226	1212	1651
19:00	89	89	58	65	301	202	159	136	129	626	927
20:00	53	50	39	36	178	126	108	95	96	425	603
21:00	50	42	37	44	173	83	102	85	68	338	511
22:00	44	38	30	37	149	75	63	72	43	253	402
23:00	30	27	27	11	95	50	38	40	55	183	278
	24 Hour Total				13311	24 Hour Total				13370	26681

Peak Information						
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:00	1860	07:15	618	07:00	2473
P.M.	16:45	750	16:45	1821	16:45	2571
Daily	07:00	1860	16:45	1821	16:45	2571
Truck %	10.00		10.00		10.00	

Classification Summary Database																	
Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot Trk	Total Vol
N	107	8781	3060	87	475	192	41	162	366	34	0	0	5	0	1	1362	13311
S	119	8862	2990	79	441	186	69	168	420	26	10	0	0	0	0	1399	13370

# Florida Department of Transportation

November 12, 2007

County <b>10</b>	Station <b>9928</b>	Site Description: _____ <b>US-41 N/O GIBSONTON DR</b>
Start Date <b>November 07, 2007</b>	Start Time <b>00:00</b>	Roadway ID: 10000000

Time	Direction: N					Direction: S					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	13	13	15	10	51	31	22	26	20	99	150
01:00	9	16	7	12	44	23	12	11	24	70	114
02:00	5	8	11	13	37	9	15	15	16	55	92
03:00	8	18	21	26	73	13	17	19	20	69	142
04:00	32	36	68	82	218	15	22	26	31	94	312
05:00	87	149	192	255	683	35	38	81	89	243	926
06:00	329	408	433	471	1641	97	152	170	127	546	2187
07:00	496	412	325	335	1568	145	148	149	152	594	2162
08:00	484	425	242	202	1353	145	132	125	130	532	1885
09:00	203	171	169	156	699	118	128	122	113	481	1180
10:00	158	177	191	164	690	131	123	114	137	505	1195
11:00	161	163	157	161	642	146	156	153	144	599	1241
12:00	150	163	150	163	626	184	172	165	157	678	1304
13:00	157	166	168	157	648	150	157	180	187	674	1322
14:00	178	163	207	171	719	170	184	225	220	799	1518
15:00	190	219	228	194	831	257	264	300	296	1117	1948
16:00	176	182	202	173	733	356	329	350	450	1485	2218
17:00	214	206	202	169	791	472	386	518	436	1812	2603
18:00	141	143	129	99	512	318	347	239	224	1128	1640
19:00	99	83	77	62	321	181	165	151	127	624	945
20:00	65	57	67	38	227	134	126	116	94	470	697
21:00	61	51	41	34	187	111	111	88	77	387	574
22:00	42	35	37	29	143	85	113	120	46	364	507
23:00	28	26	26	24	104	90	56	46	81	273	377
	24 Hour Total				13541	24 Hour Total				13698	27239

Peak Information						
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	06:30	1812	11:45	665	06:15	2402
P.M.	15:00	831	16:45	1826	16:45	2621
Daily	06:30	1812	16:45	1826	16:45	2621
Truck %	11.00		10.00		11.00	

Classification Summary Database																	
Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot Trk	Total Vol
N	109	8886	3091	86	497	230	43	175	370	37	3	0	12	0	2	1453	13541
S	127	9147	3000	85	425	222	59	147	449	23	11	0	2	0	1	1423	13698

# Florida Department of Transportation

November 12, 2007

County <b>10</b>	Station <b>9928</b>	Site Description: _____
Start Date <b>November 08, 2007</b>		Start Time <b>00:00</b>
Roadway ID: 10000000		

Time	Direction: N					Direction: S					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	14	22	12	19	67	35	29	25	21	110	177
01:00	10	16	7	10	43	30	8	11	18	67	110
02:00	10	6	12	13	41	9	13	21	5	48	89
03:00	17	17	20	27	81	20	14	21	26	81	162
04:00	30	38	44	73	185	20	20	22	23	85	270
05:00	98	141	187	229	655	34	44	66	83	227	882
06:00	322	423	464	460	1669	102	135	164	144	545	2214
07:00	467	421	494	460	1842	122	169	159	130	580	2422
08:00	393	302	241	223	1159	152	135	156	127	570	1729
09:00	201	200	174	140	715	103	120	179	132	534	1249
10:00	167	181	151	169	668	116	128	127	172	543	1211
11:00	135	183	144	166	628	136	142	159	164	601	1229
12:00	157	152	172	172	653	188	146	164	157	655	1308
13:00	188	155	169	148	660	160	176	175	159	670	1330
14:00	171	190	180	147	688	201	199	199	220	819	1507
15:00	187	176	240	190	793	218	276	312	318	1124	1917
16:00	196	176	184	164	720	313	370	318	439	1440	2160
17:00	177	185	194	156	712	485	462	435	448	1830	2542
18:00	132	129	98	87	446	355	266	271	211	1103	1549
19:00	89	66	76	63	294	191	162	157	119	629	923
20:00	60	47	48	39	194	121	119	113	115	468	662
21:00	50	49	53	33	185	85	93	79	80	337	522
22:00	44	36	43	32	155	83	68	69	62	282	437
23:00	23	21	18	26	88	44	47	44	46	181	269
	24 Hour Total				13341	24 Hour Total				13529	26870

Peak Information						
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	06:45	1842	11:45	662	06:45	2436
P.M.	15:15	802	17:00	1830	17:00	2542
Daily	06:45	1842	17:00	1830	17:00	2542
Truck %	11.00		11.00		11.00	

Classification Summary Database																	
Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot Trk	Total Vol
N	105	8702	3071	78	523	220	57	165	361	48	2	0	8	0	1	1462	13341
S	107	8900	3031	64	494	208	83	153	450	25	12	0	2	0	0	1491	13529

# Florida Department of Transportation

November 12, 2007

County <b>10</b>	Station <b>9926</b>	Site Description: _____ <b>US-41 S/O GIBSONTON DR</b>
Start Date <b>November 06, 2007</b>	Start Time <b>00:00</b>	Roadway ID: 10000000

Time	Direction: N					Direction: S					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	25	26	23	23	97	21	19	13	19	72	169
01:00	18	13	9	8	48	17	9	10	12	48	96
02:00	12	16	8	16	52	13	8	10	7	38	90
03:00	11	11	22	10	54	11	19	10	15	55	109
04:00	28	29	42	53	152	25	31	39	34	129	281
05:00	64	86	124	136	410	65	93	138	177	473	883
06:00	196	245	261	262	964	257	321	310	301	1189	2153
07:00	292	275	231	260	1058	315	302	317	304	1238	2296
08:00	284	225	189	196	894	298	252	179	201	930	1824
09:00	166	187	132	193	678	161	185	145	195	686	1364
10:00	167	143	162	172	644	175	143	139	166	623	1267
11:00	175	167	166	186	694	151	168	146	156	621	1315
12:00	167	158	161	193	679	147	165	170	177	659	1338
13:00	208	190	180	201	779	179	185	148	181	693	1472
14:00	203	218	215	214	850	172	192	196	183	743	1593
15:00	218	219	326	300	1063	217	215	274	215	921	1984
16:00	278	291	309	328	1206	256	256	273	286	1071	2277
17:00	331	385	358	306	1380	293	334	295	268	1190	2570
18:00	280	259	211	186	936	238	246	170	163	817	1753
19:00	151	133	114	120	518	136	111	95	90	432	950
20:00	100	91	77	74	342	104	83	76	73	336	678
21:00	68	75	65	65	273	56	79	76	55	266	539
22:00	68	52	58	53	231	59	43	52	44	198	429
23:00	41	33	30	34	138	35	38	34	32	139	277
	24 Hour Total				14140	24 Hour Total				13567	27707

Peak Information						
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	06:30	1090	06:15	1247	06:30	2318
P.M.	16:45	1402	16:45	1208	16:45	2610
Daily	16:45	1402	06:15	1247	16:45	2610
Truck %	9.00		8.00		9.00	

Classification Summary Database																	
Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot Trk	Total Vol
N	109	9513	3229	101	490	183	47	147	295	19	0	1	3	0	3	1286	14140
S	103	9556	2788	63	357	173	49	137	296	29	1	1	5	0	9	1111	13567

# Florida Department of Transportation

November 12, 2007

County <b>10</b>	Station <b>9926</b>	Site Description: _____ <b>US-41 S/O GIBSONTON DR</b>
Start Date <b>November 07, 2007</b>	Start Time <b>00:00</b>	Roadway ID: 10000000

Time	Direction: N					Direction: S					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	25	14	20	17	76	32	13	15	13	73	149
01:00	10	15	10	16	51	18	12	12	20	62	113
02:00	8	10	17	12	47	11	10	17	12	50	97
03:00	11	19	26	25	81	15	13	16	22	66	147
04:00	29	34	47	46	156	14	25	47	59	145	301
05:00	64	89	122	154	429	64	96	136	197	493	922
06:00	183	249	283	256	971	205	299	303	310	1117	2088
07:00	314	241	152	105	812	328	293	249	213	1083	1895
08:00	162	196	162	149	669	296	276	204	168	944	1613
09:00	177	178	175	162	692	188	144	159	159	650	1342
10:00	160	157	180	167	664	199	153	183	187	722	1386
11:00	174	174	177	186	711	144	168	169	170	651	1362
12:00	181	186	185	184	736	183	199	160	154	696	1432
13:00	179	164	172	191	706	165	164	185	179	693	1399
14:00	178	202	243	222	845	175	191	210	186	762	1607
15:00	260	288	306	270	1124	224	250	256	249	979	2103
16:00	307	257	292	335	1191	261	249	271	280	1061	2252
17:00	368	324	389	311	1392	313	277	371	299	1260	2652
18:00	259	255	224	167	905	236	227	185	151	799	1704
19:00	155	146	122	117	540	152	140	111	93	496	1036
20:00	104	93	108	75	380	105	92	94	75	366	746
21:00	89	61	87	56	293	80	80	51	61	272	565
22:00	73	71	96	40	280	61	72	85	29	247	527
23:00	70	45	29	49	193	47	44	39	49	179	372
	24 Hour Total				13944	24 Hour Total				13866	27810

Peak Information						
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	06:15	1102	06:15	1240	06:15	2342
P.M.	16:45	1416	17:00	1260	16:45	2657
Daily	16:45	1416	17:00	1260	16:45	2657
Truck %	9.00		9.00		9.00	

Classification Summary Database																	
Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot Trk	Total Vol
N	128	9455	3090	99	468	199	63	133	277	23	4	0	3	0	2	1269	13944
S	158	9691	2829	79	381	214	25	122	292	50	0	0	14	0	11	1177	13866

# Florida Department of Transportation

November 12, 2007

County <b>10</b>	Station <b>9926</b>	Site Description: _____ US-41 S/O GIBSONTON DR
Start Date <b>November 08, 2007</b>	Start Time <b>00:00</b>	Roadway ID: 10000000

Time	Direction: N					Direction: S					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	27	23	20	20	90	31	26	21	17	95	185
01:00	22	16	9	12	59	17	12	10	13	52	111
02:00	9	11	24	14	58	11	9	16	9	45	103
03:00	17	16	18	21	72	14	10	17	18	59	131
04:00	23	26	26	49	124	23	28	37	51	139	263
05:00	61	85	122	129	397	60	97	137	166	460	857
06:00	188	259	288	262	997	231	304	313	300	1148	2145
07:00	284	290	291	266	1131	292	331	327	311	1261	2392
08:00	253	176	187	180	796	283	258	237	193	971	1767
09:00	160	175	163	162	660	148	187	161	159	655	1315
10:00	164	180	140	160	644	158	163	159	161	641	1285
11:00	171	186	169	188	714	145	155	131	192	623	1337
12:00	212	168	205	186	771	194	152	180	159	685	1456
13:00	189	199	180	178	746	176	164	163	176	679	1425
14:00	221	218	238	209	886	199	192	215	191	797	1683
15:00	216	279	309	283	1087	221	242	252	263	978	2065
16:00	288	278	210	349	1125	272	279	224	327	1102	2227
17:00	336	359	376	308	1379	310	329	312	262	1213	2592
18:00	248	262	183	194	887	230	228	184	163	805	1692
19:00	158	160	134	107	559	137	122	121	90	470	1029
20:00	132	101	98	98	429	112	87	79	90	368	797
21:00	107	66	85	77	335	74	79	71	63	287	622
22:00	86	63	53	52	254	75	58	58	38	229	483
23:00	41	56	28	35	160	44	38	27	36	145	305
	24 Hour Total				14360	24 Hour Total				13907	28267

Peak Information						
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:00	1131	07:00	1261	07:00	2392
P.M.	16:45	1420	16:45	1278	16:45	2698
Daily	16:45	1420	16:45	1278	16:45	2698
Truck %	9.00		8.00		8.00	

Classification Summary Database																	
Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot Trk	Total Vol
N	105	9766	3180	90	473	199	57	159	300	25	1	0	5	0	0	1309	14360
S	104	9877	2881	47	407	114	48	119	278	25	3	0	3	0	1	1044	13907

# Florida Department of Transportation

November 12, 2007

County <b>10</b>	Station <b>9927</b>	Site Description: _____ <b>GIBSONTON RD E/O US-41</b>
Start Date <b>November 06, 2007</b>	Start Time <b>00:00</b>	Roadway ID: 10000000

Time	Direction: E					Direction: W					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	14	11	9	15	49	5	9	7	5	26	75
01:00	7	7	8	3	25	7	6	3	3	19	44
02:00	10	3	5	7	25	4	3	3	2	12	37
03:00	8	7	3	9	27	2	5	4	4	15	42
04:00	6	15	10	11	42	12	12	23	20	67	109
05:00	17	28	55	23	123	23	46	72	85	226	349
06:00	50	46	71	73	240	114	160	181	145	600	840
07:00	87	98	100	100	385	126	173	151	205	655	1040
08:00	79	74	62	61	276	145	113	98	83	439	715
09:00	69	85	65	95	314	99	99	90	71	359	673
10:00	93	77	77	73	320	92	74	76	80	322	642
11:00	86	109	70	87	352	85	91	69	98	343	695
12:00	89	92	91	77	349	115	91	98	110	414	763
13:00	80	106	77	99	362	116	102	89	93	400	762
14:00	70	107	86	96	359	92	107	100	91	390	749
15:00	84	135	197	131	547	85	113	133	127	458	1005
16:00	133	164	147	137	581	113	119	111	102	445	1026
17:00	187	151	178	107	623	128	112	110	96	446	1069
18:00	144	126	84	106	460	120	99	94	76	389	849
19:00	91	67	53	55	266	64	67	55	56	242	508
20:00	50	38	43	45	176	54	44	38	54	190	366
21:00	28	35	50	19	132	50	48	47	22	167	299
22:00	29	19	23	19	90	34	29	28	7	98	188
23:00	18	13	20	19	70	12	20	20	6	58	128
	24 Hour Total				6193	24 Hour Total				6780	12973

Peak Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:00	385	07:15	674	07:15	1051
P.M.	16:45	653	15:30	492	15:30	1117
Daily	16:45	653	07:15	674	15:30	1117
Truck %	10.00		9.00		10.00	

Classification Summary Database																	
Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot Trk	Total Vol
E	100	4487	968	37	170	161	8	64	156	21	7	0	14	0	0	638	6193
W	58	5038	1058	42	217	239	6	61	49	8	0	0	4	0	0	626	6780



# Florida Department of Transportation

November 12, 2007

County <b>10</b>	Station <b>9927</b>	Site Description: _____ <b>GIBSONTON RD E/O US-41</b>
Start Date <b>November 07, 2007</b>	Start Time <b>00:00</b>	Roadway ID: 10000000

Time	Direction: E					Direction: W					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	14	12	9	6	41	8	8	13	4	33	74
01:00	11	3	8	5	27	9	9	4	6	28	55
02:00	3	8	6	5	22	4	5	7	0	16	38
03:00	4	9	6	6	25	2	2	6	5	15	40
04:00	16	12	10	15	53	10	9	16	35	70	123
05:00	13	35	35	37	120	38	58	70	96	262	382
06:00	39	59	47	68	213	169	200	156	193	718	931
07:00	90	82	65	55	292	203	174	186	196	759	1051
08:00	61	85	61	65	272	165	129	122	101	517	789
09:00	64	83	78	69	294	119	91	123	83	416	710
10:00	61	81	62	80	284	106	102	108	86	402	686
11:00	96	79	86	83	344	87	77	109	100	373	717
12:00	93	82	107	100	382	104	72	109	108	393	775
13:00	80	81	87	93	341	106	106	104	116	432	773
14:00	90	95	109	100	394	95	114	107	113	429	823
15:00	138	116	187	127	568	97	118	135	94	444	1012
16:00	130	109	139	131	509	115	89	111	120	435	944
17:00	168	122	159	129	578	103	139	120	106	468	1046
18:00	113	96	93	77	379	98	93	119	89	399	778
19:00	76	71	58	79	284	88	77	76	52	293	577
20:00	43	49	44	39	175	47	53	34	30	164	339
21:00	32	52	48	32	164	40	47	26	31	144	308
22:00	24	33	29	24	110	27	30	28	18	103	213
23:00	23	20	14	20	77	16	17	9	15	57	134
	24 Hour Total				5948	24 Hour Total				7370	13318

Peak Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	11:45	365	07:00	759	06:45	1061
P.M.	16:45	580	16:45	482	16:45	1062
Daily	16:45	580	07:00	759	16:45	1062
Truck %	11.00		7.00		9.00	

Classification Summary Database																	
Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot Trk	Total Vol
E	108	4249	954	25	163	167	6	45	181	21	7	0	22	0	0	637	5948
W	49	5882	902	38	173	240	2	38	35	9	0	0	2	0	0	537	7370

# Florida Department of Transportation

November 12, 2007

County <b>10</b>	Station <b>9927</b>	Site Description: _____
Start Date <b>November 08, 2007</b>		Roadway ID: 10000000
Start Time <b>00:00</b>		

Time	Direction: E					Direction: W					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	10	14	21	5	50	15	15	5	9	44	94
01:00	7	6	11	7	31	7	7	7	4	25	56
02:00	1	5	1	1	8	12	2	5	2	21	29
03:00	8	10	6	6	30	3	6	4	2	15	45
04:00	2	19	10	22	53	11	11	21	25	68	121
05:00	7	22	34	48	111	29	63	74	92	258	369
06:00	41	49	68	68	226	175	202	181	197	755	981
07:00	90	115	88	84	377	170	152	156	250	728	1105
08:00	88	78	72	77	315	145	128	126	115	514	829
09:00	93	93	69	83	338	107	80	103	93	383	721
10:00	67	77	72	71	287	99	101	61	80	341	628
11:00	95	92	106	104	397	80	94	128	91	393	790
12:00	110	91	95	94	390	100	122	114	114	450	840
13:00	95	99	106	89	389	130	113	97	94	434	823
14:00	113	108	118	105	444	112	101	105	106	424	868
15:00	100	137	176	136	549	104	121	155	124	504	1053
16:00	133	150	112	155	550	129	100	136	126	491	1041
17:00	174	173	178	117	642	128	111	134	109	482	1124
18:00	140	119	102	100	461	101	103	114	76	394	855
19:00	90	57	54	52	253	85	72	55	64	276	529
20:00	64	55	47	48	214	70	62	56	39	227	441
21:00	32	47	39	35	153	41	49	40	39	169	322
22:00	33	29	11	37	110	43	19	27	17	106	216
23:00	22	19	18	30	89	14	15	15	21	65	154
	24 Hour Total				6467	24 Hour Total				7567	14034

Peak Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	11:15	412	06:00	755	07:00	1105
P.M.	16:45	680	15:15	529	16:45	1179
Daily	16:45	680	06:00	755	16:45	1179
Truck %	11.00		7.00		9.00	

Classification Summary Database																	
Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot Trk	Total Vol
E	114	4581	1063	33	200	177	24	44	181	22	4	1	23	0	0	709	6467
W	59	6053	918	33	187	242	5	36	29	2	0	0	3	0	0	537	7567

# Florida Department of Transportation

November 12, 2007

County <b>10</b>	Station <b>9929</b>	Site Description: _____
Start Date <b>November 06, 2007</b>		Start Time <b>00:00</b>
Roadway ID: 10000000		

Time	Direction: E					Direction: W					Combined Total	
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total		
00:00	0	1	1	0	2	1	1	0	0	2	4	
01:00	1	0	0	0	1	1	0	0	1	2	3	
02:00	0	0	1	0	1	1	0	1	0	2	3	
03:00	0	1	0	1	2	0	1	0	0	1	3	
04:00	1	1	0	2	4	0	0	0	0	0	4	
05:00	0	0	8	5	13	0	0	3	2	5	18	
06:00	1	8	6	7	22	4	2	3	5	14	36	
07:00	7	9	13	9	38	2	2	4	11	19	57	
08:00	5	4	2	2	13	5	1	5	1	12	25	
09:00	3	4	6	7	20	2	3	4	3	12	32	
10:00	2	0	0	0	2	3	2	3	3	11	13	
11:00	5	5	5	2	17	2	2	5	3	12	29	
12:00	4	4	4	4	16	5	7	3	2	17	33	
13:00	7	2	5	3	17	10	6	8	2	26	43	
14:00	5	6	1	6	18	3	4	5	7	19	37	
15:00	3	6	4	7	20	2	5	6	7	20	40	
16:00	7	7	9	7	30	6	10	10	8	34	64	
17:00	7	4	11	8	30	8	6	11	10	35	65	
18:00	9	7	5	5	26	9	6	11	4	30	56	
19:00	5	2	3	3	13	2	2	3	2	9	22	
20:00	3	1	0	6	10	3	6	0	6	15	25	
21:00	0	0	3	0	3	1	4	4	1	10	13	
22:00	1	2	4	2	9	3	3	1	1	8	17	
23:00	1	1	0	0	2	2	0	2	1	5	7	
24 Hour Total					329	24 Hour Total					320	649

Peak Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:00	38	07:15	22	07:15	58
P.M.	17:30	35	16:15	36	17:30	71
Daily	07:00	38	16:15	36	17:30	71
Truck %	8.00		6.00		7.00	

Classification Summary Database																	
Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot Trk	Total Vol
E	3	204	96	7	16	0	1	2	0	0	0	0	0	0	0	26	329
W	6	226	70	2	13	0	0	3	0	0	0	0	0	0	0	18	320

# Florida Department of Transportation

November 12, 2007

County <b>10</b>	Station <b>9929</b>	Site Description: _____
Start Date <b>November 07, 2007</b>		Start Time <b>00:00</b>
Roadway ID: 10000000		

Time	Direction: E					Direction: W					Combined Total	
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total		
00:00	1	0	0	0	1	0	0	0	1	1	2	
01:00	2	0	0	0	2	1	1	0	0	2	4	
02:00	0	2	0	0	2	1	0	0	0	1	3	
03:00	0	1	0	1	2	0	1	0	1	2	4	
04:00	2	2	2	0	6	1	0	1	0	2	8	
05:00	0	3	4	3	10	0	2	3	2	7	17	
06:00	3	6	7	10	26	1	3	2	4	10	36	
07:00	11	3	9	15	38	1	6	3	9	19	57	
08:00	7	6	6	7	26	5	3	4	6	18	44	
09:00	5	4	5	4	18	6	0	3	2	11	29	
10:00	3	2	9	3	17	6	8	5	5	24	41	
11:00	4	4	2	5	15	3	6	3	5	17	32	
12:00	5	5	5	4	19	11	2	2	4	19	38	
13:00	2	3	10	5	20	3	7	5	2	17	37	
14:00	5	0	11	5	21	4	5	6	6	21	42	
15:00	8	4	6	5	23	4	6	6	10	26	49	
16:00	8	6	3	8	25	7	8	5	8	28	53	
17:00	7	6	10	3	26	4	5	12	3	24	50	
18:00	4	11	6	3	24	14	10	9	5	38	62	
19:00	5	3	6	2	16	6	5	5	2	18	34	
20:00	3	3	1	3	10	2	6	3	3	14	24	
21:00	2	1	2	2	7	1	4	4	0	9	16	
22:00	0	1	1	0	2	4	2	3	2	11	13	
23:00	2	1	0	0	3	2	0	0	0	2	5	
24 Hour Total					359	24 Hour Total					341	700

Peak Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:00	38	11:15	25	07:00	57
P.M.	16:45	31	17:30	39	17:30	67
Daily	07:00	38	17:30	39	17:30	67
Truck %	9.00		4.00		7.00	

Classification Summary Database																	
Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot Trk	Total Vol
E	8	228	91	7	20	1	0	4	0	0	0	0	0	0	0	32	359
W	3	235	88	3	9	2	0	1	0	0	0	0	0	0	0	15	341

# Florida Department of Transportation

November 12, 2007

County <b>10</b>	Station <b>9929</b>	Site Description: _____
Start Date <b>November 08, 2007</b>		Start Time <b>00:00</b>
Roadway ID: 10000000		

Time	Direction: E					Direction: W					Combined Total	
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total		
00:00	0	0	0	1	1	0	2	0	0	2	3	
01:00	1	0	0	0	1	0	0	0	0	0	1	
02:00	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	1	1	0	0	0	0	0	1	
04:00	0	2	2	2	6	0	2	1	0	3	9	
05:00	1	1	1	4	7	0	0	1	1	2	9	
06:00	4	6	5	3	18	0	0	1	3	4	22	
07:00	7	5	13	10	35	8	3	5	7	23	58	
08:00	9	4	5	3	21	6	3	7	5	21	42	
09:00	7	4	3	2	16	6	4	3	3	16	32	
10:00	5	6	2	4	17	8	5	2	6	21	38	
11:00	3	5	3	6	17	2	5	3	9	19	36	
12:00	7	9	6	4	26	10	9	10	4	33	59	
13:00	4	12	5	4	25	6	11	4	6	27	52	
14:00	9	7	5	5	26	6	9	6	12	33	59	
15:00	6	2	11	9	28	1	4	8	6	19	47	
16:00	6	4	7	9	26	9	6	5	11	31	57	
17:00	12	7	5	6	30	14	12	7	9	42	72	
18:00	4	6	5	5	20	4	5	9	8	26	46	
19:00	1	5	3	0	9	8	4	3	5	20	29	
20:00	0	2	2	5	9	1	1	5	3	10	19	
21:00	2	3	1	0	6	8	6	1	1	16	22	
22:00	4	1	0	0	5	7	3	1	0	11	16	
23:00	1	2	0	0	3	3	0	0	2	5	8	
<b>24 Hour Total</b>					<b>353</b>	<b>24 Hour Total</b>					<b>384</b>	<b>737</b>

Peak Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:15	37	11:45	38	11:45	66
P.M.	16:30	35	16:45	44	16:30	77
Daily	07:15	37	16:45	44	16:30	77
Truck %	10.00		4.00		7.00	

Classification Summary Database																	
Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot Trk	Total Vol
E	9	199	111	8	23	0	0	3	0	0	0	0	0	0	0	34	353
W	7	262	98	1	16	0	0	0	0	0	0	0	0	0	0	17	384

***US-41***

***AT***

***SYMMES ROAD***

# Florida Department of Transportation

November 12, 2007

County <b>10</b>	Station <b>9925</b>	Site Description: _____
Start Date <b>November 06, 2007</b>		Start Time <b>00:00</b>
Roadway ID: 10000000		

Time	Direction: N					Direction: S					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	24	23	17	16	80	35	22	23	20	100	180
01:00	17	11	11	8	47	21	9	17	13	60	107
02:00	14	9	11	13	47	15	12	14	7	48	95
03:00	11	21	18	19	69	9	18	10	11	48	117
04:00	38	40	58	68	204	21	17	23	20	81	285
05:00	95	137	207	203	642	32	57	81	100	270	912
06:00	328	359	371	400	1458	142	199	221	166	728	2186
07:00	451	415	493	408	1767	170	176	167	175	688	2455
08:00	391	314	246	216	1167	150	173	140	182	645	1812
09:00	205	204	169	228	806	139	141	152	166	598	1404
10:00	208	177	166	197	748	162	138	153	135	588	1336
11:00	191	186	176	183	736	137	149	163	169	618	1354
12:00	174	175	170	182	701	139	137	169	191	636	1337
13:00	211	190	211	195	807	188	170	153	195	706	1513
14:00	209	182	201	183	775	172	209	231	211	823	1598
15:00	239	195	290	206	930	210	253	292	298	1053	1983
16:00	231	219	208	228	886	312	334	345	380	1371	2257
17:00	266	255	254	200	975	376	483	425	407	1691	2666
18:00	170	170	132	107	579	353	341	252	219	1165	1744
19:00	111	88	71	93	363	189	145	142	115	591	954
20:00	70	64	55	54	243	145	109	102	105	461	704
21:00	62	48	54	60	224	94	101	102	67	364	588
22:00	56	38	40	48	182	74	59	72	52	257	439
23:00	42	37	28	22	129	46	41	44	47	178	307
	24 Hour Total				14565	24 Hour Total				13768	28333

Peak Information						
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:00	1767	06:15	756	07:00	2455
P.M.	16:45	1003	17:00	1691	16:45	2667
Daily	07:00	1767	17:00	1691	16:45	2667
Truck %	11.00		10.00		10.00	

Classification Summary Database																	
Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot Trk	Total Vol
N	101	9460	3370	150	635	185	39	266	321	27	0	0	4	0	7	1627	14565
S	87	8755	3591	106	637	149	49	173	168	35	1	0	11	0	6	1329	13768

# Florida Department of Transportation

November 12, 2007

County <b>10</b>	Station <b>9925</b>	Site Description: _____
Start Date <b>November 07, 2007</b>		Roadway ID: 10000000
Start Time <b>00:00</b>		

Time	Direction: N					Direction: S					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	24	14	22	16	76	39	16	24	23	102	178
01:00	12	14	11	11	48	16	12	9	25	62	110
02:00	5	8	19	19	51	9	12	23	10	54	105
03:00	8	23	19	27	77	12	12	17	17	58	135
04:00	36	44	63	73	216	11	23	24	31	89	305
05:00	94	148	176	242	660	46	51	87	100	284	944
06:00	284	348	374	410	1416	123	202	219	157	701	2117
07:00	462	409	353	151	1375	181	162	173	189	705	2080
08:00	214	287	239	206	946	161	154	126	135	576	1522
09:00	235	196	164	196	791	132	131	157	134	554	1345
10:00	199	165	228	210	802	155	135	164	157	611	1413
11:00	201	196	171	192	760	149	150	171	149	619	1379
12:00	202	180	193	172	747	189	189	178	162	718	1465
13:00	207	173	196	172	748	170	160	187	197	714	1462
14:00	197	229	241	204	871	179	182	233	223	817	1688
15:00	241	260	289	240	1030	224	289	258	288	1059	2089
16:00	223	206	259	190	878	320	316	351	371	1358	2236
17:00	257	249	237	198	941	445	353	551	402	1751	2692
18:00	200	167	158	136	661	310	328	254	205	1097	1758
19:00	117	104	86	84	391	177	165	152	140	634	1025
20:00	73	62	77	61	273	138	125	116	93	472	745
21:00	70	56	67	31	224	105	95	81	78	359	583
22:00	52	38	65	34	189	80	97	118	42	337	526
23:00	32	37	29	28	126	75	59	51	68	253	379
	24 Hour Total				14297	24 Hour Total				13984	28281

Peak Information						
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	06:30	1655	06:15	759	06:30	2374
P.M.	15:00	1030	17:00	1751	17:00	2692
Daily	06:30	1655	17:00	1751	17:00	2692
Truck %	12.00		9.00		11.00	

Classification Summary Database																	
Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot Trk	Total Vol
N	130	9260	3187	173	641	213	37	268	306	44	5	0	11	0	22	1698	14297
S	104	8903	3678	112	623	184	33	151	154	26	2	0	12	0	2	1297	13984



# Florida Department of Transportation

November 12, 2007

County <b>10</b>	Station <b>9925</b>	Site Description: _____
Start Date <b>November 08, 2007</b>		Start Time <b>00:00</b>
Roadway ID: 10000000		

Time	Direction: N					Direction: S					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	25	22	16	17	80	45	22	29	25	121	201
01:00	9	17	9	10	45	31	13	14	16	74	119
02:00	8	12	20	17	57	16	13	23	9	61	118
03:00	23	20	24	23	90	19	10	12	13	54	144
04:00	35	33	37	70	175	15	16	19	25	75	250
05:00	98	151	184	233	666	39	50	81	83	253	919
06:00	289	388	349	417	1443	144	176	243	159	722	2165
07:00	461	415	408	388	1672	131	187	175	169	662	2334
08:00	354	267	249	233	1103	166	143	176	139	624	1727
09:00	191	206	214	182	793	130	145	132	152	559	1352
10:00	189	208	151	185	733	133	140	141	139	553	1286
11:00	184	206	133	216	739	132	131	148	171	582	1321
12:00	193	172	190	184	739	199	160	180	176	715	1454
13:00	200	172	167	205	744	188	182	178	187	735	1479
14:00	225	182	275	186	868	203	200	201	242	846	1714
15:00	260	250	270	222	1002	212	268	274	326	1080	2082
16:00	271	223	214	210	918	299	345	257	435	1336	2254
17:00	247	261	252	205	965	465	425	440	388	1718	2683
18:00	175	169	139	144	627	302	311	247	261	1121	1748
19:00	118	104	108	70	400	191	165	162	120	638	1038
20:00	88	53	65	57	263	162	137	113	120	532	795
21:00	80	63	74	51	268	114	95	88	88	385	653
22:00	64	49	37	28	178	102	83	69	66	320	498
23:00	36	21	13	13	83	54	57	42	42	195	278
	24 Hour Total				14651	24 Hour Total				13961	28612

Peak Information						
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	06:45	1701	06:00	722	06:30	2362
P.M.	15:15	1013	16:45	1765	16:45	2735
Daily	06:45	1701	16:45	1765	16:45	2735
Truck %	11.00		9.00		10.00	

Classification Summary Database																	
Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot Trk	Total Vol
N	109	9623	3283	142	660	177	45	249	312	40	1	0	4	0	6	1630	14651
S	91	8912	3668	105	656	128	43	149	182	17	4	0	5	0	1	1289	13961

# Florida Department of Transportation

November 12, 2007

County <b>10</b>	Station <b>9923</b>	Site Description: _____
Start Date <b>November 06, 2007</b>		Start Time <b>00:00</b>
Roadway ID: 10000000		

Time	Direction: N					Direction: S					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	20	18	10	12	60	26	16	16	11	69	129
01:00	15	10	9	5	39	15	10	17	9	51	90
02:00	10	8	6	10	34	11	10	11	5	37	71
03:00	7	14	14	15	50	8	11	6	10	35	85
04:00	27	32	43	55	157	15	13	26	17	71	228
05:00	67	103	156	150	476	32	55	77	98	262	738
06:00	233	293	308	304	1138	140	198	213	173	724	1862
07:00	360	357	438	333	1488	166	190	184	189	729	2217
08:00	325	275	200	165	965	141	159	120	178	598	1563
09:00	167	182	140	202	691	126	119	137	149	531	1222
10:00	184	126	122	173	605	139	133	138	142	552	1157
11:00	166	150	149	156	621	119	127	143	140	529	1150
12:00	152	142	138	159	591	126	132	145	172	575	1166
13:00	183	156	170	162	671	186	157	141	172	656	1327
14:00	162	155	193	166	676	163	173	212	177	725	1401
15:00	216	179	253	192	840	169	216	226	280	891	1731
16:00	215	195	188	199	797	255	287	295	302	1139	1936
17:00	240	222	239	159	860	322	405	333	320	1380	2240
18:00	156	142	124	101	523	268	275	210	186	939	1462
19:00	89	81	61	74	305	148	113	112	90	463	768
20:00	61	56	51	44	212	116	88	88	77	369	581
21:00	42	36	52	50	180	80	86	86	52	304	484
22:00	45	35	33	46	159	52	51	53	46	202	361
23:00	38	28	20	16	102	38	37	36	30	141	243
	24 Hour Total				12240	24 Hour Total				11972	24212

Peak Information						
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:00	1488	06:15	750	07:00	2217
P.M.	16:45	900	17:00	1380	16:45	2262
Daily	07:00	1488	17:00	1380	16:45	2262
Truck %	10.00		8.00		9.00	

Classification Summary Database																	
Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot Trk	Total Vol
N	93	8057	2855	101	408	172	47	140	331	30	0	0	6	0	0	1235	12240
S	93	8086	2782	87	341	168	46	117	226	24	1	0	1	0	0	1011	11972

# Florida Department of Transportation

November 12, 2007

County <b>10</b>	Station <b>9923</b>	Site Description: _____
Start Date <b>November 07, 2007</b>		Start Time <b>00:00</b>
Roadway ID: 10000000		

Time	Direction: N					Direction: S					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	20	7	16	12	55	39	9	18	19	85	140
01:00	9	15	7	7	38	18	7	8	20	53	91
02:00	3	8	13	13	37	8	11	13	14	46	83
03:00	7	19	15	17	58	9	13	17	13	52	110
04:00	27	30	49	57	163	10	21	22	30	83	246
05:00	71	111	138	176	496	39	54	89	93	275	771
06:00	220	290	291	330	1131	129	189	212	153	683	1814
07:00	385	341	395	226	1347	160	185	171	179	695	2042
08:00	227	248	210	147	832	155	147	121	134	557	1389
09:00	190	160	134	166	650	119	116	143	103	481	1131
10:00	169	136	193	180	678	142	121	144	135	542	1220
11:00	158	164	140	169	631	130	123	176	126	555	1186
12:00	170	159	154	137	620	175	170	173	145	663	1283
13:00	169	141	171	147	628	146	144	164	184	638	1266
14:00	162	188	220	196	766	151	150	210	199	710	1476
15:00	231	232	276	205	944	187	259	219	252	917	1861
16:00	208	171	229	175	783	273	242	269	318	1102	1885
17:00	224	219	226	175	844	361	282	468	325	1436	2280
18:00	195	150	123	117	585	256	262	196	175	889	1474
19:00	110	79	74	68	331	155	135	118	114	522	853
20:00	69	50	73	48	240	110	97	106	78	391	631
21:00	52	46	47	29	174	81	85	60	57	283	457
22:00	45	30	44	31	150	66	78	92	37	273	423
23:00	29	33	27	24	113	59	54	44	51	208	321
	24 Hour Total				12294	24 Hour Total				12139	24433

Peak Information						
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	06:45	1451	06:15	714	06:45	2120
P.M.	15:00	944	17:00	1436	17:00	2280
Daily	06:45	1451	17:00	1436	17:00	2280
Truck %	10.00		8.00		9.00	

Classification Summary Database																	
Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot Trk	Total Vol
N	120	8086	2788	98	446	193	37	137	321	46	3	0	7	0	12	1288	12294
S	101	8231	2811	84	322	204	31	111	216	21	2	0	0	0	5	991	12139

# Florida Department of Transportation

November 12, 2007

County <b>10</b>	Station <b>9923</b>	Site Description: _____
Start Date <b>November 08, 2007</b>		Start Time <b>00:00</b>
Roadway ID: 10000000		

Time	Direction: N					Direction: S					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	22	20	14	12	68	35	17	25	21	98	166
01:00	7	14	6	6	33	30	11	11	15	67	100
02:00	6	6	14	14	40	15	12	19	7	53	93
03:00	14	12	15	16	57	17	11	8	10	46	103
04:00	22	32	28	51	133	11	15	21	20	67	200
05:00	64	107	149	161	481	32	47	80	87	246	727
06:00	227	306	282	329	1144	143	164	241	168	716	1860
07:00	359	377	343	301	1380	135	187	180	166	668	2048
08:00	293	230	194	192	909	147	146	159	133	585	1494
09:00	152	168	171	143	634	114	125	132	135	506	1140
10:00	160	175	126	150	611	117	127	129	126	499	1110
11:00	163	156	114	190	623	123	120	133	141	517	1140
12:00	164	150	155	165	634	172	148	157	164	641	1275
13:00	166	131	164	161	622	171	162	167	151	651	1273
14:00	193	158	245	152	748	168	181	175	215	739	1487
15:00	243	218	256	192	909	191	233	247	266	937	1846
16:00	231	191	162	200	784	267	270	216	346	1099	1883
17:00	241	220	223	163	847	361	377	330	333	1401	2248
18:00	157	156	125	112	550	258	252	207	222	939	1489
19:00	115	83	89	58	345	156	121	144	104	525	870
20:00	66	43	54	41	204	128	104	95	93	420	624
21:00	62	49	65	42	218	103	81	72	72	328	546
22:00	50	34	30	24	138	82	61	56	53	252	390
23:00	38	26	31	31	126	38	50	36	33	157	283
	24 Hour Total				12238	24 Hour Total				12157	24395

Peak Information						
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	06:45	1408	06:30	731	06:30	2078
P.M.	15:00	909	16:45	1414	16:45	2298
Daily	06:45	1408	16:45	1414	16:45	2298
Truck %	10.00		8.00		9.00	

Classification Summary Database																	
Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot Trk	Total Vol
N	90	8179	2774	80	452	130	43	136	304	44	1	0	5	0	0	1195	12238
S	85	8298	2804	67	380	138	27	105	236	13	3	0	0	0	1	969	12157

# Florida Department of Transportation

November 12, 2007

County <b>10</b>	Station <b>9924</b>	Site Description: _____
Start Date <b>November 06, 2007</b>		Start Time <b>00:00</b>
Roadway ID: 10000000		

Time	Direction: E					Direction: W					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	11	9	5	9	34	4	2	1	2	9	43
01:00	7	1	2	3	13	3	2	3	1	9	22
02:00	7	3	2	1	13	5	2	2	1	10	23
03:00	3	5	5	3	16	4	3	4	4	15	31
04:00	4	3	0	4	11	7	5	12	10	34	45
05:00	4	8	7	9	28	31	35	41	52	159	187
06:00	16	27	19	40	102	90	86	84	105	365	467
07:00	38	18	39	31	126	109	92	84	106	391	517
08:00	45	43	24	21	133	72	66	42	49	229	362
09:00	30	28	29	27	114	36	36	38	23	133	247
10:00	21	22	24	22	89	29	35	31	43	138	227
11:00	27	30	37	36	130	27	30	30	35	122	252
12:00	33	22	28	34	117	37	36	30	31	134	251
13:00	35	31	30	38	134	30	37	40	34	141	275
14:00	34	44	72	45	195	49	37	32	25	143	338
15:00	54	69	78	67	268	46	39	44	37	166	434
16:00	73	82	86	91	332	36	41	39	43	159	491
17:00	98	120	130	113	461	51	40	42	45	178	639
18:00	107	90	72	55	324	39	41	31	22	133	457
19:00	50	45	46	34	175	24	26	17	22	89	264
20:00	40	26	36	35	137	19	18	16	13	66	203
21:00	23	21	23	21	88	15	14	9	6	44	132
22:00	20	18	16	7	61	7	8	5	6	26	87
23:00	12	6	8	12	38	6	5	7	4	22	60
	24 Hour Total				3139	24 Hour Total				2915	6054

Peak Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:30	158	07:00	391	06:45	525
P.M.	17:15	470	17:00	178	17:00	639
Daily	17:15	470	07:00	391	17:00	639
Truck %	6.00		7.00		6.00	

Classification Summary Database																	
Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot Trk	Total Vol
E	11	2224	726	32	96	13	18	11	8	0	0	0	0	0	0	178	3139
W	23	2058	644	24	116	28	2	13	6	1	0	0	0	0	0	190	2915

# Florida Department of Transportation

November 12, 2007

County <b>10</b>	Station <b>9924</b>	Site Description: _____
Start Date <b>November 07, 2007</b>		Start Time <b>00:00</b>
Roadway ID: 10000000		

Time	Direction: E					Direction: W					Combined Total	
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total		
00:00	9	6	8	6	29	5	2	3	1	11	40	
01:00	4	7	3	3	17	3	1	4	2	10	27	
02:00	1	1	5	0	7	4	0	2	4	10	17	
03:00	2	3	2	5	12	3	7	5	7	22	34	
04:00	3	2	3	3	11	9	7	12	18	46	57	
05:00	6	6	6	11	29	18	40	38	72	168	197	
06:00	5	23	21	27	76	60	85	73	96	314	390	
07:00	39	25	38	51	153	96	99	108	67	370	523	
08:00	74	24	23	25	146	78	56	23	62	219	365	
09:00	26	26	31	34	117	47	33	29	31	140	257	
10:00	23	28	22	32	105	32	29	38	29	128	233	
11:00	38	29	34	26	127	33	43	31	22	129	256	
12:00	32	41	30	28	131	37	29	37	33	136	267	
13:00	37	33	42	39	151	31	37	27	38	133	284	
14:00	29	50	56	49	184	33	37	44	27	141	325	
15:00	57	61	58	78	254	26	46	45	43	160	414	
16:00	63	85	102	87	337	33	31	46	36	146	483	
17:00	121	84	128	102	435	48	47	32	38	165	600	
18:00	101	82	68	51	302	35	32	36	30	133	435	
19:00	50	42	47	31	170	23	29	17	24	93	263	
20:00	37	34	27	25	123	17	17	17	16	67	190	
21:00	26	22	28	26	102	16	14	17	3	50	152	
22:00	9	21	34	13	77	8	8	13	8	37	114	
23:00	20	9	11	14	54	1	7	1	4	13	67	
24 Hour Total					3149	24 Hour Total					2841	5990

Peak Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:15	188	06:45	399	07:15	540
P.M.	17:00	435	16:30	177	17:00	600
Daily	17:00	435	06:45	399	17:00	600
Truck %	6.00		7.00		6.00	

Classification Summary Database																	
Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot Trk	Total Vol
E	23	2204	742	35	100	14	12	11	8	0	0	0	0	0	0	180	3149
W	26	2006	623	27	118	18	0	14	8	1	0	0	0	0	0	186	2841

# Florida Department of Transportation

November 12, 2007

County <b>10</b>	Station <b>9924</b>	Site Description: SYMMES RD E/O US-41
Start Date <b>November 08, 2007</b>	Start Time <b>00:00</b>	Roadway ID: 10000000

Time	Direction: E					Direction: W					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	10	11	4	5	30	1	3	2	1	7	37
01:00	4	3	1	4	12	1	1	2	5	9	21
02:00	4	3	3	4	14	2	4	4	1	11	25
03:00	0	2	5	3	10	6	6	6	4	22	32
04:00	4	2	3	5	14	10	2	11	15	38	52
05:00	6	6	4	7	23	26	32	37	65	160	183
06:00	13	18	19	31	81	66	93	79	98	336	417
07:00	24	28	19	43	114	114	82	88	89	373	487
08:00	40	28	31	26	125	82	54	53	52	241	366
09:00	33	33	12	23	101	39	30	31	39	139	240
10:00	25	27	24	26	102	32	29	28	31	120	222
11:00	24	24	31	27	106	35	37	21	28	121	227
12:00	33	34	27	41	135	30	25	41	40	136	271
13:00	30	30	44	40	144	32	29	21	35	117	261
14:00	54	54	55	49	212	40	31	47	45	163	375
15:00	55	53	60	75	243	41	30	42	44	157	400
16:00	74	79	65	116	334	45	46	49	32	172	506
17:00	124	104	119	100	447	42	61	44	44	191	638
18:00	90	71	62	57	280	44	35	25	33	137	417
19:00	62	41	48	26	177	22	27	26	19	94	271
20:00	35	46	36	33	150	25	23	20	21	89	239
21:00	25	28	20	22	95	26	16	10	10	62	157
22:00	20	22	10	27	79	11	12	13	3	39	118
23:00	11	9	9	10	39	9	8	2	5	24	63
	24 Hour Total				3067	24 Hour Total				2958	6025

Peak Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:45	142	06:15	384	07:00	487
P.M.	16:45	463	17:15	193	16:45	642
Daily	16:45	463	06:15	384	16:45	642
Truck %	7.00		7.00		7.00	

Classification Summary Database																	
Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot Trk	Total Vol
E	18	2135	704	30	119	26	19	10	6	0	0	0	0	0	0	210	3067
W	17	2116	604	24	129	39	4	17	8	0	0	0	0	0	0	221	2958

**US-41**

**AT**

**BIG BEND ROAD**



# Florida Department of Transportation

November 12, 2007

County <b>10</b>	Station <b>9921</b>	Site Description: _____
Start Date <b>November 06, 2007</b>		Start Time <b>00:00</b>
Roadway ID: 10000000		

Time	Direction: N					Direction: S					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	14	14	11	10	49	20	9	10	13	52	101
01:00	13	11	4	1	29	12	6	14	6	38	67
02:00	9	8	8	10	35	9	9	7	8	33	68
03:00	6	12	13	16	47	5	8	5	7	25	72
04:00	21	34	37	56	148	8	7	11	11	37	185
05:00	63	102	134	147	446	12	23	51	69	155	601
06:00	231	260	310	283	1084	81	108	129	146	464	1548
07:00	342	388	349	344	1423	139	169	160	175	643	2066
08:00	272	223	179	154	828	131	124	129	142	526	1354
09:00	165	155	134	152	606	128	121	113	139	501	1107
10:00	157	121	124	137	539	108	122	120	133	483	1022
11:00	127	143	133	128	531	108	111	132	137	488	1019
12:00	123	139	127	141	530	106	125	137	145	513	1043
13:00	155	131	137	139	562	152	127	119	160	558	1120
14:00	136	150	148	143	577	122	149	164	164	599	1176
15:00	177	121	160	156	614	170	206	224	248	848	1462
16:00	174	154	152	152	632	252	255	228	282	1017	1649
17:00	188	172	158	152	670	292	352	340	288	1272	1942
18:00	126	115	86	77	404	244	242	201	148	835	1239
19:00	70	58	54	48	230	140	101	100	75	416	646
20:00	48	44	50	43	185	98	68	74	59	299	484
21:00	40	25	38	41	144	75	64	70	54	263	407
22:00	42	28	41	35	146	42	40	38	27	147	293
23:00	27	22	12	13	74	34	34	33	25	126	200
	24 Hour Total				10533	24 Hour Total				10338	20871

Peak Information						
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:00	1423	07:00	643	07:00	2066
P.M.	16:45	670	17:00	1272	17:00	1942
Daily	07:00	1423	17:00	1272	07:00	2066
Truck %	12.00		9.00		10.00	

Classification Summary Database																	
Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot Trk	Total Vol
N	69	6710	2539	108	444	135	39	142	342	4	0	0	1	0	0	1215	10533
S	79	7079	2291	79	260	134	41	113	247	13	1	0	0	0	1	888	10338

# Florida Department of Transportation

November 12, 2007

County <b>10</b>	Station <b>9921</b>	Site Description: _____
Start Date <b>November 07, 2007</b>		Start Time <b>00:00</b>
Roadway ID: 10000000		

Time	Direction: N					Direction: S					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	19	9	15	11	54	29	10	15	12	66	120
01:00	13	12	4	8	37	12	6	9	12	39	76
02:00	2	8	13	7	30	12	11	5	16	44	74
03:00	8	11	17	15	51	7	11	9	5	32	83
04:00	33	29	44	49	155	10	12	16	15	53	208
05:00	73	102	124	148	447	23	29	54	70	176	623
06:00	206	278	284	330	1098	87	92	137	136	452	1550
07:00	350	348	326	305	1329	125	171	161	179	636	1965
08:00	271	203	196	141	811	136	121	135	122	514	1325
09:00	172	149	130	137	588	105	114	86	125	430	1018
10:00	141	130	138	160	569	112	83	147	121	463	1032
11:00	149	132	148	146	575	141	114	162	130	547	1122
12:00	147	147	129	122	545	147	147	158	145	597	1142
13:00	145	129	143	131	548	104	127	136	174	541	1089
14:00	154	202	147	161	664	116	164	166	156	602	1266
15:00	171	181	175	170	697	192	233	221	234	880	1577
16:00	148	170	151	164	633	238	233	233	281	985	1618
17:00	173	164	173	160	670	330	260	426	333	1349	2019
18:00	128	115	100	106	449	237	216	188	136	777	1226
19:00	67	66	58	61	252	148	105	96	104	453	705
20:00	52	47	73	50	222	75	95	80	74	324	546
21:00	50	44	33	36	163	66	80	51	58	255	418
22:00	37	32	47	27	143	57	68	66	40	231	374
23:00	23	25	15	21	84	52	40	47	38	177	261
	24 Hour Total				10814	24 Hour Total				10623	21437

Peak Information						
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	06:45	1354	07:15	647	07:00	1965
P.M.	15:00	697	17:00	1349	17:00	2019
Daily	06:45	1354	17:00	1349	17:00	2019
Truck %	12.00		9.00		11.00	

Classification Summary Database																	
Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot Trk	Total Vol
N	88	6778	2615	106	439	190	40	148	389	14	3	0	1	0	3	1330	10814
S	95	7250	2328	76	240	205	30	112	277	8	2	0	0	0	0	950	10623

# Florida Department of Transportation

November 12, 2007

County <b>10</b>	Station <b>9921</b>	Site Description: _____ <b>US-41 N/O BIG BEND RD</b>
Start Date <b>November 08, 2007</b>	Start Time <b>00:00</b>	Roadway ID: 10000000

Time	Direction: N					Direction: S					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	17	17	9	12	55	31	15	18	13	77	132
01:00	4	7	5	4	20	23	10	10	10	53	73
02:00	8	3	15	8	34	12	6	11	10	39	73
03:00	9	8	21	14	52	11	10	9	7	37	89
04:00	24	23	34	43	124	8	10	13	14	45	169
05:00	64	97	133	157	451	12	22	48	67	149	600
06:00	214	277	304	316	1111	81	94	139	151	465	1576
07:00	355	335	316	265	1271	110	176	164	177	627	1898
08:00	267	202	168	176	813	125	127	141	134	527	1340
09:00	139	141	155	116	551	105	98	119	118	440	991
10:00	131	152	113	145	541	108	117	111	117	453	994
11:00	142	143	145	131	561	101	96	112	150	459	1020
12:00	148	121	145	139	553	158	133	146	131	568	1121
13:00	149	120	127	161	557	162	138	161	130	591	1148
14:00	174	165	162	154	655	120	195	144	207	666	1321
15:00	154	170	151	138	613	175	218	237	244	874	1487
16:00	188	161	151	167	667	235	256	222	294	1007	1674
17:00	167	177	173	141	658	313	341	336	306	1296	1954
18:00	128	123	95	80	426	229	216	184	175	804	1230
19:00	67	77	81	45	270	136	88	146	83	453	723
20:00	49	38	50	44	181	98	90	74	79	341	522
21:00	45	49	57	32	183	81	84	60	54	279	462
22:00	39	37	29	21	126	64	48	40	46	198	324
23:00	24	20	17	15	76	37	36	34	24	131	207
	24 Hour Total				10549	24 Hour Total				10579	21128

Peak Information						
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	06:45	1322	07:15	642	06:45	1923
P.M.	16:45	684	17:00	1296	16:45	1968
Daily	06:45	1322	17:00	1296	16:45	1968
Truck %	11.00		8.00		10.00	

Classification Summary Database																	
Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot Trk	Total Vol
N	79	6780	2478	85	460	102	43	147	353	16	1	0	2	0	3	1209	10549
S	79	7290	2326	61	278	133	23	109	274	3	3	0	0	0	0	884	10579

# Florida Department of Transportation

November 12, 2007

County <b>10</b>	Station <b>9919</b>	Site Description: _____
Start Date <b>November 06, 2007</b>		Start Time <b>00:00</b>
Roadway ID: 10000000		

Time	Direction: N					Direction: S					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	17	14	14	11	56	19	16	14	13	62	118
01:00	18	9	7	2	36	6	7	16	7	36	72
02:00	9	5	12	5	31	13	13	11	12	49	80
03:00	15	11	17	15	58	9	9	10	6	34	92
04:00	18	33	28	48	127	6	10	12	13	41	168
05:00	43	81	128	158	410	16	24	45	59	144	554
06:00	251	277	352	356	1236	70	91	122	160	443	1679
07:00	393	368	342	335	1438	163	210	236	239	848	2286
08:00	282	243	238	215	978	201	215	199	220	835	1813
09:00	230	206	199	199	834	160	175	173	222	730	1564
10:00	212	214	185	190	801	156	139	180	199	674	1475
11:00	215	211	190	221	837	174	181	178	177	710	1547
12:00	210	182	185	195	772	176	191	187	179	733	1505
13:00	215	192	247	202	856	195	183	188	197	763	1619
14:00	188	215	205	231	839	172	203	244	230	849	1688
15:00	233	180	232	231	876	247	248	275	305	1075	1951
16:00	226	265	236	220	947	287	323	295	314	1219	2166
17:00	330	268	304	274	1176	347	350	385	329	1411	2587
18:00	235	174	160	154	723	287	309	260	192	1048	1771
19:00	137	116	105	102	460	206	163	134	136	639	1099
20:00	106	94	82	56	338	150	118	108	100	476	814
21:00	53	47	63	59	222	110	91	93	63	357	579
22:00	58	39	51	40	188	76	59	48	40	223	411
23:00	36	25	34	20	115	28	39	38	30	135	250
	24 Hour Total				14354	24 Hour Total				13534	27888

Peak Information						
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	06:30	1469	07:30	891	07:00	2286
P.M.	17:00	1176	17:00	1411	17:00	2587
Daily	06:30	1469	17:00	1411	17:00	2587
Truck %	8.00		7.00		7.00	

Classification Summary Database																	
Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot Trk	Total Vol
N	95	9888	3251	125	533	118	24	138	175	6	0	0	1	0	0	1120	14354
S	82	9502	2995	100	438	124	19	120	135	15	1	0	2	0	1	954	13534

# Florida Department of Transportation

November 12, 2007

County <b>10</b>	Station <b>9919</b>	Site Description: _____
Start Date <b>November 07, 2007</b>		Start Time <b>00:00</b>
Roadway ID: 10000000		

Time	Direction: N					Direction: S					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	19	12	16	13	60	33	10	17	11	71	131
01:00	14	15	3	8	40	11	11	9	13	44	84
02:00	4	6	14	4	28	11	11	10	14	46	74
03:00	3	12	14	14	43	13	13	13	7	46	89
04:00	29	28	35	45	137	12	5	15	17	49	186
05:00	65	86	107	162	420	29	30	38	67	164	584
06:00	235	283	307	383	1208	75	75	124	142	416	1624
07:00	373	351	318	343	1385	169	220	233	267	889	2274
08:00	317	259	272	225	1073	207	200	203	211	821	1894
09:00	203	209	199	202	813	157	170	142	175	644	1457
10:00	194	198	214	213	819	148	143	181	193	665	1484
11:00	206	209	200	211	826	198	158	210	192	758	1584
12:00	207	228	203	201	839	204	184	216	193	797	1636
13:00	214	208	215	211	848	170	201	191	213	775	1623
14:00	233	237	226	220	916	161	213	253	218	845	1761
15:00	230	237	258	230	955	259	281	259	289	1088	2043
16:00	224	258	236	233	951	266	285	318	324	1193	2144
17:00	290	299	271	246	1106	373	344	439	372	1528	2634
18:00	253	207	165	182	807	271	282	201	181	935	1742
19:00	134	118	108	107	467	180	156	146	137	619	1086
20:00	80	94	105	82	361	109	131	116	120	476	837
21:00	82	80	47	53	262	110	105	84	67	366	628
22:00	64	49	55	42	210	66	70	72	50	258	468
23:00	28	21	22	30	101	44	35	40	36	155	256
	24 Hour Total				14675	24 Hour Total				13648	28323

Peak Information						
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	06:45	1425	07:15	927	07:00	2274
P.M.	17:00	1106	17:00	1528	17:00	2634
Daily	06:45	1425	17:00	1528	17:00	2634
Truck %	8.00		7.00		7.00	

Classification Summary Database																	
Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot Trk	Total Vol
N	95	10037	3395	130	533	143	25	147	165	3	0	0	2	0	0	1148	14675
S	88	9559	3031	104	427	152	13	136	123	11	1	0	3	0	0	970	13648

# Florida Department of Transportation

November 12, 2007

County <b>10</b>	Station <b>9919</b>	Site Description: _____
Start Date <b>November 08, 2007</b>		Start Time <b>00:00</b>
Roadway ID: 10000000		

Time	Direction: N					Direction: S					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	14	13	10	9	46	39	16	23	11	89	135
01:00	4	6	10	6	26	12	20	8	11	51	77
02:00	10	6	13	5	34	18	9	14	17	58	92
03:00	15	11	19	19	64	12	12	6	12	42	106
04:00	18	23	32	33	106	11	13	12	19	55	161
05:00	60	90	125	161	436	17	25	37	62	141	577
06:00	237	267	333	366	1203	82	67	141	148	438	1641
07:00	374	353	312	294	1333	156	224	238	228	846	2179
08:00	266	234	245	246	991	206	198	207	203	814	1805
09:00	207	200	206	182	795	168	174	165	164	671	1466
10:00	214	222	160	191	787	160	177	180	181	698	1485
11:00	220	203	234	211	868	170	169	163	206	708	1576
12:00	246	203	192	207	848	209	201	208	170	788	1636
13:00	233	183	213	255	884	181	186	221	171	759	1643
14:00	268	236	219	209	932	180	241	215	260	896	1828
15:00	217	216	216	235	884	260	292	286	279	1117	2001
16:00	242	212	260	277	991	276	303	262	352	1193	2184
17:00	305	251	279	230	1065	359	353	372	344	1428	2493
18:00	261	203	182	148	794	295	270	248	218	1031	1825
19:00	138	125	128	90	481	178	170	160	150	658	1139
20:00	90	84	80	79	333	148	140	132	117	537	870
21:00	81	83	74	54	292	101	108	86	78	373	665
22:00	67	35	33	29	164	76	54	56	59	245	409
23:00	36	26	27	16	105	36	36	33	28	133	238
	24 Hour Total				14462	24 Hour Total				13769	28231

Peak Information						
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	06:30	1426	07:15	896	07:00	2179
P.M.	16:45	1112	16:45	1436	16:45	2548
Daily	06:30	1426	16:45	1436	16:45	2548
Truck %	8.00		7.00		7.00	

Classification Summary Database																	
Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot Trk	Total Vol
N	82	9914	3351	115	566	100	25	148	155	3	1	0	2	0	0	1115	14462
S	74	9685	3074	91	446	107	10	136	138	2	3	0	1	0	2	934	13769

# Florida Department of Transportation

November 12, 2007

County <b>10</b>	Station <b>9920</b>	Site Description: _____
Start Date <b>November 06, 2007</b>		Start Time <b>00:00</b>
Roadway ID: 10000000		

Time	Direction: E					Direction: W					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	27	11	6	10	54	12	10	11	18	51	105
01:00	11	14	6	11	42	7	10	7	9	33	75
02:00	6	4	13	7	30	8	9	14	19	50	80
03:00	12	10	12	10	44	12	11	9	10	42	86
04:00	7	12	18	17	54	9	22	20	28	79	133
05:00	25	39	63	72	199	58	75	95	120	348	547
06:00	115	122	187	180	604	160	211	240	219	830	1434
07:00	245	253	207	212	917	252	263	302	287	1104	2021
08:00	179	162	173	159	673	213	207	179	196	795	1468
09:00	166	147	139	152	604	167	155	145	179	646	1250
10:00	152	165	135	140	592	131	132	152	149	564	1156
11:00	146	159	164	172	641	142	150	153	131	576	1217
12:00	165	113	152	148	578	137	158	164	138	597	1175
13:00	160	136	180	164	640	145	150	146	155	596	1236
14:00	146	178	198	189	711	156	180	201	152	689	1400
15:00	254	209	230	250	943	213	177	179	206	775	1718
16:00	249	247	209	258	963	161	198	217	216	792	1755
17:00	303	340	388	294	1325	193	215	207	203	818	2143
18:00	273	209	152	171	805	211	189	168	133	701	1506
19:00	129	120	108	97	454	145	125	101	113	484	938
20:00	112	106	81	52	351	99	102	93	94	388	739
21:00	68	51	55	64	238	87	66	66	44	263	501
22:00	52	34	34	27	147	64	51	47	30	192	339
23:00	37	28	37	27	129	25	22	25	19	91	220
	24 Hour Total				11738	24 Hour Total				11504	23242

Peak Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:00	917	07:00	1104	07:00	2021
P.M.	17:00	1325	16:30	841	17:00	2143
Daily	17:00	1325	07:00	1104	17:00	2143
Truck %	9.00		11.00		10.00	

Classification Summary Database																	
Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot Trk	Total Vol
E	69	8220	2446	135	373	45	11	120	285	31	0	0	2	0	1	1002	11738
W	80	7330	2875	125	370	98	47	140	393	42	0	0	0	0	4	1215	11504

# Florida Department of Transportation

November 12, 2007

County <b>10</b>	Station <b>9920</b>	Site Description: _____
Start Date <b>November 07, 2007</b>		Start Time <b>00:00</b>
Roadway ID: 10000000		

Time	Direction: E					Direction: W					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	18	5	13	8	44	20	13	7	4	44	88
01:00	9	11	3	6	29	13	13	8	9	43	72
02:00	5	4	8	9	26	8	15	11	15	49	75
03:00	2	7	13	11	33	12	13	11	13	49	82
04:00	18	16	20	28	82	9	16	31	34	90	172
05:00	24	30	51	71	176	63	79	108	145	395	571
06:00	99	140	182	199	620	172	199	232	197	800	1420
07:00	234	270	222	223	949	246	308	335	319	1208	2157
08:00	195	184	203	180	762	245	215	236	203	899	1661
09:00	153	160	136	137	586	157	153	148	172	630	1216
10:00	146	163	146	134	589	143	134	132	141	550	1139
11:00	142	155	158	159	614	148	133	153	147	581	1195
12:00	170	162	145	149	626	140	119	175	151	585	1211
13:00	151	149	144	149	593	153	165	139	154	611	1204
14:00	176	165	170	189	700	148	186	213	187	734	1434
15:00	222	204	271	210	907	197	183	162	182	724	1631
16:00	229	205	228	229	891	160	181	237	220	798	1689
17:00	285	299	318	268	1170	221	208	230	271	930	2100
18:00	264	215	183	154	816	199	211	146	142	698	1514
19:00	151	114	97	100	462	144	145	130	105	524	986
20:00	78	92	73	82	325	117	107	98	102	424	749
21:00	59	55	50	49	213	95	60	51	41	247	460
22:00	40	53	42	38	173	59	29	48	34	170	343
23:00	45	28	21	25	119	28	14	13	17	72	191
	24 Hour Total				11505	24 Hour Total				11855	23360

Peak Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:00	949	07:00	1208	07:00	2157
P.M.	17:00	1170	17:00	930	17:00	2100
Daily	17:00	1170	07:00	1208	07:00	2157
Truck %	9.00		11.00		10.00	

Classification Summary Database																	
Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot Trk	Total Vol
E	67	8267	2162	140	319	79	7	127	313	18	2	1	2	0	1	1008	11505
W	61	8537	1978	159	421	137	21	151	349	23	17	0	0	0	1	1278	11855



# Florida Department of Transportation

November 12, 2007

County <b>10</b>	Station <b>9920</b>	Site Description: <b>BIG BEND RD E/O US-41</b>
Start Date <b>November 08, 2007</b>	Start Time <b>00:00</b>	Roadway ID: 10000000

Time	Direction: E					Direction: W					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	18	11	22	9	60	20	11	18	12	61	121
01:00	18	11	21	12	62	5	18	7	9	39	101
02:00	11	5	8	11	35	11	11	12	23	57	92
03:00	15	17	21	17	70	13	17	12	13	55	125
04:00	7	17	23	21	68	15	22	38	41	116	184
05:00	28	45	60	79	212	56	79	94	156	385	597
06:00	107	124	141	221	593	171	206	270	248	895	1488
07:00	250	270	235	197	952	261	311	313	320	1205	2157
08:00	197	175	188	212	772	241	194	183	212	830	1602
09:00	154	146	187	153	640	177	172	130	156	635	1275
10:00	176	160	136	133	605	166	159	149	160	634	1239
11:00	154	157	178	171	660	157	156	167	155	635	1295
12:00	182	162	149	166	659	155	164	138	129	586	1245
13:00	169	152	169	200	690	136	144	161	159	600	1290
14:00	188	201	186	169	744	150	170	177	160	657	1401
15:00	233	204	269	232	938	205	205	170	150	730	1668
16:00	220	222	275	255	972	165	181	213	213	772	1744
17:00	306	322	353	281	1262	211	202	226	249	888	2150
18:00	276	227	212	167	882	212	192	193	145	742	1624
19:00	150	112	130	109	501	132	130	122	133	517	1018
20:00	112	93	87	90	382	122	124	119	95	460	842
21:00	85	74	49	65	273	50	52	48	42	192	465
22:00	75	38	36	39	188	48	39	41	37	165	353
23:00	39	38	36	27	140	34	26	23	17	100	240
	24 Hour Total				12360	24 Hour Total				11956	24316

Peak Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	06:45	976	07:00	1205	07:00	2157
P.M.	17:00	1262	17:15	889	17:00	2150
Daily	17:00	1262	07:00	1205	07:00	2157
Truck %	7.00		13.00		10.00	

Classification Summary Database																	
Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot Trk	Total Vol
E	63	10156	1212	104	215	93	4	79	322	16	78	0	1	0	17	912	12360
W	71	8526	1762	145	567	183	16	141	418	32	84	0	3	0	8	1589	11956

# Florida Department of Transportation

November 12, 2007

County <b>10</b>	Station <b>9922</b>	Site Description: _____
		BIG BEND RD W/O US-41
Start Date <b>November 06, 2007</b>	Start Time <b>00:00</b>	Roadway ID: 10000000

Time	Direction: E					Direction: W					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	0	2	1	0	3	1	0	0	0	1	4
01:00	0	0	0	0	0	3	1	0	1	5	5
02:00	1	0	0	0	1	0	2	2	1	5	6
03:00	0	0	0	0	0	1	0	0	2	3	3
04:00	1	0	1	2	4	1	0	1	7	9	13
05:00	7	7	10	14	38	13	25	21	51	110	148
06:00	13	14	20	32	79	91	100	118	62	371	450
07:00	38	34	44	31	147	48	49	44	47	188	335
08:00	41	22	21	24	108	24	22	31	32	109	217
09:00	38	21	30	24	113	53	26	27	30	136	249
10:00	23	19	18	31	91	38	32	34	24	128	219
11:00	13	28	24	40	105	23	23	24	37	107	212
12:00	39	16	21	26	102	26	40	26	25	117	219
13:00	21	24	24	16	85	31	35	21	28	115	200
14:00	24	22	42	27	115	32	40	38	34	144	259
15:00	95	52	84	48	279	27	41	33	41	142	421
16:00	52	16	38	44	150	25	38	36	35	134	284
17:00	54	97	74	33	258	60	56	51	41	208	466
18:00	19	22	14	18	73	37	35	25	22	119	192
19:00	6	7	7	3	23	26	21	18	12	77	100
20:00	6	7	7	6	26	9	18	16	12	55	81
21:00	6	6	3	3	18	11	9	14	4	38	56
22:00	1	0	1	2	4	10	4	9	6	29	33
23:00	1	5	4	7	17	3	1	4	5	13	30
	24 Hour Total				1839	24 Hour Total				2363	4202

Peak Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:15	150	06:00	371	06:00	450
P.M.	15:00	279	17:00	208	16:45	471
Daily	15:00	279	06:00	371	16:45	471
Truck %	16.00		15.00		15.00	

Classification Summary Database																	
Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot Trk	Total Vol
E	9	1083	455	16	84	15	0	67	75	30	0	0	5	0	0	292	1839
W	8	1414	583	12	113	14	4	76	118	21	0	0	0	0	0	358	2363

# Florida Department of Transportation

November 12, 2007

County <b>10</b>	Station <b>9922</b>	Site Description: _____
Start Date <b>November 07, 2007</b>		Start Time <b>00:00</b>
Roadway ID: 10000000		

Time	Direction: E					Direction: W					Combined Total	
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total		
00:00	3	2	0	1	6	0	3	3	1	7	13	
01:00	1	1	0	0	2	1	1	0	1	3	5	
02:00	1	2	0	0	3	0	0	2	2	4	7	
03:00	0	0	0	0	0	0	2	1	0	3	3	
04:00	0	1	0	2	3	1	2	2	7	12	15	
05:00	3	12	7	8	30	15	15	33	72	135	165	
06:00	6	17	22	49	94	81	104	132	62	379	473	
07:00	37	37	43	30	147	33	66	45	46	190	337	
08:00	38	26	22	24	110	30	24	23	38	115	225	
09:00	26	29	22	20	97	30	33	22	28	113	210	
10:00	14	14	23	18	69	24	26	27	33	110	179	
11:00	22	21	21	30	94	30	22	30	30	112	206	
12:00	44	32	14	24	114	32	27	41	21	121	235	
13:00	22	23	16	10	71	29	37	29	26	121	192	
14:00	28	28	37	44	137	32	36	35	27	130	267	
15:00	59	74	76	37	246	29	38	38	46	151	397	
16:00	37	38	50	36	161	37	33	44	53	167	328	
17:00	56	76	70	29	231	38	50	50	48	186	417	
18:00	33	17	20	17	87	34	23	30	24	111	198	
19:00	6	8	5	6	25	24	13	17	9	63	88	
20:00	12	7	9	9	37	7	11	20	9	47	84	
21:00	9	5	3	4	21	11	18	8	7	44	65	
22:00	5	0	1	4	10	9	6	7	6	28	38	
23:00	4	5	4	4	17	2	3	6	3	14	31	
24 Hour Total					1812	24 Hour Total					2366	4178

Peak Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	06:45	166	05:45	389	06:00	473
P.M.	14:45	253	16:45	191	16:45	429
Daily	14:45	253	05:45	389	06:00	473
Truck %	14.00		14.00		14.00	

Classification Summary Database																	
Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot Trk	Total Vol
E	16	1099	451	20	71	18	1	69	49	16	0	0	2	0	0	246	1812
W	12	1439	591	19	104	17	1	82	84	15	1	0	1	0	0	324	2366

# Florida Department of Transportation

November 12, 2007

County <b>10</b>	Station <b>9922</b>	Site Description: _____
		BIG BEND RD W/O US-41
Start Date <b>November 08, 2007</b>	Start Time <b>00:00</b>	Roadway ID: 10000000

Time	Direction: E					Direction: W					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	3	0	1	2	6	0	1	2	1	4	10
01:00	0	1	1	1	3	1	1	1	0	3	6
02:00	0	0	0	1	1	3	0	1	0	4	5
03:00	0	0	0	0	0	0	2	0	0	2	2
04:00	0	1	1	3	5	1	2	1	6	10	15
05:00	3	10	11	12	36	12	20	35	46	113	149
06:00	11	13	27	29	80	92	101	128	65	386	466
07:00	42	42	41	26	151	37	53	41	42	173	324
08:00	32	22	22	16	92	21	24	22	41	108	200
09:00	31	22	20	22	95	30	22	28	30	110	205
10:00	16	11	28	18	73	29	24	20	26	99	172
11:00	33	20	32	38	123	24	30	25	37	116	239
12:00	36	25	23	14	98	39	32	41	24	136	234
13:00	19	15	18	18	70	31	32	38	31	132	202
14:00	17	33	39	33	122	34	35	34	29	132	254
15:00	91	45	79	38	253	38	32	28	33	131	384
16:00	34	21	26	19	100	25	39	33	42	139	239
17:00	61	96	69	20	246	46	61	48	45	200	446
18:00	25	21	9	9	64	36	28	21	26	111	175
19:00	11	6	7	5	29	17	13	14	10	54	83
20:00	4	6	1	4	15	12	15	15	11	53	68
21:00	3	2	2	6	13	11	13	13	5	42	55
22:00	2	5	2	2	11	2	8	5	7	22	33
23:00	3	6	2	3	14	2	8	0	6	16	30
	24 Hour Total				1700	24 Hour Total				2296	3996

Peak Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	06:45	154	06:00	386	06:00	466
P.M.	15:00	253	17:00	200	17:00	446
Daily	15:00	253	06:00	386	06:00	466
Truck %	15.00		15.00		15.00	

Classification Summary Database																	
Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot Trk	Total Vol
E	10	1008	423	19	68	14	1	74	77	4	0	0	2	3	0	259	1703
W	11	1366	585	16	90	15	2	84	106	21	0	0	0	0	0	334	2296

**US-41**

**AT**

**APOLLO BEACH BLVD**

# Florida Department of Transportation

November 12, 2007

County <b>10</b>	Station <b>9917</b>	Site Description: <b>US-41 N/O APOLLO BEACH BLVD</b>
Start Date <b>November 06, 2007</b>	Start Time <b>00:00</b>	Roadway ID: 10000000

Time	Direction: N					Direction: S					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	16	12	12	12	52	18	16	14	14	62	114
01:00	15	8	5	4	32	7	5	10	8	30	62
02:00	7	5	10	6	28	7	10	9	6	32	60
03:00	10	9	12	12	43	5	5	8	6	24	67
04:00	18	29	29	46	122	6	8	12	8	34	156
05:00	37	84	129	151	401	13	20	41	51	125	526
06:00	259	268	329	354	1210	59	87	105	141	392	1602
07:00	374	355	332	341	1402	152	166	221	190	729	2131
08:00	272	242	246	201	961	186	189	191	209	775	1736
09:00	225	197	191	190	803	166	159	161	205	691	1494
10:00	191	222	169	173	755	145	151	148	185	629	1384
11:00	212	210	173	218	813	174	179	178	166	697	1510
12:00	198	156	180	191	725	196	179	175	168	718	1443
13:00	212	190	228	195	825	175	175	190	177	717	1542
14:00	194	209	202	244	849	166	207	233	218	824	1673
15:00	224	171	219	249	863	250	251	263	266	1030	1893
16:00	202	253	234	221	910	274	288	271	323	1156	2066
17:00	287	249	280	261	1077	318	323	341	323	1305	2382
18:00	203	174	144	138	659	276	297	249	187	1009	1668
19:00	118	107	104	85	414	203	157	141	123	624	1038
20:00	105	81	77	52	315	152	118	96	103	469	784
21:00	55	47	51	57	210	110	89	90	68	357	567
22:00	33	34	48	35	150	88	60	48	39	235	385
23:00	32	22	33	11	98	22	42	36	32	132	230
	24 Hour Total				13717	24 Hour Total				12796	26513

Peak Information						
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	06:45	1415	07:30	786	07:00	2131
P.M.	17:00	1077	16:45	1305	17:00	2382
Daily	06:45	1415	16:45	1305	17:00	2382
Truck %	7.00		7.00		7.00	

Classification Summary Database																	
Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot Trk	Total Vol
N	89	9624	3066	110	409	108	26	127	145	12	0	0	1	0	0	938	13717
S	93	8978	2809	96	458	110	21	119	96	15	1	0	0	0	0	916	12796

# Florida Department of Transportation

November 12, 2007

County <b>10</b>	Station <b>9917</b>	Site Description: <b>US-41 N/O APOLLO BEACH BLVD</b>
Start Date <b>November 07, 2007</b>	Start Time <b>00:00</b>	Roadway ID: 10000000

Time	Direction: N					Direction: S					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	15	12	20	10	57	38	13	18	14	83	140
01:00	9	13	4	9	35	12	10	7	10	39	74
02:00	4	7	13	4	28	12	7	8	10	37	65
03:00	3	8	11	10	32	8	7	12	6	33	65
04:00	18	28	30	40	116	11	4	14	9	38	154
05:00	61	82	111	151	405	26	25	34	55	140	545
06:00	241	286	286	373	1186	68	69	118	123	378	1564
07:00	374	336	321	325	1356	158	189	213	235	795	2151
08:00	311	256	252	207	1026	202	191	176	190	759	1785
09:00	209	201	194	193	797	158	165	149	164	636	1433
10:00	186	187	208	194	775	168	146	145	170	629	1404
11:00	216	198	181	202	797	201	150	189	194	734	1531
12:00	202	233	191	210	836	209	191	214	177	791	1627
13:00	207	191	218	221	837	185	169	211	194	759	1596
14:00	224	232	219	220	895	169	184	243	217	813	1708
15:00	231	232	235	211	909	261	264	251	255	1031	1940
16:00	230	237	213	233	913	254	274	267	312	1107	2020
17:00	284	284	247	233	1048	362	299	396	349	1406	2454
18:00	238	202	159	169	768	271	270	217	180	938	1706
19:00	137	104	106	81	428	175	148	151	139	613	1041
20:00	85	85	107	78	355	109	115	123	117	464	819
21:00	76	74	42	44	236	96	115	81	69	361	597
22:00	36	43	49	27	155	70	68	69	48	255	410
23:00	27	21	17	22	87	40	35	39	36	150	237
	24 Hour Total				14077	24 Hour Total				12989	27066

Peak Information						
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	06:45	1404	07:30	841	07:00	2151
P.M.	16:45	1048	17:00	1406	17:00	2454
Daily	06:45	1404	17:00	1406	17:00	2454
Truck %	7.00		7.00		7.00	

Classification Summary Database																	
Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot Trk	Total Vol
N	85	9746	3238	112	441	145	29	138	133	6	0	0	3	0	1	1007	14077
S	92	9086	2895	107	422	143	16	128	88	10	1	0	1	0	0	916	12989

# Florida Department of Transportation

November 12, 2007

County <b>10</b>	Station <b>9917</b>	Site Description: <b>US-41 N/O APOLLO BEACH BLVD</b>
Start Date <b>November 08, 2007</b>	Start Time <b>00:00</b>	Roadway ID: 10000000

Time	Direction: N					Direction: S					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	10	12	9	7	38	39	18	21	14	92	130
01:00	4	6	7	10	27	14	14	11	8	47	74
02:00	5	8	12	5	30	12	11	8	9	40	70
03:00	10	10	17	13	50	9	11	4	11	35	85
04:00	12	23	29	29	93	10	14	13	12	49	142
05:00	68	88	125	158	439	15	24	36	42	117	556
06:00	244	257	314	356	1171	71	68	125	135	399	1570
07:00	357	332	311	273	1273	150	187	213	211	761	2034
08:00	259	264	224	239	986	197	182	176	200	755	1741
09:00	212	196	205	188	801	158	167	160	167	652	1453
10:00	214	202	160	193	769	154	181	159	186	680	1449
11:00	209	208	235	211	863	178	155	124	216	673	1536
12:00	225	192	210	194	821	215	200	217	167	799	1620
13:00	224	192	211	241	868	191	191	233	165	780	1648
14:00	257	233	193	209	892	169	210	229	241	849	1741
15:00	207	217	218	231	873	255	296	261	267	1079	1952
16:00	224	211	244	267	946	259	296	250	297	1102	2048
17:00	280	227	237	233	977	366	315	325	324	1330	2307
18:00	230	192	172	136	730	268	270	244	214	996	1726
19:00	126	118	98	80	422	186	175	164	141	666	1088
20:00	81	77	77	77	312	120	152	124	112	508	820
21:00	75	79	71	48	273	94	113	91	77	375	648
22:00	55	30	27	28	140	77	52	59	59	247	387
23:00	35	18	31	7	91	33	36	31	27	127	218
	24 Hour Total				13885	24 Hour Total				13158	27043

Peak Information						
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	06:30	1359	11:45	848	06:45	2041
P.M.	16:30	1018	17:00	1330	16:45	2314
Daily	06:30	1359	17:00	1330	16:45	2314
Truck %	7.00		7.00		7.00	

Classification Summary Database																	
Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot Trk	Total Vol
N	80	9687	3123	112	473	96	31	137	130	13	1	0	1	0	1	994	13885
S	88	9274	2886	97	447	106	11	136	106	2	3	0	2	0	0	910	13158



# Florida Department of Transportation

November 12, 2007

County <b>10</b>	Station <b>9916</b>	Site Description: <b>US-41 S/O APOLLO BEACH BLVD</b>
Start Date <b>November 06, 2007</b>	Start Time <b>00:00</b>	Roadway ID: 10000000

Time	Direction: N					Direction: S					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	18	15	13	11	57	16	12	17	15	60	117
01:00	14	8	8	4	34	8	3	11	9	31	65
02:00	9	9	11	8	37	6	9	6	8	29	66
03:00	4	9	11	17	41	6	4	10	10	30	71
04:00	19	29	31	50	129	15	13	16	13	57	186
05:00	36	78	116	153	383	17	22	36	56	131	514
06:00	247	254	306	314	1121	66	91	115	147	419	1540
07:00	346	374	393	382	1495	183	210	268	262	923	2418
08:00	296	246	250	243	1035	246	210	199	207	862	1897
09:00	255	218	226	218	917	196	177	206	224	803	1720
10:00	194	222	192	194	802	168	190	183	205	746	1548
11:00	237	231	204	236	908	220	203	204	212	839	1747
12:00	232	207	212	214	865	249	233	219	222	923	1788
13:00	252	201	264	236	953	205	207	212	212	836	1789
14:00	240	251	217	243	951	214	252	338	283	1087	2038
15:00	218	206	261	256	941	284	271	293	289	1137	2078
16:00	222	288	273	270	1053	318	332	325	360	1335	2388
17:00	318	302	309	295	1224	375	359	390	368	1492	2716
18:00	239	199	167	157	762	340	299	270	224	1133	1895
19:00	135	106	116	81	438	211	177	174	160	722	1160
20:00	105	82	83	58	328	168	157	127	121	573	901
21:00	50	51	53	61	215	125	102	88	81	396	611
22:00	36	35	56	37	164	86	68	54	32	240	404
23:00	27	22	29	18	96	23	43	35	33	134	230
	24 Hour Total				14949	24 Hour Total				14938	29887

Peak Information						
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:00	1495	07:15	986	07:15	2431
P.M.	17:00	1224	17:00	1492	17:00	2716
Daily	07:00	1495	17:00	1492	17:00	2716
Truck %	7.00		7.00		7.00	

Classification Summary Database																	
Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot Trk	Total Vol
N	120	10466	3339	119	501	99	25	133	133	8	0	0	4	0	2	1022	14949
S	100	9856	3964	98	555	91	21	133	103	13	1	0	1	0	2	1016	14938

# Florida Department of Transportation

November 12, 2007

County <b>10</b>	Station <b>9916</b>	Site Description: <b>US-41 S/O APOLLO BEACH BLVD</b>
Start Date <b>November 07, 2007</b>	Start Time <b>00:00</b>	Roadway ID: 10000000

Time	Direction: N					Direction: S					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	17	14	21	15	67	36	12	18	12	78	145
01:00	11	10	3	10	34	12	12	8	10	42	76
02:00	6	10	14	8	38	6	8	5	8	27	65
03:00	7	7	9	11	34	9	8	15	13	45	79
04:00	18	28	32	38	116	16	9	21	11	57	173
05:00	64	75	106	155	400	27	31	35	53	146	546
06:00	235	269	277	338	1119	79	67	133	138	417	1536
07:00	360	351	370	381	1462	202	226	280	294	1002	2464
08:00	315	267	250	236	1068	261	219	194	199	873	1941
09:00	234	220	227	224	905	197	179	165	191	732	1637
10:00	191	204	241	218	854	198	188	182	202	770	1624
11:00	245	228	215	246	934	234	177	224	231	866	1800
12:00	239	238	210	237	924	252	244	238	225	959	1883
13:00	238	232	236	233	939	222	223	241	219	905	1844
14:00	268	266	245	245	1024	195	235	302	294	1026	2050
15:00	259	281	272	251	1063	297	293	297	290	1177	2240
16:00	255	271	248	262	1036	307	282	347	337	1273	2309
17:00	314	301	279	260	1154	428	374	421	391	1614	2768
18:00	260	220	179	175	834	328	310	244	222	1104	1938
19:00	132	103	114	99	448	182	172	173	158	685	1133
20:00	109	113	124	89	435	135	128	149	119	531	966
21:00	91	81	47	44	263	104	120	91	73	388	651
22:00	28	45	51	21	145	82	68	64	54	268	413
23:00	28	18	21	25	92	41	32	41	35	149	241
	24 Hour Total				15388	24 Hour Total				15134	30522

Peak Information						
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:00	1462	07:15	1061	07:15	2478
P.M.	16:45	1156	17:00	1614	17:00	2768
Daily	07:00	1462	17:00	1614	17:00	2768
Truck %	7.00		7.00		7.00	

Classification Summary Database																	
Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot Trk	Total Vol
N	115	10671	3498	123	538	141	32	133	129	5	0	0	1	0	2	1102	15388
S	92	9936	4053	114	562	119	14	143	87	9	1	0	3	0	1	1052	15134

# Florida Department of Transportation

November 12, 2007

County <b>10</b>	Station <b>9916</b>	Site Description: <b>US-41 S/O APOLLO BEACH BLVD</b>
Start Date <b>November 08, 2007</b>	Start Time <b>00:00</b>	Roadway ID: 10000000

Time	Direction: N					Direction: S					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	10	13	10	12	45	41	19	19	15	94	139
01:00	7	5	8	8	28	15	16	10	8	49	77
02:00	6	12	13	6	37	11	12	8	9	40	77
03:00	14	7	16	14	51	8	12	9	22	51	102
04:00	12	24	25	23	84	17	17	18	14	66	150
05:00	70	73	121	151	415	19	21	33	51	124	539
06:00	246	237	298	334	1115	76	79	135	150	440	1555
07:00	344	378	355	363	1440	172	230	254	302	958	2398
08:00	279	262	241	265	1047	236	200	212	219	867	1914
09:00	226	223	231	216	896	183	199	202	190	774	1670
10:00	238	191	198	207	834	192	183	204	216	795	1629
11:00	234	239	249	232	954	190	182	175	233	780	1734
12:00	228	238	213	228	907	270	235	239	222	966	1873
13:00	243	216	244	300	1003	217	236	271	201	925	1928
14:00	285	272	230	236	1023	197	242	305	264	1008	2031
15:00	235	233	254	271	993	276	338	317	319	1250	2243
16:00	225	215	270	299	1009	312	314	320	318	1264	2273
17:00	310	264	289	269	1132	434	370	397	378	1579	2711
18:00	278	233	180	165	856	316	284	289	253	1142	1998
19:00	133	136	117	91	477	214	187	188	180	769	1246
20:00	85	71	65	81	302	182	179	139	130	630	932
21:00	79	89	71	55	294	114	118	111	77	420	714
22:00	45	33	29	30	137	83	55	67	58	263	400
23:00	38	21	34	11	104	34	35	31	29	129	233
	24 Hour Total				15183	24 Hour Total				15383	30566

Peak Information						
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:00	1440	07:15	1022	07:00	2398
P.M.	16:45	1162	17:00	1579	17:00	2711
Daily	07:00	1440	17:00	1579	17:00	2711
Truck %	7.00		7.00		7.00	

Classification Summary Database																	
Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot Trk	Total Vol
N	103	10584	3432	114	558	97	29	137	120	6	1	0	1	0	1	1063	15183
S	93	10216	4014	99	581	97	10	150	115	2	3	0	3	0	0	1060	15383

# Florida Department of Transportation

November 12, 2007

County <b>10</b>	Station <b>9918</b>	Site Description: <b>APOLLO BEACH BLVD W/O US-41</b>
Start Date <b>November 06, 2007</b>	Start Time <b>00:00</b>	Roadway ID: 10000000

Time	Direction: E					Direction: W					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	3	3	5	4	15	7	10	3	4	24	39
01:00	3	1	2	3	9	2	4	5	4	15	24
02:00	1	1	4	5	11	1	7	6	4	18	29
03:00	8	7	7	7	29	3	10	10	6	29	58
04:00	7	7	8	7	29	3	3	12	5	23	52
05:00	7	19	25	14	65	2	11	16	18	47	112
06:00	42	54	67	88	251	26	30	49	56	161	412
07:00	100	115	144	168	527	63	117	136	184	500	1027
08:00	128	99	102	83	412	108	98	104	138	448	860
09:00	110	93	126	101	430	103	104	110	120	437	867
10:00	108	121	102	94	425	89	103	101	101	394	819
11:00	120	103	83	136	442	106	112	108	117	443	885
12:00	131	131	123	120	505	132	133	120	114	499	1004
13:00	109	92	114	113	428	121	87	135	140	483	911
14:00	125	158	205	140	628	158	145	133	95	531	1159
15:00	134	121	115	148	518	118	131	122	135	506	1024
16:00	119	129	111	123	482	109	132	133	146	520	1002
17:00	132	139	126	132	529	150	147	151	135	583	1112
18:00	119	95	96	97	407	99	122	106	111	438	845
19:00	51	74	65	65	255	80	56	72	38	246	501
20:00	82	66	53	33	234	63	48	57	32	200	434
21:00	58	36	18	22	134	41	34	26	21	122	256
22:00	23	13	8	6	50	29	17	15	16	77	127
23:00	10	7	6	9	32	10	7	6	10	33	65
	24 Hour Total				6847	24 Hour Total				6777	13624

Peak Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:15	555	07:15	545	07:15	1100
P.M.	14:15	637	16:45	594	13:45	1177
Daily	14:15	637	16:45	594	13:45	1177
Truck %	3.00		3.00		3.00	

Classification Summary Database																	
Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot Trk	Total Vol
E	57	5329	1256	25	138	27	2	8	5	0	0	0	0	0	0	205	6847
W	41	5355	1179	28	123	25	9	7	9	1	0	0	0	0	0	202	6777

# Florida Department of Transportation

November 12, 2007

County <b>10</b>	Station <b>9918</b>	Site Description: <b>APOLLO BEACH BLVD W/O US-41</b>
Start Date <b>November 07, 2007</b>	Start Time <b>00:00</b>	Roadway ID: 10000000

Time	Direction: E					Direction: W					Combined Total	
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total		
00:00	4	9	2	2	17	11	7	6	6	30	47	
01:00	2	7	2	0	11	3	4	1	2	10	21	
02:00	1	2	3	1	7	7	4	10	4	25	32	
03:00	6	3	9	11	29	7	8	2	4	21	50	
04:00	7	13	9	5	34	2	12	7	2	23	57	
05:00	13	23	19	25	80	17	17	11	19	64	144	
06:00	52	45	68	93	258	37	27	46	55	165	423	
07:00	125	121	150	160	556	75	111	144	169	499	1055	
08:00	139	106	92	88	425	106	102	80	111	399	824	
09:00	100	88	84	89	361	109	95	112	105	421	782	
10:00	104	114	85	112	415	104	92	82	105	383	798	
11:00	113	88	106	114	421	103	114	134	125	476	897	
12:00	126	127	106	123	482	135	107	99	112	453	935	
13:00	123	136	118	127	504	131	132	117	139	519	1023	
14:00	95	140	135	121	491	131	139	117	102	489	980	
15:00	103	109	134	119	465	111	126	138	132	507	972	
16:00	119	110	117	121	467	104	122	118	108	452	919	
17:00	145	160	132	118	555	144	137	130	176	587	1142	
18:00	131	108	79	90	408	122	116	103	78	419	827	
19:00	94	69	75	40	278	93	76	69	62	300	578	
20:00	44	39	46	33	162	55	60	63	45	223	385	
21:00	38	36	27	28	129	49	41	30	33	153	282	
22:00	34	15	14	11	74	24	18	24	5	71	145	
23:00	6	3	8	8	25	13	3	9	11	36	61	
24 Hour Total					6654	24 Hour Total					6725	13379

Peak Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:15	570	07:15	530	07:15	1100
P.M.	16:45	558	17:00	587	17:00	1142
Daily	07:15	570	17:00	587	17:00	1142
Truck %	4.00		3.00		3.00	

Classification Summary Database																	
Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot Trk	Total Vol
E	50	5184	1181	31	159	26	1	18	4	0	0	0	0	0	0	239	6654
W	50	5301	1176	24	119	25	11	11	7	1	0	0	0	0	0	198	6725

# Florida Department of Transportation

November 12, 2007

County <b>10</b>	Station <b>9918</b>	Site Description: <b>APOLLO BEACH BLVD W/O US-41</b>
Start Date <b>November 08, 2007</b>	Start Time <b>00:00</b>	Roadway ID: 10000000

Time	Direction: E					Direction: W					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	8	5	1	3	17	5	8	4	4	21	38
01:00	1	4	4	5	14	2	3	11	5	21	35
02:00	2	0	3	4	9	2	6	4	4	16	25
03:00	3	10	10	8	31	10	4	8	3	25	56
04:00	11	6	16	9	42	4	15	3	4	26	68
05:00	14	19	22	21	76	3	18	12	18	51	127
06:00	37	47	86	78	248	27	27	46	52	152	400
07:00	93	105	135	169	502	66	135	134	169	504	1006
08:00	114	106	108	91	419	112	97	103	111	423	842
09:00	99	81	99	95	374	96	89	79	110	374	748
10:00	110	90	103	90	393	119	84	101	96	400	793
11:00	94	107	136	130	467	111	103	99	129	442	909
12:00	138	100	108	128	474	100	130	109	115	454	928
13:00	104	126	116	116	462	110	115	123	144	492	954
14:00	118	143	154	114	529	136	150	117	138	541	1070
15:00	142	129	135	135	541	129	136	131	130	526	1067
16:00	152	150	136	122	560	115	127	126	135	503	1063
17:00	163	150	132	116	561	150	165	142	145	602	1163
18:00	129	95	114	103	441	154	134	105	99	492	933
19:00	86	60	59	68	273	75	73	65	50	263	536
20:00	98	63	62	47	270	61	53	38	42	194	464
21:00	36	30	39	21	126	37	37	35	25	134	260
22:00	21	18	15	19	73	19	23	14	14	70	143
23:00	15	4	8	7	34	26	8	14	12	60	94
	24 Hour Total				6936	24 Hour Total				6786	13722

Peak Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:30	524	07:15	550	07:15	1073
P.M.	15:45	573	17:15	606	17:00	1163
Daily	15:45	573	17:15	606	17:00	1163
Truck %	3.00		3.00		3.00	

Classification Summary Database																	
Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot Trk	Total Vol
E	46	5399	1257	20	160	26	1	24	3	0	0	0	0	0	0	234	6936
W	39	5354	1193	20	124	14	12	19	10	1	0	0	0	0	0	200	6786

***US-41***

***AT***

***MIRABAY BLVD***

# Florida Department of Transportation

November 12, 2007

County <b>10</b>	Station <b>9909</b>	Site Description: _____
Start Date <b>November 06, 2007</b>		Start Time <b>00:00</b>
Roadway ID: 10000000		

Time	Direction: N					Direction: S					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	10	14	10	13	47	9	12	10	9	40	87
01:00	8	7	4	3	22	7	2	9	9	27	49
02:00	8	8	10	5	31	6	6	2	5	19	50
03:00	3	7	8	14	32	6	4	11	10	31	63
04:00	17	25	21	38	101	11	13	15	13	52	153
05:00	26	66	88	130	310	21	20	43	51	135	445
06:00	166	191	226	202	785	70	92	112	134	408	1193
07:00	243	266	324	291	1124	175	202	204	238	819	1943
08:00	227	200	199	169	795	233	169	174	186	762	1557
09:00	187	175	171	197	730	182	145	206	172	705	1435
10:00	148	185	164	183	680	176	157	160	151	644	1324
11:00	201	196	173	211	781	202	159	187	177	725	1506
12:00	205	183	184	189	761	203	188	171	165	727	1488
13:00	215	189	237	193	834	172	177	168	178	695	1529
14:00	197	204	207	211	819	193	169	237	254	853	1672
15:00	186	193	217	222	818	238	203	227	228	896	1714
16:00	212	260	226	238	936	256	247	207	256	966	1902
17:00	296	284	240	250	1070	318	265	281	273	1137	2207
18:00	179	171	141	124	615	249	198	200	179	826	1441
19:00	139	85	83	66	373	131	128	101	121	481	854
20:00	95	66	70	52	283	119	108	85	64	376	659
21:00	47	51	51	46	195	75	67	75	54	271	466
22:00	32	24	24	21	101	54	41	70	29	194	295
23:00	21	17	19	8	65	11	32	24	19	86	151
	24 Hour Total				12308	24 Hour Total				11875	24183

Peak Information						
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:00	1124	07:15	877	07:15	1985
P.M.	17:00	1070	17:00	1137	17:00	2207
Daily	07:00	1124	17:00	1137	17:00	2207
Truck %	7.00		7.00		7.00	

Classification Summary Database																	
Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot Trk	Total Vol
N	85	8666	2741	100	341	74	27	120	140	9	0	0	4	0	1	815	12308
S	75	8303	2647	82	421	86	18	115	118	9	1	0	0	0	0	850	11875



# Florida Department of Transportation

November 12, 2007

County <b>10</b>	Station <b>9909</b>	Site Description: _____
Start Date <b>November 07, 2007</b>		Start Time <b>00:00</b>
Roadway ID: 10000000		

Time	Direction: N					Direction: S					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	10	18	17	8	53	25	13	12	8	58	111
01:00	10	7	2	3	22	11	3	3	6	23	45
02:00	3	10	13	8	34	8	9	3	6	26	60
03:00	6	6	7	13	32	3	11	10	10	34	66
04:00	15	23	26	26	90	14	13	23	13	63	153
05:00	39	51	90	117	297	22	29	44	44	139	436
06:00	176	175	207	238	796	93	72	114	155	434	1230
07:00	250	262	288	299	1099	177	210	238	239	864	1963
08:00	236	203	188	196	823	230	181	172	164	747	1570
09:00	159	192	199	186	736	165	160	148	162	635	1371
10:00	156	172	206	185	719	184	166	158	156	664	1383
11:00	191	201	214	222	828	190	162	191	194	737	1565
12:00	228	195	189	187	799	208	211	203	202	824	1623
13:00	203	189	197	213	802	178	183	217	183	761	1563
14:00	238	213	198	215	864	155	173	236	226	790	1654
15:00	247	249	248	212	956	222	226	223	234	905	1861
16:00	241	257	235	254	987	242	231	244	231	948	1935
17:00	289	276	234	217	1016	310	299	290	278	1177	2193
18:00	204	186	137	138	665	250	230	171	171	822	1487
19:00	107	90	97	83	377	138	125	100	98	461	838
20:00	107	76	94	74	351	91	108	106	90	395	746
21:00	76	71	40	46	233	81	73	63	54	271	504
22:00	30	36	44	18	128	58	47	52	32	189	317
23:00	19	19	23	14	75	34	21	31	29	115	190
	24 Hour Total				12782	24 Hour Total				12082	24864

Peak Information						
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:00	1099	07:15	917	07:15	2002
P.M.	16:30	1054	17:00	1177	17:00	2193
Daily	07:00	1099	17:00	1177	17:00	2193
Truck %	7.00		7.00		7.00	

Classification Summary Database																	
Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot Trk	Total Vol
N	72	8900	2919	97	382	111	31	129	136	4	1	0	0	0	0	891	12782
S	76	8325	2791	87	436	112	17	132	94	10	1	0	0	0	1	889	12082

# Florida Department of Transportation

November 12, 2007

County <b>10</b>	Station <b>9909</b>	Site Description: _____
Start Date <b>November 08, 2007</b>		Start Time <b>00:00</b>
Roadway ID: 10000000		

Time	Direction: N					Direction: S					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	8	8	6	7	29	31	10	18	11	70	99
01:00	6	8	5	8	27	13	10	7	8	38	65
02:00	5	9	8	4	26	6	7	6	7	26	52
03:00	13	7	12	6	38	5	8	9	17	39	77
04:00	13	20	24	22	79	20	13	18	19	70	149
05:00	42	61	99	120	322	17	29	39	54	139	461
06:00	173	175	228	230	806	83	84	116	157	440	1246
07:00	235	253	301	266	1055	165	192	249	234	840	1895
08:00	215	205	174	201	795	205	173	187	191	756	1551
09:00	171	169	187	185	712	171	164	167	188	690	1402
10:00	187	168	166	184	705	194	145	177	175	691	1396
11:00	193	215	190	225	823	162	149	163	205	679	1502
12:00	204	189	210	191	794	202	197	183	221	803	1597
13:00	199	203	215	234	851	170	196	223	191	780	1631
14:00	247	233	189	198	867	189	188	241	232	850	1717
15:00	221	215	218	234	888	217	211	268	239	935	1823
16:00	205	225	240	287	957	234	238	223	242	937	1894
17:00	284	228	237	237	986	334	317	268	258	1177	2163
18:00	215	182	153	129	679	229	199	196	176	800	1479
19:00	109	125	99	89	422	155	143	134	125	557	979
20:00	72	73	70	76	291	113	146	94	91	444	735
21:00	60	63	45	48	216	84	99	78	64	325	541
22:00	34	30	32	30	126	58	49	53	37	197	323
23:00	45	40	40	18	143	39	39	31	19	128	271
	24 Hour Total				12637	24 Hour Total				12411	25048

Peak Information						
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:00	1055	07:15	880	07:15	1915
P.M.	16:30	1039	17:00	1177	16:45	2197
Daily	07:00	1055	17:00	1177	16:45	2197
Truck %	7.00		7.00		7.00	

Classification Summary Database																	
Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot Trk	Total Vol
N	77	8877	2826	96	382	82	24	128	136	5	1	0	2	0	1	856	12637
S	75	8632	2809	85	453	96	9	126	118	4	3	0	1	0	0	895	12411

# Florida Department of Transportation

November 12, 2007

County <b>10</b>	Station <b>9907</b>	Site Description: _____
Start Date <b>November 06, 2007</b>		Start Time <b>00:00</b>
Roadway ID: 10000000		

Time	Direction: N					Direction: S					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	10	12	11	16	49	8	11	11	5	35	84
01:00	7	8	4	4	23	8	1	9	9	27	50
02:00	8	7	9	5	29	4	5	3	6	18	47
03:00	3	8	7	13	31	4	7	9	10	30	61
04:00	17	24	25	30	96	11	13	14	13	51	147
05:00	23	62	81	126	292	20	19	43	57	139	431
06:00	162	183	202	186	733	72	93	109	151	425	1158
07:00	209	242	284	270	1005	193	205	211	220	829	1834
08:00	210	192	184	173	759	229	156	162	190	737	1496
09:00	172	170	162	183	687	180	161	201	177	719	1406
10:00	156	163	158	165	642	187	158	156	150	651	1293
11:00	194	186	163	224	767	195	148	191	178	712	1479
12:00	203	178	180	189	750	189	173	172	158	692	1442
13:00	180	192	225	200	797	182	176	172	181	711	1508
14:00	177	201	202	199	779	190	174	223	247	834	1613
15:00	194	201	207	213	815	227	195	225	216	863	1678
16:00	220	248	233	245	946	243	237	196	225	901	1847
17:00	278	281	241	247	1047	307	242	267	248	1064	2111
18:00	204	175	148	114	641	217	181	187	159	744	1385
19:00	125	78	86	71	360	116	122	91	104	433	793
20:00	103	70	68	52	293	104	96	74	48	322	615
21:00	45	57	52	49	203	68	54	69	42	233	436
22:00	32	24	24	21	101	45	31	67	27	170	271
23:00	21	11	21	9	62	12	25	20	18	75	137
	24 Hour Total				11907	24 Hour Total				11415	23322

Peak Information						
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:15	1006	07:15	865	07:15	1871
P.M.	17:00	1047	17:00	1064	17:00	2111
Daily	17:00	1047	17:00	1064	17:00	2111
Truck %	8.00		7.00		7.00	

Classification Summary Database																	
Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot Trk	Total Vol
N	87	8185	2736	97	404	96	23	118	156	3	0	0	2	0	0	899	11907
S	82	7475	3025	80	418	79	18	110	118	9	1	0	0	0	0	833	11415

# Florida Department of Transportation

November 12, 2007

County <b>10</b>	Station <b>9907</b>	Site Description: _____
Start Date <b>November 07, 2007</b>		Start Time <b>00:00</b>
Roadway ID: 10000000		

Time	Direction: N					Direction: S					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	9	19	15	9	52	21	13	8	9	51	103
01:00	11	5	2	3	21	9	3	4	5	21	42
02:00	4	12	11	9	36	9	8	4	6	27	63
03:00	6	6	7	12	31	4	8	12	12	36	67
04:00	17	21	27	22	87	14	11	21	15	61	148
05:00	39	53	83	120	295	22	30	42	48	142	437
06:00	161	167	199	204	731	92	74	125	156	447	1178
07:00	231	226	257	264	978	196	220	256	237	909	1887
08:00	227	179	175	184	765	204	177	168	162	711	1476
09:00	161	194	171	180	706	162	162	141	172	637	1343
10:00	156	155	200	181	692	180	167	164	168	679	1371
11:00	186	178	206	213	783	187	155	200	191	733	1516
12:00	215	186	200	188	789	191	192	209	207	799	1588
13:00	201	190	182	207	780	180	175	204	188	747	1527
14:00	235	191	207	231	864	140	173	233	223	769	1633
15:00	235	241	246	215	937	221	232	214	219	886	1823
16:00	239	237	233	253	962	249	228	234	218	929	1891
17:00	273	264	226	212	975	300	271	262	259	1092	2067
18:00	199	183	141	146	669	222	210	155	155	742	1411
19:00	110	87	95	91	383	120	112	80	93	405	788
20:00	111	76	100	69	356	75	94	89	77	335	691
21:00	77	73	39	50	239	72	64	53	42	231	470
22:00	29	40	39	19	127	55	43	43	31	172	299
23:00	17	18	24	14	73	31	20	27	28	106	179
	24 Hour Total				12331	24 Hour Total				11667	23998

Peak Information						
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:00	978	07:15	917	07:15	1891
P.M.	16:30	1023	17:00	1092	16:45	2067
Daily	16:30	1023	17:00	1092	16:45	2067
Truck %	8.00		7.00		8.00	

Classification Summary Database																	
Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot Trk	Total Vol
N	77	8419	2875	99	429	128	30	130	134	8	0	0	2	0	0	960	12331
S	76	7552	3172	80	422	120	17	120	97	10	1	0	0	0	0	867	11667

# Florida Department of Transportation

November 12, 2007

County <b>10</b>	Station <b>9907</b>	Site Description: _____
Start Date <b>November 08, 2007</b>		Start Time <b>00:00</b>
Roadway ID: 10000000		

Time	Direction: N					Direction: S					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	8	8	5	8	29	33	9	16	6	64	93
01:00	6	6	6	8	26	16	12	4	9	41	67
02:00	5	11	8	4	28	6	9	7	8	30	58
03:00	12	7	13	5	37	4	8	9	18	39	76
04:00	14	20	22	23	79	17	15	17	19	68	147
05:00	38	62	95	116	311	17	24	39	60	140	451
06:00	171	163	209	206	749	80	88	119	162	449	1198
07:00	211	222	273	232	938	180	196	249	227	852	1790
08:00	196	188	159	194	737	197	165	193	181	736	1473
09:00	156	165	175	180	676	157	160	168	182	667	1343
10:00	168	160	156	168	652	192	143	169	172	676	1328
11:00	168	216	185	212	781	164	154	159	219	696	1477
12:00	217	176	207	187	787	204	201	190	215	810	1597
13:00	195	212	216	232	855	185	200	197	195	777	1632
14:00	237	222	187	205	851	184	191	222	238	835	1686
15:00	237	223	208	218	886	209	224	253	235	921	1807
16:00	213	216	246	280	955	223	229	221	222	895	1850
17:00	287	245	237	240	1009	306	295	268	238	1107	2116
18:00	202	185	157	121	665	209	181	174	148	712	1377
19:00	120	118	101	82	421	145	118	123	115	501	922
20:00	74	71	69	80	294	108	137	87	73	405	699
21:00	59	60	45	51	215	70	91	71	52	284	499
22:00	33	30	21	29	113	52	44	41	30	167	280
23:00	29	12	24	5	70	24	21	17	20	82	152
	24 Hour Total				12164	24 Hour Total				11954	24118

Peak Information						
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:00	938	07:15	869	07:15	1792
P.M.	16:30	1058	17:00	1107	16:45	2140
Daily	16:30	1058	17:00	1107	16:45	2140
Truck %	8.00		7.00		8.00	

Classification Summary Database																	
Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot Trk	Total Vol
N	74	8355	2778	94	452	99	23	137	138	10	1	0	3	0	0	957	12164
S	79	7833	3156	79	449	103	7	123	119	2	4	0	0	0	0	886	11954

**US-41**

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**19 AVE**

# Florida Department of Transportation

November 12, 2007

County <b>10</b>	Station <b>9902</b>	Site Description: _____
Start Date <b>November 06, 2007</b>		Start Time <b>00:00</b>
Roadway ID: 10000000		

Time	Direction: N					Direction: S					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	10	11	7	15	43	5	8	9	5	27	70
01:00	7	6	3	1	17	5	1	5	6	17	34
02:00	7	3	8	3	21	4	5	4	5	18	39
03:00	4	5	5	7	21	6	4	5	5	20	41
04:00	11	16	15	27	69	6	4	7	10	27	96
05:00	17	44	58	82	201	14	13	27	41	95	296
06:00	117	133	140	133	523	54	63	79	117	313	836
07:00	146	176	192	213	727	123	137	149	168	577	1304
08:00	156	146	132	122	556	171	123	122	154	570	1126
09:00	139	125	113	138	515	134	129	150	133	546	1061
10:00	110	130	125	117	482	125	129	109	110	473	955
11:00	144	142	109	157	552	150	117	151	119	537	1089
12:00	152	132	153	135	572	149	122	146	122	539	1111
13:00	142	133	159	151	585	124	134	129	135	522	1107
14:00	148	144	133	150	575	136	131	170	196	633	1208
15:00	140	128	151	167	586	176	154	170	159	659	1245
16:00	154	168	161	180	663	157	177	146	172	652	1315
17:00	201	213	175	178	767	207	171	214	199	791	1558
18:00	136	139	112	80	467	159	159	126	119	563	1030
19:00	91	58	59	49	257	100	88	65	74	327	584
20:00	66	46	48	27	187	88	74	58	40	260	447
21:00	32	33	35	35	135	42	43	68	49	202	337
22:00	22	17	16	10	65	30	27	40	25	122	187
23:00	17	10	17	6	50	10	16	16	13	55	105
	24 Hour Total				8636	24 Hour Total				8545	17181

Peak Information						
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:15	737	07:15	625	07:15	1362
P.M.	16:45	769	17:00	791	17:00	1558
Daily	16:45	769	17:00	791	17:00	1558
Truck %	8.00		9.00		8.00	

Classification Summary Database																	
Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot Trk	Total Vol
N	72	5875	2032	77	229	74	21	95	156	3	0	0	2	0	0	657	8636
S	49	5724	2035	71	409	27	3	116	104	5	1	0	0	0	1	736	8545

# Florida Department of Transportation

November 12, 2007

County <b>10</b>	Station <b>9902</b>	Site Description: _____
Start Date <b>November 07, 2007</b>		Start Time <b>00:00</b>
Roadway ID: 10000000		

Time	Direction: N					Direction: S					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	9	15	14	7	45	19	8	7	5	39	84
01:00	10	6	1	3	20	8	2	3	2	15	35
02:00	4	7	10	5	26	8	2	5	6	21	47
03:00	3	4	6	3	16	2	5	9	6	22	38
04:00	11	14	18	23	66	9	5	13	8	35	101
05:00	31	36	56	83	206	22	19	28	32	101	307
06:00	121	125	141	145	532	70	63	79	113	325	857
07:00	155	155	178	208	696	138	154	187	175	654	1350
08:00	158	153	134	137	582	149	140	123	127	539	1121
09:00	131	147	143	142	563	133	116	91	121	461	1024
10:00	122	122	135	124	503	136	128	120	117	501	1004
11:00	138	135	138	157	568	130	114	154	141	539	1107
12:00	173	140	153	148	614	158	144	158	148	608	1222
13:00	163	135	144	159	601	141	141	154	140	576	1177
14:00	172	150	136	138	596	117	114	169	180	580	1176
15:00	181	168	174	160	683	165	174	168	168	675	1358
16:00	161	170	179	176	686	170	176	183	171	700	1386
17:00	193	197	168	163	721	218	200	189	188	795	1516
18:00	146	123	95	97	461	176	153	124	112	565	1026
19:00	86	60	63	60	269	95	78	58	63	294	563
20:00	74	56	80	48	258	60	67	71	59	257	515
21:00	56	55	27	38	176	56	48	35	30	169	345
22:00	20	29	29	11	89	35	40	33	31	139	228
23:00	12	11	14	15	52	13	17	19	23	72	124
	24 Hour Total				9029	24 Hour Total				8682	17711

Peak Information						
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:15	699	07:15	665	07:15	1364
P.M.	16:30	745	17:00	795	16:30	1517
Daily	16:30	745	17:00	795	16:30	1517
Truck %	8.00		9.00		8.00	

Classification Summary Database																	
Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot Trk	Total Vol
N	59	6139	2132	73	258	99	28	99	139	3	0	0	0	0	0	699	9029
S	33	5825	2069	75	428	52	3	129	64	3	1	0	0	0	0	755	8682



# Florida Department of Transportation

November 12, 2007

County <b>10</b>	Station <b>9902</b>	Site Description: _____
Start Date <b>November 08, 2007</b>		Start Time <b>00:00</b>
Roadway ID: 10000000		

Time	Direction: N					Direction: S					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	7	8	4	5	24	26	9	13	5	53	77
01:00	7	3	5	5	20	11	9	6	4	30	50
02:00	3	6	7	4	20	6	4	5	8	23	43
03:00	9	5	11	2	27	3	6	4	8	21	48
04:00	10	13	14	13	50	12	10	8	16	46	96
05:00	29	43	71	84	227	14	19	22	39	94	321
06:00	112	118	147	147	524	61	65	79	122	327	851
07:00	145	158	179	186	668	128	139	194	169	630	1298
08:00	149	161	126	132	568	149	113	125	145	532	1100
09:00	131	113	141	143	528	126	100	124	115	465	993
10:00	130	119	114	124	487	145	105	118	109	477	964
11:00	122	158	147	155	582	144	106	122	154	526	1108
12:00	164	146	159	148	617	176	135	143	158	612	1229
13:00	145	164	166	182	657	149	161	134	149	593	1250
14:00	173	157	148	142	620	125	136	161	188	610	1230
15:00	150	150	166	171	637	169	161	175	194	699	1336
16:00	153	155	168	202	678	157	161	166	154	638	1316
17:00	193	177	175	170	715	215	241	197	179	832	1547
18:00	139	137	108	86	470	164	132	131	104	531	1001
19:00	91	78	81	63	313	120	85	103	74	382	695
20:00	46	52	46	50	194	80	111	63	54	308	502
21:00	42	42	32	48	164	52	58	52	49	211	375
22:00	21	20	15	13	69	37	35	31	27	130	199
23:00	17	7	16	4	44	18	15	12	14	59	103
	24 Hour Total				8903	24 Hour Total				8829	17732

Peak Information						
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:30	675	07:15	651	07:15	1323
P.M.	16:45	747	17:00	832	16:45	1554
Daily	16:45	747	17:00	832	16:45	1554
Truck %	8.00		9.00		8.00	

Classification Summary Database																	
Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot Trk	Total Vol
N	59	6064	2071	68	290	75	22	108	140	5	1	0	0	0	0	709	8903
S	38	5946	2080	69	465	33	2	130	63	0	3	0	0	0	0	765	8829

# Florida Department of Transportation

November 12, 2007

County <b>10</b>	Station <b>9904</b>	Site Description: _____
Start Date <b>November 06, 2007</b>		Start Time <b>00:00</b>
Roadway ID: 10000000		

Time	Direction: N					Direction: S					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	10	12	7	15	44	4	6	9	5	24	68
01:00	6	5	4	1	16	6	2	4	5	17	33
02:00	5	2	8	5	20	2	5	2	4	13	33
03:00	4	5	4	8	21	6	3	5	4	18	39
04:00	10	16	13	22	61	5	3	5	11	24	85
05:00	19	38	66	73	196	13	19	31	40	103	299
06:00	97	114	131	115	457	63	70	70	132	335	792
07:00	132	165	162	162	621	132	166	163	169	630	1251
08:00	148	148	141	114	551	170	147	125	145	587	1138
09:00	121	133	109	146	509	144	135	142	125	546	1055
10:00	109	109	125	119	462	131	112	112	116	471	933
11:00	138	129	118	149	534	140	107	148	138	533	1067
12:00	167	137	152	133	589	146	130	147	127	550	1139
13:00	144	135	154	142	575	130	146	129	149	554	1129
14:00	135	158	143	134	570	138	161	172	188	659	1229
15:00	147	152	146	159	604	185	147	170	177	679	1283
16:00	170	153	177	185	685	170	201	145	154	670	1355
17:00	202	188	171	162	723	197	166	202	171	736	1459
18:00	137	134	103	86	460	154	158	113	119	544	1004
19:00	95	58	62	47	262	88	70	59	86	303	565
20:00	71	40	52	40	203	77	78	48	40	243	446
21:00	32	42	39	33	146	49	34	51	43	177	323
22:00	19	12	17	14	62	30	25	40	28	123	185
23:00	15	12	16	9	52	8	17	9	12	46	98
	24 Hour Total				8423	24 Hour Total				8585	17008

Peak Information						
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:15	637	07:15	668	07:15	1305
P.M.	16:30	752	17:00	736	16:45	1465
Daily	16:30	752	17:00	736	16:45	1465
Truck %	10.00		9.00		10.00	

Classification Summary Database																	
Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot Trk	Total Vol
N	88	5516	2001	86	335	90	51	105	142	7	0	0	0	0	2	816	8423
S	74	5336	2334	84	392	103	18	91	102	21	1	0	3	0	26	815	8585

# Florida Department of Transportation

November 12, 2007

County <b>10</b>	Station <b>9904</b>	Site Description: _____
Start Date <b>November 07, 2007</b>		Start Time <b>00:00</b>
Roadway ID: 10000000		

Time	Direction: N					Direction: S					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	10	17	12	4	43	20	9	8	4	41	84
01:00	9	4	1	2	16	8	1	2	2	13	29
02:00	5	9	9	5	28	7	2	2	7	18	46
03:00	3	5	6	7	21	4	4	6	6	20	41
04:00	9	15	20	20	64	9	5	16	7	37	101
05:00	33	34	55	87	209	23	22	25	45	115	324
06:00	112	107	134	114	467	72	64	83	129	348	815
07:00	138	132	163	172	605	136	144	195	196	671	1276
08:00	149	150	129	115	543	156	146	136	140	578	1121
09:00	118	135	133	134	520	141	138	98	115	492	1012
10:00	128	123	137	124	512	153	138	125	126	542	1054
11:00	136	143	146	162	587	131	111	171	146	559	1146
12:00	155	135	159	138	587	152	142	157	144	595	1182
13:00	148	130	145	169	592	145	139	150	135	569	1161
14:00	174	128	146	151	599	125	122	155	171	573	1172
15:00	166	170	192	170	698	166	174	174	168	682	1380
16:00	177	167	191	166	701	179	191	185	171	726	1427
17:00	207	197	178	145	727	198	194	188	188	768	1495
18:00	135	141	102	105	483	169	152	118	134	573	1056
19:00	95	55	69	63	282	86	73	53	63	275	557
20:00	77	65	76	54	272	60	74	76	50	260	532
21:00	54	52	37	34	177	49	46	34	30	159	336
22:00	23	34	24	11	92	29	39	30	27	125	217
23:00	15	10	17	10	52	10	13	13	24	60	112
	24 Hour Total				8877	24 Hour Total				8799	17676

Peak Information						
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:30	634	07:30	693	07:30	1327
P.M.	16:30	761	17:00	768	16:30	1509
Daily	16:30	761	17:00	768	16:30	1509
Truck %	10.00		10.00		10.00	

Classification Summary Database																	
Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot Trk	Total Vol
N	68	5731	2209	81	406	112	37	100	127	6	0	0	0	0	0	869	8877
S	80	5368	2487	90	405	132	6	103	84	19	1	0	4	0	20	844	8799

# Florida Department of Transportation

November 12, 2007

County <b>10</b>	Station <b>9904</b>	Site Description: _____
Start Date <b>November 08, 2007</b>		Start Time <b>00:00</b>
Roadway ID: 10000000		

Time	Direction: N					Direction: S					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	8	9	3	4	24	23	10	10	6	49	73
01:00	5	5	5	3	18	8	6	5	5	24	42
02:00	4	6	7	6	23	6	3	4	8	21	44
03:00	10	5	9	5	29	3	9	3	6	21	50
04:00	10	12	11	15	48	10	12	8	19	49	97
05:00	25	42	68	80	215	17	18	27	42	104	319
06:00	119	103	115	136	473	71	66	85	122	344	817
07:00	138	134	146	167	585	146	147	213	196	702	1287
08:00	147	139	128	135	549	160	128	136	148	572	1121
09:00	113	109	130	131	483	124	100	128	111	463	946
10:00	113	112	118	112	455	130	113	117	102	462	917
11:00	130	145	147	137	559	126	116	116	148	506	1065
12:00	151	146	156	134	587	159	130	138	163	590	1177
13:00	139	159	158	158	614	154	154	137	146	591	1205
14:00	152	146	151	137	586	137	142	152	180	611	1197
15:00	158	162	171	166	657	154	166	180	189	689	1346
16:00	151	154	165	201	671	148	181	187	146	662	1333
17:00	196	175	163	166	700	208	220	195	190	813	1513
18:00	145	130	113	87	475	172	127	124	111	534	1009
19:00	94	89	82	57	322	106	82	97	81	366	688
20:00	54	64	45	40	203	80	99	58	48	285	488
21:00	39	47	33	47	166	47	58	53	43	201	367
22:00	24	21	19	17	81	32	38	36	24	130	211
23:00	19	5	15	4	43	14	14	11	14	53	96
	24 Hour Total				8566	24 Hour Total				8842	17408

Peak Information						
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:30	599	07:15	716	07:15	1310
P.M.	16:30	737	17:00	813	17:00	1513
Daily	16:30	737	17:00	813	17:00	1513
Truck %	10.00		9.00		9.00	

Classification Summary Database																	
Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot Trk	Total Vol
N	69	5665	2013	82	388	83	25	116	120	2	1	0	1	0	1	818	8566
S	77	5527	2404	82	423	95	7	98	94	12	3	0	6	0	14	820	8842

# Florida Department of Transportation

November 12, 2007

County <b>10</b>	Station <b>9903</b>	Site Description: _____
Start Date <b>November 06, 2007</b>		Start Time <b>00:00</b>
Roadway ID: 10000000		

Time	Direction: E					Direction: W					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	2	0	1	1	4	3	1	2	1	7	11
01:00	1	0	0	1	2	2	0	1	2	5	7
02:00	2	2	0	1	5	2	1	2	1	6	11
03:00	0	0	0	2	2	0	1	0	1	2	4
04:00	3	2	3	3	11	0	1	2	1	4	15
05:00	1	6	12	17	36	0	1	4	7	12	48
06:00	25	23	26	39	113	1	9	9	9	28	141
07:00	41	51	60	51	203	12	15	20	26	73	276
08:00	38	24	31	24	117	27	22	15	27	91	208
09:00	31	20	31	18	100	17	16	23	25	81	181
10:00	21	20	21	26	88	20	16	31	9	76	164
11:00	26	28	28	38	120	30	21	25	14	90	210
12:00	17	25	24	22	88	24	33	25	26	108	196
13:00	31	30	37	23	121	20	21	19	21	81	202
14:00	33	29	27	24	113	24	23	34	34	115	228
15:00	25	24	38	33	120	28	35	29	33	125	245
16:00	34	40	18	25	117	16	26	43	34	119	236
17:00	37	36	33	37	143	54	37	50	40	181	324
18:00	25	19	20	13	77	39	34	23	22	118	195
19:00	17	4	9	8	38	23	20	18	14	75	113
20:00	12	9	4	4	29	22	13	20	10	65	94
21:00	2	7	0	2	11	8	18	14	9	49	60
22:00	4	4	2	3	13	4	8	6	6	24	37
23:00	3	0	2	0	5	3	6	7	7	23	28
	24 Hour Total				1676	24 Hour Total				1558	3234

Peak Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:00	203	11:30	96	07:15	288
P.M.	15:30	145	17:00	181	17:00	324
Daily	07:00	203	17:00	181	17:00	324
Truck %	7.00		5.00		6.00	

Classification Summary Database																	
Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot Trk	Total Vol
E	10	1178	379	10	45	14	2	31	7	0	0	0	0	0	0	109	1676
W	15	1102	356	16	21	12	0	32	4	0	0	0	0	0	0	85	1558

# Florida Department of Transportation

November 12, 2007

County <b>10</b>	Station <b>9903</b>	Site Description: _____
Start Date <b>November 07, 2007</b>		Start Time <b>00:00</b>
Roadway ID: 10000000		

Time	Direction: E					Direction: W					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	2	5	3	5	15	1	3	2	3	9	24
01:00	1	0	0	1	2	2	1	2	1	6	8
02:00	1	0	0	0	1	1	0	0	1	2	3
03:00	0	0	2	0	2	0	1	2	1	4	6
04:00	2	1	2	1	6	1	2	0	0	3	9
05:00	1	2	13	12	28	1	3	3	5	12	40
06:00	24	19	32	45	120	6	5	5	5	21	141
07:00	35	45	56	57	193	5	14	17	23	59	252
08:00	46	25	41	33	145	18	22	19	20	79	224
09:00	19	29	20	25	93	23	22	6	18	69	162
10:00	23	22	26	26	97	23	21	25	24	93	190
11:00	22	19	26	25	92	21	20	16	18	75	167
12:00	32	27	26	27	112	25	28	24	18	95	207
13:00	26	28	20	26	100	20	24	26	21	91	191
14:00	25	19	27	35	106	26	18	37	26	107	213
15:00	24	30	22	27	103	28	27	30	38	123	226
16:00	28	25	32	26	111	23	30	36	37	126	237
17:00	28	26	19	43	116	34	40	55	35	164	280
18:00	21	18	16	20	75	34	37	28	20	119	194
19:00	10	6	9	3	28	21	24	20	13	78	106
20:00	8	4	9	5	26	14	9	18	14	55	81
21:00	8	7	2	2	19	15	11	11	8	45	64
22:00	2	4	2	5	13	13	9	7	9	38	51
23:00	0	2	5	0	7	8	8	4	4	24	31
	24 Hour Total				1610	24 Hour Total				1497	3107

Peak Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:15	204	11:45	95	07:15	276
P.M.	14:30	116	16:45	166	17:00	280
Daily	07:15	204	16:45	166	17:00	280
Truck %	6.00		5.00		5.00	

Classification Summary Database																	
Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot Trk	Total Vol
E	17	1158	346	19	36	13	0	17	4	0	0	0	0	0	0	89	1610
W	12	1102	312	16	26	7	2	18	0	2	0	0	0	0	0	71	1497

# Florida Department of Transportation

November 12, 2007

County <b>10</b>	Station <b>9903</b>	Site Description: _____
Start Date <b>November 08, 2007</b>		Start Time <b>00:00</b>
Roadway ID: 10000000		

Time	Direction: E					Direction: W					Combined Total	
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total		
00:00	2	1	2	0	5	7	3	2	0	12	17	
01:00	0	0	2	0	2	3	3	2	0	8	10	
02:00	0	0	0	0	0	1	0	1	2	4	4	
03:00	0	1	1	0	2	1	1	0	1	3	5	
04:00	2	1	3	2	8	1	1	0	1	3	11	
05:00	4	2	14	11	31	1	1	2	3	7	38	
06:00	19	23	35	35	112	7	9	5	9	30	142	
07:00	45	36	56	34	171	10	12	12	21	55	226	
08:00	33	40	29	23	125	26	14	19	20	79	204	
09:00	28	22	19	34	103	22	16	26	15	79	182	
10:00	27	26	28	19	100	25	17	31	25	98	198	
11:00	17	31	30	32	110	30	27	19	24	100	210	
12:00	37	25	30	25	117	18	29	35	19	101	218	
13:00	25	31	23	50	129	27	28	21	23	99	228	
14:00	49	24	32	14	119	26	17	31	40	114	233	
15:00	28	20	22	32	102	25	21	33	34	113	215	
16:00	28	24	39	25	116	36	23	25	34	118	234	
17:00	30	26	34	32	122	47	50	35	43	175	297	
18:00	20	18	15	10	63	34	32	22	21	109	172	
19:00	10	13	11	9	43	20	21	26	21	88	131	
20:00	9	11	6	8	34	25	24	21	22	92	126	
21:00	8	6	4	7	25	15	12	14	12	53	78	
22:00	2	6	2	3	13	12	13	9	8	42	55	
23:00	2	1	0	2	5	7	3	1	2	13	18	
24 Hour Total					1657	24 Hour Total					1595	3252

Peak Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	06:45	172	10:30	113	07:30	236
P.M.	13:45	155	17:00	175	17:00	297
Daily	06:45	172	17:00	175	17:00	297
Truck %	6.00		5.00		5.00	

Classification Summary Database																	
Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot Trk	Total Vol
E	4	1184	369	9	50	10	0	23	7	1	0	0	0	0	0	100	1657
W	9	1132	382	14	21	6	2	23	5	1	0	0	0	0	0	72	1595

# Florida Department of Transportation

November 12, 2007

County <b>10</b>	Station <b>9901</b>	Site Description: _____
Start Date <b>November 06, 2007</b>		Start Time <b>00:00</b>
Roadway ID: 10000000		

Time	Direction: E					Direction: W					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	2	1	0	0	3	0	0	0	0	0	3
01:00	0	1	1	0	2	2	0	0	0	2	4
02:00	0	0	1	0	1	0	0	0	0	0	1
03:00	0	0	0	1	1	0	1	0	0	1	2
04:00	1	1	1	1	4	1	0	2	1	4	8
05:00	0	3	4	4	11	0	2	2	8	12	23
06:00	11	4	12	16	43	7	6	9	19	41	84
07:00	19	31	16	18	84	21	28	37	19	105	189
08:00	21	21	37	24	103	21	27	24	24	96	199
09:00	20	13	33	24	90	12	15	25	11	63	153
10:00	22	13	17	23	75	23	12	19	21	75	150
11:00	20	19	30	23	92	22	19	18	14	73	165
12:00	19	23	23	22	87	24	27	18	20	89	176
13:00	27	27	35	18	107	21	21	28	18	88	195
14:00	20	32	26	30	108	17	29	28	28	102	210
15:00	24	40	40	22	126	31	25	35	21	112	238
16:00	33	28	32	19	112	19	39	34	16	108	220
17:00	30	20	24	21	95	33	19	24	23	99	194
18:00	19	14	10	16	59	16	17	17	7	57	116
19:00	7	9	10	5	31	6	4	11	9	30	61
20:00	9	6	7	9	31	10	8	7	2	27	58
21:00	2	9	7	6	24	3	7	4	3	17	41
22:00	4	5	3	2	14	2	5	3	3	13	27
23:00	2	0	1	1	4	1	3	1	1	6	10
	24 Hour Total				1307	24 Hour Total				1220	2527

Peak Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	08:00	103	06:45	105	08:00	199
P.M.	15:15	135	16:15	122	14:45	253
Daily	15:15	135	16:15	122	14:45	253
Truck %	8.00		11.00		10.00	

Classification Summary Database																	
Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot Trk	Total Vol
E	2	957	248	12	19	29	20	8	9	3	0	0	0	0	0	100	1307
W	3	803	273	19	35	54	2	10	18	3	0	0	0	0	0	141	1220



# Florida Department of Transportation

November 12, 2007

County <b>10</b>	Station <b>9901</b>	Site Description: _____
Start Date <b>November 07, 2007</b>		Start Time <b>00:00</b>
Roadway ID: 10000000		

Time	Direction: E					Direction: W					Combined Total	
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total		
00:00	3	2	1	2	8	0	2	3	1	6	14	
01:00	0	0	0	0	0	1	0	1	0	2	2	
02:00	2	0	0	0	2	0	0	0	0	0	2	
03:00	0	1	0	2	3	0	0	0	0	0	3	
04:00	0	0	1	1	2	2	0	0	0	2	4	
05:00	1	3	1	4	9	3	0	2	5	10	19	
06:00	8	7	10	19	44	5	6	11	14	36	80	
07:00	9	22	26	19	76	17	18	33	39	107	183	
08:00	33	30	29	22	114	25	20	23	27	95	209	
09:00	29	24	23	16	92	31	20	20	19	90	182	
10:00	21	28	17	13	79	28	19	29	17	93	172	
11:00	31	13	25	12	81	27	16	22	19	84	165	
12:00	19	18	27	22	86	22	18	22	22	84	170	
13:00	20	25	23	23	91	20	28	19	15	82	173	
14:00	24	12	33	26	95	19	27	27	16	89	184	
15:00	24	28	18	27	97	27	19	22	21	89	186	
16:00	34	32	24	21	111	29	33	31	31	124	235	
17:00	34	28	21	18	101	20	19	41	13	93	194	
18:00	16	25	21	11	73	22	21	14	16	73	146	
19:00	15	7	6	10	38	13	11	6	8	38	76	
20:00	10	8	6	7	31	8	9	6	3	26	57	
21:00	7	6	3	5	21	4	9	8	5	26	47	
22:00	5	5	4	2	16	4	3	3	2	12	28	
23:00	0	0	3	0	3	0	2	0	1	3	6	
24 Hour Total					1273	24 Hour Total					1264	2537

Peak Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	08:00	114	07:30	117	07:30	225
P.M.	15:45	117	16:00	124	16:00	235
Daily	15:45	117	16:00	124	16:00	235
Truck %	6.00		8.00		7.00	

Classification Summary Database																	
Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot Trk	Total Vol
E	5	905	283	15	25	14	14	2	7	2	0	0	1	0	0	80	1273
W	5	860	296	13	47	28	0	7	6	1	0	0	1	0	0	103	1264

# Florida Department of Transportation

November 12, 2007

County <b>10</b>	Station <b>9901</b>	Site Description: _____
Start Date <b>November 08, 2007</b>		Start Time <b>00:00</b>
Roadway ID: 10000000		

Time	Direction: E					Direction: W					Combined Total	
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total		
00:00	2	1	0	0	3	3	0	0	0	3	6	
01:00	0	0	0	0	0	0	0	0	0	0	0	
02:00	1	0	0	1	2	0	0	0	1	1	3	
03:00	0	0	0	2	2	0	0	0	1	1	3	
04:00	1	1	0	2	4	1	0	0	1	2	6	
05:00	1	1	3	8	13	4	1	3	12	20	33	
06:00	7	8	12	15	42	4	8	9	17	38	80	
07:00	17	18	24	14	73	14	26	31	29	100	173	
08:00	24	25	32	24	105	18	20	28	18	84	189	
09:00	16	16	18	23	73	17	22	24	17	80	153	
10:00	25	12	19	17	73	15	22	20	22	79	152	
11:00	27	12	19	24	82	19	18	17	17	71	153	
12:00	25	17	25	19	86	20	15	24	19	78	164	
13:00	20	18	22	25	85	23	26	17	29	95	180	
14:00	23	18	27	21	89	26	18	21	19	84	173	
15:00	23	27	31	22	103	14	18	27	22	81	184	
16:00	21	16	26	23	86	20	28	29	16	93	179	
17:00	24	22	15	18	79	23	23	26	27	99	178	
18:00	23	16	13	11	63	25	15	13	16	69	132	
19:00	14	8	8	10	40	7	10	15	12	44	84	
20:00	13	11	4	5	33	11	5	5	13	34	67	
21:00	4	4	7	4	19	3	3	9	4	19	38	
22:00	3	3	2	8	16	1	7	3	2	13	29	
23:00	1	1	0	4	6	3	1	0	0	4	10	
24 Hour Total					1177	24 Hour Total					1192	2369

Peak Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	08:00	105	07:15	104	07:45	190
P.M.	15:00	103	17:15	101	15:15	188
Daily	08:00	105	07:15	104	07:45	190
Truck %	5.00		7.00		6.00	

Classification Summary Database																	
Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot Trk	Total Vol
E	2	863	256	9	25	10	0	10	2	0	0	0	0	0	0	56	1177
W	2	836	268	12	49	6	1	14	3	1	0	0	0	0	0	86	1192

# **APPENDIX B**

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## **TURNING MOVEMENT COUNTS**

## AM Peak Hour Volumes by Approach

Peak Season Conversion Factor at Nundy Ave., Palm Ave. and 12th St. NE is **1.06**. Peak Season Conversion Factor at all other intersections is **1.05**.

PSCF Nov 08		NB				SB				EB				WB						
PSCF Nov 29		Left	Thru	Right	Total	Left	Thru	Right	Total	Total N/S	Left	Thru	Right	Total	Left	Thru	Right	Total	Total W/E	INT Total
US41@Gibsonton Dr	Total Volume	12	930	183	1125	100	492	9	602	1726	8	22	11	41	359	24	354	737	778	2504
	Percent Trucks	9.1%	10.0%	3.4%	9.0%	2.1%	18.3%	11.1%	15.5%	11.3%	12.5%	0.0%	30.0%	10.3%	7.3%	0.0%	4.2%	5.6%	5.8%	9.6%
	PHF				0.92				0.90	0.92				0.75				0.72	0.73	0.73
US41@Nundy Ave	Total Volume	4	1186	141	1331	23	834	0	858	2189	3	1	3	7	33	1	55	89	96	2285
	Percent Trucks	0.0%	7.6%	0.8%	6.8%	13.6%	12.8%	0.0%	12.9%	9.2%	0.0%	0.0%	0.0%	0.0%	3.2%	0.0%	15.4%	10.7%	9.9%	9.2%
	PHF				0.93				0.89	0.95				0.58				0.91	0.91	0.91
US41@Palm Ave	Total Volume	16	1465	35	1516	24	742	12	778	2294	5	0	7	13	5	0	12	17	30	2324
	Percent Trucks	6.7%	5.9%	3.0%	5.9%	26.1%	12.7%	9.1%	13.1%	8.3%	20.0%	0.0%	0.0%	8.3%	40.0%	0.0%	0.0%	12.5%	10.7%	8.3%
	PHF				0.94				0.89	0.99				0.75				0.57	0.78	0.99
US41@Symmes Rd	Total Volume	3	1363	67	1433	95	575	1	671	2104	0	0	2	2	70	0	306	376	378	2482
	Percent Trucks	0.0%	5.6%	23.4%	6.4%	16.7%	13.9%	100.0%	14.4%	9.0%	0.0%	0.0%	0.0%	0.0%	11.9%	0.0%	2.1%	3.9%	3.9%	8.2%
	PHF				0.93				0.89	0.92				0.50				0.79	0.78	0.95
US41@Florence St	Total Volume	7	1440	2	1449	13	663	6	681	2130	6	1	3	11	0	2	6	8	19	2149
	Percent Trucks	14.3%	5.1%	0.0%	5.1%	0.0%	12.4%	16.7%	12.2%	7.4%	33.3%	0.0%	0.0%	20.0%	0.0%	0.0%	16.7%	12.5%	16.7%	7.5%
	PHF				0.95				0.91	0.93				0.83				0.50	0.75	0.93
US41@Pembroke Rd	Total Volume	23	1311	0	1335	0	687	72	759	2094	47	0	22	69	0	0	0	0	69	2163
	Percent Trucks	86.4%	4.5%	0.0%	5.9%	0.0%	7.2%	21.7%	8.6%	6.9%	26.7%	0.0%	90.5%	47.0%	0.0%	0.0%	0.0%	0.0%	47.0%	8.2%
	PHF				0.90				0.84	0.94				0.75				0.00	0.75	0.94
US41@Big Bend Rd	Total Volume	19	683	747	1448	191	422	41	654	2102	65	65	16	146	391	202	622	1214	1360	3462
	Percent Trucks	16.7%	7.4%	1.8%	4.6%	15.9%	7.7%	23.1%	11.1%	6.6%	8.1%	8.1%	0.0%	7.2%	3.2%	17.2%	7.1%	7.5%	7.5%	7.0%
	PHF				0.93				0.90	0.97				0.87				0.90	0.90	0.97
US41@Elsberry Rd	Total Volume	15	1318	0	1332	0	786	36	822	2155	69	0	12	81	0	0	0	0	81	2235
	Percent Trucks	0.0%	5.6%	0.0%	5.5%	0.0%	9.1%	0.0%	8.7%	6.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.5%
	PHF				0.91				0.85	0.95				0.74				0.00	0.74	0.95
US41@Apollo Beach Blvd	Total Volume	357	1132	0	1489	0	650	126	776	2265	253	0	317	570	0	0	0	0	570	2835
	Percent Trucks	2.4%	6.2%	0.0%	5.3%	0.0%	11.6%	4.2%	10.4%	7.0%	1.2%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.6%	5.7%
	PHF				0.97				0.83	0.92				0.86				0.00	0.86	0.91
US41@Flamingo Dr	Total Volume	32	1328	0	1360	1	883	154	1038	2398	196	0	36	232	0	0	0	0	232	2630
	Percent Trucks	26.7%	5.1%	0.0%	5.6%	0.0%	7.6%	2.0%	6.8%	6.1%	1.1%	0.0%	5.9%	1.8%	0.0%	0.0%	0.0%	0.0%	1.8%	5.7%
	PHF				0.9303				0.8706	0.90				0.7367				0	0.74	0.93
US41@Miller Mac Rd	Total Volume	78	1080	0	1158	13	796	92	995	2154	221	0	98	318	0	0	1	1	319	2473
	Percent Trucks	4.1%	6.2%	0.0%	6.1%	8.3%	6.8%	3.4%	6.5%	6.3%	1.9%	0.0%	2.2%	2.0%	0.0%	0.0%	100.0%	100.0%	2.3%	5.8%
	PHF				0.90				0.91	0.93				0.76				0.25	0.76	0.94
US41@Falls Blvd	Total Volume	4	1112	27	1143	24	851	13	887	2031	32	0	11	42	0	0	3	3	45	2076
	Percent Trucks	0.0%	4.2%	3.8%	4.2%	0.0%	6.5%	8.3%	6.4%	5.2%	0.0%	0.0%	20.0%	5.0%	0.0%	0.0%	0.0%	0.0%	4.7%	5.2%
	PHF				0.93				0.89	0.91				0.71				0.38	0.77	0.91
US41@Leisey Rd	Total Volume	2	1125	0	1127	0	844	4	848	1975	0	2	17	19	2	5	8	16	35	2010
	Percent Trucks	0.0%	4.1%	0.0%	4.1%	0.0%	7.5%	0.0%	7.4%	5.5%	0.0%	0.0%	12.5%	11.1%	0.0%	0.0%	0.0%	0.0%	6.1%	5.5%
	PHF				0.91				0.91	0.92				0.41				0.38	0.59	0.92
US41@Mirabay Blvd	Total Volume	43	940	23	1006	51	767	47	1138	2144	200	6	132	338	17	1	13	30	369	2513
	Percent Trucks	14.6%	3.9%	4.5%	4.4%	4.1%	5.3%	2.2%	5.1%	4.8%	0.5%	0.0%	0.8%	0.6%	6.3%	0.0%	16.7%	10.3%	1.4%	4.3%
	PHF				0.88				0.87	0.87				0.93				0.73	0.92	0.89
US41@12th St. NE	Total Volume	0	658	4	663	301	663	0	964	1626	0	0	0	0	2	0	287	289	289	1915
	Percent Trucks	0.0%	3.9%	0.0%	3.8%	0.4%	4.6%	0.0%	3.3%	3.5%	0.0%	0.0%	0.0%	0.0%	50.0%	0.0%	2.6%	2.9%	2.9%	3.4%
	PHF				0.88				0.82	0.84				0.00				0.78	0.78	0.88
US41@27th Ave/Villemaire	Total Volume	3	760	1	764	0	704	0	704	1468	3	0	1	4	1	0	1	2	6	1474
	Percent Trucks	0.0%	5.5%	100.0%	5.6%	0.0%	7.8%	0.0%	7.8%	6.7%	33.3%	0.0%	100.0%	52.5%	100.0%	0.0%	100.0%	100.0%	66.7%	6.9%
	PHF				0.92				0.95	0.94				0.50				0.50	0.75	0.94
US41@19th Ave	Total Volume	13	540	80	632	36	498	43	576	1209	51	16	14	81	53	13	9	75	155	1364
	Percent Trucks	0.0%	7.6%	6.6%	7.3%	0.0%	11.0%	0.0%	9.5%	8.3%	6.1%	0.0%	7.7%	5.2%	4.0%	8.3%	11.1%	5.6%	5.4%	8.0%
	PHF				0.94				0.89	0.93				0.71				0.71	0.88	0.93

## PM Peak Hour Volumes by Approach

Peak Season Conversion Factor at Nundy Ave., Palm Ave. and 12th St. NE is **1.06**. Peak Season Conversion Factor at all other intersections is **1.05**.

PSCF Nov 08	1.05	NB				SB				Total N/S	EB				WB				Total W/E	INT Total		
		Left	Thru	Right	Total	Left	Thru	Right	Total		Left	Thru	Right	Total	Left	Thru	Right	Total				
PSCF Nov 29	1.06																					
US41@Gibsonton Dr	Total Volume	17	965	277	1259	426	1347	22	1796	3054	25	18	8	51	296	21	147	464	516	3570		
	Percent Trucks	6.3%	5.0%	3.0%	4.6%	3.7%	5.7%	4.8%	5.2%	5.0%	8.3%	5.9%	25.0%	10.2%	5.0%	0.0%	9.3%	6.1%	6.5%	5.2%		
	PHF				0.92				0.96	0.98				0.82				0.94	0.92	0.97		
US41@Nundy Ave	Total Volume	1	1036	19	1056	33	1560	2	1595	2651	38	0	6	45	25	3	113	142	187	2838		
	Percent Trucks	0.0%	5.4%	11.1%	5.5%	3.2%	4.8%	0.0%	4.8%	5.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.7%		
	PHF				0.92				0.90	0.95				0.75				0.86	0.83	0.94		
US41@Palm Ave	Total Volume	8	778	22	809	36	1593	3	1632	2441	46	0	7	53	53	0	116	169	222	2663		
	Percent Trucks	37.5%	5.6%	9.5%	6.0%	8.8%	2.2%	33.3%	2.4%	3.6%	0.0%	0.0%	14.3%	2.0%	2.0%	0.0%	1.8%	1.9%	1.9%	3.5%		
	PHF				0.90				0.90	0.90				0.83				0.85	0.87	0.90		
US41@Symmes Rd	Total Volume	4	755	107	866	437	1301	0	1738	2604	1	0	2	3	56	0	140	195	198	2802		
	Percent Trucks	0.0%	6.4%	2.0%	5.8%	1.2%	4.3%	0.0%	3.5%	4.3%	0.0%	0.0%	0.0%	0.0%	3.8%	0.0%	2.3%	2.7%	2.6%	4.2%		
	PHF				0.90				0.93	0.92				0.75				0.76	0.76	0.93		
US41@Florence St	Total Volume	18	840	2	860	14	1414	17	1445	2305	19	1	11	30	15	2	3	20	50	2355		
	Percent Trucks	0.0%	5.6%	0.0%	5.5%	7.7%	2.4%	0.0%	2.5%	3.6%	5.6%	0.0%	0.0%	3.4%	0.0%	0.0%	0.0%	0.0%	2.1%	3.6%		
	PHF				0.92				0.95	0.95				0.60				0.95	0.75	0.95		
US41@Pembroke Rd	Total Volume	8	683	0	691	0	1336	11	1346	2037	114	0	17	131	0	0	0	0	131	2168		
	Percent Trucks	75.0%	6.0%	0.0%	6.8%	0.0%	2.0%	10.0%	2.1%	3.7%	16.5%	0.0%	81.3%	24.8%	0.0%	0.0%	0.0%	0.0%	24.8%	5.0%		
	PHF				0.93				0.92	0.93				0.84				0.00	0.84	0.92		
US41@Big Bend Rd	Total Volume	19	496	554	1069	365	848	63	1277	2346	40	118	51	209	625	166	139	929	1138	3484		
	Percent Trucks	0.0%	12.9%	3.2%	7.7%	3.7%	4.0%	1.7%	3.8%	5.6%	5.3%	9.8%	0.0%	6.5%	0.7%	18.4%	18.2%	6.4%	6.5%	5.8%		
	PHF				0.93				0.85	0.91				0.77				0.84	0.93	0.92		
US41@Elsberry Rd	Total Volume	11	1030	0	1041	0	1435	42	1477	2518	25	0	19	44	0	0	0	0	44	2562		
	Percent Trucks	0.0%	7.4%	0.0%	7.4%	0.0%	4.5%	0.0%	4.3%	5.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.5%		
	PHF				0.91				0.96	0.95				0.62				0.00	0.62	0.94		
US41@Apollo Beach Blvd	Total Volume	361	824	0	1185	0	1218	205	1423	2608	247	0	324	571	0	0	0	0	571	3179		
	Percent Trucks	0.3%	8.9%	0.0%	6.3%	0.0%	4.8%	0.0%	4.1%	5.1%	0.4%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.2%	4.2%		
	PHF				0.93				0.95	0.95				0.87				0.00	0.87	0.95		
US41@Flamingo Dr	Total Volume	65	1137	0	1202	3	1202	366	1572	2774	160	0	88	248	0	0	0	0	248	3022		
	Percent Trucks	8.1%	5.5%	0.0%	5.7%	0.0%	5.4%	0.6%	4.3%	4.9%	2.6%	0.0%	3.6%	3.0%	0.0%	0.0%	0.0%	0.0%	3.0%	4.7%		
	PHF				0.89				0.90	0.90				0.79				0.00	0.79	0.89		
US41@Miller Mac Rd	Total Volume	71	983	0	1054	27	1185	86	1551	2605	169	0	83	252	1	0	0	1	253	2858		
	Percent Trucks	2.9%	6.3%	0.0%	1.0%	3.8%	4.5%	1.2%	4.3%	5.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	100.0%	0.4%	4.6%		
	PHF				0.87				0.96	0.93				0.81				0.25	0.81	0.92		
US41@Falls Blvd	Total Volume	19	1057	3	1079	16	1155	38	1209	2288	34	0	14	47	15	1	6	22	69	2357		
	Percent Trucks	5.6%	5.4%	33.3%	5.4%	0.0%	4.8%	2.8%	4.7%	5.0%	6.3%	0.0%	0.0%	4.4%	14.3%	0.0%	33.3%	19.0%	9.1%	5.2%		
	PHF				0.93				0.90	0.91				0.70				0.58	0.66	0.90		
US41@Leisey Rd	Total Volume	11	1064	0	1074	3	1117	12	1132	2206	6	1	9	17	0	0	3	3	20	2226		
	Percent Trucks	0.0%	5.1%	0.0%	5.1%	0.0%	5.6%	0.0%	5.6%	5.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.3%		
	PHF				0.94				0.89	0.92				0.67				0.25	0.79	0.92		
US41@Mirabay Blvd	Total Volume	75	970	6	1051	7	962	107	1076	2127	77	0	63	140	17	1	26	44	184	2311		
	Percent Trucks	1.4%	5.0%	0.0%	4.7%	0.0%	5.7%	0.0%	5.1%	4.9%	2.7%	0.0%	5.0%	3.8%	25.0%	0.0%	8.0%	14.3%	6.3%	5.0%		
	PHF				0.94				0.91	0.92				0.83				0.55	0.89	0.92		
US41@12th St. NE	Total Volume	0	766	1	767	302	790	0	1092	1859	0	0	0	0	2	0	338	340	340	2200		
	Percent Trucks	0.0%	1.4%	0.0%	1.4%	1.4%	2.3%	0.0%	2.0%	1.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.5%		
	PHF				0.86				0.89	0.88				0.00				0.90	0.90	0.88		
US41@27th Ave/Villemaire	Total Volume	1	785	3	790	1	792	0	883	1673	2	0	0	2	2	0	2	4	6	1679		
	Percent Trucks	0.0%	6.8%	0.0%	6.8%	0.0%	6.1%	0.0%	6.1%	6.4%	50.0%	0.0%	0.0%	50.0%	100.0%	0.0%	50.0%	75.0%	66.7%	6.6%		
	PHF				0.92				0.89	0.91				0.25				0.25	0.38	0.91		
US41@19th Ave	Total Volume	37	627	70	734	55	651	113	819	1553	61	20	16	97	84	39	30	153	250	1803		
	Percent Trucks	0.0%	8.2%	3.0%	7.3%	0.0%	8.1%	0.9%	6.5%	6.9%	0.0%	0.0%	0.0%	0.0%	1.3%	0.0%	6.9%	2.1%	1.3%	6.1%		
	PHF				0.88				0.92	0.93				0.85				0.89	0.88	0.92		

### AM Peak Hour Volumes by Approach

11/8/2007

US 41 @ Gibsonton

Time Intervals	NB				SB				Total N/S	EB				WB				Total W/E	INT Total
	Left	Thru	Right	Total	Left	Thru	Right	Total		Left	Thru	Right	Total	Left	Thru	Right	Total		
7:00-7:15 AM	4	216	54	274	19	107	3	129	403	1	3	3	7	74	3	90	167	174	577
7:15-7:30 AM	3	241	46	290	33	124	2	159	449	3	4	2	9	64	2	79	145	154	603
7:30-7:45 AM	2	246	33	281	19	134	3	156	437	3	7	3	13	73	6	68	147	160	597
7:45-8:00 AM	2	183	41	226	24	104	1	129	355	1	7	2	10	131	12	100	243	253	608
Total Volume	11	886	174	1071	95	469	9	573	1644	8	21	10	39	342	23	337	702	741	2385
Percent Trucks	9.1%	10.0%	3.4%	9.0%	2.1%	18.3%	11.1%	15.5%	11.3%	12.5%	0.0%	30.0%	10.3%	7.3%	0.0%	4.2%	5.6%	5.8%	9.6%
PHF				0.92				0.90	0.92				0.75				0.72	0.73	0.98

### AM Truck Peak Hour Volumes by Approach

11/8/2007

US 41 @ Gibsonton

Total Volume	NB				SB				Total N/S	EB				WB				Total W/E	INT Total
	Left	Thru	Right	Total	Left	Thru	Right	Total		Left	Thru	Right	Total	Left	Thru	Right	Total		
7:00-8:00 AM	1	89	6	96	2	86	1	89	185	1	0	3	4	25	0	14	39	43	228

### PM Truck Peak Hour Volumes by Approach

11/8/2007

US 41 @ Gibsonton

Total Volume	NB				SB				Total N/S	EB				WB				Total W/E	INT Total
	Left	Thru	Right	Total	Left	Thru	Right	Total		Left	Thru	Right	Total	Left	Thru	Right	Total		
5:00-6:00 PM	1	46	8	55	15	73	1	89	144	2	1	2	5	14	0	13	27	32	176

### PM Peak Hour Volumes by Approach

11/8/2007

US 41 @ Gibsonton

Time Intervals	NB				SB				Total N/S	EB				WB				Total W/E	INT Total
	Left	Thru	Right	Total	Left	Thru	Right	Total		Left	Thru	Right	Total	Left	Thru	Right	Total		
5:00-5:15 PM	3	229	54	286	93	350	2	445	731	3	6	3	12	82	8	26	116	128	859
5:15-5:30 PM	6	233	70	309	93	332	7	432	741	4	4	3	11	69	2	34	105	116	857
5:30-5:45 PM	2	239	85	326	129	281	5	415	741	11	3	1	15	68	7	43	118	133	874
5:45-6:00 PM	5	218	55	278	91	320	7	418	696	6	4	1	11	63	3	37	103	114	810
Total Volume	16	919	264	1199	406	1283	21	1710	2909	24	17	8	49	282	20	140	442	491	3400
Percent Trucks	6.3%	5.0%	3.0%	4.6%	3.7%	5.7%	4.8%	5.2%	5.0%	8.3%	5.9%	25.0%	10.2%	5.0%	0.0%	9.3%	6.1%	6.5%	5.2%
PHF				0.92				0.96	0.98				0.82				0.94	0.92	0.97

### AM Peak Hour Volumes by Approach

11/29/2007																			
US 41 @ Nundy Ave.																			
	NB				SB				EB				WB						
Time Intervals	Left	Thru	Right	Total	Left	Thru	Right	Total	Total N/S	Left	Thru	Right	Total	Left	Thru	Right	Total	Total W/E	INT Total
7:00-7:15 AM	0	284	22	306	5	177	0	182	488	1	1	1	3	7	1	11	19	22	510
7:15-7:30 AM	0	303	27	330	6	190	0	196	526	2	0	0	2	6	0	15	21	23	549
7:30-7:45 AM	1	297	39	337	6	198	0	204	541	0	0	2	2	11	0	12	23	25	566
7:45-8:00 AM	3	235	45	283	5	222	0	227	510	0	0	0	0	7	0	14	21	21	531
Total Volume	4	1119	133	1256	22	787	0	809	2065	3	1	3	7	31	1	52	84	91	2156
Percent Trucks	0.0%	7.6%	0.8%	6.8%	13.6%	12.8%	0.0%	12.9%	9.2%	0.0%	0.0%	0.0%	0.0%	3.2%	0.0%	15.4%	10.7%	9.9%	9.2%
PHF				0.93				0.89	0.95				0.58				0.91	0.91	0.95

### AM Truck Peak Hour Volumes by Approach

11/29/2007																			
US 41 @ Nundy Ave.																			
	NB				SB				EB				WB						
Total Volume	Left	Thru	Right	Total	Left	Thru	Right	Total	Total N/S	Left	Thru	Right	Total	Left	Thru	Right	Total	Total W/E	INT Total
7:00-8:00 AM	0	85	1	86	3	101	0	104	190	0	0	0	0	1	0	8	9	9	199

### PM Truck Peak Hour Volumes by Approach

11/29/2007																			
US 41 @ Nundy Ave.																			
	NB				SB				EB				WB						
Total Volume	Left	Thru	Right	Total	Left	Thru	Right	Total	Total N/S	Left	Thru	Right	Total	Left	Thru	Right	Total	Total W/E	INT Total
5:00-6:00 PM	0	53	2	55	1	71	0	72	127	0	0	0	0	0	0	0	0	0	127

### PM Peak Hour Volumes by Approach

11/29/2007																			
US 41 @ Nundy Ave.																			
	NB				SB				EB				WB						
Time Intervals	Left	Thru	Right	Total	Left	Thru	Right	Total	Total N/S	Left	Thru	Right	Total	Left	Thru	Right	Total	Total W/E	INT Total
5:00-5:15 PM	0	224	5	229	8	409	0	417	646	11	0	1	12	6	2	25	33	45	691
5:15-5:30 PM	1	266	4	271	10	374	1	385	656	12	0	2	14	8	0	31	39	53	709
5:30-5:45 PM	0	265	5	270	7	333	1	341	611	8	0	1	9	2	0	30	32	41	652
5:45-6:00 PM	0	222	4	226	6	356	0	362	588	5	0	2	7	8	1	21	30	37	625
Total Volume	1	977	18	996	31	1472	2	1505	2501	36	0	6	42	24	3	107	134	176	2677
Percent Trucks	0.0%	5.4%	11.1%	5.5%	3.2%	4.8%	0.0%	4.8%	5.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.7%
PHF				0.92				0.90	0.95				0.75				0.86	0.83	0.94

### AM Peak Hour Volumes by Approach

11/29/2007

US 41 @ Palm Ave.

Time Intervals	NB				SB				Total N/S	EB				WB				Total W/E	INT Total
	Left	Thru	Right	Total	Left	Thru	Right	Total		Left	Thru	Right	Total	Left	Thru	Right	Total		
7:00-7:15 AM	3	370	6	379	1	160	2	163	542	0	0	3	3	0	0	1	1	4	546
7:15-7:30 AM	5	356	9	370	1	171	3	175	545	2	0	2	4	1	0	2	3	7	552
7:30-7:45 AM	3	344	8	355	9	177	3	189	544	2	0	1	3	2	0	3	5	8	552
7:45-8:00 AM	4	312	10	326	12	192	3	207	533	1	0	1	2	2	0	5	7	9	542
Total Volume	15	1382	33	1430	23	700	11	734	2164	5	0	7	12	5	0	11	16	28	2192
Percent Trucks	6.7%	5.9%	3.0%	5.9%	26.1%	12.7%	9.1%	13.1%	8.3%	20.0%	0.0%	0.0%	8.3%	40.0%	0.0%	0.0%	12.5%	10.7%	8.3%
PHF				0.94				0.89	0.99				0.75				0.57	0.78	0.99

### AM Truck Peak Hour Volumes by Approach

11/29/2007

US 41 @ Palm Ave.

Time Intervals	NB				SB				Total N/S	EB				WB				Total W/E	INT Total
	Left	Thru	Right	Total	Left	Thru	Right	Total		Left	Thru	Right	Total	Left	Thru	Right	Total		
Total Volume	1	82	1	84	6	89	1	96	180	1	0	0	1	2	0	0	2	3	183

### PM Truck Peak Hour Volumes by Approach

11/29/2007

US 41 @ Palm Ave.

Time Intervals	NB				SB				Total N/S	EB				WB				Total W/E	INT Total
	Left	Thru	Right	Total	Left	Thru	Right	Total		Left	Thru	Right	Total	Left	Thru	Right	Total		
Total Volume	3	41	2	46	3	33	1	37	83	0	0	1	1	1	0	2	3	4	87

### PM Peak Hour Volumes by Approach

11/29/2007

US 41 @ Palm Ave.

Time Intervals	NB				SB				Total N/S	EB				WB				Total W/E	INT Total
	Left	Thru	Right	Total	Left	Thru	Right	Total		Left	Thru	Right	Total	Left	Thru	Right	Total		
5:00-5:15 PM	1	208	2	211	11	415	0	426	637	12	0	1	13	15	0	32	47	60	697
5:15-5:30 PM	2	201	1	204	16	369	3	388	592	9	0	0	9	10	0	28	38	47	639
5:30-5:45 PM	3	190	11	204	2	358	0	360	564	12	0	3	15	10	0	27	37	52	616
5:45-6:00 PM	2	135	7	144	5	361	0	366	510	10	0	3	13	15	0	22	37	50	560
Total Volume	8	734	21	763	34	1503	3	1540	2303	43	0	7	50	50	0	109	159	209	2512
Percent Trucks	37.5%	5.6%	9.5%	6.0%	8.8%	2.2%	33.3%	2.4%	3.6%	0.0%	0.0%	14.3%	2.0%	2.0%	0.0%	1.8%	1.9%	1.9%	3.5%
PHF				0.90				0.90	0.90				0.83				0.85	0.87	0.90



### AM Peak Hour Volumes by Approach

11/8/2007																			
US 41 @ Symmes Ave.																			
	NB				SB				EB				WB						
Time Intervals	Left	Thru	Right	Total	Left	Thru	Right	Total	Total N/S	Left	Thru	Right	Total	Left	Thru	Right	Total	Total W/E	INT Total
7:00-7:15 AM	0	344	15	359	19	99	0	118	477	0	0	1	1	15	0	99	114	115	592
7:15-7:30 AM	1	350	16	367	22	158	0	180	547	0	0	1	1	18	0	54	72	73	620
7:30-7:45 AM	0	327	13	340	15	158	0	173	513	0	0	0	0	20	0	66	86	86	599
7:45-8:00 AM	2	277	20	299	34	133	1	168	467	0	0	0	0	14	0	72	86	86	553
Total Volume	3	1298	64	1365	90	548	1	639	2004	0	0	2	2	67	0	291	358	360	2364
Percent Trucks	0.0%	5.6%	23.4%	6.4%	16.7%	13.9%	100.0%	14.4%	9.0%	0.0%	0.0%	0.0%	0.0%	11.9%	0.0%	2.1%	3.9%	3.9%	8.2%
PHF				0.93				0.89	0.92				0.50				0.79	0.78	0.95

### AM Truck Peak Hour Volumes by Approach

11/8/2007																			
US 41 @ Symmes Ave.																			
	NB				SB				EB				WB						
Total Volume	Left	Thru	Right	Total	Left	Thru	Right	Total	Total N/S	Left	Thru	Right	Total	Left	Thru	Right	Total	Total W/E	INT Total
Total Volume	0	73	15	88	15	76	1	92	180	0	0	0	0	8	0	6	14	14	194

### PM Truck Peak Hour Volumes by Approach

11/8/2007																			
US 41 @ Symmes Ave.																			
	NB				SB				EB				WB						
Total Volume	Left	Thru	Right	Total	Left	Thru	Right	Total	Total N/S	Left	Thru	Right	Total	Left	Thru	Right	Total	Total W/E	INT Total
Total Volume	0	46	2	48	5	53	0	58	106	0	0	0	0	2	0	3	5	5	111

### PM Peak Hour Volumes by Approach

11/8/2007																			
US 41 @ Symmes Ave.																			
	NB				SB				EB				WB						
Time Intervals	Left	Thru	Right	Total	Left	Thru	Right	Total	Total N/S	Left	Thru	Right	Total	Left	Thru	Right	Total	Total W/E	INT Total
5:00-5:15 PM	3	198	29	230	114	331	0	445	675	0	0	1	1	8	0	34	42	43	718
5:15-5:30 PM	0	189	26	215	103	312	0	415	630	1	0	0	1	20	0	41	61	62	692
5:30-5:45 PM	0	197	24	221	105	303	0	408	629	0	0	1	1	10	0	33	43	44	673
5:45-6:00 PM	1	135	23	159	94	293	0	387	546	0	0	0	0	15	0	25	40	40	586
Total Volume	4	719	102	825	416	1239	0	1655	2480	1	0	2	3	53	0	133	186	189	2669
Percent Trucks	0.0%	6.4%	2.0%	5.8%	1.2%	4.3%	0.0%	3.5%	4.3%	0.0%	0.0%	0.0%	0.0%	3.8%	0.0%	2.3%	2.7%	2.6%	4.2%
PHF				0.90				0.93	0.92				0.75				0.76	0.76	0.93

### AM Peak Hour Volumes by Approach

11/8/2007																			
US 41 @ Florence St.																			
Time Intervals	NB				SB				Total N/S	EB				WB				Total W/E	INT Total
	Left	Thru	Right	Total	Left	Thru	Right	Total		Left	Thru	Right	Total	Left	Thru	Right	Total		
7:00-7:15 AM	4	342	0	346	4	122	2	128	474	1	0	1	2	0	2	2	4	6	480
7:15-7:30 AM	0	364	1	365	2	175	2	179	544	1	1	1	3	0	0	1	1	4	548
7:30-7:45 AM	1	359	0	360	2	176	1	179	539	3	0	0	3	0	0	1	1	4	543
7:45-8:00 AM	2	306	1	309	4	158	1	163	472	1	0	1	2	0	0	2	2	4	476
Total Volume	7	1371	2	1380	12	631	6	649	2029	6	1	3	10	0	2	6	8	18	2047
Percent Trucks	14.3%	5.1%	0.0%	5.1%	0.0%	12.4%	16.7%	12.2%	7.4%	33.3%	0.0%	0.0%	20.0%	0.0%	0.0%	16.7%	12.5%	16.7%	7.5%
PHF				0.95				0.91	0.93				0.83				0.50	0.75	0.93

### AM Truck Peak Hour Volumes by Approach

11/8/2007																			
US 41 @ Florence St.																			
Total Volume	NB				SB				Total N/S	EB				WB				Total W/E	INT Total
	Left	Thru	Right	Total	Left	Thru	Right	Total		Left	Thru	Right	Total	Left	Thru	Right	Total		
1	70	0	71	0	78	1	79	150	2	0	0	2	0	0	1	1	3	153	

### PM Truck Peak Hour Volumes by Approach

11/8/2007																			
US 41 @ Florence St.																			
Total Volume	NB				SB				Total N/S	EB				WB				Total W/E	INT Total
	Left	Thru	Right	Total	Left	Thru	Right	Total		Left	Thru	Right	Total	Left	Thru	Right	Total		
0	45	0	45	1	33	0	34	79	1	0	0	1	0	0	0	0	1	80	

### PM Peak Hour Volumes by Approach

11/8/2007																			
US 41 @ Florence St.																			
Time Intervals	NB				SB				Total N/S	EB				WB				Total W/E	INT Total
	Left	Thru	Right	Total	Left	Thru	Right	Total		Left	Thru	Right	Total	Left	Thru	Right	Total		
5:00-5:15 PM	3	212	0	215	4	353	5	362	577	7	0	1	8	4	1	0	5	13	590
5:15-5:30 PM	4	211	1	216	1	345	6	352	568	3	0	3	6	3	0	2	5	11	579
5:30-5:45 PM	7	214	1	222	3	325	3	331	553	6	1	5	12	2	1	1	4	16	569
5:45-6:00 PM	3	163	0	166	5	324	2	331	497	2	0	1	3	5	0	0	5	8	505
Total Volume	17	800	2	819	13	1347	16	1376	2195	18	1	10	29	14	2	3	19	48	2243
Percent Trucks	0.0%	5.6%	0.0%	5.5%	7.7%	2.4%	0.0%	2.5%	3.6%	5.6%	0.0%	0.0%	3.4%	0.0%	0.0%	0.0%	0.0%	2.1%	3.6%
PHF				0.92				0.95	0.95				0.60				0.95	0.75	0.95

### AM Peak Hour Volumes by Approach

11/8/2007

US 41 @ Pembroke Rd.

Time Intervals	NB				SB				Total N/S	EB				WB				Total W/E	INT Total
	Left	Thru	Right	Total	Left	Thru	Right	Total		Left	Thru	Right	Total	Left	Thru	Right	Total		
7:00-7:15 AM	5	350		355	123	16	139	494	7		4	11					11	505	
7:15-7:30 AM	7	328		335	173	21	194	529	10		4	14					14	543	
7:30-7:45 AM	6	310		316	197	17	214	530	14		5	19					19	549	
7:45-8:00 AM	4	261		265	161	15	176	441	14		8	22					22	463	
Total Volume	22	1249		1271	654	69	723	1994	45		21	66					66	2060	
Percent Trucks	86.4%	4.5%		5.9%	7.2%	21.7%	8.6%	6.9%	26.7%		90.5%	47.0%					47.0%	8.2%	
PHF				0.90			0.84	0.94				0.75					0.75	0.94	

### AM Truck Peak Hour Volumes by Approach

11/8/2007

US 41 @ Pembroke Rd.

Time Intervals	NB				SB				Total N/S	EB				WB				Total W/E	INT Total
	Left	Thru	Right	Total	Left	Thru	Right	Total		Left	Thru	Right	Total	Left	Thru	Right	Total		
Total Volume	19	56		75	47	15	62	137	12		19	31					31	168	

### PM Truck Peak Hour Volumes by Approach

11/8/2007

US 41 @ Pembroke Rd.

Time Intervals	NB				SB				Total N/S	EB				WB				Total W/E	INT Total
	Left	Thru	Right	Total	Left	Thru	Right	Total		Left	Thru	Right	Total	Left	Thru	Right	Total		
Total Volume	6	39		45	26	1	27	72	18		13	31					31	103	

### PM Peak Hour Volumes by Approach

11/8/2007

US 41 @ Pembroke Rd.

Time Intervals	NB				SB				Total N/S	EB				WB				Total W/E	INT Total
	Left	Thru	Right	Total	Left	Thru	Right	Total		Left	Thru	Right	Total	Left	Thru	Right	Total		
5:00-5:15 PM	2	165		167	310	5	315	482	23		5	28					28	510	
5:15-5:30 PM	1	176		177	315	3	318	495	33		4	37					37	532	
5:30-5:45 PM	3	170		173	347	2	349	522	32		5	37					37	559	
5:45-6:00 PM	2	139		141	300	0	300	441	21		2	23					23	464	
Total Volume	8	650		658	1272	10	1282	1940	109		16	125					125	2065	
Percent Trucks	75.0%	6.0%		6.8%	2.0%	10.0%	2.1%	3.7%	16.5%		81.3%	24.8%					24.8%	5.0%	
PHF				0.93			0.92	0.93				0.84					0.84	0.92	

Movement Not Allowed

### AM Peak Hour Volumes by Approach

11/7/2007																			
US 41 @ Big Bend Rd.																			
	NB				SB				EB				WB						
<i>Time Intervals</i>	<i>Left</i>	<i>Thru</i>	<i>Right</i>	<i>Total</i>	<i>Left</i>	<i>Thru</i>	<i>Right</i>	<i>Total</i>	<i>Total N/S</i>	<i>Left</i>	<i>Thru</i>	<i>Right</i>	<i>Total</i>	<i>Left</i>	<i>Thru</i>	<i>Right</i>	<i>Total</i>	<i>Total W/E</i>	<i>INT Total</i>
7:00-7:15 AM	6	186	180	372	35	86	4	125	497	20	8	8	36	71	35	133	239	275	772
7:15-7:30 AM	4	158	187	349	53	105	8	166	515	15	20	1	36	85	55	156	296	332	847
7:30-7:45 AM	5	141	172	318	45	99	15	159	477	16	18	6	40	101	50	169	320	360	837
7:45-8:00 AM	3	165	172	340	49	112	12	173	513	11	16	0	27	115	52	134	301	328	841
Total Volume	18	650	711	1379	182	402	39	623	2002	62	62	15	139	372	192	592	1156	1295	3297
Percent Trucks	16.7%	7.4%	1.8%	4.6%	15.9%	7.7%	23.1%	11.1%	6.6%	8.1%	8.1%	0.0%	7.2%	3.2%	17.2%	7.1%	7.5%	7.5%	7.0%
PHF				0.93				0.90	0.97				0.87				0.90	0.90	0.97

### AM Truck Peak Hour Volumes by Approach

11/7/2007																			
US 41 @ Big Bend Rd.																			
	NB				SB				EB				WB						
<i>Total Volume</i>	<i>Left</i>	<i>Thru</i>	<i>Right</i>	<i>Total</i>	<i>Left</i>	<i>Thru</i>	<i>Right</i>	<i>Total</i>	<i>Total N/S</i>	<i>Left</i>	<i>Thru</i>	<i>Right</i>	<i>Total</i>	<i>Left</i>	<i>Thru</i>	<i>Right</i>	<i>Total</i>	<i>Total W/E</i>	<i>INT Total</i>
Total Volume	3	48	13	64	29	31	9	69	133	5	5	0	10	12	33	42	87	97	230

### PM Truck Peak Hour Volumes by Approach

11/7/2007																			
US 41 @ Big Bend Rd.																			
	NB				SB				EB				WB						
<i>Total Volume</i>	<i>Left</i>	<i>Thru</i>	<i>Right</i>	<i>Total</i>	<i>Left</i>	<i>Thru</i>	<i>Right</i>	<i>Total</i>	<i>Total N/S</i>	<i>Left</i>	<i>Thru</i>	<i>Right</i>	<i>Total</i>	<i>Left</i>	<i>Thru</i>	<i>Right</i>	<i>Total</i>	<i>Total W/E</i>	<i>INT Total</i>
Total Volume	0	61	17	78	13	32	1	46	124	2	11	0	13	4	29	24	57	70	194

### PM Peak Hour Volumes by Approach

11/7/2007																			
US 41 @ Big Bend Rd.																			
	NB				SB				EB				WB						
<i>Time Intervals</i>	<i>Left</i>	<i>Thru</i>	<i>Right</i>	<i>Total</i>	<i>Left</i>	<i>Thru</i>	<i>Right</i>	<i>Total</i>	<i>Total N/S</i>	<i>Left</i>	<i>Thru</i>	<i>Right</i>	<i>Total</i>	<i>Left</i>	<i>Thru</i>	<i>Right</i>	<i>Total</i>	<i>Total W/E</i>	<i>INT Total</i>
5:00-5:15 PM	5	145	123	273	89	195	14	298	571	5	28	12	45	144	24	33	201	246	817
5:15-5:30 PM	6	132	119	257	64	170	11	245	502	12	37	16	65	125	45	23	193	258	760
5:30-5:45 PM	5	108	142	255	97	243	18	358	613	12	35	15	62	156	42	30	228	290	903
5:45-6:00 PM	2	87	144	233	98	200	17	315	548	9	12	6	27	170	47	46	263	290	838
Total Volume	18	472	528	1018	348	808	60	1216	2234	38	112	49	199	595	158	132	885	1084	3318
Percent Trucks	0.0%	12.9%	3.2%	7.7%	3.7%	4.0%	1.7%	3.8%	5.6%	5.3%	9.8%	0.0%	6.5%	0.7%	18.4%	18.2%	6.4%	6.5%	5.8%
PHF				0.93				0.85	0.91				0.77				0.84	0.93	0.92

### AM Peak Hour Volumes by Approach

11/7/2007																			
US 41 @ Elsberry Rd.																			
Time Intervals	NB				SB				Total N/S	EB				WB				Total W/E	INT Total
	Left	Thru	Right	Total	Left	Thru	Right	Total		Left	Thru	Right	Total	Left	Thru	Right	Total		
7:00-7:15 AM	4	344		348		149	5	154	502	25		1	26					26	528
7:15-7:30 AM	6	304		310		172	12	184	494	12		1	13					13	507
7:30-7:45 AM	0	303		303		209	6	215	518	12		6	18					18	536
7:45-8:00 AM	4	304		308		219	11	230	538	17		3	20					20	558
<b>Total Volume</b>	14	1255		1269		749	34	783	2052	66		11	77					77	2129
<b>Percent Trucks</b>	0.0%	5.6%		5.5%		9.1%	0.0%	8.7%	6.7%	0.0%		0.0%	0.0%					0.0%	6.5%
PHF				0.91				0.85	0.95				0.74					0.74	0.95

### AM Truck Peak Hour Volumes by Approach

11/7/2007																			
US 41 @ Elsberry Rd.																			
Time Intervals	NB				SB				Total N/S	EB				WB				Total W/E	INT Total
	Left	Thru	Right	Total	Left	Thru	Right	Total		Left	Thru	Right	Total	Left	Thru	Right	Total		
<b>Total Volume</b>	0	70		70		68	0	68	138	0	0	0	0					0	138

### PM Truck Peak Hour Volumes by Approach

11/7/2007																			
US 41 @ Elsberry Rd.																			
Time Intervals	NB				SB				Total N/S	EB				WB				Total W/E	INT Total
	Left	Thru	Right	Total	Left	Thru	Right	Total		Left	Thru	Right	Total	Left	Thru	Right	Total		
<b>Total Volume</b>	0	73		73		61	0	61	134	0	-	0	0					0	134

### PM Peak Hour Volumes by Approach

11/7/2007																			
US 41 @ Elsberry Rd.																			
Time Intervals	NB				SB				Total N/S	EB				WB				Total W/E	INT Total
	Left	Thru	Right	Total	Left	Thru	Right	Total		Left	Thru	Right	Total	Left	Thru	Right	Total		
5:00-5:15 PM	2	270		272		354	7	361	633	7		10	17					17	650
5:15-5:30 PM	1	269		270		311	11	322	592	4		1	5					5	597
5:30-5:45 PM	4	228		232		355	13	368	600	5		1	6					6	606
5:45-6:00 PM	3	214		217		347	9	356	573	8		6	14					14	587
<b>Total Volume</b>	10	981		991		1367	40	1407	2398	24		18	42					42	2440
<b>Percent Trucks</b>	0.0%	7.4%		7.4%		4.5%	0.0%	4.3%	5.6%	0.0%		0.0%	0.0%					0.0%	5.5%
PHF				0.91				0.96	0.95				0.62					0.62	0.94

Movement Not Allowed

### AM Peak Hour Volumes by Approach

11/7/2007																			
US 41 @ Apollo Beach Blvd.																			
Time Intervals	NB				SB				Total N/S	EB				WB				Total W/E	INT Total
	Left	Thru	Right	Total	Left	Thru	Right	Total		Left	Thru	Right	Total	Left	Thru	Right	Total		
7:00-7:15 AM	52	294		346		125	21	146	492	62		60	122					122	614
7:15-7:30 AM	87	258		345		149	17	166	511	55		62	117					117	628
7:30-7:45 AM	94	268		362		172	33	205	567	59		88	147					147	714
7:45-8:00 AM	107	258		365		173	49	222	587	65		92	157					157	744
<b>Total Volume</b>	<b>340</b>	<b>1078</b>		<b>1418</b>		<b>619</b>	<b>120</b>	<b>739</b>	<b>2157</b>	<b>241</b>		<b>302</b>	<b>543</b>					<b>543</b>	<b>2700</b>
Percent Trucks	2.4%	6.2%		5.3%		11.6%	4.2%	10.4%	7.0%	1.2%		0.0%	0.6%					0.6%	5.7%
PHF				0.97				0.83	0.92				0.86					0.86	0.91

### AM Truck Peak Hour Volumes by Approach

11/7/2007																			
US 41 @ Apollo Beach Blvd.																			
Total Volume	NB				SB				Total N/S	EB				WB				Total W/E	INT Total
	Left	Thru	Right	Total	Left	Thru	Right	Total		Left	Thru	Right	Total	Left	Thru	Right	Total		
8	67			75		72	5	77	152	3		0	3					3	155

### PM Truck Peak Hour Volumes by Approach

11/7/2007																			
US 41 @ Apollo Beach Blvd.																			
Total Volume	NB				SB				Total N/S	EB				WB				Total W/E	INT Total
	Left	Thru	Right	Total	Left	Thru	Right	Total		Left	Thru	Right	Total	Left	Thru	Right	Total		
1	70			71		56	0	56	127	1		0	1					1	128

### PM Peak Hour Volumes by Approach

11/7/2007																			
US 41 @ Apollo Beach Blvd.																			
Time Intervals	NB				SB				Total N/S	EB				WB				Total W/E	INT Total
	Left	Thru	Right	Total	Left	Thru	Right	Total		Left	Thru	Right	Total	Left	Thru	Right	Total		
5:00-5:15 PM	95	209		304	0	306	41	347	651	66		83	149					149	800
5:15-5:30 PM	80	217		297	0	254	45	299	596	71		85	156					156	752
5:30-5:45 PM	73	201		274	0	307	51	358	632	48		78	126					126	758
5:45-6:00 PM	96	158		254	0	293	58	351	605	50		63	113					113	718
<b>Total Volume</b>	<b>344</b>	<b>785</b>		<b>1129</b>	<b>0</b>	<b>1160</b>	<b>195</b>	<b>1355</b>	<b>2484</b>	<b>235</b>		<b>309</b>	<b>544</b>					<b>544</b>	<b>3028</b>
Percent Trucks	0.3%	8.9%		6.3%	0.0%	4.8%	0.0%	4.1%	5.1%	0.4%		0.0%	0.2%					0.2%	4.2%
PHF				0.93				0.95	0.95				0.87					0.87	0.95

\* Minor U-Turn movements along US 41 included with left turns.

Movement Not Allowed

### AM Peak Hour Volumes by Approach

11/7/2007																			
US 41 @ Flamingo Dr.																			
Time Intervals	NB				SB				Total N/S	EB				WB				Total W/E	INT Total
	Left	Thru	Right	Total	Left	Thru	Right	Total		Left	Thru	Right	Total	Left	Thru	Right	Total		
7:00-7:15 AM	8	293		301	0	174	23	197	498	65		10	75					75	573
7:15-7:30 AM	7	306		313	0	195	29	224	537	43		8	51					51	588
7:30-7:45 AM	6	327		333	1	235	48	284	617	41		12	53					53	670
7:45-8:00 AM	9	339		348	0	237	47	284	632	38		4	42					42	674
Total Volume	30	1265		1295	1	841	147	989	2284	187		34	221					221	2505
Percent Trucks	26.7%	5.1%		5.6%	0.0%	7.6%	2.0%	6.8%	6.1%	1.1%		5.9%	1.8%					1.8%	5.7%
PHF				0.93				0.87	0.90				0.74					0.74	0.93

### AM Truck Peak Hour Volumes by Approach

11/7/2007																			
US 41 @ Flamingo Dr.																			
Time Intervals	NB				SB				Total N/S	EB				WB				Total W/E	INT Total
	Left	Thru	Right	Total	Left	Thru	Right	Total		Left	Thru	Right	Total	Left	Thru	Right	Total		
Total Volume	8	64		72	0	64	3	67	139	2		2	4					4	143

### PM Truck Peak Hour Volumes by Approach

11/7/2007																			
US 41 @ Flamingo Dr.																			
Time Intervals	NB				SB				Total N/S	EB				WB				Total W/E	INT Total
	Left	Thru	Right	Total	Left	Thru	Right	Total		Left	Thru	Right	Total	Left	Thru	Right	Total		
Total Volume	5	60		65	0	62	2	64	129	4		3	7					7	136

### PM Peak Hour Volumes by Approach

11/7/2007																			
US 41 @ Flamingo Dr.																			
Time Intervals	NB				SB				Total N/S	EB				WB				Total W/E	INT Total
	Left	Thru	Right	Total	Left	Thru	Right	Total		Left	Thru	Right	Total	Left	Thru	Right	Total		
5:00-5:15 PM	15	305		320	1	320	95	416	736	45		30	75					75	811
5:15-5:30 PM	15	288		303	1	263	82	346	649	38		15	53					53	702
5:30-5:45 PM	20	249		269	1	300	78	379	648	36		23	59					59	707
5:45-6:00 PM	12	241		253	0	262	94	356	609	33		16	49					49	658
Total Volume	62	1083		1145	3	1145	349	1497	2642	152		84	236					236	2878
Percent Trucks	8.1%	5.5%		5.7%	0.0%	5.4%	0.6%	4.3%	4.9%	2.6%		3.6%	3.0%					3.0%	4.7%
PHF				0.89				0.90	0.90				0.79					0.79	0.89

\* Minor U-Turn movements along US 41 included with left turns.

Movement Not Allowed

### AM Peak Hour Volumes by Approach

11/7/2007																				
US 41 @ Miller Mac Rd.																				
	NB				SB				EB				WB							
Time Intervals	Left	Thru	Right	Total	Left	Thru	Right	Total	Total N/S	Left	Thru	Right	Total	Left	Thru	Right	Total	Total W/E	INT Total	
7:00-7:15 AM	24	241	0	265	4	235	21	260	525	61	0	39	100	0	0	0	0	100	625	
7:15-7:30 AM	14	292	0	306	7	219	20	246	552	41	0	13	54	0	0	1	1	55	607	
7:30-7:45 AM	18	276	0	294	1	200	23	224	518	58	0	25	83	0	0	0	0	83	601	
7:45-8:00 AM	18	220	0	238	0	194	24	218	456	50	0	16	66	0	0	0	0	66	522	
Total Volume	74	1029	0	1103	12	848	88	948	2051	210	0	93	303	0	0	1	1	304	2355	
Percent Trucks	4.1%	6.2%	0.0%	6.1%	8.3%	6.8%	3.4%	6.5%	6.3%	1.9%	0.0%	2.2%	2.0%	0.0%	0.0%	100.0%	100.0%	2.3%	5.8%	
PHF				0.90				0.91	0.93				0.76					0.25	0.76	0.94

### AM Truck Peak Hour Volumes by Approach

11/7/2007																			
US 41 @ Miller Mac Rd.																			
	NB				SB				EB				WB						
	Left	Thru	Right	Total	Left	Thru	Right	Total	Total N/S	Left	Thru	Right	Total	Left	Thru	Right	Total	Total W/E	INT Total
Total Volume	3	64	0	67	1	58	3	62	129	4	0	2	6	0	0	1	1	7	136

### PM Truck Peak Hour Volumes by Approach

11/7/2007																			
US 41 @ Miller Mac Rd.																			
	NB				SB				EB				WB						
	Left	Thru	Right	Total	Left	Thru	Right	Total	Total N/S	Left	Thru	Right	Total	Left	Thru	Right	Total	Total W/E	INT Total
Total Volume	2	59	0	61	1	62	1	64	125	0	0	0	0	1	0	0	1	1	126

### PM Peak Hour Volumes by Approach

11/7/2007																				
US 41 @ Miller Mac Rd.																				
	NB				SB				EB				WB							
Time Intervals	Left	Thru	Right	Total	Left	Thru	Right	Total	Total N/S	Left	Thru	Right	Total	Left	Thru	Right	Total	Total W/E	INT Total	
5:00-5:15 PM	12	275	0	287	2	362	18	382	669	53	0	21	74	0	0	0	0	74	743	
5:15-5:30 PM	22	218	0	240	10	357	18	385	625	32	0	12	44	0	0	0	0	44	669	
5:30-5:45 PM	15	246	0	261	7	330	24	361	622	40	0	27	67	0	0	0	0	67	689	
5:45-6:00 PM	19	197	0	216	7	320	22	349	565	36	0	19	55	1	0	0	1	56	621	
Total Volume	68	936	0	1004	26	1369	82	1477	2481	161	0	79	240	1	0	0	1	241	2722	
Percent Trucks	2.9%	6.3%	0.0%	6.1%	3.8%	4.5%	1.2%	4.3%	5.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	100.0%	0.4%	4.6%	
PHF				0.87				0.96	0.93				0.81					0.25	0.81	0.92

\* Minor U-Turn movements along US 41 included with left turns.



### AM Peak Hour Volumes by Approach

11/6/2007																			
US 41 @ Falls Blvd.																			
Time Intervals	NB				SB				Total N/S	EB				WB				Total W/E	INT Total
	Left	Thru	Right	Total	Left	Thru	Right	Total		Left	Thru	Right	Total	Left	Thru	Right	Total		
7:00-7:15 AM	0	241	0	241	2	166	2	170	411	1	0	2	3	0	0	0	0	3	414
7:15-7:30 AM	2	254	5	261	6	207	2	215	476	11	0	3	14	0	0	0	0	14	490
7:30-7:45 AM	1	281	11	293	8	210	5	223	516	10	0	1	11	0	0	1	1	12	528
7:45-8:00 AM	1	283	10	294	7	227	3	237	531	8	0	4	12	0	0	2	2	14	545
<b>Total Volume</b>	<b>4</b>	<b>1059</b>	<b>26</b>	<b>1089</b>	<b>23</b>	<b>810</b>	<b>12</b>	<b>845</b>	<b>1934</b>	<b>30</b>	<b>0</b>	<b>10</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>43</b>	<b>1977</b>
<b>Percent Trucks</b>	<b>0.0%</b>	<b>4.2%</b>	<b>3.8%</b>	<b>4.2%</b>	<b>0.0%</b>	<b>6.5%</b>	<b>8.3%</b>	<b>6.4%</b>	<b>5.2%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>20.0%</b>	<b>5.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>4.7%</b>	<b>5.2%</b>
PHF				0.93				0.89	0.91				0.71				0.38	0.77	0.91

### AM Truck Peak Hour Volumes by Approach

11/6/2007																			
US 41 @ Falls Blvd.																			
Time Intervals	NB				SB				Total N/S	EB				WB				Total W/E	INT Total
	Left	Thru	Right	Total	Left	Thru	Right	Total		Left	Thru	Right	Total	Left	Thru	Right	Total		
<b>Total Volume</b>	<b>0</b>	<b>45</b>	<b>1</b>	<b>46</b>	<b>0</b>	<b>53</b>	<b>1</b>	<b>54</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>102</b>

### PM Truck Peak Hour Volumes by Approach

11/6/2007																			
US 41 @ Falls Blvd.																			
Time Intervals	NB				SB				Total N/S	EB				WB				Total W/E	INT Total
	Left	Thru	Right	Total	Left	Thru	Right	Total		Left	Thru	Right	Total	Left	Thru	Right	Total		
<b>Total Volume</b>	<b>1</b>	<b>54</b>	<b>1</b>	<b>56</b>	<b>0</b>	<b>53</b>	<b>1</b>	<b>54</b>	<b>110</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>6</b>	<b>116</b>

### PM Peak Hour Volumes by Approach

11/6/2007																			
US 41 @ Falls Blvd.																			
Time Intervals	NB				SB				Total N/S	EB				WB				Total W/E	INT Total
	Left	Thru	Right	Total	Left	Thru	Right	Total		Left	Thru	Right	Total	Left	Thru	Right	Total		
5:00-5:15 PM	4	272	1	277	2	307	11	320	597	12	0	4	16	6	0	3	9	25	622
5:15-5:30 PM	4	268	0	272	3	249	6	258	530	4	0	4	8	2	0	0	2	10	540
5:30-5:45 PM	4	239	0	243	7	278	10	295	538	6	0	3	9	2	1	0	3	12	550
5:45-6:00 PM	6	228	2	236	3	266	9	278	514	10	0	2	12	4	0	3	7	19	533
<b>Total Volume</b>	<b>18</b>	<b>1007</b>	<b>3</b>	<b>1028</b>	<b>15</b>	<b>1100</b>	<b>36</b>	<b>1151</b>	<b>2179</b>	<b>32</b>	<b>0</b>	<b>13</b>	<b>45</b>	<b>14</b>	<b>1</b>	<b>6</b>	<b>21</b>	<b>66</b>	<b>2245</b>
<b>Percent Trucks</b>	<b>5.6%</b>	<b>5.4%</b>	<b>33.3%</b>	<b>5.4%</b>	<b>0.0%</b>	<b>4.8%</b>	<b>2.8%</b>	<b>4.7%</b>	<b>5.0%</b>	<b>6.3%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>4.4%</b>	<b>14.3%</b>	<b>0.0%</b>	<b>33.3%</b>	<b>19.0%</b>	<b>9.1%</b>	<b>5.2%</b>
PHF				0.93				0.90	0.91				0.70				0.58	0.66	0.90

\* Minor U-Turn movements along US 41 included with left turns.

### AM Peak Hour Volumes by Approach

11/6/2007																			
US 41 @ Leisey Rd.																			
Time Intervals	NB				SB				Total N/S	EB				WB				Total W/E	INT Total
	Left	Thru	Right	Total	Left	Thru	Right	Total		Left	Thru	Right	Total	Left	Thru	Right	Total		
7:00-7:15 AM	0	237	0	237	0	182	0	182	419	0	0	0	0	0	0	0	0	0	419
7:15-7:30 AM	1	254	0	255	0	202	0	202	457	0	2	9	11	0	2	1	3	14	471
7:30-7:45 AM	1	294	0	295	0	197	4	201	496	0	0	6	6	2	0	0	2	8	504
7:45-8:00 AM	0	286	0	286	0	223	0	223	509	0	0	1	1	0	3	7	10	11	520
<b>Total Volume</b>	<b>2</b>	<b>1071</b>	<b>0</b>	<b>1073</b>	<b>0</b>	<b>804</b>	<b>4</b>	<b>808</b>	<b>1881</b>	<b>0</b>	<b>2</b>	<b>16</b>	<b>18</b>	<b>2</b>	<b>5</b>	<b>8</b>	<b>15</b>	<b>33</b>	<b>1914</b>
<b>Percent Trucks</b>	<b>0.0%</b>	<b>4.1%</b>	<b>0.0%</b>	<b>4.1%</b>	<b>0.0%</b>	<b>7.5%</b>	<b>0.0%</b>	<b>7.4%</b>	<b>5.5%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>12.5%</b>	<b>11.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>6.1%</b>	<b>5.5%</b>
PHF				0.91				0.91	0.92				0.41				0.38	0.59	0.92

### AM Truck Peak Hour Volumes by Approach

11/6/2007																			
US 41 @ Leisey Rd.																			
Time Intervals	NB				SB				Total N/S	EB				WB				Total W/E	INT Total
	Left	Thru	Right	Total	Left	Thru	Right	Total		Left	Thru	Right	Total	Left	Thru	Right	Total		
<b>Total Volume</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>60</b>	<b>104</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>106</b>

### PM Truck Peak Hour Volumes by Approach

11/6/2007																			
US 41 @ Leisey Rd.																			
Time Intervals	NB				SB				Total N/S	EB				WB				Total W/E	INT Total
	Left	Thru	Right	Total	Left	Thru	Right	Total		Left	Thru	Right	Total	Left	Thru	Right	Total		
<b>Total Volume</b>	<b>0</b>	<b>52</b>	<b>0</b>	<b>52</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>60</b>	<b>112</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>112</b>

### PM Peak Hour Volumes by Approach

11/6/2007																			
US 41 @ Leisey Rd.																			
Time Intervals	NB				SB				Total N/S	EB				WB				Total W/E	INT Total
	Left	Thru	Right	Total	Left	Thru	Right	Total		Left	Thru	Right	Total	Left	Thru	Right	Total		
5:00-5:15 PM	0	266	0	266	3	292	7	302	568	3	0	0	3	0	0	3	3	6	574
5:15-5:30 PM	2	269	0	271	0	242	2	244	515	1	1	4	6	0	0	0	0	6	521
5:30-5:45 PM	1	239	0	240	0	270	2	272	512	1	0	2	3	0	0	0	0	3	515
5:45-6:00 PM	7	239	0	246	0	260	0	260	506	1	0	3	4	0	0	0	0	4	510
<b>Total Volume</b>	<b>10</b>	<b>1013</b>	<b>0</b>	<b>1023</b>	<b>3</b>	<b>1064</b>	<b>11</b>	<b>1078</b>	<b>2101</b>	<b>6</b>	<b>1</b>	<b>9</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>19</b>	<b>2120</b>
<b>Percent Trucks</b>	<b>0.0%</b>	<b>5.1%</b>	<b>0.0%</b>	<b>5.1%</b>	<b>0.0%</b>	<b>5.6%</b>	<b>0.0%</b>	<b>5.6%</b>	<b>5.3%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>5.3%</b>
PHF				0.94				0.89	0.92				0.67				0.25	0.79	0.92

### AM Peak Hour Volumes by Approach

11/6/2007																			
US 41 @ Mirabay Blvd.																			
	NB				SB				EB				WB						
Time Intervals	Left	Thru	Right	Total	Left	Thru	Right	Total	Total N/S	Left	Thru	Right	Total	Left	Thru	Right	Total	Total W/E	INT Total
7:00-7:15 AM	8	185	2	195	7	218	7	232	427	50	1	36	87	6	0	2	8	95	522
7:15-7:30 AM	6	222	4	232	8	240	8	256	488	47	1	23	71	1	1	1	3	74	562
7:30-7:45 AM	12	251	9	272	20	278	14	312	584	46	2	32	80	4	0	4	8	88	672
7:45-8:00 AM	15	237	7	259	14	254	16	284	543	47	2	35	84	5	0	5	10	94	637
Total Volume	41	895	22	958	49	990	45	1084	2042	190	6	126	322	16	1	12	29	351	2393
Percent Trucks	14.6%	3.9%	4.5%	4.4%	4.1%	5.3%	2.2%	5.1%	4.8%	0.5%	0.0%	0.8%	0.6%	6.3%	0.0%	16.7%	10.3%	1.4%	4.3%
PHF				0.88				0.87	0.87				0.93				0.73	0.92	0.89

### AM Truck Peak Hour Volumes by Approach

11/6/2007																			
US 41 @ Mirabay Blvd.																			
	NB				SB				EB				WB						
Total Volume	Left	Thru	Right	Total	Left	Thru	Right	Total	Total N/S	Left	Thru	Right	Total	Left	Thru	Right	Total	Total W/E	INT Total
Total Volume	6	35	1	42	2	52	1	55	97	1	0	1	2	1	0	2	3	5	102

### PM Truck Peak Hour Volumes by Approach

11/6/2007																			
US 41 @ Mirabay Blvd.																			
	NB				SB				EB				WB						
Total Volume	Left	Thru	Right	Total	Left	Thru	Right	Total	Total N/S	Left	Thru	Right	Total	Left	Thru	Right	Total	Total W/E	INT Total
Total Volume	1	46	0	47	0	52	0	52	99	2	0	3	5	4	0	2	6	11	110

### PM Peak Hour Volumes by Approach

11/6/2007																			
US 41 @ Mirabay Blvd.																			
	NB				SB				EB				WB						
Time Intervals	Left	Thru	Right	Total	Left	Thru	Right	Total	Total N/S	Left	Thru	Right	Total	Left	Thru	Right	Total	Total W/E	INT Total
5:00-5:15 PM	12	251	3	266	3	258	21	282	548	17	0	17	34	6	1	8	15	49	597
5:15-5:30 PM	18	247	2	267	0	245	28	273	540	12	0	14	26	7	0	12	19	45	585
5:30-5:45 PM	17	214	0	231	1	203	25	229	460	18	0	15	33	1	0	3	4	37	497
5:45-6:00 PM	24	212	1	237	3	210	28	241	478	26	0	14	40	2	0	2	4	44	522
Total Volume	71	924	6	1001	7	916	102	1025	2026	73	0	60	133	16	1	25	42	175	2201
Percent Trucks	1.4%	5.0%	0.0%	4.7%	0.0%	5.7%	0.0%	5.1%	4.9%	2.7%	0.0%	5.0%	3.8%	25.0%	0.0%	8.0%	14.3%	6.3%	5.0%
PHF				0.94				0.91	0.92				0.83				0.55	0.89	0.92

### AM Peak Hour Volumes by Approach

11/29/2007																			
US 41 @ 12th Street NE																			
Time Intervals	NB				SB				Total N/S	EB				WB				Total W/E	INT Total
	Left	Thru	Right	Total	Left	Thru	Right	Total		Left	Thru	Right	Total	Left	Thru	Right	Total		
7:00-7:15 AM		140	0	140	50	144		194	334					0		60	60	60	394
7:15-7:30 AM		140	1	141	67	133		200	341					0		65	65	65	406
7:30-7:45 AM		164	2	166	82	156		238	404					0		88	88	88	492
7:45-8:00 AM		177	1	178	85	192		277	455					2		58	60	60	515
Total Volume		621	4	625	284	625		909	1534					2		271	273	273	1807
Percent Trucks		3.9%	0.0%	3.8%	0.4%	4.6%		3.3%	3.5%					50.0%		2.6%	2.9%	2.9%	3.4%
PHF				0.88				0.82	0.84							0.78	0.78	0.78	0.88

### AM Truck Peak Hour Volumes by Approach

11/29/2007																			
US 41 @ 12th Street NE																			
Total Volume	NB				SB				Total N/S	EB				WB				Total W/E	INT Total
	Left	Thru	Right	Total	Left	Thru	Right	Total		Left	Thru	Right	Total	Left	Thru	Right	Total		
		24	0	24	1	29		30	54					1		7	8	8	62

### PM Truck Peak Hour Volumes by Approach

11/29/2007																			
US 41 @ 12th Street NE																			
Total Volume	NB				SB				Total N/S	EB				WB				Total W/E	INT Total
	Left	Thru	Right	Total	Left	Thru	Right	Total		Left	Thru	Right	Total	Left	Thru	Right	Total		
		10	0	10	4	17		21	31					0		0	0	0	31

### PM Peak Hour Volumes by Approach

11/29/2007																			
US 41 @ 12th Street NE																			
Time Intervals	NB				SB				Total N/S	EB				WB				Total W/E	INT Total
	Left	Thru	Right	Total	Left	Thru	Right	Total		Left	Thru	Right	Total	Left	Thru	Right	Total		
5:00-5:15 PM		209	1	210	81	208		289	499					0		89	89	89	588
5:15-5:30 PM		190	0	190	69	197		266	456					0		76	76	76	532
5:30-5:45 PM		174	0	174	67	156		223	397					2		78	80	80	477
5:45-6:00 PM		150	0	150	68	184		252	402					0		76	76	76	478
Total Volume		723	1	724	285	745		1030	1754					2		319	321	321	2075
Percent Trucks		1.4%	0.0%	1.4%	1.4%	2.3%		2.0%	1.8%					0.0%		0.0%	0.0%	0.0%	1.5%
PHF				0.86				0.89	0.88							0.90	0.90	0.90	0.88

Movement Not Allowed

### AM Peak Hour Volumes by Approach

11/6/2007																			
US 41 @ 27th Ave/Villemaire																			
	NB				SB				Total N/S	EB				WB				Total W/E	INT Total
Time Intervals	Left	Thru	Right	Total	Left	Thru	Right	Total		Left	Thru	Right	Total	Left	Thru	Right	Total		
7:00-7:15 AM	2	150	1	153	0	154	0	154	307	0	0	1	1	1	0	0	1	2	309
7:15-7:30 AM	0	184	0	184	0	171	0	171	355	1	0	0	1	0	0	0	0	1	356
7:30-7:45 AM	0	194	0	194	0	169	0	169	363	0	0	0	0	0	0	1	1	1	364
7:45-8:00 AM	1	196	0	197	0	176	0	176	373	2	0	0	2	0	0	0	0	2	375
Total Volume	3	724	1	728	0	670	0	670	1398	3	0	1	4	1	0	1	2	6	1404
Percent Trucks	0.0%	5.5%	100.0%	5.6%	0.0%	7.8%	0.0%	7.8%	6.7%	33.3%	0.0%	100.0%	50.0%	100.0%	0.0%	100.0%	100.0%	66.7%	6.9%
PHF				0.92				0.95	0.94				0.50				0.50	0.75	0.94

### AM Truck Peak Hour Volumes by Approach

11/8/2007																			
US 41 @ 27th Ave/Villemaire																			
	NB				SB				Total N/S	EB				WB				Total W/E	INT Total
Time Intervals	Left	Thru	Right	Total	Left	Thru	Right	Total		Left	Thru	Right	Total	Left	Thru	Right	Total		
Total Volume	0	40	1	41	0	52	0	52	93	1	0	1	2	1	0	1	2	4	97

### PM Truck Peak Hour Volumes by Approach

11/8/2007																			
US 41 @ 27th Ave/Villemaire																			
	NB				SB				Total N/S	EB				WB				Total W/E	INT Total
Time Intervals	Left	Thru	Right	Total	Left	Thru	Right	Total		Left	Thru	Right	Total	Left	Thru	Right	Total		
Total Volume	0	51	0	51	0	51	0	51	102	1	0	0	1	2	0	1	3	4	106

### PM Peak Hour Volumes by Approach

11/8/2007																			
US 41 @ 27th Ave/Villemaire																			
	NB				SB				Total N/S	EB				WB				Total W/E	INT Total
Time Intervals	Left	Thru	Right	Total	Left	Thru	Right	Total		Left	Thru	Right	Total	Left	Thru	Right	Total		
5:00-5:15 PM	1	202	1	204	0	235	0	235	439	2	0	0	2	0	0	0	0	2	441
5:15-5:30 PM	0	201	0	201	0	188	0	188	389	0	0	0	0	0	0	0	0	0	389
5:30-5:45 PM	0	180	0	180	0	215	0	215	395	0	0	0	0	0	0	0	0	0	395
5:45-6:00 PM	0	165	2	167	1	202	0	203	370	0	0	0	0	2	0	2	4	4	374
Total Volume	1	748	3	752	1	840	0	841	1593	2	0	0	2	2	0	2	4	6	1599
Percent Trucks	0.0%	6.8%	0.0%	6.8%	0.0%	6.1%	0.0%	6.1%	6.4%	50.0%	0.0%	0.0%	50.0%	100.0%	0.0%	50.0%	75.0%	66.7%	6.6%
PHF				0.92				0.89	0.91				0.25				0.25	0.38	0.91

### AM Peak Hour Volumes by Approach

11/6/2007																			
US 41 @ 19th Ave.																			
Time Intervals	NB				SB				Total N/S	EB				WB				Total W/E	INT Total
	Left	Thru	Right	Total	Left	Thru	Right	Total		Left	Thru	Right	Total	Left	Thru	Right	Total		
7:00-7:15 AM	2	109	19	130	9	105	8	122	252	12	4	2	18	8	1	2	11	29	281
7:15-7:30 AM	1	130	28	159	9	106	12	127	286	16	5	6	27	10	3	2	15	42	328
7:30-7:45 AM	5	137	18	160	6	132	7	145	305	11	2	3	16	13	3	4	20	36	341
7:45-8:00 AM	4	138	11	153	10	131	14	155	308	10	4	2	16	19	5	1	25	41	349
Total Volume	12	514	76	602	34	474	41	549	1151	49	15	13	77	50	12	9	71	148	1299
Percent Trucks	0.0%	7.6%	6.6%	7.3%	0.0%	11.0%	0.0%	9.5%	8.3%	6.1%	0.0%	7.7%	5.2%	4.0%	8.3%	11.1%	5.6%	5.4%	8.0%
PHF				0.94				0.89	0.93				0.71				0.71	0.88	0.93

### AM Truck Peak Hour Volumes by Approach

11/6/2007																			
US 41 @ 19th Ave.																			
Total Volume	NB				SB				Total N/S	EB				WB				Total W/E	INT Total
	Left	Thru	Right	Total	Left	Thru	Right	Total		Left	Thru	Right	Total	Left	Thru	Right	Total		
0	39	5	44	0	52	0	52	96	3	0	1	4	2	1	1	4	8	104	

### PM Truck Peak Hour Volumes by Approach

11/6/2007																			
US 41 @ 19th Ave.																			
Total Volume	NB				SB				Total N/S	EB				WB				Total W/E	INT Total
	Left	Thru	Right	Total	Left	Thru	Right	Total		Left	Thru	Right	Total	Left	Thru	Right	Total		
0	49	2	51	0	50	1	51	102	0	0	0	0	1	0	2	3	3	105	

### PM Peak Hour Volumes by Approach

11/6/2007																			
US 41 @ 19th Ave.																			
Time Intervals	NB				SB				Total N/S	EB				WB				Total W/E	INT Total
	Left	Thru	Right	Total	Left	Thru	Right	Total		Left	Thru	Right	Total	Left	Thru	Right	Total		
5:00-5:15 PM	9	159	31	199	15	144	40	199	398	20	5	2	27	24	8	9	41	68	466
5:15-5:30 PM	12	147	13	172	11	142	18	171	343	13	4	3	20	20	7	8	35	55	398
5:30-5:45 PM	8	150	11	169	10	175	28	213	382	13	6	5	24	18	12	7	37	61	443
5:45-6:00 PM	6	141	12	159	16	159	22	197	356	12	4	5	21	18	10	5	33	54	410
Total Volume	35	597	67	699	52	620	108	780	1479	58	19	15	92	80	37	29	146	238	1717
Percent Trucks	0.0%	8.2%	3.0%	7.3%	0.0%	8.1%	0.9%	6.5%	6.9%	0.0%	0.0%	0.0%	0.0%	1.3%	0.0%	6.9%	2.1%	1.3%	6.1%
PHF				0.88				0.92	0.93				0.85				0.89	0.88	0.92

# F.R. Aleman & Associates Inc.

10305 N.W. 41 Street, Suite 200

Miami, FL 33178

Phone:(305) 591-8777

Fax:(305) 599-8749

File Name : US 41 & Gibsonton Drive

Site Code : 00000000

Start Date : 11/8/2007

Page No : 1

## Groups Printed- Passenger Cars - Heavy Vehicles

Start Time	US 41 Northbound					US 41 Southbound					Alice Ave Eastbound					Gibsonton Drive Westbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total			
06:30 AM	1	245	38	0	284	27	131	4	0	162	1	4	1	0	6	69	7	101	0	177	0	629	629
06:45 AM	2	217	42	0	261	24	117	3	0	144	3	2	3	0	8	88	7	99	0	194	0	607	607
Total	3	462	80	0	545	51	248	7	0	306	4	6	4	0	14	157	14	200	0	371	0	1236	1236
07:00 AM	4	216	54	1	274	19	107	3	0	129	1	3	3	0	7	74	3	90	0	167	1	577	578
07:15 AM	3	241	46	0	290	33	124	2	0	159	3	4	2	0	9	64	2	79	0	145	0	603	603
07:30 AM	2	246	33	0	281	19	134	3	0	156	3	7	3	0	13	73	6	68	0	147	0	597	597
07:45 AM	2	183	41	0	226	24	104	1	0	129	1	7	2	0	10	131	12	100	0	243	0	608	608
Total	11	886	174	1	1071	95	469	9	0	573	8	21	10	0	39	342	23	337	0	702	1	2385	2386
08:00 AM	5	193	54	0	252	28	114	0	0	142	3	3	0	0	6	69	2	71	1	142	1	542	543
08:15 AM	6	144	24	0	174	27	106	1	0	134	2	2	1	0	5	54	6	64	0	124	0	437	437
08:30 AM	9	136	40	0	185	23	121	2	0	146	1	2	2	0	5	52	8	63	1	123	1	459	460
08:45 AM	2	149	27	0	178	16	99	2	0	117	2	3	2	0	7	44	2	65	0	111	0	413	413
Total	22	622	145	0	789	94	440	5	0	539	8	10	5	0	23	219	18	263	2	500	2	1851	1853
09:00 AM	3	109	46	0	158	18	85	0	0	103	0	1	6	0	7	40	2	55	1	97	1	365	366
09:15 AM	0	131	42	0	173	16	94	0	0	110	1	0	1	0	2	28	0	45	0	73	0	358	358
Total	3	240	88	0	331	34	179	0	0	213	1	1	7	0	9	68	2	100	1	170	1	723	724
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
11:00 AM	1	110	43	1	154	35	99	2	0	136	1	0	0	0	1	38	2	37	0	77	1	368	369
11:15 AM	4	135	47	0	186	40	97	1	0	138	0	5	3	0	8	44	5	37	0	86	0	418	418
11:30 AM	4	107	43	0	154	40	81	4	0	125	4	3	0	0	7	49	2	33	1	84	1	370	371
11:45 AM	3	124	61	0	188	44	120	0	0	164	3	2	4	0	9	54	8	28	0	90	0	451	451
Total	12	476	194	1	682	159	397	7	0	563	8	10	7	0	25	185	17	135	1	337	2	1607	1609
12:00 PM	5	137	50	0	192	37	145	2	0	184	6	2	2	1	10	43	6	31	0	80	1	466	467
12:15 PM	6	102	60	0	168	38	104	3	0	145	0	4	2	0	6	45	5	36	0	86	0	405	405
12:30 PM	5	127	52	0	184	42	116	5	0	163	5	2	3	0	10	57	6	40	0	103	0	460	460
12:45 PM	1	127	53	0	181	36	114	4	0	154	4	0	1	0	5	41	0	41	0	82	0	422	422
Total	17	493	215	0	725	153	479	14	0	646	15	8	8	1	31	186	17	148	0	351	1	1753	1754
03:30 PM	6	199	84	0	289	78	188	5	0	271	7	10	6	0	23	74	14	49	0	137	0	720	720
03:45 PM	0	204	69	0	273	83	197	2	0	282	2	5	1	0	8	65	11	36	0	112	0	675	675
Total	6	403	153	0	562	161	385	7	0	553	9	15	7	0	31	139	25	85	0	249	0	1395	1395
04:00 PM	4	211	63	0	278	89	201	5	0	295	1	3	2	0	6	60	5	28	0	93	0	672	672
04:15 PM	4	210	54	2	268	101	244	5	0	350	1	7	3	0	11	51	11	29	0	91	2	720	722
04:30 PM	1	155	54	0	210	95	208	5	0	308	6	7	1	0	14	74	3	48	3	125	3	657	660
04:45 PM	5	257	47	0	309	143	260	6	0	409	2	8	4	0	14	69	6	36	0	111	0	843	843
Total	14	833	218	2	1065	428	913	21	0	1362	10	25	10	0	45	254	25	141	3	420	5	2892	2897
05:00 PM	3	229	54	0	286	93	350	2	0	445	3	6	3	0	12	82	8	26	0	116	0	859	859
05:15 PM	6	233	70	0	309	93	332	7	0	432	4	4	3	0	11	69	2	34	0	105	0	857	857
05:30 PM	2	239	85	0	326	129	281	5	0	415	11	3	1	0	15	68	7	43	0	118	0	874	874
05:45 PM	5	218	55	0	278	91	320	7	0	418	6	4	1	0	11	63	3	37	0	103	0	810	810
Total	16	919	264	0	1199	406	1283	21	0	1710	24	17	8	0	49	282	20	140	0	442	0	3400	3400
06:00 PM	1	167	60	0	228	88	223	4	0	315	2	3	4	0	9	52	5	29	0	86	0	638	638
06:15 PM	2	185	55	0	242	85	167	4	0	256	2	0	2	0	4	54	2	28	0	84	0	586	586
Grand Total	107	5686	1646	4	7439	1754	5183	99	0	7036	91	116	73	1	280	1938	168	1606	7	3712	12	18467	18479
Apprch %	1.4	76.4	22.1			24.9	73.7	1.4			32.5	41.4	26.1			52.2	4.5	43.3					
Total %	0.6	30.8	8.9		40.3	9.5	28.1	0.5		38.1	0.5	0.6	0.4		1.5	10.5	0.9	8.7		20.1	0.1	99.9	
Passenger Cars	102	5049	1588		6743	1686	4493	92		6271	85	114	56		256	1794	168	1475		3444	0	16714	
% Passenger Cars	95.3	88.8	96.5	100	90.6	96.1	86.7	92.9	0	89.1	93.4	98.3	76.7	100	91.1	92.6	100	91.8	100	92.6	0	90.4	
Heavy Vehicles	5	637	58		700	68	690	7		765	6	2	17		25	144	0	131		275	0	1765	
% Heavy Vehicles	4.7	11.2	3.5	0	9.4	3.9	13.3	7.1	0	10.9	6.6	1.7	23.3	0	8.9	7.4	0	8.2	0	7.4	0	9.6	

# F.R. Aleman & Associates Inc.

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File Name : US 41 at Nundy Ave

Site Code : 00000000

Start Date : 11/29/2007

Page No : 1

## Groups Printed- Passenger Cars - Heavy Vehicles

Start Time	US 41 Northbound					US 41 Southbound					Nundy Ave Eastbound					Nundy Ave Westbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total			
06:30 AM	0	271	7	0	278	3	185	0	0	188	0	0	1	0	1	8	0	9	0	17	0	484	484
06:45 AM	0	264	12	0	276	7	187	0	0	194	0	0	1	0	1	10	0	8	0	18	0	489	489
<b>Total</b>	0	535	19	0	554	10	372	0	0	382	0	0	2	0	2	18	0	17	0	35	0	973	973
07:00 AM	0	284	22	0	306	5	177	0	0	182	1	1	1	0	3	7	1	11	0	19	0	510	510
07:15 AM	0	303	27	0	330	6	190	0	0	196	2	0	0	0	2	6	0	15	0	21	0	549	549
07:30 AM	1	297	39	0	337	6	198	0	0	204	0	0	2	0	2	11	0	12	0	23	0	566	566
07:45 AM	3	235	45	0	283	5	222	0	0	227	0	0	0	0	0	7	0	14	0	21	0	531	531
<b>Total</b>	4	1119	133	0	1256	22	787	0	0	809	3	1	3	0	7	31	1	52	0	84	0	2156	2156
08:00 AM	1	238	34	0	273	9	169	1	0	179	1	0	0	0	1	8	2	13	0	23	0	476	476
08:15 AM	1	180	22	0	203	11	154	2	0	167	0	0	1	0	1	7	1	7	0	15	0	386	386
08:30 AM	3	184	19	0	206	3	163	0	0	166	0	0	0	0	0	5	0	2	0	7	0	379	379
08:45 AM	0	175	13	0	188	2	135	0	0	137	1	0	1	0	2	7	0	4	0	11	0	338	338
<b>Total</b>	5	777	88	0	870	25	621	3	0	649	2	0	2	0	4	27	3	26	0	56	0	1579	1579
09:00 AM	0	144	17	0	161	2	122	0	0	124	0	0	0	0	0	3	1	7	0	11	0	296	296
09:15 AM	2	155	16	0	173	4	114	1	0	119	0	0	0	0	0	4	0	8	0	12	0	304	304
<b>Total</b>	2	299	33	0	334	6	236	1	0	243	0	0	0	0	0	7	1	15	0	23	0	600	600
11:00 AM	0	145	5	0	150	3	122	0	0	125	0	0	0	0	0	1	1	3	0	5	0	280	280
11:15 AM	1	165	8	0	174	0	128	0	0	128	0	0	1	0	1	2	1	10	0	13	0	316	316
11:30 AM	0	144	5	0	149	2	148	0	0	150	1	0	0	0	1	5	0	8	0	13	0	313	313
11:45 AM	0	177	8	0	185	2	159	0	0	161	0	0	1	0	1	6	0	7	0	13	0	360	360
<b>Total</b>	1	631	26	0	658	7	557	0	0	564	1	0	2	0	3	14	2	28	0	44	0	1269	1269
12:00 PM	1	176	8	0	185	7	170	0	0	177	0	0	2	0	2	7	0	5	0	12	0	376	376
12:15 PM	2	155	9	0	166	3	155	0	0	158	1	0	2	0	3	8	2	7	0	17	0	344	344
12:30 PM	0	168	11	0	179	0	159	0	0	159	2	1	2	0	5	4	1	6	0	11	0	354	354
12:45 PM	0	170	10	0	180	1	152	0	0	153	2	1	1	0	4	6	0	4	0	10	0	347	347
<b>Total</b>	3	669	38	0	710	11	636	0	0	647	5	2	7	0	14	25	3	22	0	50	0	1421	1421
03:30 PM	2	274	11	0	287	6	242	0	0	248	2	0	0	0	2	4	1	12	0	17	0	554	554
03:45 PM	1	263	9	0	273	10	238	1	0	249	1	0	0	0	1	8	1	15	0	24	0	547	547
<b>Total</b>	3	537	20	0	560	16	480	1	0	497	3	0	0	0	3	12	2	27	0	41	0	1101	1101
04:00 PM	0	278	8	0	286	4	246	1	0	251	2	0	1	0	3	9	1	13	0	23	0	563	563
04:15 PM	1	257	8	0	266	4	275	0	0	279	0	0	2	0	2	4	0	17	0	21	0	568	568
04:30 PM	1	239	4	0	244	8	288	1	0	297	3	0	1	0	4	7	1	21	0	29	0	574	574
04:45 PM	0	288	2	0	290	5	305	3	0	313	2	0	2	0	4	8	0	22	0	30	0	637	637
<b>Total</b>	2	1062	22	0	1086	21	1114	5	0	1140	7	0	6	0	13	28	2	73	0	103	0	2342	2342
05:00 PM	0	224	5	2	229	8	409	0	0	417	11	0	1	0	12	6	2	25	0	33	2	691	693
05:15 PM	1	266	4	0	271	10	374	1	0	385	12	0	2	0	14	8	0	31	0	39	0	709	709
05:30 PM	0	265	5	0	270	7	333	1	0	341	8	0	1	0	9	2	0	30	0	32	0	652	652
05:45 PM	0	222	4	0	226	6	356	0	0	362	5	0	2	0	7	8	1	21	0	30	0	625	625
<b>Total</b>	1	977	18	2	996	31	1472	2	0	1505	36	0	6	0	42	24	3	107	0	134	2	2677	2679
06:00 PM	1	220	8	0	229	5	258	2	0	265	2	0	2	0	4	7	0	12	0	19	0	517	517
06:15 PM	0	228	7	0	235	2	203	1	0	206	0	0	0	0	0	4	0	2	0	6	0	447	447
<b>Grand Total</b>	22	7054	412	2	7488	156	6736	15	0	6907	59	3	30	0	92	197	17	381	0	595	2	15082	15084
<b>Apprch %</b>	0.3	94.2	5.5			2.3	97.5	0.2			64.1	3.3	32.6			33.1	2.9	64					
<b>Total %</b>	0.1	46.8	2.7		49.6	1	44.7	0.1		45.8	0.4	0	0.2		0.6	1.3	0.1	2.5		3.9	0	100	
Passenger Cars	18	6457	392		6869	136	6022	15		6173	56	3	29		88	190	17	349		556	0	0	13686
% Passenger Cars	81.8	91.5	95.1	100	91.7	87.2	89.4	100	0	89.4	94.9	100	96.7	0	95.7	96.4	100	91.6	0	93.4	0	0	90.7
Heavy Vehicles	4	597	20		621	20	714	0		734	3	0	1		4	7	0	32		39	0	0	1398
% Heavy Vehicles	18.2	8.5	4.9	0	8.3	12.8	10.6	0	0	10.6	5.1	0	3.3	0	4.3	3.6	0	8.4	0	6.6	0	0	9.3



# F.R. Aleman & Associates Inc.

10305 N.W. 41 Street, Suite 200

Miami, FL 33178

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File Name : US 41 at Palm Ave

Site Code : 00000000

Start Date : 11/29/2007

Page No : 1

## Groups Printed- Passenger Cars - Heavy Vehicles

Start Time	US 41 Northbound					US 41 Southbound					Palm Ave Eastbound					Palm Ave Westbound					Exclu. Total	Inclu. Total	Int. Total	
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total				
06:30 AM	0	318	0	0	318	0	188	0	0	188	0	0	0	0	0	1	0	1	0	2	0	0	508	508
06:45 AM	0	372	2	0	374	0	192	0	0	192	0	0	1	0	1	0	0	0	0	0	0	0	567	567
<b>Total</b>	0	690	2	0	692	0	380	0	0	380	0	0	1	0	1	1	0	1	0	2	0	0	1075	1075
07:00 AM	3	370	6	0	379	1	160	2	0	163	0	0	3	0	3	0	0	1	0	1	0	0	546	546
07:15 AM	5	356	9	0	370	1	171	3	0	175	2	0	2	0	4	1	0	2	0	3	0	0	552	552
07:30 AM	3	344	8	0	355	9	177	3	1	189	2	0	1	0	3	2	0	3	2	5	3	0	552	555
07:45 AM	4	312	10	0	326	12	192	3	3	207	1	0	1	0	2	2	0	5	0	7	3	0	542	545
<b>Total</b>	15	1382	33	0	1430	23	700	11	4	734	5	0	7	0	12	5	0	11	2	16	6	0	2192	2198
08:00 AM	6	314	6	0	326	11	155	2	0	168	2	0	1	0	3	4	0	4	1	8	1	0	505	506
08:15 AM	1	252	2	0	255	4	148	4	0	156	2	0	0	0	2	2	0	10	0	12	0	0	425	425
08:30 AM	0	212	2	0	214	7	140	5	0	152	3	0	2	0	5	4	0	7	0	11	0	0	382	382
08:45 AM	1	192	1	0	194	12	116	0	1	128	0	0	2	1	2	6	0	5	3	11	5	0	335	340
<b>Total</b>	8	970	11	0	989	34	559	11	1	604	7	0	5	1	12	16	0	26	4	42	6	0	1647	1653
09:00 AM	0	161	3	1	164	9	107	1	0	117	0	0	3	1	3	7	0	5	0	12	2	0	296	298
09:15 AM	0	172	2	0	174	9	95	1	2	105	1	0	0	0	1	5	0	6	0	11	2	0	291	293
<b>Total</b>	0	333	5	1	338	18	202	2	2	222	1	0	3	1	4	12	0	11	0	23	4	0	587	591
11:00 AM	3	153	1	0	157	10	90	11	0	111	6	0	2	0	8	2	0	1	0	3	0	0	279	279
11:15 AM	3	156	2	0	161	3	106	13	0	122	7	0	1	0	8	2	0	2	0	4	0	0	295	295
11:30 AM	0	130	0	0	130	7	129	3	0	139	12	0	2	0	14	4	0	5	0	9	0	0	292	292
11:45 AM	0	191	2	0	193	7	140	2	0	149	11	1	0	0	12	5	0	4	0	9	0	0	363	363
<b>Total</b>	6	630	5	0	641	27	465	29	0	521	36	1	5	0	42	13	0	12	0	25	0	0	1229	1229
12:00 PM	1	161	3	0	165	13	157	0	0	170	6	1	1	0	8	7	0	11	1	18	1	0	361	362
12:15 PM	2	153	9	0	164	10	150	1	0	161	3	0	1	0	4	12	0	8	0	20	0	0	349	349
12:30 PM	3	152	1	0	156	17	143	0	0	160	3	0	0	0	3	14	0	8	0	22	0	0	341	341
12:45 PM	0	177	1	0	178	13	127	3	0	143	0	0	1	0	1	6	0	9	0	15	0	0	337	337
<b>Total</b>	6	643	14	0	663	53	577	4	0	634	12	1	3	0	16	39	0	36	1	75	1	0	1388	1389
03:30 PM	1	241	4	0	246	16	213	1	1	230	2	0	0	0	2	8	0	10	0	18	1	0	496	497
03:45 PM	3	204	3	1	210	15	219	1	0	235	2	0	1	0	3	8	0	15	0	23	1	0	471	472
<b>Total</b>	4	445	7	1	456	31	432	2	1	465	4	0	1	0	5	16	0	25	0	41	2	0	967	969
04:00 PM	0	241	5	1	246	14	231	2	0	247	6	0	0	0	6	10	0	22	0	32	1	0	531	532
04:15 PM	1	218	2	0	221	13	260	1	0	274	11	1	1	0	13	10	0	26	1	36	1	0	544	545
04:30 PM	2	195	4	0	201	14	278	3	0	295	11	0	0	1	11	8	0	27	0	35	1	0	542	543
04:45 PM	0	185	4	0	189	18	289	0	0	307	7	0	1	0	8	11	0	31	1	42	1	0	546	547
<b>Total</b>	3	839	15	1	857	59	1058	6	0	1123	35	1	2	1	38	39	0	106	2	145	4	0	2163	2167
05:00 PM	1	208	2	0	211	11	415	0	0	426	12	0	1	0	13	15	0	32	0	47	0	0	697	697
05:15 PM	2	201	1	1	204	16	369	3	0	388	9	0	0	0	9	10	0	28	1	38	2	0	639	641
05:30 PM	3	190	11	1	204	2	358	0	0	360	12	0	3	0	15	10	0	27	0	37	1	0	616	617
05:45 PM	2	135	7	1	144	5	361	0	0	366	10	0	3	0	13	15	0	22	0	37	1	0	560	561
<b>Total</b>	8	734	21	3	763	34	1503	3	0	1540	43	0	7	0	50	50	0	109	1	159	4	0	2512	2516
06:00 PM	2	135	5	0	142	10	279	0	0	289	2	0	2	0	4	10	0	12	0	22	0	0	457	457
06:15 PM	0	146	2	0	148	9	210	0	0	219	0	0	0	0	0	9	0	9	0	18	0	0	385	385
<b>Grand Total</b>	52	6947	120	6	7119	298	6365	68	8	6731	145	3	36	3	184	210	0	358	10	568	27	0	14602	14629
<b>Apprch %</b>	0.7	97.6	1.7			4.4	94.6	1			78.8	1.6	19.6			37	0	63						
<b>Total %</b>	0.4	47.6	0.8		48.8	2	43.6	0.5		46.1	1	0	0.2		1.3	1.4	0	2.5		3.9	0.2		99.8	
Passenger Cars	44	6433	108		6591	277	5853	64		6202	138	3	29		173	205	0	349		564	0	0	13530	
% Passenger Cars	84.6	92.6	90	100	92.5	93	92	94.1	100	92	95.2	100	80.6	100	92.5	97.6	0	97.5	100	97.6	0	0	92.5	
Heavy Vehicles	8	514	12		534	21	512	4		537	7	0	7		14	5	0	9		14	0	0	1099	
% Heavy Vehicles	15.4	7.4	10		7.5	7	8	5.9	0	8	4.8	0	19.4	0	7.5	2.4	0	2.5	0	2.4	0	0	7.5	

# F.R. Aleman & Associates Inc.

10305 N.W. 41 Street, Suite 200

Miami, FL 33178

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File Name : US 41 & Symmes Rd

Site Code : 00000000

Start Date : 11/8/2007

Page No : 1

### Groups Printed- Passenger Cars - Heavy Vehicles

Start Time	US 41 Northbound					US 41 Southbound					Symmes Rd Eastbound					Symmes Rd Westbound					Exclu. Total	Inclu. Total	Int. Total	
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total				
06:30 AM	0	275	5	0	280	15	220	0	0	235	1	0	0	0	1	11	0	60	0	71	0	0	587	587
06:45 AM	0	305	13	0	318	26	129	0	0	155	0	0	0	0	0	17	0	79	0	96	0	0	569	569
<b>Total</b>	0	580	18	0	598	41	349	0	0	390	1	0	0	0	1	28	0	139	0	167	0	0	1156	1156
07:00 AM	0	344	15	0	359	19	99	0	0	118	0	0	1	0	1	15	0	99	0	114	0	0	592	592
07:15 AM	1	350	16	0	367	22	158	0	0	180	0	0	1	0	1	18	0	54	0	72	0	0	620	620
07:30 AM	0	327	13	0	340	15	158	0	0	173	0	0	0	0	0	20	0	66	0	86	0	0	599	599
07:45 AM	2	277	20	0	299	34	133	1	0	168	0	0	0	0	0	14	0	72	0	86	0	0	553	553
<b>Total</b>	3	1298	64	0	1365	90	548	1	0	639	0	0	2	0	2	67	0	291	0	358	0	0	2364	2364
08:00 AM	1	262	20	0	283	32	139	0	0	171	0	0	2	0	2	15	0	67	1	82	1	0	538	539
08:15 AM	0	216	13	0	229	20	123	0	0	143	0	1	0	0	1	11	1	41	0	53	0	0	426	426
08:30 AM	0	182	14	0	196	26	142	0	0	168	0	0	0	0	0	9	0	41	0	50	0	0	414	414
08:45 AM	0	165	8	0	173	23	101	0	0	124	0	0	1	0	1	10	0	36	0	46	0	0	344	344
<b>Total</b>	1	825	55	0	881	101	505	0	0	606	0	1	3	0	4	45	1	185	1	231	1	0	1722	1723
09:00 AM	2	141	7	0	150	24	98	2	0	124	0	0	1	0	1	12	1	26	0	39	0	0	314	314
09:15 AM	0	151	15	0	166	33	101	0	0	134	1	0	2	0	3	9	0	18	1	27	1	0	330	331
<b>Total</b>	2	292	22	0	316	57	199	2	0	258	1	0	3	0	4	21	1	44	1	66	1	0	644	645
11:00 AM	0	143	17	0	160	14	110	2	0	126	0	0	2	0	2	9	0	24	0	33	0	0	321	321
11:15 AM	0	145	9	0	154	22	107	0	0	129	0	0	1	0	1	12	0	25	0	37	0	0	321	321
11:30 AM	1	99	14	0	114	28	112	2	0	142	2	0	1	0	3	10	0	11	0	21	0	0	280	280
11:45 AM	2	178	8	0	188	28	130	2	0	160	1	0	0	0	1	7	0	17	0	24	0	0	373	373
<b>Total</b>	3	565	48	0	616	92	459	6	0	557	3	0	4	0	7	38	0	77	0	115	0	0	1295	1295
12:00 PM	1	146	15	0	162	34	171	0	0	205	0	0	2	0	2	11	0	16	0	27	0	0	396	396
12:15 PM	1	131	16	0	148	22	138	0	0	160	3	0	0	0	3	11	0	14	0	25	0	0	336	336
12:30 PM	3	136	14	0	153	26	142	0	0	168	0	0	3	0	3	14	0	26	1	40	1	0	364	365
12:45 PM	3	135	16	0	154	34	140	0	0	174	1	0	0	0	1	14	0	23	0	37	0	0	366	366
<b>Total</b>	8	548	61	0	617	116	591	0	0	707	4	0	5	0	9	50	0	79	1	129	1	0	1462	1463
03:30 PM	1	220	24	0	245	42	224	0	0	266	8	0	0	0	8	16	0	26	0	42	0	0	561	561
03:45 PM	1	169	22	0	192	71	245	0	0	316	1	0	0	0	1	15	0	27	0	42	0	0	551	551
<b>Total</b>	2	389	46	0	437	113	469	0	0	582	9	0	0	0	9	31	0	53	0	84	0	0	1112	1112
04:00 PM	1	209	18	0	228	70	235	0	0	305	1	0	0	0	1	19	0	23	1	42	1	0	576	577
04:15 PM	1	166	19	0	186	64	259	0	0	323	4	0	0	0	4	11	0	33	0	44	0	0	557	557
04:30 PM	0	146	15	0	161	67	190	0	0	257	1	0	0	0	1	11	0	36	0	47	0	0	466	466
04:45 PM	6	170	21	0	197	100	318	2	0	420	0	0	0	0	0	11	0	20	0	31	0	0	648	648
<b>Total</b>	8	691	73	0	772	301	1002	2	0	1305	6	0	0	0	6	52	0	112	1	164	1	0	2247	2248
05:00 PM	3	198	29	0	230	114	331	0	0	445	0	0	1	0	1	8	0	34	1	42	1	0	718	719
05:15 PM	0	189	26	0	215	103	312	0	0	415	1	0	0	0	1	20	0	41	0	61	0	0	692	692
05:30 PM	0	197	24	0	221	105	303	0	0	408	0	0	1	0	1	10	0	33	0	43	0	0	673	673
05:45 PM	1	135	23	0	159	94	293	0	0	387	0	0	0	0	0	15	0	25	0	40	0	0	586	586
<b>Total</b>	4	719	102	0	825	416	1239	0	0	1655	1	0	2	0	3	53	0	133	1	186	1	0	2669	2670
06:00 PM	3	125	26	0	154	80	215	0	0	295	0	0	0	0	0	14	0	30	0	44	0	0	493	493
06:15 PM	2	132	18	1	152	69	222	0	0	291	2	0	0	0	2	11	0	24	0	35	1	0	480	481
<b>Grand Total</b>	36	6164	533	1	6733	1476	5798	11	0	7285	27	1	19	0	47	410	2	1167	5	1579	6	0	15644	15650
<b>Apprch %</b>	0.5	91.5	7.9			20.3	79.6	0.2			57.4	2.1	40.4			26	0.1	73.9						
<b>Total %</b>	0.2	39.4	3.4		43	9.4	37.1	0.1		46.6	0.2	0	0.1		0.3	2.6	0	7.5		10.1	0	0	100	
<b>Passenger Cars</b>	35	5620	469		6125	1388	5274	7		6669	27	1	18		46	386	0	1116		1507	0	0	14347	
<b>% Passenger Cars</b>	97.2	91.2	88		91	94	91	63.6		91.5	100	100	94.7		97.9	94.1	0	95.6		95.1	0	0	91.7	
<b>Heavy Vehicles</b>	1	544	64		609	88	524	4		616	0	0	1		1	24	2	51		77	0	0	1303	
<b>% Heavy Vehicles</b>	2.8	8.8	12		9	6	9	36.4		8.5	0	0	5.3		2.1	5.9	100	4.4		4.9	0	0	8.3	

# F.R. Aleman & Associates Inc.

10305 N.W. 41 Street, Suite 200

Miami, FL 33178

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File Name : US 41 & Florence St

Site Code : 00000000

Start Date : 11/8/2007

Page No : 1

## Groups Printed- Passenger Cars - Heavy Vehicles

Start Time	US 41 Northbound					US 41 Southbound					Florence St Eastbound					Florence St Westbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total			
06:30 AM	1	284	0	0	285	6	229	1	1	236	0	0	0	0	0	2	0	1	0	3	1	524	525
06:45 AM	0	331	4	0	335	5	169	1	0	175	3	0	2	0	5	1	0	0	0	1	0	516	516
<b>Total</b>	<b>1</b>	<b>615</b>	<b>4</b>	<b>0</b>	<b>620</b>	<b>11</b>	<b>398</b>	<b>2</b>	<b>1</b>	<b>411</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>1040</b>	<b>1041</b>
07:00 AM	4	342	0	0	346	4	122	2	0	128	1	0	1	0	2	0	2	2	0	4	0	480	480
07:15 AM	0	364	1	0	365	2	175	2	0	179	1	1	1	0	3	0	0	1	0	1	0	548	548
07:30 AM	1	359	0	0	360	2	176	1	0	179	3	0	0	0	3	0	0	1	0	1	0	543	543
07:45 AM	2	306	1	0	309	4	158	1	0	163	1	0	1	0	2	0	0	2	0	2	0	476	476
<b>Total</b>	<b>7</b>	<b>1371</b>	<b>2</b>	<b>0</b>	<b>1380</b>	<b>12</b>	<b>631</b>	<b>6</b>	<b>0</b>	<b>649</b>	<b>6</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>2047</b>	<b>2047</b>
08:00 AM	2	292	0	0	294	1	153	2	0	156	4	0	3	0	7	1	0	0	0	1	0	458	458
08:15 AM	1	225	0	0	226	5	146	1	0	152	1	0	0	0	1	1	0	0	0	1	0	380	380
08:30 AM	0	200	0	0	200	1	156	0	0	157	2	0	0	0	2	1	0	0	0	1	0	360	360
08:45 AM	1	176	1	0	178	1	140	0	0	141	3	0	0	0	3	0	0	0	0	0	0	322	322
<b>Total</b>	<b>4</b>	<b>893</b>	<b>1</b>	<b>0</b>	<b>898</b>	<b>8</b>	<b>595</b>	<b>3</b>	<b>0</b>	<b>606</b>	<b>10</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1520</b>	<b>1520</b>
09:00 AM	0	171	0	0	171	2	110	0	0	112	2	0	0	0	2	1	0	0	0	1	0	286	286
09:15 AM	0	166	0	0	166	1	119	1	0	121	2	0	1	0	3	0	0	1	0	1	0	291	291
<b>Total</b>	<b>0</b>	<b>337</b>	<b>0</b>	<b>0</b>	<b>337</b>	<b>3</b>	<b>229</b>	<b>1</b>	<b>0</b>	<b>233</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>577</b>	<b>577</b>
11:00 AM	0	166	0	0	166	1	130	3	0	134	0	0	0	0	0	0	1	0	0	1	0	301	301
11:15 AM	2	155	2	0	159	1	131	2	0	134	1	0	4	0	5	1	0	0	0	1	0	299	299
11:30 AM	3	153	0	0	156	3	125	0	0	128	0	0	1	0	1	1	0	1	0	2	0	287	287
11:45 AM	1	155	3	0	159	0	144	0	0	144	1	0	0	0	1	2	1	1	0	4	0	308	308
<b>Total</b>	<b>6</b>	<b>629</b>	<b>5</b>	<b>0</b>	<b>640</b>	<b>5</b>	<b>530</b>	<b>5</b>	<b>0</b>	<b>540</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>1195</b>	<b>1195</b>
12:00 PM	2	176	0	0	178	2	133	4	0	139	4	0	3	0	7	0	0	2	0	2	0	326	326
12:15 PM	4	146	1	0	151	3	173	0	0	176	1	0	0	0	1	1	0	1	0	2	0	330	330
12:30 PM	0	157	0	0	157	0	148	0	0	148	0	0	0	0	0	1	0	0	0	1	0	306	306
12:45 PM	1	162	1	0	164	0	158	7	0	165	0	0	4	0	4	1	0	0	0	1	0	334	334
<b>Total</b>	<b>7</b>	<b>641</b>	<b>2</b>	<b>0</b>	<b>650</b>	<b>5</b>	<b>612</b>	<b>11</b>	<b>0</b>	<b>628</b>	<b>5</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>1296</b>	<b>1296</b>
03:30 PM	3	247	1	0	251	4	255	3	0	262	2	1	0	0	3	1	0	0	0	1	0	517	517
03:45 PM	0	198	2	0	200	1	262	4	0	267	1	0	0	0	1	1	0	0	0	1	0	469	469
<b>Total</b>	<b>3</b>	<b>445</b>	<b>3</b>	<b>0</b>	<b>451</b>	<b>5</b>	<b>517</b>	<b>7</b>	<b>0</b>	<b>529</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>986</b>	<b>986</b>
04:00 PM	0	242	0	0	242	2	260	1	0	263	0	0	5	0	5	6	0	1	0	7	0	517	517
04:15 PM	1	201	2	0	204	0	279	2	1	281	2	1	2	0	5	1	0	2	0	3	1	493	494
04:30 PM	1	170	3	0	174	3	225	2	0	230	0	0	0	0	0	5	0	0	0	5	0	409	409
04:45 PM	7	189	6	0	202	2	308	4	0	314	3	0	3	0	6	4	0	1	0	5	0	527	527
<b>Total</b>	<b>9</b>	<b>802</b>	<b>11</b>	<b>0</b>	<b>822</b>	<b>7</b>	<b>1072</b>	<b>9</b>	<b>1</b>	<b>1088</b>	<b>5</b>	<b>1</b>	<b>10</b>	<b>0</b>	<b>16</b>	<b>16</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>20</b>	<b>1</b>	<b>1946</b>	<b>1947</b>
05:00 PM	3	212	0	0	215	4	353	5	0	362	7	0	1	0	8	4	1	0	0	5	0	590	590
05:15 PM	4	211	1	0	216	1	345	6	0	352	3	0	3	0	6	3	0	2	0	5	0	579	579
05:30 PM	7	214	1	0	222	3	325	3	0	331	6	1	5	0	12	2	1	1	0	4	0	569	569
05:45 PM	3	163	0	0	166	5	324	2	0	331	2	0	1	0	3	5	0	0	0	5	0	505	505
<b>Total</b>	<b>17</b>	<b>800</b>	<b>2</b>	<b>0</b>	<b>819</b>	<b>13</b>	<b>1347</b>	<b>16</b>	<b>0</b>	<b>1376</b>	<b>18</b>	<b>1</b>	<b>10</b>	<b>0</b>	<b>29</b>	<b>14</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>2243</b>	<b>2243</b>
06:00 PM	5	157	1	0	163	2	257	0	0	259	2	0	1	0	3	1	0	1	0	2	0	427	427
06:15 PM	2	151	0	0	153	3	258	0	0	261	0	0	2	0	2	2	0	1	0	3	0	419	419
<b>Grand Total</b>	<b>61</b>	<b>6841</b>	<b>31</b>	<b>0</b>	<b>6933</b>	<b>74</b>	<b>6446</b>	<b>60</b>	<b>2</b>	<b>6580</b>	<b>58</b>	<b>4</b>	<b>44</b>	<b>0</b>	<b>106</b>	<b>49</b>	<b>6</b>	<b>22</b>	<b>0</b>	<b>77</b>	<b>2</b>	<b>13696</b>	<b>13698</b>
<b>Apprch %</b>	<b>0.9</b>	<b>98.7</b>	<b>0.4</b>			<b>1.1</b>	<b>98</b>	<b>0.9</b>			<b>54.7</b>	<b>3.8</b>	<b>41.5</b>			<b>63.6</b>	<b>7.8</b>	<b>28.6</b>					
<b>Total %</b>	<b>0.4</b>	<b>49.9</b>	<b>0.2</b>		<b>50.6</b>	<b>0.5</b>	<b>47.1</b>	<b>0.4</b>		<b>48</b>	<b>0.4</b>	<b>0</b>	<b>0.3</b>		<b>0.8</b>	<b>0.4</b>	<b>0</b>	<b>0.2</b>		<b>0.6</b>	<b>0</b>	<b>100</b>	
<b>Passenger Cars</b>	<b>59</b>	<b>6310</b>	<b>27</b>		<b>6396</b>	<b>68</b>	<b>6024</b>	<b>56</b>		<b>6150</b>	<b>54</b>	<b>4</b>	<b>39</b>		<b>97</b>	<b>45</b>	<b>6</b>	<b>21</b>		<b>72</b>	<b>0</b>	<b>0</b>	<b>12715</b>
<b>% Passenger Cars</b>	<b>96.7</b>	<b>92.2</b>	<b>87.1</b>	<b>0</b>	<b>92.3</b>	<b>91.9</b>	<b>93.5</b>	<b>93.3</b>	<b>100</b>	<b>93.4</b>	<b>93.1</b>	<b>100</b>	<b>88.6</b>	<b>0</b>	<b>91.5</b>	<b>91.8</b>	<b>100</b>	<b>95.5</b>	<b>0</b>	<b>93.5</b>	<b>0</b>	<b>0</b>	<b>92.8</b>
<b>Heavy Vehicles</b>	<b>2</b>	<b>531</b>	<b>4</b>		<b>537</b>	<b>6</b>	<b>422</b>	<b>4</b>		<b>432</b>	<b>4</b>	<b>0</b>	<b>5</b>		<b>9</b>	<b>4</b>	<b>0</b>	<b>1</b>		<b>5</b>	<b>0</b>	<b>0</b>	<b>983</b>
<b>% Heavy Vehicles</b>	<b>3.3</b>	<b>7.8</b>	<b>12.9</b>	<b>0</b>	<b>7.7</b>	<b>8.1</b>	<b>6.5</b>	<b>6.7</b>	<b>0</b>	<b>6.6</b>	<b>6.9</b>	<b>0</b>	<b>11.4</b>	<b>0</b>	<b>8.5</b>	<b>8.2</b>	<b>0</b>	<b>4.5</b>	<b>0</b>	<b>6.5</b>	<b>0</b>	<b>0</b>	<b>7.2</b>

# F.R. Aleman & Associates Inc.

10305 N.W. 41 Street, Suite 200

Miami, FL 33178

Phone:(305) 591-8777

Fax:(305) 599-8749

File Name : US 41 & Pembroke Rd

Site Code : 00000000

Start Date : 11/8/2007

Page No : 1

## Groups Printed- Passenger Cars - Heavy Vehicles

Start Time	US 41 Northbound					US 41 Southbound					Pembroke Rd Eastbound					Pembroke Rd Westbound					Exclu. Total	Inclu. Total	Int. Total	
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total				
06:30 AM	9	295	0	0	304	0	204	20	0	224	10	0	2	0	12	0	0	0	0	0	0	0	540	540
06:45 AM	4	312	0	0	316	0	193	16	0	209	9	0	3	0	12	0	0	0	0	0	0	0	537	537
Total	13	607	0	0	620	0	397	36	0	433	19	0	5	0	24	0	0	0	0	0	0	0	1077	1077
07:00 AM	5	350	0	0	355	0	123	16	0	139	7	0	4	0	11	0	0	0	0	0	0	0	505	505
07:15 AM	7	328	0	0	335	0	173	21	0	194	10	0	4	0	14	0	0	0	0	0	0	0	543	543
07:30 AM	6	310	0	0	316	0	197	17	0	214	14	0	5	0	19	0	0	0	0	0	0	0	549	549
07:45 AM	4	261	0	0	265	0	161	15	0	176	14	0	8	0	22	0	0	0	0	0	0	0	463	463
Total	22	1249	0	0	1271	0	654	69	0	723	45	0	21	0	66	0	0	0	0	0	0	0	2060	2060
08:00 AM	7	260	0	0	267	0	140	9	0	149	4	0	6	0	10	0	0	0	0	0	0	0	426	426
08:15 AM	4	198	0	0	202	0	146	11	0	157	6	0	7	0	13	0	0	0	0	0	0	0	372	372
08:30 AM	2	166	0	0	168	0	147	7	0	154	3	0	9	0	12	0	0	0	0	0	0	0	334	334
08:45 AM	5	171	0	0	176	0	163	9	0	172	5	0	8	0	13	0	0	0	0	0	0	0	361	361
Total	18	795	0	0	813	0	596	36	0	632	18	0	30	0	48	0	0	0	0	0	0	0	1493	1493
09:00 AM	4	135	0	0	139	0	96	8	0	104	9	0	8	0	17	0	0	0	0	0	0	0	260	260
09:15 AM	7	134	0	0	141	0	112	7	0	119	6	0	4	0	10	0	0	0	0	0	0	0	270	270
Total	11	269	0	0	280	0	208	15	0	223	15	0	12	0	27	0	0	0	0	0	0	0	530	530
11:00 AM	6	136	0	0	142	0	109	4	0	113	5	0	1	0	6	0	0	0	0	0	0	0	261	261
11:15 AM	7	136	0	0	143	0	105	6	0	111	11	0	9	0	20	0	0	0	0	0	0	0	274	274
11:30 AM	6	139	0	0	145	0	63	5	0	68	6	0	8	0	14	0	0	0	0	0	0	0	227	227
11:45 AM	5	126	0	0	131	0	191	11	0	202	11	0	9	0	20	0	0	0	0	0	0	0	353	353
Total	24	537	0	0	561	0	468	26	0	494	33	0	27	0	60	0	0	0	0	0	0	0	1115	1115
12:00 PM	6	142	0	0	148	0	161	9	0	170	5	0	12	0	17	0	0	0	0	0	0	0	335	335
12:15 PM	5	116	0	0	121	0	142	9	0	151	8	0	4	0	12	0	0	0	0	0	0	0	284	284
12:30 PM	9	136	0	0	145	0	146	6	0	152	8	0	4	0	12	0	0	0	0	0	0	0	309	309
12:45 PM	7	132	0	0	139	0	133	3	0	136	9	0	3	0	12	0	0	0	0	0	0	0	287	287
Total	27	526	0	0	553	0	582	27	0	609	30	0	23	0	53	0	0	0	0	0	0	0	1215	1215
03:30 PM	5	146	0	0	151	0	230	6	0	236	22	0	10	0	32	0	0	0	0	0	0	0	419	419
03:45 PM	8	130	0	1	138	0	252	0	0	252	22	0	3	0	25	0	0	0	0	0	1	0	415	416
Total	13	276	0	1	289	0	482	6	0	488	44	0	13	0	57	0	0	0	0	0	1	0	834	835
04:00 PM	7	181	0	0	188	0	212	3	0	215	20	0	6	0	26	0	0	0	0	0	0	0	429	429
04:15 PM	2	159	0	1	161	0	249	2	0	251	23	0	8	0	31	0	0	0	0	0	1	0	443	444
04:30 PM	6	145	0	0	151	0	241	6	0	247	17	0	7	0	24	0	0	0	0	0	0	0	422	422
04:45 PM	0	167	0	0	167	0	251	3	0	254	20	0	4	0	24	0	0	0	0	0	0	0	445	445
Total	15	652	0	1	667	0	953	14	0	967	80	0	25	0	105	0	0	0	0	0	1	0	1739	1740
05:00 PM	2	165	0	1	167	0	310	5	0	315	23	0	5	0	28	0	0	0	0	0	1	0	510	511
05:15 PM	1	176	0	0	177	0	315	3	0	318	33	0	4	0	37	0	0	0	0	0	0	0	532	532
05:30 PM	3	170	0	0	173	0	347	2	0	349	32	0	5	0	37	0	0	0	0	0	0	0	559	559
05:45 PM	2	139	0	0	141	0	300	0	0	300	21	0	2	0	23	0	0	0	0	0	0	0	464	464
Total	8	650	0	1	658	0	1272	10	0	1282	109	0	16	0	125	0	0	0	0	0	1	0	2065	2066
06:00 PM	2	126	0	0	128	0	237	5	0	242	22	0	3	0	25	0	0	0	0	0	0	0	395	395
06:15 PM	1	122	0	0	123	0	238	4	0	242	23	0	1	0	24	0	0	0	0	0	0	0	389	389
Grand Total	154	5809	0	3	5963	0	6087	248	0	6335	438	0	176	0	614	0	0	0	0	0	3	0	12912	12915
Apprch %	2.6	97.4	0	0	0	0	96.1	3.9	0	0	71.3	0	28.7	0	0	0	0	0	0	0	0	0	0	0
Total %	1.2	45	0	0	46.2	0	47.1	1.9	0	49.1	3.4	0	1.4	0	4.8	0	0	0	0	0	0	0	100	0
Passenger Cars	19	5374	0	0	5396	0	5817	181	0	5998	334	0	36	0	370	0	0	0	0	0	0	0	11764	0
% Passenger Cars	12.3	92.5	0	0	90.4	0	95.6	73	0	94.7	76.3	0	20.5	0	60.3	0	0	0	0	0	0	0	91.1	0
Heavy Vehicles	135	435	0	0	570	0	270	67	0	337	104	0	140	0	244	0	0	0	0	0	0	0	1151	0
% Heavy Vehicles	87.7	7.5	0	0	9.6	0	4.4	27	0	5.3	23.7	0	79.5	0	39.7	0	0	0	0	0	0	0	8.9	0

# F.R. Aleman & Associates Inc.

10305 N.W. 41 Street, Suite 200

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File Name : US 41 & Big Bend Road

Site Code : 00000000

Start Date : 11/7/2007

Page No : 1

## Groups Printed- Passenger Cars - Heavy Vehicles

Start Time	US 41 Northbound					US 41 Southbound					Big Bend Rd Eastbound					Big Bend Rd Westbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total			
06:30 AM	7	167	131	0	305	45	80	9	0	134	10	7	5	0	22	41	96	94	0	231	0	692	692
06:45 AM	10	216	146	0	372	35	91	10	0	136	15	18	8	0	41	51	39	103	0	193	0	742	742
Total	17	383	277	0	677	80	171	19	0	270	25	25	13	0	63	92	135	197	0	424	0	1434	1434
07:00 AM	6	186	180	0	372	35	86	4	0	125	20	8	8	0	36	71	35	133	1	239	1	772	773
07:15 AM	4	158	187	0	349	53	105	8	0	166	15	20	1	0	36	85	55	156	0	296	0	847	847
07:30 AM	5	141	172	3	318	45	99	15	0	159	16	18	6	0	40	101	50	169	4	320	7	837	844
07:45 AM	3	165	172	0	340	49	112	12	0	173	11	16	0	0	27	115	52	134	0	301	0	841	841
Total	18	650	711	3	1379	182	402	39	0	623	62	62	15	0	139	372	192	592	5	1156	8	3297	3305
08:00 AM	6	135	176	0	317	36	91	6	0	133	11	20	0	0	31	94	37	112	0	243	0	724	724
08:15 AM	8	111	139	0	258	30	82	7	0	119	12	11	3	0	26	90	39	83	0	212	0	615	615
08:30 AM	2	107	160	1	269	41	86	6	1	133	7	15	0	0	22	95	34	94	0	223	2	647	649
08:45 AM	3	89	127	0	219	34	77	10	1	121	6	14	2	0	22	106	39	46	0	191	1	553	554
Total	19	442	602	1	1063	141	336	29	2	506	36	60	5	0	101	385	149	335	0	869	3	2539	2542
09:00 AM	1	84	112	0	197	33	62	7	0	102	8	18	1	0	27	78	23	54	0	155	0	481	481
09:15 AM	6	87	98	0	191	27	74	11	0	112	4	24	1	0	29	82	33	29	0	144	0	476	476
Total	7	171	210	0	388	60	136	18	0	214	12	42	2	0	56	160	56	83	0	299	0	957	957
11:00 AM	7	96	101	0	204	26	104	6	0	136	4	12	5	0	21	60	36	40	0	136	0	497	497
11:15 AM	7	99	92	0	198	24	77	11	0	112	6	14	1	0	21	72	21	27	0	120	0	451	451
11:30 AM	5	96	92	1	193	37	114	8	0	159	5	12	1	0	18	57	36	46	1	139	2	509	511
11:45 AM	4	105	96	0	205	27	90	7	0	124	5	18	6	0	29	67	41	39	0	147	0	505	505
Total	23	396	381	1	800	114	385	32	0	531	20	56	13	0	89	256	134	152	1	542	2	1962	1964
12:00 PM	12	90	90	0	192	30	97	4	0	131	13	19	15	0	47	55	43	31	1	129	1	499	500
12:15 PM	11	99	99	0	209	44	94	3	0	141	8	28	3	0	39	51	45	20	0	116	0	505	505
12:30 PM	2	89	94	0	185	49	97	11	0	157	4	4	9	0	17	95	40	37	0	172	0	531	531
12:45 PM	6	88	98	4	192	41	88	4	0	133	9	9	4	0	22	87	31	25	0	143	4	490	494
Total	31	366	381	4	778	164	376	22	0	562	34	60	31	0	125	288	159	113	1	560	5	2025	2030
03:30 PM	2	124	99	0	225	65	117	14	0	196	19	35	12	0	66	93	37	29	1	159	1	646	647
03:45 PM	2	108	105	0	215	61	144	13	0	218	12	20	4	0	36	110	39	32	0	181	0	650	650
Total	4	232	204	0	440	126	261	27	0	414	31	55	16	0	102	203	76	61	1	340	1	1296	1297
04:00 PM	2	102	103	4	207	40	179	9	0	228	5	24	6	0	35	88	32	31	0	151	4	621	625
04:15 PM	3	131	103	1	237	59	151	10	0	220	5	28	5	0	38	102	29	46	2	177	3	672	675
04:30 PM	4	112	98	0	214	71	142	12	0	225	6	36	8	0	50	164	29	43	0	236	0	725	725
04:45 PM	4	123	93	0	220	72	179	14	0	265	8	19	9	0	36	145	31	42	2	218	2	739	741
Total	13	468	397	5	878	242	651	45	0	938	24	107	28	0	159	499	121	162	4	782	9	2757	2766
05:00 PM	5	145	123	0	273	89	195	14	0	298	5	28	12	0	45	144	24	33	0	201	0	817	817
05:15 PM	6	132	119	0	257	64	170	11	0	245	12	37	16	0	65	125	45	23	0	193	0	760	760
05:30 PM	5	108	142	0	255	97	243	18	0	358	12	35	15	0	62	156	42	30	1	228	1	903	904
05:45 PM	2	87	144	0	233	98	200	17	0	315	9	12	6	0	27	170	47	46	0	263	0	838	838
Total	18	472	528	0	1018	348	808	60	0	1216	38	112	49	0	199	595	158	132	1	885	1	3318	3319
06:00 PM	3	99	128	0	230	63	143	7	0	213	6	16	5	0	27	134	31	26	0	191	0	661	661
06:15 PM	2	86	107	0	195	70	134	7	0	211	3	8	4	0	15	133	28	30	0	191	0	612	612
Grand Total	155	3765	3926	14	7846	1590	3803	305	2	5698	291	603	181	0	1075	3117	1239	1883	13	6239	29	20858	20887
Apprch %	2	48	50			27.9	66.7	5.4			27.1	56.1	16.8			50	19.9	30.2					
Total %	0.7	18.1	18.8		37.6	7.6	18.2	1.5		27.3	1.4	2.9	0.9		5.2	14.9	5.9	9		29.9	0.1	99.9	
Passenger Cars	134	3314	3770		7232	1409	3502	265		5178	262	498	172		932	2999	963	1656		5631	0	0	18973
% Passenger Cars	86.5	88	96		92	88.6	92.1	86.9		90.8	90	82.6	95		86.7	96.2	77.7	87.9		90.1	0	0	90.8
Heavy Vehicles	21	451	156		628	181	301	40		522	29	105	9		143	118	276	227		621	0	0	1914
% Heavy Vehicles	13.5	12	4		8	11.4	7.9	13.1		9.2	10	17.4	5		13.3	3.8	22.3	12.1		9.9	0	0	9.2



# F.R. Aleman & Associates Inc.

10305 N.W. 41 Street, Suite 200

Miami, FL 33178

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Fax:(305) 599-8749

File Name : US 41 & Apollo Beach Blvd

Site Code : 00000000

Start Date : 11/7/2007

Page No : 1

## Groups Printed- Passenger Cars - Heavy Vehicles

Start Time	US 41 Northbound						US 41 Southbound						Apollo Beach Blvd Eastbound					Apollo Beach Blvd Westbound					Exclu. Total	Inclu. Total	Int. Total	
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total				
06:30 AM	0	28	236	0	0	264	0	0	90	17	0	107	47	0	17	0	64	0	0	0	0	0	0	0	435	435
06:45 AM	0	42	281	0	0	323	0	0	98	11	0	109	65	0	23	0	88	0	0	0	0	0	0	0	520	520
<b>Total</b>	0	70	517	0	0	587	0	0	188	28	0	216	112	0	40	0	152	0	0	0	0	0	0	0	955	955
07:00 AM	1	51	294	0	0	346	0	0	125	21	0	146	62	0	60	0	122	0	0	0	0	0	0	0	614	614
07:15 AM	0	87	258	0	0	345	0	0	149	17	0	166	55	0	62	0	117	0	0	0	0	0	0	0	628	628
07:30 AM	0	94	268	0	0	362	0	0	172	33	0	205	59	0	88	0	147	0	0	0	0	0	0	0	714	714
07:45 AM	0	107	258	0	0	365	0	0	173	49	0	222	65	0	92	0	157	0	0	0	0	0	0	0	744	744
<b>Total</b>	1	339	1078	0	0	1418	0	0	619	120	0	739	241	0	302	0	543	0	0	0	0	0	0	0	2700	2700
08:00 AM	1	71	248	0	0	320	0	0	158	26	0	184	62	0	69	0	131	0	0	0	0	0	0	0	635	635
08:15 AM	0	55	200	0	0	255	0	0	150	31	0	181	42	0	55	0	97	0	0	0	0	0	0	0	533	533
08:30 AM	1	41	199	0	0	241	1	0	126	36	0	163	38	0	48	0	86	0	0	0	0	0	0	0	490	490
08:45 AM	0	70	154	0	0	224	1	0	147	29	0	177	36	0	45	0	81	0	0	0	0	0	0	0	482	482
<b>Total</b>	2	237	801	0	0	1040	2	0	581	122	0	705	178	0	217	0	395	0	0	0	0	0	0	0	2140	2140
09:00 AM	0	64	154	0	0	218	0	0	113	27	0	140	43	0	53	0	96	0	0	0	0	0	0	0	454	454
09:15 AM	1	58	158	0	0	217	0	0	123	33	0	156	37	0	45	0	82	0	0	0	0	0	0	0	455	455
<b>Total</b>	1	122	312	0	0	435	0	0	236	60	0	296	80	0	98	0	178	0	0	0	0	0	0	0	909	909
11:00 AM	1	73	170	0	0	244	0	0	165	19	0	184	42	0	63	0	105	0	0	0	0	0	0	0	533	533
11:15 AM	1	85	129	0	0	215	1	0	97	42	0	140	38	0	47	0	85	0	0	0	0	0	0	0	440	440
11:30 AM	0	69	141	0	0	210	0	0	134	46	1	180	48	0	54	0	102	0	0	0	0	0	1	0	492	493
11:45 AM	0	93	139	0	0	232	0	0	146	30	0	176	49	0	56	0	105	0	0	0	0	0	0	0	513	513
<b>Total</b>	2	320	579	0	0	901	1	0	542	137	1	680	177	0	220	0	397	0	0	0	0	0	1	0	1978	1979
12:00 PM	0	88	137	0	0	225	0	0	155	39	1	194	42	0	76	0	118	0	0	0	0	0	1	0	537	538
12:15 PM	1	66	165	0	0	232	1	0	150	28	0	179	69	0	59	0	128	0	0	0	0	0	0	0	539	539
12:30 PM	0	58	133	0	0	191	2	0	162	30	0	194	46	0	53	0	99	0	0	0	0	0	0	0	484	484
12:45 PM	1	64	162	0	0	227	2	0	132	34	0	168	53	0	61	0	114	0	0	0	0	0	0	0	509	509
<b>Total</b>	2	276	597	0	0	875	5	0	599	131	1	735	210	0	249	0	459	0	0	0	0	0	1	0	2069	2070
03:30 PM	0	92	169	0	0	261	1	0	205	34	0	240	61	0	72	0	133	0	0	0	0	0	0	0	634	634
03:45 PM	0	78	171	0	0	249	0	0	206	38	0	244	55	0	55	0	110	0	0	0	0	0	0	0	603	603
<b>Total</b>	0	170	340	0	0	510	1	0	411	72	0	484	116	0	127	0	243	0	0	0	0	0	0	0	1237	1237
04:00 PM	2	62	178	0	0	242	0	0	215	23	0	238	51	0	63	0	114	0	0	0	0	0	0	0	594	594
04:15 PM	0	65	190	0	0	255	1	0	217	40	0	258	48	0	56	0	104	0	0	0	0	0	0	0	617	617
04:30 PM	0	70	170	0	0	240	0	0	212	31	0	243	39	0	77	0	116	0	0	0	0	0	0	0	599	599
04:45 PM	0	65	179	0	0	244	1	0	263	29	0	293	43	0	74	0	117	0	0	0	0	0	0	0	654	654
<b>Total</b>	2	262	717	0	0	981	2	0	907	123	0	1032	181	0	270	0	451	0	0	0	0	0	0	0	2464	2464
05:00 PM	2	93	209	0	0	304	0	0	306	41	0	347	66	0	83	0	149	0	0	0	0	0	0	0	800	800
05:15 PM	0	80	217	0	0	297	1	0	254	45	0	300	71	0	85	0	156	0	0	0	0	0	0	0	753	753
05:30 PM	0	73	201	0	0	274	0	0	307	51	0	358	48	0	78	0	126	0	0	0	0	0	0	0	758	758
05:45 PM	0	96	158	0	0	254	0	0	293	58	0	351	50	0	63	0	113	0	0	0	0	0	0	0	718	718
<b>Total</b>	2	342	785	0	0	1129	1	0	1160	195	0	1356	235	0	309	0	544	0	0	0	0	0	0	0	3029	3029
06:00 PM	0	59	187	0	0	246	0	0	212	51	0	263	61	0	61	0	122	0	0	0	0	0	0	0	631	631
06:15 PM	0	61	150	0	0	211	0	0	214	45	0	259	50	0	55	0	105	0	0	0	0	0	0	0	575	575
<b>Grand Total</b>	12	2258	6063	0	0	8333	12	0	5669	1084	2	6765	1641	0	1948	0	3589	0	0	0	0	0	2	0	18687	18689
<b>Apprch %</b>	0.1	27.1	72.8	0			0.2	0	83.8	16			45.7	0	54.3			0	0	0						
<b>Total %</b>	0.1	12.1	32.4	0		44.6	0.1	0	30.3	5.8		36.2	8.8	0	10.4		19.2	0	0	0			0	0	100	
<b>Passenger Cars</b>	12	2238	5454	0		7704	12	0	5164	1068		6246	1630	0	1937		3567	0	0	0			0	0	17517	
<b>% Passenger Cars</b>	100	99.1	90	0		92.5	100	0	91.1	98.5	100	92.3	99.3	0	99.4		99.4	0	0	0	0		0	0	93.7	
<b>Heavy Vehicles</b>	0	20	609	0		629	0	0	505	16		521	11	0	11		22	0	0	0			0	0	1172	
<b>% Heavy Vehicles</b>	0	0.9	10	0		7.5	0	0	8.9	1.5		7.7	0.7	0	0.6		0.6	0	0	0	0		0	0	6.3	

# F.R. Aleman & Associates Inc.

10305 N.W. 41 Street, Suite 200

Miami, FL 33178

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File Name : US 41 & Flamingo Drive

Site Code : 00000000

Start Date : 11/7/2007

Page No : 1

## Groups Printed- Passenger Cars - Heavy Vehicles

Start Time	US 41 Northbound					US 41 Southbound					Flamingo Drive Eastbound					Flamingo Drive Westbound					Exclu. Total	Inclu. Total	Int. Total	
	Left	Thru	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total				
06:30 AM	3	251	0	0	254	1	122	5	0	128	36	0	7	0	43	0	0	0	0	0	0	0	425	425
06:45 AM	7	265	0	0	272	0	124	14	0	138	67	0	8	0	75	0	0	0	0	0	0	0	485	485
<b>Total</b>	<b>10</b>	<b>516</b>	<b>0</b>	<b>0</b>	<b>526</b>	<b>1</b>	<b>246</b>	<b>19</b>	<b>0</b>	<b>266</b>	<b>103</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>118</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>910</b>	<b>910</b>
07:00 AM	8	293	0	0	301	0	174	23	0	197	65	0	10	0	75	0	0	0	0	0	0	0	573	573
07:15 AM	7	306	0	0	313	0	195	29	0	224	43	0	8	0	51	0	0	0	0	0	0	0	588	588
07:30 AM	6	327	0	0	333	1	235	48	0	284	41	0	12	0	53	0	0	0	0	0	0	0	670	670
07:45 AM	9	339	0	0	348	0	237	47	0	284	38	0	4	0	42	0	0	0	0	0	0	0	674	674
<b>Total</b>	<b>30</b>	<b>1265</b>	<b>0</b>	<b>0</b>	<b>1295</b>	<b>1</b>	<b>841</b>	<b>147</b>	<b>0</b>	<b>989</b>	<b>187</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>221</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2505</b>	<b>2505</b>
08:00 AM	5	259	0	0	264	1	201	30	0	232	42	0	3	0	45	0	0	0	0	0	0	0	541	541
08:15 AM	7	231	0	0	238	3	182	29	0	214	34	0	8	0	42	0	0	0	0	0	0	0	494	494
08:30 AM	5	234	0	0	239	3	156	34	0	193	30	0	5	0	35	0	0	0	0	0	0	0	467	467
08:45 AM	8	200	0	0	208	0	180	47	0	227	38	0	4	0	42	0	0	0	0	0	0	0	477	477
<b>Total</b>	<b>25</b>	<b>924</b>	<b>0</b>	<b>0</b>	<b>949</b>	<b>7</b>	<b>719</b>	<b>140</b>	<b>0</b>	<b>866</b>	<b>144</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>164</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1979</b>	<b>1979</b>
09:00 AM	11	205	0	0	216	1	169	29	0	199	32	0	8	0	40	0	0	0	0	0	0	0	455	455
09:15 AM	11	186	0	0	197	0	166	27	0	193	33	0	6	0	39	0	0	0	0	0	0	0	429	429
<b>Total</b>	<b>22</b>	<b>391</b>	<b>0</b>	<b>0</b>	<b>413</b>	<b>1</b>	<b>335</b>	<b>56</b>	<b>0</b>	<b>392</b>	<b>65</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>79</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>884</b>	<b>884</b>
11:00 AM	18	205	0	0	223	3	174	45	0	222	39	0	10	0	49	0	0	0	0	0	0	0	494	494
11:15 AM	7	215	0	0	222	2	143	35	0	180	28	0	6	0	34	0	0	0	0	0	0	0	436	436
11:30 AM	14	177	0	0	191	1	163	47	0	211	33	0	6	0	39	0	0	0	0	0	0	0	441	441
11:45 AM	20	223	0	0	243	0	177	33	0	210	39	0	16	0	55	0	0	0	0	0	0	0	508	508
<b>Total</b>	<b>59</b>	<b>820</b>	<b>0</b>	<b>0</b>	<b>879</b>	<b>6</b>	<b>657</b>	<b>160</b>	<b>0</b>	<b>823</b>	<b>139</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>177</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1879</b>	<b>1879</b>
12:00 PM	18	223	0	0	241	0	188	42	0	230	34	0	11	0	45	0	0	0	0	0	0	0	516	516
12:15 PM	15	181	0	0	196	1	180	39	0	220	49	0	17	0	66	0	0	0	0	0	0	0	482	482
12:30 PM	16	183	0	0	199	9	167	47	0	223	35	0	15	0	50	0	0	0	0	0	0	0	472	472
12:45 PM	13	199	0	0	212	6	156	39	0	201	36	0	4	0	40	0	0	0	0	0	0	0	453	453
<b>Total</b>	<b>62</b>	<b>786</b>	<b>0</b>	<b>0</b>	<b>848</b>	<b>16</b>	<b>691</b>	<b>167</b>	<b>0</b>	<b>874</b>	<b>154</b>	<b>0</b>	<b>47</b>	<b>0</b>	<b>201</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1923</b>	<b>1923</b>
03:30 PM	8	239	0	0	247	1	225	61	0	287	47	0	7	0	54	0	0	0	0	0	0	0	588	588
03:45 PM	12	250	0	0	262	1	213	60	0	274	29	0	15	0	44	0	0	0	0	0	0	0	580	580
<b>Total</b>	<b>20</b>	<b>489</b>	<b>0</b>	<b>0</b>	<b>509</b>	<b>2</b>	<b>438</b>	<b>121</b>	<b>0</b>	<b>561</b>	<b>76</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>98</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1168</b>	<b>1168</b>
04:00 PM	11	236	0	0	247	2	227	52	0	281	33	0	11	0	44	0	0	0	0	0	0	0	572	572
04:15 PM	7	251	0	0	258	0	223	63	0	286	34	0	11	0	45	0	0	0	0	0	0	0	589	589
04:30 PM	13	247	0	0	260	1	244	86	0	331	35	0	13	0	48	0	0	0	0	0	0	0	639	639
04:45 PM	14	249	0	0	263	0	294	62	0	356	40	0	17	0	57	0	0	0	0	0	0	0	676	676
<b>Total</b>	<b>45</b>	<b>983</b>	<b>0</b>	<b>0</b>	<b>1028</b>	<b>3</b>	<b>988</b>	<b>263</b>	<b>0</b>	<b>1254</b>	<b>142</b>	<b>0</b>	<b>52</b>	<b>0</b>	<b>194</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2476</b>	<b>2476</b>
05:00 PM	15	305	0	0	320	1	320	95	0	416	45	0	30	0	75	0	0	0	0	0	0	0	811	811
05:15 PM	15	288	0	0	303	1	263	82	1	346	38	0	15	0	53	0	0	0	0	0	1	0	702	703
05:30 PM	20	249	0	0	269	1	300	78	0	379	36	0	23	0	59	0	0	0	0	0	0	0	707	707
05:45 PM	12	241	0	0	253	0	262	94	0	356	33	0	16	0	49	0	0	0	0	0	0	0	658	658
<b>Total</b>	<b>62</b>	<b>1083</b>	<b>0</b>	<b>0</b>	<b>1145</b>	<b>3</b>	<b>1145</b>	<b>349</b>	<b>1</b>	<b>1497</b>	<b>152</b>	<b>0</b>	<b>84</b>	<b>0</b>	<b>236</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2878</b>	<b>2879</b>
06:00 PM	12	223	0	0	235	7	213	56	0	276	34	0	13	0	47	0	0	0	0	0	0	0	558	558
06:15 PM	13	173	0	0	186	3	221	58	0	282	41	0	7	0	48	0	0	0	0	0	0	0	516	516
Grand Total	360	7653	0	0	8013	50	6494	1536	1	8080	1237	0	346	0	1583	0	0	0	0	0	1	17676	17677	
Apprch %	4.5	95.5	0	0		0.6	80.4	19			78.1	0	21.9			0	0	0						
Total %	2	43.3	0	0	45.3	0.3	36.7	8.7		45.7	7	0	2		9	0	0	0			0	0	100	
Passenger Cars	334	7087	0	0	7421	50	5938	1516		7505	1215	0	336		1551	0	0	0			0	0	16477	
% Passenger Cars	92.8	92.6	0	0	92.6	100	91.4	98.7	100	92.9	98.2	0	97.1	0	98	0	0	0	0		0	0	93.2	
Heavy Vehicles	26	566	0	0	592	0	556	20		576	22	0	10		32	0	0	0			0	0	1200	
% Heavy Vehicles	7.2	7.4	0	0	7.4	0	8.6	1.3	0	7.1	1.8	0	2.9	0	2	0	0	0	0		0	0	6.8	



# F.R. Aleman & Associates Inc.

10305 N.W. 41 Street, Suite 200

Miami, FL 33178

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File Name : US 41 & Miller Mac Rd

Site Code : 00000000

Start Date : 11/7/2007

Page No : 1

### Groups Printed- Passenger Cars - Heavy Vehicles

Start Time	US 41 Northbound					US 41 Southbound						Miller Mac Rd Eastbound					Miller Mac Rd Westbound					Exclu. Total	Inclu. Total	Int. Total	
	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total				
06:30 AM	8	195	0	0	203	2	0	160	12	0	174	70	0	19	0	89	0	0	0	0	0	0	0	466	466
06:45 AM	12	240	0	0	252	4	0	179	15	0	198	59	0	23	0	82	0	0	0	0	0	0	0	532	532
<b>Total</b>	20	435	0	0	455	6	0	339	27	0	372	129	0	42	0	171	0	0	0	0	0	0	0	998	998
07:00 AM	24	241	0	0	265	4	0	235	21	0	260	61	0	39	0	100	0	0	0	0	0	0	0	625	625
07:15 AM	14	292	0	0	306	6	1	219	20	0	246	41	0	13	0	54	0	0	1	0	1	0	0	607	607
07:30 AM	18	276	0	0	294	0	1	200	23	0	224	58	0	25	0	83	0	0	0	0	0	0	0	601	601
07:45 AM	18	220	0	0	238	0	0	194	24	0	218	50	0	16	0	66	0	0	0	0	0	0	0	522	522
<b>Total</b>	74	1029	0	0	1103	10	2	848	88	0	948	210	0	93	0	303	0	0	1	0	1	0	0	2355	2355
08:00 AM	17	205	0	0	222	0	0	175	27	0	202	39	0	23	0	62	0	0	0	0	0	0	0	486	486
08:15 AM	4	195	0	0	199	1	0	182	24	0	207	40	0	12	0	52	0	0	2	0	2	0	0	460	460
08:30 AM	19	172	0	0	191	3	1	164	23	0	191	26	0	14	0	40	0	0	0	0	0	0	0	422	422
08:45 AM	4	192	0	0	196	0	0	177	21	0	198	28	0	8	0	36	1	0	0	0	1	0	0	431	431
<b>Total</b>	44	764	0	0	808	4	1	698	95	0	798	133	0	57	0	190	1	0	2	0	3	0	0	1799	1799
09:00 AM	16	171	0	0	187	0	0	195	21	0	216	22	0	8	0	30	0	0	0	0	0	0	0	433	433
09:15 AM	0	22	0	0	22	0	0	18	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	40	40
<b>Total</b>	16	193	0	0	209	0	0	213	21	0	234	22	0	8	0	30	0	0	0	0	0	0	0	473	473
10:45 AM	13	179	0	0	192	3	0	153	19	0	175	21	0	15	0	36	0	0	0	0	0	0	0	403	403
<b>Total</b>	13	179	0	0	192	3	0	153	19	0	175	21	0	15	0	36	0	0	0	0	0	0	0	403	403
11:00 AM	12	198	0	0	210	0	0	215	11	0	226	19	0	10	0	29	0	0	0	0	0	0	0	465	465
11:15 AM	1	188	0	0	189	0	0	214	3	0	217	12	0	10	0	22	1	0	0	0	1	0	0	429	429
11:30 AM	12	213	0	0	225	4	2	204	20	0	230	23	0	15	0	38	0	0	1	0	1	0	0	494	494
11:45 AM	16	211	0	0	227	1	0	194	16	0	211	31	0	11	0	42	0	0	2	0	2	0	0	482	482
<b>Total</b>	41	810	0	0	851	5	2	827	50	0	884	85	0	46	0	131	1	0	3	0	4	0	0	1870	1870
12:00 PM	12	174	0	0	186	3	0	182	17	0	202	14	0	9	0	23	0	0	0	0	0	0	0	411	411
12:15 PM	11	181	0	0	192	4	0	180	20	0	204	13	0	11	0	24	2	0	0	0	2	0	0	422	422
12:30 PM	14	188	0	0	202	3	0	172	22	0	197	23	0	14	0	37	0	0	0	0	0	0	0	436	436
12:45 PM	0	16	0	0	16	0	0	15	0	0	15	2	0	0	0	2	0	0	0	0	0	0	0	33	33
<b>Total</b>	37	559	0	0	596	10	0	549	59	0	618	52	0	34	0	86	2	0	0	0	2	0	0	1302	1302
03:15 PM	16	203	0	0	219	2	0	259	18	0	279	26	0	15	0	41	0	0	0	0	0	0	0	539	539
03:30 PM	8	224	0	0	232	3	0	278	19	0	300	37	0	17	0	54	0	0	0	0	0	0	0	586	586
03:45 PM	14	209	0	0	223	0	1	288	26	0	315	42	0	18	0	60	0	0	1	0	1	0	0	599	599
<b>Total</b>	38	636	0	0	674	5	1	825	63	0	894	105	0	50	0	155	0	0	1	0	1	0	0	1724	1724
04:00 PM	18	253	0	0	271	1	0	317	20	0	338	31	0	14	0	45	0	0	0	0	0	0	0	654	654
04:15 PM	6	237	0	0	243	2	0	331	14	0	347	20	0	16	0	36	0	0	0	0	0	0	0	626	626
04:30 PM	7	243	0	0	250	3	0	368	21	0	392	33	0	14	0	47	0	0	0	0	0	0	0	689	689
04:45 PM	13	274	0	0	287	4	0	381	11	0	396	73	0	25	0	98	2	0	0	0	2	0	0	783	783
<b>Total</b>	44	1007	0	0	1051	10	0	1397	66	0	1473	157	0	69	0	226	2	0	0	0	2	0	0	2752	2752
05:00 PM	12	275	0	0	287	2	0	362	18	0	382	53	0	21	0	74	0	0	0	0	0	0	0	743	743
05:15 PM	22	218	0	0	240	10	0	357	18	0	385	32	0	12	0	44	0	0	0	0	0	0	0	669	669
05:30 PM	15	246	0	0	261	7	0	330	24	0	361	40	0	27	0	67	0	0	0	0	0	0	0	689	689
05:45 PM	19	197	0	0	216	5	2	320	22	0	349	36	0	19	0	55	1	0	0	0	1	0	0	621	621
<b>Total</b>	68	936	0	0	1004	24	2	1369	82	0	1477	161	0	79	0	240	1	0	0	0	1	0	0	2722	2722
06:00 PM	6	165	0	0	171	2	0	256	22	0	280	21	0	12	0	33	0	0	0	0	0	0	0	484	484
06:15 PM	6	5	0	0	11	2	0	7	16	0	25	15	0	12	0	27	0	0	0	0	0	0	0	63	63
Grand Total	407	6718	0	0	7125	81	8	7481	608	0	8178	1111	0	517	0	1628	7	0	7	0	14	0	0	16945	16945
Apprch %	5.7	94.3	0			1	0.1	91.5	7.4			68.2	0	31.8			50	0	50				100		
<b>Total %</b>	2.4	39.6	0		42	0.5	0	44.1	3.6		48.3	6.6	0	3.1		9.6	0	0	0		0.1		100		
Passenger Cars	393	6200	0		6593	81	5	6966	600		7652	1100	0	511		1611	0	0	2		2	0	0	15858	
% Passenger Cars	96.6	92.3	0		92.5	100	62.5	93.1	98.7	0	93.6	99	0	98.8	0	99	0	0	28.6	0	14.3	0	0	93.6	
Heavy Vehicles	14	518	0		532	0	3	515	8		526	11	0	6		17	7	0	5		12	0	0	1087	
% Heavy Vehicles	3.4	7.7	0		7.5	0	37.5	6.9	1.3	0	6.4	1	0	1.2	0	1	100	0	71.4	0	85.7	0	0	6.4	

# F.R. Aleman & Associates Inc.

10305 N.W. 41 Street, Suite 200

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File Name : US 41 & Falls Blvd

Site Code : 00000000

Start Date : 11/6/2007

Page No : 1

## Groups Printed- Passenger Cars - Heavy Vehicles

Start Time	US 41 Northbound						US 41 Southbound						Falls Blvd Eastbound				Falls Blvd Westbound					Exclu. Total	Inclu. Total	Int. Total		
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds				App. Total	
06:30 AM	0	2	211	1	0	214	0	0	111	3	0	114	10	0	1	0	11	0	0	0	0	0	0	0	339	339
06:45 AM	0	1	184	2	0	187	0	0	150	1	0	151	13	0	3	0	16	0	0	0	0	0	0	0	354	354
<b>Total</b>	0	3	395	3	0	401	0	0	261	4	0	265	23	0	4	0	27	0	0	0	0	0	0	0	693	693
07:00 AM	0	0	241	0	0	241	0	2	166	2	0	170	1	0	2	0	3	0	0	0	0	0	0	0	414	414
07:15 AM	0	2	254	5	0	261	1	5	207	2	0	215	11	0	3	0	14	0	0	0	0	0	0	0	490	490
07:30 AM	0	1	281	11	0	293	0	8	210	5	0	223	10	0	1	0	11	0	0	1	0	1	0	0	528	528
07:45 AM	0	1	283	10	0	294	0	7	227	3	0	237	8	0	4	0	12	0	0	2	0	2	0	0	545	545
<b>Total</b>	0	4	1059	26	0	1089	1	22	810	12	0	845	30	0	10	0	40	0	0	3	0	3	0	0	1977	1977
08:00 AM	1	2	216	1	0	220	0	2	214	3	0	219	11	0	3	0	14	1	0	0	0	1	0	0	454	454
08:15 AM	0	1	196	2	0	199	0	3	175	6	0	184	7	0	3	0	10	1	0	2	0	3	0	0	396	396
08:30 AM	0	3	190	3	0	196	0	6	177	6	0	189	9	0	5	0	14	0	0	0	0	0	0	0	399	399
08:45 AM	1	0	172	0	0	173	0	2	180	4	0	186	11	0	9	0	20	1	0	1	0	2	0	0	381	381
<b>Total</b>	2	6	774	6	0	788	0	13	746	19	0	778	38	0	20	0	58	3	0	3	0	6	0	0	1630	1630
09:00 AM	1	3	181	1	0	186	2	2	169	5	0	178	9	0	7	0	16	1	0	0	0	1	0	0	381	381
09:15 AM	0	5	170	0	0	175	0	3	150	2	0	155	16	0	6	0	22	0	0	0	0	0	0	0	352	352
<b>Total</b>	1	8	351	1	0	361	2	5	319	7	0	333	25	0	13	0	38	1	0	0	0	1	0	0	733	733
11:00 AM	1	2	197	2	0	202	0	0	188	11	0	199	9	0	0	0	9	2	0	0	0	2	0	0	412	412
11:15 AM	1	4	194	0	0	199	1	0	149	11	0	161	10	0	4	0	14	3	0	1	0	4	0	0	378	378
11:30 AM	0	4	160	1	0	165	3	0	182	4	0	189	4	0	1	0	5	1	0	1	0	2	0	0	361	361
11:45 AM	0	2	209	3	0	214	1	0	173	7	0	181	9	0	2	0	11	12	0	1	0	13	0	0	419	419
<b>Total</b>	2	12	760	6	0	780	5	0	692	33	0	730	32	0	7	0	39	18	0	3	0	21	0	0	1570	1570
12:00 PM	2	5	212	2	0	221	2	3	189	16	0	210	4	0	4	0	8	8	0	5	0	13	0	0	452	452
12:15 PM	0	2	175	1	0	178	1	4	182	2	0	189	8	0	1	0	9	0	0	1	0	1	0	0	377	377
12:30 PM	2	4	183	7	0	196	1	7	174	2	0	184	9	0	3	0	12	3	0	0	0	3	0	0	395	395
12:45 PM	0	1	179	8	0	188	3	6	160	2	0	171	7	0	3	0	10	1	0	4	0	5	0	0	374	374
<b>Total</b>	4	12	749	18	0	783	7	20	705	22	0	754	28	0	11	0	39	12	0	10	0	22	0	0	1598	1598
03:30 PM	0	2	221	3	0	226	0	1	224	8	0	233	6	0	3	0	9	1	0	0	0	1	0	0	469	469
03:45 PM	6	4	222	1	0	233	2	2	217	13	0	234	12	0	4	0	16	2	0	0	0	2	0	0	485	485
<b>Total</b>	6	6	443	4	0	459	2	3	441	21	0	467	18	0	7	0	25	3	0	0	0	3	0	0	954	954
04:00 PM	8	3	225	1	0	237	2	0	240	8	0	250	9	0	1	0	10	4	0	1	0	5	0	0	502	502
04:15 PM	7	4	269	4	0	284	1	2	237	9	0	249	4	0	2	0	6	3	0	2	0	5	0	0	544	544
04:30 PM	0	5	224	2	0	231	1	0	208	12	0	221	3	0	1	0	4	3	0	2	0	5	0	0	461	461
04:45 PM	2	4	240	2	0	248	10	3	249	16	0	278	7	0	2	0	9	8	0	0	0	8	0	0	543	543
<b>Total</b>	17	16	958	9	0	1000	14	5	934	45	0	998	23	0	6	0	29	18	0	5	0	23	0	0	2050	2050
05:00 PM	0	4	272	1	0	277	1	1	307	11	0	320	12	0	4	0	16	6	0	3	0	9	0	0	622	622
05:15 PM	0	4	268	0	0	272	3	0	249	6	0	258	4	0	4	0	8	2	0	0	0	2	0	0	540	540
05:30 PM	2	2	239	0	0	243	7	0	278	10	0	295	6	0	3	0	9	2	1	0	0	3	0	0	550	550
05:45 PM	0	6	228	2	0	236	3	0	266	9	0	278	10	0	2	0	12	4	0	3	0	7	0	0	533	533
<b>Total</b>	2	16	1007	3	0	1028	14	1	1100	36	0	1151	32	0	13	0	45	14	1	6	0	21	0	0	2245	2245
06:00 PM	0	3	183	6	0	192	3	2	250	11	0	266	11	0	3	0	14	1	0	2	0	3	0	0	475	475
06:15 PM	0	3	156	1	0	160	2	2	196	9	0	209	5	0	0	0	5	3	0	1	0	4	0	0	378	378
<b>Grand Total</b>	34	89	6835	83	0	7041	50	73	6454	219	0	6796	265	0	94	0	359	73	1	33	0	107	0	0	14303	14303
<b>Apprch %</b>	0.5	1.3	97.1	1.2			0.7	1.1	95	3.2			73.8	0	26.2			68.2	0.9	30.8						
<b>Total %</b>	0.2	0.6	47.8	0.6		49.2	0.3	0.5	45.1	1.5		47.5	1.9	0	0.7		2.5	0.5	0	0.2		0.7	0	0	100	
Passenger Cars	34	83	6441	62		6620	50	64	6033	209		6356	255	0	89		344	60	1	24		85	0	0	13405	
% Passenger Cars	100	93.3	94.2	74.7		94	100	87.7	93.5	95.4		93.5	96.2	0	94.7		95.8	82.2	100	72.7		79.4	0	0	93.7	
Heavy Vehicles	0	6	394	21		421	0	9	421	10		440	10	0	5		15	13	0	9		22	0	0	898	
% Heavy Vehicles	0	6.7	5.8	25.3		6	0	12.3	6.5	4.6		6.5	3.8	0	5.3		4.2	17.8	0	27.3		20.6	0	0	6.3	

# F.R. Aleman & Associates Inc.

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File Name : US 41 & Leisey Rd

Site Code : 00000000

Start Date : 11/6/2007

Page No : 1

## Groups Printed- Passenger Cars - Heavy Vehicles

Start Time	US 41 Northbound					US 41 Southbound					Leisey Rd Eastbound					Leisey Rd Westbound					Exclu. Total	Inclu. Total	Int. Total	
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total				
06:30 AM	0	212	0	0	212	0	110	0	0	110	0	0	0	0	0	0	0	0	0	0	0	0	322	322
06:45 AM	0	187	0	0	187	0	142	0	0	142	0	0	0	0	0	0	0	0	0	0	0	0	329	329
<b>Total</b>	<b>0</b>	<b>399</b>	<b>0</b>	<b>0</b>	<b>399</b>	<b>0</b>	<b>252</b>	<b>0</b>	<b>0</b>	<b>252</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>651</b>	<b>651</b>
07:00 AM	0	237	0	0	237	0	182	0	0	182	0	0	0	0	0	0	0	0	0	0	0	0	419	419
07:15 AM	1	254	0	0	255	0	202	0	0	202	0	2	9	0	11	0	2	1	0	3	0	0	471	471
07:30 AM	1	294	0	0	295	0	197	4	0	201	0	0	6	0	6	2	0	0	0	2	0	0	504	504
07:45 AM	0	286	0	0	286	0	223	0	0	223	0	0	1	0	1	0	3	7	0	10	0	0	520	520
<b>Total</b>	<b>2</b>	<b>1071</b>	<b>0</b>	<b>0</b>	<b>1073</b>	<b>0</b>	<b>804</b>	<b>4</b>	<b>0</b>	<b>808</b>	<b>0</b>	<b>2</b>	<b>16</b>	<b>0</b>	<b>18</b>	<b>2</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>1914</b>	<b>1914</b>
08:00 AM	0	210	3	0	213	0	223	0	0	223	1	3	0	0	4	0	2	4	0	6	0	0	446	446
08:15 AM	0	198	0	0	198	0	179	0	0	179	0	3	0	0	3	0	3	4	0	7	0	0	387	387
08:30 AM	0	191	1	0	192	0	178	0	0	178	0	2	1	0	3	0	1	1	0	2	0	0	375	375
08:45 AM	0	165	0	0	165	0	190	2	0	192	2	0	3	0	5	1	1	0	0	2	0	0	364	364
<b>Total</b>	<b>0</b>	<b>764</b>	<b>4</b>	<b>0</b>	<b>768</b>	<b>0</b>	<b>770</b>	<b>2</b>	<b>0</b>	<b>772</b>	<b>3</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>15</b>	<b>1</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>1572</b>	<b>1572</b>
09:00 AM	0	188	0	0	188	0	173	0	0	173	2	0	4	0	6	2	2	0	0	4	0	0	371	371
09:15 AM	0	174	0	0	174	0	151	0	0	151	1	0	4	0	5	0	0	0	0	0	0	0	330	330
<b>Total</b>	<b>0</b>	<b>362</b>	<b>0</b>	<b>0</b>	<b>362</b>	<b>0</b>	<b>324</b>	<b>0</b>	<b>0</b>	<b>324</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>11</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>701</b>	<b>701</b>
11:00 AM	0	207	1	0	208	1	190	1	0	192	1	0	1	0	2	2	0	0	1	2	1	0	404	405
11:15 AM	4	197	0	0	201	1	160	4	0	165	0	0	1	0	1	0	0	0	0	0	0	0	367	367
11:30 AM	4	170	0	0	174	2	180	1	0	183	2	0	3	0	5	0	0	0	0	0	0	0	362	362
11:45 AM	1	212	0	0	213	0	178	1	0	179	4	0	1	0	5	0	0	0	0	0	0	0	397	397
<b>Total</b>	<b>9</b>	<b>786</b>	<b>1</b>	<b>0</b>	<b>796</b>	<b>4</b>	<b>708</b>	<b>7</b>	<b>0</b>	<b>719</b>	<b>7</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1530</b>	<b>1531</b>
12:00 PM	2	214	0	0	216	1	192	1	0	194	1	0	4	0	5	0	0	0	0	0	0	0	415	415
12:15 PM	2	177	0	0	179	1	174	3	0	178	0	0	1	0	1	0	0	0	0	0	0	0	358	358
12:30 PM	4	190	0	0	194	1	173	0	0	174	3	0	0	0	3	0	0	0	0	0	0	0	371	371
12:45 PM	1	185	0	0	186	0	158	1	0	159	1	0	1	0	2	0	0	0	0	0	0	0	347	347
<b>Total</b>	<b>9</b>	<b>766</b>	<b>0</b>	<b>0</b>	<b>775</b>	<b>3</b>	<b>697</b>	<b>5</b>	<b>0</b>	<b>705</b>	<b>5</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1491</b>	<b>1491</b>
03:30 PM	3	221	0	0	224	2	220	0	0	222	0	0	4	0	4	0	0	0	0	0	0	0	450	450
03:45 PM	2	224	0	0	226	0	213	0	0	213	0	0	3	0	3	0	0	0	0	0	0	0	442	442
<b>Total</b>	<b>5</b>	<b>445</b>	<b>0</b>	<b>0</b>	<b>450</b>	<b>2</b>	<b>433</b>	<b>0</b>	<b>0</b>	<b>435</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>892</b>	<b>892</b>
04:00 PM	0	215	0	0	215	1	253	0	0	254	4	0	1	0	5	0	0	0	0	0	0	0	474	474
04:15 PM	6	261	0	0	267	1	242	2	0	245	5	0	5	0	10	0	0	0	0	0	0	0	522	522
04:30 PM	1	227	0	0	228	2	205	2	0	209	2	0	2	0	4	1	0	1	0	2	0	0	443	443
04:45 PM	0	237	0	0	237	2	238	7	0	247	2	0	0	0	2	0	0	1	0	1	0	0	487	487
<b>Total</b>	<b>7</b>	<b>940</b>	<b>0</b>	<b>0</b>	<b>947</b>	<b>6</b>	<b>938</b>	<b>11</b>	<b>0</b>	<b>955</b>	<b>13</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>21</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1926</b>	<b>1926</b>
05:00 PM	0	266	0	0	266	3	292	7	0	302	3	0	0	0	3	0	0	3	0	3	0	0	574	574
05:15 PM	2	269	0	0	271	0	242	2	0	244	1	1	4	0	6	0	0	0	0	0	0	0	521	521
05:30 PM	1	239	0	0	240	0	270	2	0	272	1	0	2	0	3	0	0	0	0	0	0	0	515	515
05:45 PM	7	239	0	0	246	0	260	0	0	260	1	0	3	0	4	0	0	0	0	0	0	0	510	510
<b>Total</b>	<b>10</b>	<b>1013</b>	<b>0</b>	<b>0</b>	<b>1023</b>	<b>3</b>	<b>1064</b>	<b>11</b>	<b>0</b>	<b>1078</b>	<b>6</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2120</b>	<b>2120</b>
06:00 PM	1	192	0	0	193	0	242	1	0	243	0	0	2	0	2	0	0	0	0	0	0	0	438	438
06:15 PM	0	156	0	0	156	0	194	0	0	194	0	0	0	0	0	0	0	0	0	0	0	0	350	350
<b>Grand Total</b>	<b>43</b>	<b>6894</b>	<b>5</b>	<b>0</b>	<b>6942</b>	<b>18</b>	<b>6426</b>	<b>41</b>	<b>0</b>	<b>6485</b>	<b>37</b>	<b>11</b>	<b>66</b>	<b>0</b>	<b>114</b>	<b>8</b>	<b>14</b>	<b>22</b>	<b>1</b>	<b>44</b>	<b>1</b>	<b>0</b>	<b>13585</b>	<b>13586</b>
<b>Apprch %</b>	<b>0.6</b>	<b>99.3</b>	<b>0.1</b>			<b>0.3</b>	<b>99.1</b>	<b>0.6</b>			<b>32.5</b>	<b>9.6</b>	<b>57.9</b>			<b>18.2</b>	<b>31.8</b>	<b>50</b>						
<b>Total %</b>	<b>0.3</b>	<b>50.7</b>	<b>0</b>		<b>51.1</b>	<b>0.1</b>	<b>47.3</b>	<b>0.3</b>		<b>47.7</b>	<b>0.3</b>	<b>0.1</b>	<b>0.5</b>		<b>0.8</b>	<b>0.1</b>	<b>0.1</b>	<b>0.2</b>		<b>0.3</b>	<b>0</b>	<b>0</b>	<b>100</b>	
<b>Passenger Cars</b>	<b>43</b>	<b>6511</b>	<b>5</b>		<b>6559</b>	<b>18</b>	<b>5989</b>	<b>38</b>		<b>6045</b>	<b>37</b>	<b>11</b>	<b>64</b>		<b>112</b>	<b>8</b>	<b>14</b>	<b>22</b>		<b>45</b>	<b>0</b>	<b>0</b>	<b>12761</b>	
<b>% Passenger Cars</b>	<b>100</b>	<b>94.4</b>	<b>100</b>	<b>0</b>	<b>94.5</b>	<b>100</b>	<b>93.2</b>	<b>92.7</b>	<b>0</b>	<b>93.2</b>	<b>100</b>	<b>100</b>	<b>97</b>	<b>0</b>	<b>98.2</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>93.9</b>	
<b>Heavy Vehicles</b>	<b>0</b>	<b>383</b>	<b>0</b>		<b>383</b>	<b>0</b>	<b>437</b>	<b>3</b>		<b>440</b>	<b>0</b>	<b>0</b>	<b>2</b>		<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>825</b>	
<b>% Heavy Vehicles</b>	<b>0</b>	<b>5.6</b>	<b>0</b>	<b>0</b>	<b>5.5</b>	<b>0</b>	<b>6.8</b>	<b>7.3</b>	<b>0</b>	<b>6.8</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1.8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6.1</b>	

# F.R. Aleman & Associates Inc.

10305 N.W. 41 Street, Suite 200

Miami, FL 33178

Phone:(305) 591-8777

Fax:(305) 599-8749

File Name : US 41 & Mirabay Blvd

Site Code : 00000000

Start Date : 11/6/2007

Page No : 1

## Groups Printed- Passenger Cars - Heavy Vehicles

Start Time	US 41 Northbound					US 41 Southbound					Mirabay Blvd Eastbound					Mirabay Blvd Westbound					Exclu. Total	Inclu. Total	Int. Total	
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total				
06:30 AM	2	185	2	0	189	2	211	1	0	214	25	1	14	0	40	0	0	0	0	0	0	0	443	443
06:45 AM	4	169	2	0	175	3	188	2	0	193	31	0	23	0	54	1	0	0	0	1	0	0	423	423
Total	6	354	4	0	364	5	399	3	0	407	56	1	37	0	94	1	0	0	0	1	0	0	866	866
07:00 AM	8	185	2	0	195	7	218	7	0	232	50	1	36	0	87	6	0	2	0	8	0	0	522	522
07:15 AM	6	222	4	0	232	8	240	8	0	256	47	1	23	0	71	1	1	1	0	3	0	0	562	562
07:30 AM	12	251	9	0	272	20	278	14	0	312	46	2	32	0	80	4	0	4	0	8	0	0	672	672
07:45 AM	15	237	7	0	259	14	254	16	0	284	47	2	35	0	84	5	0	5	0	10	0	0	637	637
Total	41	895	22	0	958	49	990	45	0	1084	190	6	126	0	322	16	1	12	0	29	0	0	2393	2393
08:00 AM	19	172	9	0	200	12	201	12	0	225	26	1	24	0	51	8	0	7	0	15	0	0	491	491
08:15 AM	12	169	5	0	186	11	167	17	0	195	21	2	24	0	47	4	1	2	0	7	0	0	435	435
08:30 AM	19	159	1	0	179	9	169	11	0	189	24	0	23	0	47	1	0	6	0	7	0	0	422	422
08:45 AM	8	154	4	0	166	8	146	15	0	169	19	1	21	0	41	6	0	6	0	12	0	0	388	388
Total	58	654	19	0	731	40	683	55	0	778	90	4	92	0	186	19	1	21	0	41	0	0	1736	1736
09:00 AM	11	151	3	0	165	4	162	8	0	174	13	0	18	0	31	15	1	19	0	35	0	0	405	405
09:15 AM	13	144	3	0	160	4	153	8	0	165	14	1	12	0	27	19	2	26	0	47	0	0	399	399
09:45 AM	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	0	0	8	8
Total	24	295	6	0	325	8	315	16	0	339	35	1	30	0	66	34	3	45	0	82	0	0	812	812
11:00 AM	8	171	1	0	180	8	170	10	0	188	20	2	19	0	41	5	1	8	0	14	0	0	423	423
11:15 AM	14	152	3	0	169	2	162	22	0	186	24	0	19	0	43	1	0	5	0	6	0	0	404	404
11:30 AM	15	134	3	0	152	2	147	13	0	162	22	1	26	0	49	7	0	19	0	26	0	0	389	389
11:45 AM	18	190	2	0	210	10	178	14	0	202	16	0	19	1	35	3	0	9	0	12	1	1	459	460
Total	55	647	9	0	711	22	657	59	0	738	82	3	83	1	168	16	1	41	0	58	1	1	1675	1676
12:00 PM	21	172	0	0	193	9	176	10	0	195	14	0	12	0	26	7	0	11	0	18	0	0	432	432
12:15 PM	18	136	8	0	162	4	146	26	0	176	18	1	19	0	38	11	0	14	0	25	0	0	401	401
12:30 PM	12	146	4	0	162	2	154	14	0	170	18	1	17	0	36	1	1	10	0	12	0	0	380	380
12:45 PM	10	167	2	0	179	1	164	12	0	177	21	0	16	0	37	1	0	14	0	15	0	0	408	408
Total	61	621	14	0	696	16	640	62	0	718	71	2	64	0	137	20	1	49	0	70	0	0	1621	1621
03:30 PM	14	181	1	0	196	6	181	21	0	208	13	0	20	0	33	5	0	3	0	8	0	0	445	445
03:45 PM	14	182	6	0	202	4	187	20	0	211	23	0	18	0	41	6	1	10	0	17	0	0	471	471
Total	28	363	7	0	398	10	368	41	0	419	36	0	38	0	74	11	1	13	0	25	0	0	916	916
04:00 PM	19	187	3	0	209	2	172	20	0	194	18	0	12	0	30	9	3	15	0	27	0	0	460	460
04:15 PM	19	216	1	0	236	5	218	20	0	243	21	2	24	0	47	14	2	10	0	26	0	0	552	552
04:30 PM	17	206	1	0	224	2	187	23	0	212	14	0	18	0	32	8	0	3	0	11	0	0	479	479
04:45 PM	18	220	2	0	240	2	201	26	0	229	15	0	11	0	26	4	1	5	0	10	0	0	505	505
Total	73	829	7	0	909	11	778	89	0	878	68	2	65	0	135	35	6	33	0	74	0	0	1996	1996
05:00 PM	12	251	3	0	266	3	258	21	0	282	17	0	17	0	34	6	1	8	0	15	0	0	597	597
05:15 PM	18	247	2	0	267	0	245	28	0	273	12	0	14	0	26	7	0	12	0	19	0	0	585	585
05:30 PM	17	214	0	0	231	1	203	25	0	229	18	0	15	0	33	1	0	3	0	4	0	0	497	497
05:45 PM	24	212	1	0	237	3	210	28	0	241	26	0	14	0	40	2	0	2	0	4	0	0	522	522
Total	71	924	6	0	1001	7	916	102	0	1025	73	0	60	0	133	16	1	25	0	42	0	0	2201	2201
06:00 PM	19	178	0	0	197	6	140	30	0	176	14	3	10	0	27	3	1	5	0	9	0	0	409	409
06:15 PM	20	147	1	0	168	2	141	22	0	165	11	0	13	0	24	1	0	3	0	4	0	0	361	361
Grand Total	456	5907	95	0	6458	176	6027	524	0	6727	726	22	618	1	1366	172	16	247	0	435	1	1	14986	14987
Apprch %	7.1	91.5	1.5			2.6	89.6	7.8			53.1	1.6	45.2			39.5	3.7	56.8						
Total %	3	39.4	0.6		43.1	1.2	40.2	3.5		44.9	4.8	0.1	4.1		9.1	1.1	0.1	1.6		2.9	0	0	100	
Passenger Cars	432	5572	85		6089	171	5626	523		6320	711	22	596		1330	150	16	235		401	0	0	14140	
% Passenger Cars	94.7	94.3	89.5		94.3	97.2	93.3	99.8		93.9	97.9	100	96.4		97.3	87.2	100	95.1		92.2	0	0	94.3	
Heavy Vehicles	24	335	10		369	5	401	1		407	15	0	22		37	22	0	12		34	0	0	847	
% Heavy Vehicles	5.3	5.7	10.5		5.7	2.8	6.7	0.2		6.1	2.1	0	3.6		2.7	12.8	0	4.9		7.8	0	0	5.7	

# F.R. Aleman & Associates Inc.

10305 N.W. 41 Street, Suite 200

Miami, FL 33178

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File Name : US 41 & 12 St NE

Site Code : 00000000

Start Date : 11/29/2007

Page No : 1

## Groups Printed- Passenger Cars - Heavy Vehicles

Start Time	US 41 Northbound					US 41 Southbound					Eastbound					12th Street NE Westbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total			
07:00 AM	0	140	0	0	140	50	144	0	0	194	0	0	0	0	0	0	0	60	0	60	0	394	394
07:15 AM	0	140	1	0	141	67	133	0	0	200	0	0	0	0	0	0	0	65	0	65	0	406	406
07:30 AM	0	164	2	0	166	82	156	0	0	238	0	0	0	0	0	0	0	88	0	88	0	492	492
07:45 AM	0	177	1	0	178	85	192	0	0	277	0	0	0	0	0	2	0	58	0	60	0	515	515
<b>Total</b>	0	621	4	0	625	284	625	0	0	909	0	0	0	0	0	2	0	271	0	273	0	1807	1807
08:00 AM	0	147	0	0	147	59	172	0	0	231	0	0	0	0	0	0	0	53	0	53	0	431	431
08:15 AM	0	119	2	0	121	55	126	0	0	181	0	0	0	0	0	0	0	54	0	54	0	356	356
08:30 AM	0	120	1	0	121	56	129	0	0	185	0	0	0	0	0	3	0	47	0	50	0	356	356
08:45 AM	0	132	0	0	132	54	122	0	0	176	0	0	0	0	0	2	0	52	0	54	0	362	362
<b>Total</b>	0	518	3	0	521	224	549	0	0	773	0	0	0	0	0	5	0	206	0	211	0	1505	1505
04:00 PM	0	152	3	0	155	61	156	0	0	217	0	0	0	0	0	0	0	63	0	63	0	435	435
04:15 PM	0	157	0	0	157	48	144	0	0	192	0	0	0	0	0	0	0	53	0	53	0	402	402
04:30 PM	0	170	1	0	171	76	146	0	0	222	0	0	0	0	0	0	0	67	0	67	0	460	460
04:45 PM	0	163	0	0	163	58	176	0	0	234	0	0	0	0	0	0	0	73	0	73	0	470	470
<b>Total</b>	0	642	4	0	646	243	622	0	0	865	0	0	0	0	0	0	0	256	0	256	0	1767	1767
05:00 PM	0	209	1	0	210	81	208	0	0	289	0	0	0	0	0	0	0	89	0	89	0	588	588
05:15 PM	0	190	0	0	190	69	197	0	0	266	0	0	0	0	0	0	0	76	0	76	0	532	532
05:30 PM	0	174	0	0	174	67	156	0	0	223	0	0	0	0	0	2	0	78	0	80	0	477	477
05:45 PM	0	150	0	0	150	68	184	0	0	252	0	0	0	0	0	0	0	76	0	76	0	478	478
<b>Total</b>	0	723	1	0	724	285	745	0	0	1030	0	0	0	0	0	2	0	319	0	321	0	2075	2075
<b>Grand Total</b>	0	2504	12	0	2516	1036	2541	0	0	3577	0	0	0	0	0	9	0	1052	0	1061	0	7154	7154
<b>Apprch %</b>	0	99.5	0.5			29	71	0			0	0	0			0.8	0	99.2					
<b>Total %</b>	0	35	0.2		35.2	14.5	35.5	0		50	0	0	0		0	0.1	0	14.7		14.8	0	100	
Passenger Cars	0	2401	11		2412	1028	2432	0		3460	0	0	0		0	7	0	1032		1039	0	0	6911
% Passenger Cars	0	95.9	91.7	0	95.9	99.2	95.7	0	0	96.7	0	0	0	0	0	77.8	0	98.1	0	97.9	0	0	96.6
Heavy Vehicles	0	103	1		104	8	109	0		117	0	0	0		0	2	0	20		22	0	0	243
% Heavy Vehicles	0	4.1	8.3	0	4.1	0.8	4.3	0	0	3.3	0	0	0	0	0	22.2	0	1.9	0	2.1	0	0	3.4

# F.R. Aleman & Associates Inc.

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File Name : US 41 & Villemarie Rd\_27th Ave NE

Site Code : 00000000

Start Date : 11/6/2007

Page No : 1

## Groups Printed- Passenger Cars - Heavy Vehicles

Start Time	US 41 Northbound					US 41 Southbound					Villemarie Rd Eastbound					27Tth Ave NE Westbound					Exclu. Total	Inclu. Total	Int. Total	
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total				
06:30 AM	0	140	1	0	141	1	92	0	0	93	1	1	0	0	2	0	0	0	0	0	0	0	236	236
06:45 AM	0	129	0	0	129	0	135	0	0	135	0	0	0	0	0	0	0	0	0	0	0	0	264	264
<b>Total</b>	<b>0</b>	<b>269</b>	<b>1</b>	<b>0</b>	<b>270</b>	<b>1</b>	<b>227</b>	<b>0</b>	<b>0</b>	<b>228</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>500</b>	<b>500</b>
07:00 AM	2	150	1	0	153	0	154	0	0	154	0	0	1	0	1	1	0	0	0	1	0	0	309	309
07:15 AM	0	184	0	0	184	0	171	0	0	171	1	0	0	0	1	0	0	0	0	0	0	0	356	356
07:30 AM	0	194	0	0	194	0	169	0	0	169	0	0	0	0	0	0	0	1	0	1	0	0	364	364
07:45 AM	1	196	0	0	197	0	176	0	0	176	2	0	0	0	2	0	0	0	0	0	0	0	375	375
<b>Total</b>	<b>3</b>	<b>724</b>	<b>1</b>	<b>0</b>	<b>728</b>	<b>0</b>	<b>670</b>	<b>0</b>	<b>0</b>	<b>670</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1404</b>	<b>1404</b>
08:00 AM	0	166	1	0	167	0	181	2	0	183	2	1	0	0	3	0	0	0	0	0	0	0	353	353
08:15 AM	2	146	0	0	148	0	135	0	0	135	0	0	0	0	0	1	0	0	0	1	0	0	284	284
08:30 AM	0	136	0	0	136	0	149	0	0	149	0	0	0	0	0	0	0	0	0	0	0	0	285	285
08:45 AM	1	126	0	0	127	1	174	2	0	177	0	0	0	0	0	0	0	1	0	1	0	0	305	305
<b>Total</b>	<b>3</b>	<b>574</b>	<b>1</b>	<b>0</b>	<b>578</b>	<b>1</b>	<b>639</b>	<b>4</b>	<b>0</b>	<b>644</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1227</b>	<b>1227</b>
09:00 AM	1	132	1	0	134	0	167	0	0	167	1	0	0	0	1	2	0	1	0	3	0	0	305	305
09:15 AM	0	136	1	0	137	0	146	1	0	147	0	0	3	0	3	0	0	1	0	1	0	0	288	288
<b>Total</b>	<b>1</b>	<b>268</b>	<b>2</b>	<b>0</b>	<b>271</b>	<b>0</b>	<b>313</b>	<b>1</b>	<b>0</b>	<b>314</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>593</b>	<b>593</b>
11:00 AM	0	151	2	0	153	1	164	0	0	165	0	0	0	0	0	0	0	1	0	1	0	0	319	319
11:15 AM	0	140	0	0	140	0	123	1	0	124	1	0	1	0	2	1	0	0	0	1	0	0	267	267
11:30 AM	0	119	1	0	120	0	158	0	0	158	0	0	0	0	0	0	0	1	0	1	0	0	279	279
11:45 AM	1	156	0	0	157	0	138	0	0	138	1	0	0	0	1	0	0	0	0	0	0	0	296	296
<b>Total</b>	<b>1</b>	<b>566</b>	<b>3</b>	<b>0</b>	<b>570</b>	<b>1</b>	<b>583</b>	<b>1</b>	<b>0</b>	<b>585</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1161</b>	<b>1161</b>
12:00 PM	0	158	0	0	158	0	169	0	0	169	0	0	0	0	0	0	0	0	0	0	0	0	327	327
12:15 PM	1	125	1	0	127	0	135	0	0	135	0	0	0	0	0	2	0	2	0	4	0	0	266	266
12:30 PM	2	160	0	0	162	0	134	1	0	135	0	0	1	0	1	2	0	0	0	2	0	0	300	300
12:45 PM	0	137	0	0	137	0	131	0	0	131	0	0	0	0	0	0	0	0	0	0	0	0	268	268
<b>Total</b>	<b>3</b>	<b>580</b>	<b>1</b>	<b>0</b>	<b>584</b>	<b>0</b>	<b>569</b>	<b>1</b>	<b>0</b>	<b>570</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>1161</b>	<b>1161</b>
03:30 PM	0	158	0	0	158	0	181	2	0	183	0	0	1	0	1	1	0	3	0	4	0	0	346	346
03:45 PM	2	160	0	0	162	0	175	2	0	177	0	0	0	0	0	0	0	1	0	1	0	0	340	340
<b>Total</b>	<b>2</b>	<b>318</b>	<b>0</b>	<b>0</b>	<b>320</b>	<b>0</b>	<b>356</b>	<b>4</b>	<b>0</b>	<b>360</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>686</b>	<b>686</b>
04:00 PM	0	162	0	0	162	0	173	0	0	173	0	0	0	0	0	0	0	0	0	0	0	0	335	335
04:15 PM	0	175	0	0	175	1	200	0	0	201	3	0	0	0	3	3	0	1	0	4	0	0	383	383
04:30 PM	1	163	1	0	165	0	153	0	0	153	0	0	0	0	0	0	0	0	0	0	0	0	318	318
04:45 PM	0	187	2	0	189	0	186	1	0	187	0	0	0	0	0	0	0	2	0	2	0	0	378	378
<b>Total</b>	<b>1</b>	<b>687</b>	<b>3</b>	<b>0</b>	<b>691</b>	<b>1</b>	<b>712</b>	<b>1</b>	<b>0</b>	<b>714</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>1414</b>	<b>1414</b>
05:00 PM	1	202	1	0	204	0	235	0	0	235	2	0	0	0	2	0	0	0	0	0	0	0	441	441
05:15 PM	0	201	0	0	201	0	188	0	0	188	0	0	0	0	0	0	0	0	0	0	0	0	389	389
05:30 PM	0	180	0	0	180	0	215	0	0	215	0	0	0	0	0	0	0	0	0	0	0	0	395	395
05:45 PM	0	165	2	0	167	1	202	0	0	203	0	0	0	0	0	2	0	2	0	4	0	0	374	374
<b>Total</b>	<b>1</b>	<b>748</b>	<b>3</b>	<b>0</b>	<b>752</b>	<b>1</b>	<b>840</b>	<b>0</b>	<b>0</b>	<b>841</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1599</b>	<b>1599</b>
06:00 PM	1	139	1	0	141	0	171	0	0	171	0	0	0	0	0	1	0	0	0	1	0	0	313	313
06:15 PM	0	140	0	0	140	0	152	0	0	152	0	0	0	0	0	0	0	0	0	0	0	0	292	292
<b>Grand Total</b>	<b>16</b>	<b>5013</b>	<b>16</b>	<b>0</b>	<b>5045</b>	<b>5</b>	<b>5232</b>	<b>12</b>	<b>0</b>	<b>5249</b>	<b>14</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>23</b>	<b>16</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>10350</b>	<b>10350</b>
<b>Apprch %</b>	<b>0.3</b>	<b>99.4</b>	<b>0.3</b>			<b>0.1</b>	<b>99.7</b>	<b>0.2</b>			<b>60.9</b>	<b>8.7</b>	<b>30.4</b>			<b>48.5</b>	<b>0</b>	<b>51.5</b>						
<b>Total %</b>	<b>0.2</b>	<b>48.4</b>	<b>0.2</b>	<b>48.7</b>		<b>0</b>	<b>50.6</b>	<b>0.1</b>	<b>50.7</b>		<b>0.1</b>	<b>0</b>	<b>0.1</b>	<b>0.2</b>		<b>0.2</b>	<b>0</b>	<b>0.2</b>	<b>0.3</b>		<b>0</b>	<b>0</b>	<b>100</b>	
<b>Passenger Cars</b>	<b>14</b>	<b>4687</b>	<b>12</b>	<b>4713</b>		<b>4</b>	<b>4828</b>	<b>10</b>	<b>4842</b>		<b>7</b>	<b>2</b>	<b>4</b>	<b>13</b>		<b>5</b>	<b>0</b>	<b>9</b>	<b>14</b>		<b>0</b>	<b>0</b>	<b>9582</b>	
<b>% Passenger Cars</b>	<b>87.5</b>	<b>93.5</b>	<b>75</b>	<b>93.4</b>		<b>80</b>	<b>92.3</b>	<b>83.3</b>	<b>92.2</b>		<b>50</b>	<b>100</b>	<b>57.1</b>	<b>56.5</b>		<b>31.2</b>	<b>0</b>	<b>52.9</b>	<b>42.4</b>		<b>0</b>	<b>0</b>	<b>92.6</b>	
<b>Heavy Vehicles</b>	<b>2</b>	<b>326</b>	<b>4</b>	<b>332</b>		<b>1</b>	<b>404</b>	<b>2</b>	<b>407</b>		<b>7</b>	<b>0</b>	<b>3</b>	<b>10</b>		<b>11</b>	<b>0</b>	<b>8</b>	<b>19</b>		<b>0</b>	<b>0</b>	<b>768</b>	
<b>% Heavy Vehicles</b>	<b>12.5</b>	<b>6.5</b>	<b>25</b>	<b>6.6</b>		<b>20</b>	<b>7.7</b>	<b>16.7</b>	<b>7.8</b>		<b>50</b>	<b>0</b>	<b>42.9</b>	<b>43.5</b>		<b>68.8</b>	<b>0</b>	<b>47.1</b>	<b>57.6</b>		<b>0</b>	<b>0</b>	<b>7.4</b>	

# F.R. Aleman & Associates Inc.

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File Name : US 41 & 19th Ave NE

Site Code : 00000000

Start Date : 11/6/2007

Page No : 1

## Groups Printed- Passenger Cars - Heavy Vehicles

Start Time	US 41 Northbound					US 41 Southbound					19th Ave Eastbound					19th Ave Westbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total			
06:30 AM	3	111	11	0	125	9	53	4	0	66	6	3	3	0	12	4	2	2	0	8	0	211	211
06:45 AM	2	97	13	0	112	6	98	3	0	107	8	5	3	0	16	6	2	1	0	9	0	244	244
<b>Total</b>	<b>5</b>	<b>208</b>	<b>24</b>	<b>0</b>	<b>237</b>	<b>15</b>	<b>151</b>	<b>7</b>	<b>0</b>	<b>173</b>	<b>14</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>28</b>	<b>10</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>455</b>	<b>455</b>
07:00 AM	2	109	19	0	130	9	105	8	0	122	12	4	2	0	18	8	1	2	0	11	0	281	281
07:15 AM	1	130	28	0	159	9	106	12	0	127	16	5	6	0	27	10	3	2	0	15	0	328	328
07:30 AM	5	137	18	0	160	6	132	7	0	145	11	2	3	0	16	13	3	4	0	20	0	341	341
07:45 AM	4	138	11	0	153	10	131	14	0	155	10	4	2	0	16	19	5	1	0	25	0	349	349
<b>Total</b>	<b>12</b>	<b>514</b>	<b>76</b>	<b>0</b>	<b>602</b>	<b>34</b>	<b>474</b>	<b>41</b>	<b>0</b>	<b>549</b>	<b>49</b>	<b>15</b>	<b>13</b>	<b>0</b>	<b>77</b>	<b>50</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>71</b>	<b>0</b>	<b>1299</b>	<b>1299</b>
08:00 AM	5	120	21	0	146	15	133	12	0	160	10	4	5	0	19	16	2	5	0	23	0	348	348
08:15 AM	3	110	24	0	137	10	98	8	0	116	11	5	7	0	23	13	5	4	0	22	0	298	298
08:30 AM	0	101	32	0	133	11	99	11	0	121	13	12	7	0	32	11	2	2	0	15	0	301	301
08:45 AM	5	93	14	0	112	12	115	15	0	142	15	5	4	0	24	17	4	6	0	27	0	305	305
<b>Total</b>	<b>13</b>	<b>424</b>	<b>91</b>	<b>0</b>	<b>528</b>	<b>48</b>	<b>445</b>	<b>46</b>	<b>0</b>	<b>539</b>	<b>49</b>	<b>26</b>	<b>23</b>	<b>0</b>	<b>98</b>	<b>57</b>	<b>13</b>	<b>17</b>	<b>0</b>	<b>87</b>	<b>0</b>	<b>1252</b>	<b>1252</b>
09:00 AM	6	96	18	0	120	12	104	9	0	125	13	2	5	0	20	13	1	3	0	17	0	282	282
09:15 AM	3	106	20	0	129	10	107	10	0	127	9	1	2	0	12	11	2	1	0	14	0	282	282
<b>Total</b>	<b>9</b>	<b>202</b>	<b>38</b>	<b>0</b>	<b>249</b>	<b>22</b>	<b>211</b>	<b>19</b>	<b>0</b>	<b>252</b>	<b>22</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>32</b>	<b>24</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>564</b>	<b>564</b>
11:00 AM	6	105	15	0	126	11	122	15	0	148	13	3	4	0	20	11	8	7	0	26	0	320	320
11:15 AM	6	111	11	0	128	10	90	10	0	110	15	2	2	0	19	12	4	4	0	20	0	277	277
11:30 AM	5	101	10	0	116	14	113	15	0	142	15	6	7	0	28	17	5	2	0	24	0	310	310
11:45 AM	6	115	22	0	143	9	101	7	0	117	14	4	4	0	22	10	2	2	0	14	0	296	296
<b>Total</b>	<b>23</b>	<b>432</b>	<b>58</b>	<b>0</b>	<b>513</b>	<b>44</b>	<b>426</b>	<b>47</b>	<b>0</b>	<b>517</b>	<b>57</b>	<b>15</b>	<b>17</b>	<b>0</b>	<b>89</b>	<b>50</b>	<b>19</b>	<b>15</b>	<b>0</b>	<b>84</b>	<b>0</b>	<b>1203</b>	<b>1203</b>
12:00 PM	4	130	24	0	158	12	104	14	0	130	9	4	5	0	18	16	4	2	0	22	0	328	328
12:15 PM	10	108	16	0	134	8	87	14	0	109	12	4	6	0	22	18	8	6	0	32	0	297	297
12:30 PM	5	120	19	0	144	14	104	15	0	133	12	5	4	0	21	16	4	4	0	24	0	322	322
12:45 PM	7	107	15	0	129	10	94	11	0	115	14	3	5	0	22	16	5	3	0	24	0	290	290
<b>Total</b>	<b>26</b>	<b>465</b>	<b>74</b>	<b>0</b>	<b>565</b>	<b>44</b>	<b>389</b>	<b>54</b>	<b>0</b>	<b>487</b>	<b>47</b>	<b>16</b>	<b>20</b>	<b>0</b>	<b>83</b>	<b>66</b>	<b>21</b>	<b>15</b>	<b>0</b>	<b>102</b>	<b>0</b>	<b>1237</b>	<b>1237</b>
03:30 PM	7	110	25	0	142	6	142	15	0	163	21	8	9	0	38	16	5	8	0	29	0	372	372
03:45 PM	11	122	22	0	155	3	127	20	0	150	12	4	5	0	21	17	5	6	0	28	0	354	354
<b>Total</b>	<b>18</b>	<b>232</b>	<b>47</b>	<b>0</b>	<b>297</b>	<b>9</b>	<b>269</b>	<b>35</b>	<b>0</b>	<b>313</b>	<b>33</b>	<b>12</b>	<b>14</b>	<b>0</b>	<b>59</b>	<b>33</b>	<b>10</b>	<b>14</b>	<b>0</b>	<b>57</b>	<b>0</b>	<b>726</b>	<b>726</b>
04:00 PM	6	132	21	0	159	12	135	9	0	156	16	8	7	0	31	11	2	3	0	16	0	362	362
04:15 PM	4	125	21	0	150	7	145	17	0	169	15	5	8	0	28	13	5	8	0	26	0	373	373
04:30 PM	7	136	25	0	168	8	113	23	0	144	18	5	5	0	28	23	9	10	0	42	0	382	382
04:45 PM	8	155	17	0	180	10	128	26	0	164	11	4	2	0	17	20	6	5	0	31	0	392	392
<b>Total</b>	<b>25</b>	<b>548</b>	<b>84</b>	<b>0</b>	<b>657</b>	<b>37</b>	<b>521</b>	<b>75</b>	<b>0</b>	<b>633</b>	<b>60</b>	<b>22</b>	<b>22</b>	<b>0</b>	<b>104</b>	<b>67</b>	<b>22</b>	<b>26</b>	<b>0</b>	<b>115</b>	<b>0</b>	<b>1509</b>	<b>1509</b>
05:00 PM	9	159	31	0	199	15	144	40	0	199	20	5	2	0	27	24	8	9	0	41	0	466	466
05:15 PM	12	147	13	0	172	11	142	18	0	171	13	4	3	0	20	20	7	8	0	35	0	398	398
05:30 PM	8	150	11	0	169	10	175	28	0	213	13	6	5	0	24	18	12	7	0	37	0	443	443
05:45 PM	6	141	12	0	159	16	159	22	0	197	12	4	5	0	21	18	10	5	0	33	0	410	410
<b>Total</b>	<b>35</b>	<b>597</b>	<b>67</b>	<b>0</b>	<b>699</b>	<b>52</b>	<b>620</b>	<b>108</b>	<b>0</b>	<b>780</b>	<b>58</b>	<b>19</b>	<b>15</b>	<b>0</b>	<b>92</b>	<b>80</b>	<b>37</b>	<b>29</b>	<b>0</b>	<b>146</b>	<b>0</b>	<b>1717</b>	<b>1717</b>
06:00 PM	6	111	10	0	127	7	130	20	0	157	11	3	4	0	18	18	10	6	0	34	0	336	336
06:15 PM	4	115	9	0	128	10	131	17	0	158	8	2	4	0	14	16	14	3	0	33	0	333	333
<b>Grand Total</b>	<b>176</b>	<b>3848</b>	<b>578</b>	<b>0</b>	<b>4602</b>	<b>322</b>	<b>3767</b>	<b>469</b>	<b>0</b>	<b>4558</b>	<b>408</b>	<b>141</b>	<b>145</b>	<b>0</b>	<b>694</b>	<b>471</b>	<b>165</b>	<b>141</b>	<b>0</b>	<b>777</b>	<b>0</b>	<b>10631</b>	<b>10631</b>
<b>Apprch %</b>	<b>3.8</b>	<b>83.6</b>	<b>12.6</b>			<b>7.1</b>	<b>82.6</b>	<b>10.3</b>			<b>58.8</b>	<b>20.3</b>	<b>20.9</b>			<b>60.6</b>	<b>21.2</b>	<b>18.1</b>					
<b>Total %</b>	<b>1.7</b>	<b>36.2</b>	<b>5.4</b>		<b>43.3</b>	<b>3</b>	<b>35.4</b>	<b>4.4</b>		<b>42.9</b>	<b>3.8</b>	<b>1.3</b>	<b>1.4</b>		<b>6.5</b>	<b>4.4</b>	<b>1.6</b>	<b>1.3</b>		<b>7.3</b>	<b>0</b>	<b>100</b>	
<b>Passenger Cars</b>	<b>172</b>	<b>3533</b>	<b>528</b>		<b>4233</b>	<b>313</b>	<b>3385</b>	<b>461</b>		<b>4159</b>	<b>394</b>	<b>128</b>	<b>142</b>		<b>664</b>	<b>448</b>	<b>159</b>	<b>135</b>		<b>742</b>	<b>0</b>	<b>0</b>	<b>9798</b>
<b>% Passenger Cars</b>	<b>97.7</b>	<b>91.8</b>	<b>91.3</b>		<b>92</b>	<b>97.2</b>	<b>89.9</b>	<b>98.3</b>		<b>91.2</b>	<b>96.6</b>	<b>90.8</b>	<b>97.9</b>		<b>95.7</b>	<b>95.1</b>	<b>96.4</b>	<b>95.7</b>		<b>95.5</b>	<b>0</b>	<b>0</b>	<b>92.2</b>
<b>Heavy Vehicles</b>	<b>4</b>	<b>315</b>	<b>50</b>		<b>369</b>	<b>9</b>	<b>382</b>	<b>8</b>		<b>399</b>	<b>14</b>	<b>13</b>	<b>3</b>		<b>30</b>	<b>23</b>	<b>6</b>	<b>6</b>		<b>35</b>	<b>0</b>	<b>0</b>	<b>833</b>
<b>% Heavy Vehicles</b>	<b>2.3</b>	<b>8.2</b>	<b>8.7</b>		<b>8</b>	<b>2.8</b>	<b>10.1</b>	<b>1.7</b>		<b>8.8</b>	<b>3.4</b>	<b>9.2</b>	<b>2.1</b>		<b>4.3</b>	<b>4.9</b>	<b>3.6</b>	<b>4.3</b>		<b>4.5</b>	<b>0</b>	<b>0</b>	<b>7.8</b>

# F.R. Aleman & Associates Inc.

10305 N.W. 41 Street, Suite 200

Miami, FL 33178

Phone:(305) 591-8777

Fax:(305) 599-8749

File Name : US 41 & Gibsonton Drive

Site Code : 00000000

Start Date : 11/8/2007

Page No : 1

## Groups Printed- Heavy Vehicles

Start Time	US 41 Northbound					US 41 Southbound					Alice Ave Eastbound					Gibsonton Drive Westbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total			
06:30 AM	0	21	0	0	21	0	21	0	0	21	0	0	1	0	1	4	0	5	0	9	0	52	52
06:45 AM	0	29	2	0	31	0	22	0	0	22	0	0	0	0	0	5	0	5	0	10	0	63	63
<b>Total</b>	0	50	2	0	52	0	43	0	0	43	0	0	1	0	1	9	0	10	0	19	0	115	115
07:00 AM	0	12	3	0	15	1	15	1	0	17	0	0	1	0	1	6	0	3	0	9	0	42	42
07:15 AM	1	24	0	0	25	1	23	0	0	24	0	0	0	0	0	9	0	5	0	14	0	63	63
07:30 AM	0	30	1	0	31	0	29	0	0	29	1	0	1	0	2	4	0	1	0	5	0	67	67
07:45 AM	0	23	2	0	25	0	19	0	0	19	0	0	1	0	1	6	0	5	0	11	0	56	56
<b>Total</b>	1	89	6	0	96	2	86	1	0	89	1	0	3	0	4	25	0	14	0	39	0	228	228
08:00 AM	0	29	3	0	32	2	26	0	0	28	0	0	0	0	0	2	0	2	0	4	0	64	64
08:15 AM	0	26	2	0	28	1	34	0	0	35	0	0	1	0	1	2	0	3	0	5	0	69	69
08:30 AM	0	24	0	0	24	2	32	0	0	34	0	0	0	0	0	3	0	5	0	8	0	66	66
08:45 AM	0	24	1	0	25	3	14	2	0	19	0	0	1	0	1	4	0	5	0	9	0	54	54
<b>Total</b>	0	103	6	0	109	8	106	2	0	116	0	0	2	0	2	11	0	15	0	26	0	253	253
09:00 AM	0	28	1	0	29	0	27	0	0	27	0	0	2	0	2	4	0	6	0	10	0	68	68
09:15 AM	0	24	0	0	24	1	23	0	0	24	1	0	1	0	2	3	0	4	0	7	0	57	57
<b>Total</b>	0	52	1	0	53	1	50	0	0	51	1	0	3	0	4	7	0	10	0	17	0	125	125
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
11:00 AM	0	21	1	0	22	1	21	0	0	22	0	0	0	0	0	4	0	7	0	11	0	55	55
11:15 AM	0	28	0	0	28	5	21	0	0	26	0	0	0	0	0	4	0	5	0	9	0	63	63
11:30 AM	1	25	1	0	27	0	31	0	0	31	0	1	0	0	1	10	0	9	0	19	0	78	78
11:45 AM	0	26	2	0	28	1	26	0	0	27	0	0	1	0	1	5	0	5	0	10	0	66	66
<b>Total</b>	1	100	4	0	105	7	99	0	0	106	0	1	1	0	2	23	0	26	0	49	0	262	262
12:00 PM	0	13	4	0	17	2	25	0	0	27	0	0	0	0	0	5	0	6	0	11	0	55	55
12:15 PM	0	9	5	0	14	1	27	1	0	29	0	0	0	0	0	6	0	3	0	9	0	52	52
12:30 PM	0	22	0	0	22	2	27	0	0	29	0	0	1	0	1	2	0	5	0	7	0	59	59
12:45 PM	0	28	2	0	30	0	17	0	0	17	0	0	0	0	0	6	0	6	0	12	0	59	59
<b>Total</b>	0	72	11	0	83	5	96	1	0	102	0	0	1	0	1	19	0	20	0	39	0	225	225
03:30 PM	0	24	1	0	25	9	14	1	0	24	1	0	1	0	2	5	0	6	0	11	0	62	62
03:45 PM	0	24	5	0	29	4	17	0	0	21	0	0	0	0	0	5	0	3	0	8	0	58	58
<b>Total</b>	0	48	6	0	54	13	31	1	0	45	1	0	1	0	2	10	0	9	0	19	0	120	120
04:00 PM	2	17	3	0	22	4	16	0	0	20	0	0	0	0	0	4	0	4	0	8	0	50	50
04:15 PM	0	11	5	0	16	2	21	0	0	23	0	0	0	0	0	8	0	2	0	10	0	49	49
04:30 PM	0	17	2	0	19	3	22	0	0	25	1	0	0	0	1	5	0	2	0	7	0	52	52
04:45 PM	0	14	1	0	15	5	21	1	0	27	0	0	1	0	1	6	0	2	0	8	0	51	51
<b>Total</b>	2	59	11	0	72	14	80	1	0	95	1	0	1	0	2	23	0	10	0	33	0	202	202
05:00 PM	0	10	2	0	12	3	23	0	0	26	1	0	1	0	2	4	0	1	0	5	0	45	45
05:15 PM	0	9	1	0	10	5	16	0	0	21	0	0	1	0	1	4	0	2	0	6	0	38	38
05:30 PM	0	12	3	0	15	3	11	0	0	14	1	0	0	0	1	3	0	5	0	8	0	38	38
05:45 PM	1	15	2	0	18	4	23	1	0	28	0	1	0	0	1	3	0	5	0	8	0	55	55
<b>Total</b>	1	46	8	0	55	15	73	1	0	89	2	1	2	0	5	14	0	13	0	27	0	176	176
06:00 PM	0	10	3	0	13	2	10	0	0	12	0	0	0	0	0	1	0	2	0	3	0	28	28
06:15 PM	0	8	0	0	8	1	16	0	0	17	0	0	1	0	1	2	0	2	0	4	0	30	30
<b>Grand Total</b>	5	637	58	0	700	68	690	7	0	765	6	2	17	0	25	144	0	131	0	275	0	1765	1765
<b>Apprch %</b>	0.7	91	8.3			8.9	90.2	0.9			24	8	68			52.4	0	47.6					
<b>Total %</b>	0.3	36.1	3.3		39.7	3.9	39.1	0.4		43.3	0.3	0.1	1		1.4	8.2	0	7.4		15.6	0	100	



# F.R. Aleman & Associates Inc.

10305 N.W. 41 Street, Suite 200

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File Name : US 41 & Nundy Ave

Site Code : 00000000

Start Date : 11/8/2007

Page No : 1

## Groups Printed- Heavy Vehicles

Start Time	US 41 Northbound					US 41 Southbound					Nundy Ave Eastbound					Nundy Ave Westbound					Exclu. Total	Inclu. Total	Int. Total					
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total								
06:30 AM	0	18	1	0	19	0	17	0	0	17	0	0	0	0	0	1	0	3	0	4	0	0	0	0	0	0	40	40
06:45 AM	0	24	0	0	24	1	16	0	0	17	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	43	43
<b>Total</b>	0	42	1	0	43	1	33	0	0	34	0	0	1	0	1	1	0	4	0	5	0	0	0	0	0	0	83	83
07:00 AM	0	15	0	0	15	0	14	0	0	14	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	30	30
07:15 AM	0	25	0	0	25	1	18	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	44
07:30 AM	0	30	1	0	31	3	21	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55	55
07:45 AM	0	23	0	0	23	1	23	0	0	24	0	0	0	0	0	1	0	2	0	3	0	0	0	0	0	0	50	50
<b>Total</b>	0	93	1	0	94	5	76	0	0	81	0	0	0	0	0	1	0	3	0	4	0	0	0	0	0	0	179	179
08:00 AM	0	28	0	0	28	0	18	0	0	18	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	48	48
08:15 AM	0	28	0	0	28	0	28	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	56	56
08:30 AM	1	24	0	0	25	2	29	0	0	31	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	58	58
08:45 AM	0	25	2	0	27	0	12	0	0	12	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	40	40
<b>Total</b>	1	105	2	0	108	2	87	0	0	89	0	0	0	0	0	0	0	5	0	5	0	0	0	0	0	0	202	202
09:00 AM	1	24	0	0	25	0	17	0	0	17	0	0	0	0	0	2	0	1	0	3	0	0	0	0	0	0	45	45
09:15 AM	0	23	1	0	24	0	18	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	42
<b>Total</b>	1	47	1	0	49	0	35	0	0	35	0	0	0	0	0	2	0	1	0	3	0	0	0	0	0	0	87	87
11:00 AM	0	22	0	0	22	1	9	0	0	10	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	33	33
11:15 AM	0	25	3	0	28	0	24	0	0	24	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	53	53
11:30 AM	0	24	0	0	24	1	18	0	0	19	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	45	45
11:45 AM	1	26	0	0	27	0	10	0	0	10	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	39	39
<b>Total</b>	1	97	3	0	101	2	61	0	0	63	0	0	0	0	0	0	0	6	0	6	0	0	0	0	0	0	170	170
12:00 PM	0	16	1	0	17	0	25	0	0	25	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	43	43
12:15 PM	0	14	0	0	14	0	24	0	0	24	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	39	39
12:30 PM	0	19	2	0	21	0	19	0	0	19	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	42	42
12:45 PM	0	30	0	0	30	0	15	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	45
<b>Total</b>	0	79	3	0	82	0	83	0	0	83	1	0	0	0	1	0	0	3	0	3	0	0	0	0	0	0	169	169
03:30 PM	0	23	2	0	25	1	17	0	0	18	0	0	0	0	0	2	0	2	0	4	0	0	0	0	0	0	47	47
03:45 PM	0	29	2	0	31	1	15	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47	47
<b>Total</b>	0	52	4	0	56	2	32	0	0	34	0	0	0	0	0	2	0	2	0	4	0	0	0	0	0	0	94	94
04:00 PM	0	21	1	0	22	1	21	0	0	22	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	46	46
04:15 PM	0	16	0	0	16	0	18	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	34
04:30 PM	0	18	0	0	18	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	31
04:45 PM	0	12	0	0	12	0	19	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	31
<b>Total</b>	0	67	1	0	68	1	71	0	0	72	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	142	142
05:00 PM	0	12	1	0	13	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	21
05:15 PM	0	10	0	0	10	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	19
05:30 PM	0	15	0	0	15	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	21
05:45 PM	0	15	0	0	15	1	9	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	25
<b>Total</b>	0	52	1	0	53	1	32	0	0	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	86	86
06:00 PM	0	10	0	0	10	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	16
06:15 PM	0	7	0	0	7	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	19
Grand Total	3	651	17	0	671	14	528	0	0	542	2	0	1	0	3	7	0	24	0	31	0	0	0	0	0	0	1247	1247
Apprch %	0.4	97	2.5			2.6	97.4	0			66.7	0	33.3			22.6	0	77.4										
Total %	0.2	52.2	1.4		53.8	1.1	42.3	0		43.5	0.2	0	0.1		0.2	0.6	0	1.9		2.5	0					0	100	

# F.R. Aleman & Associates Inc.

10305 N.W. 41 Street, Suite 200

Miami, FL 33178

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File Name : US 41 & Palm Ave

Site Code : 00000000

Start Date : 11/8/2007

Page No : 1

## Groups Printed- Heavy Vehicles

Start Time	US 41 Northbound					US 41 Southbound					Palm Ave Eastbound					Palm Ave Westbound					Exclu. Total	Inclu. Total	Int. Total	
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total				
06:30 AM	0	18	0	0	18	0	25	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	43	43
06:45 AM	0	18	0	0	18	1	22	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	41	41
<b>Total</b>	0	36	0	0	36	1	47	0	0	48	0	0	0	0	0	0	0	0	0	0	0	0	84	84
07:00 AM	1	11	1	0	13	0	14	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	27	27
07:15 AM	0	13	0	0	13	0	28	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	41	41
07:30 AM	0	27	0	0	27	3	24	0	0	27	2	0	0	0	2	0	0	0	0	0	0	0	56	56
07:45 AM	0	23	0	0	23	2	21	1	0	24	0	0	0	0	0	2	0	0	0	2	0	0	49	49
<b>Total</b>	1	74	1	0	76	5	87	1	0	93	2	0	0	0	2	2	0	0	0	2	0	0	173	173
08:00 AM	1	16	1	0	18	0	20	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	38	38
08:15 AM	0	18	0	0	18	0	25	0	0	25	0	0	0	0	0	0	0	1	0	1	0	0	44	44
08:30 AM	0	18	0	0	18	0	19	0	0	19	0	0	0	0	0	0	0	1	0	1	0	0	38	38
08:45 AM	0	23	0	0	23	1	17	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	41	41
<b>Total</b>	1	75	1	0	77	1	81	0	0	82	0	0	0	0	0	0	0	2	0	2	0	0	161	161
09:00 AM	0	19	2	0	21	2	15	0	0	17	0	0	1	0	1	0	0	0	0	0	0	0	39	39
09:15 AM	0	19	0	0	19	0	17	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	36	36
<b>Total</b>	0	38	2	0	40	2	32	0	0	34	0	0	1	0	1	0	0	0	0	0	0	0	75	75
11:00 AM	0	18	0	0	18	2	17	1	0	20	0	0	0	0	0	0	0	0	0	0	0	0	38	38
11:15 AM	0	27	0	0	27	0	16	1	0	17	0	0	1	0	1	0	0	2	0	2	0	0	47	47
11:30 AM	0	19	0	0	19	0	18	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	37	37
11:45 AM	0	22	2	0	24	1	18	0	0	19	0	0	0	0	0	1	0	0	0	1	0	0	44	44
<b>Total</b>	0	86	2	0	88	3	69	2	0	74	0	0	1	0	1	1	0	2	0	3	0	0	166	166
12:00 PM	1	18	0	0	19	0	23	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	42	42
12:15 PM	0	15	1	0	16	0	16	0	0	16	2	0	0	0	2	0	0	1	0	1	0	0	35	35
12:30 PM	0	24	0	0	24	3	15	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	42	42
12:45 PM	0	20	0	0	20	0	20	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	40	40
<b>Total</b>	1	77	1	0	79	3	74	0	0	77	2	0	0	0	2	0	0	1	0	1	0	0	159	159
03:30 PM	0	25	0	0	25	2	18	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	45	45
03:45 PM	0	26	0	0	26	0	15	0	0	15	0	0	0	0	0	1	0	0	0	1	0	0	42	42
<b>Total</b>	0	51	0	0	51	2	33	0	0	35	0	0	0	0	0	1	0	0	0	1	0	0	87	87
04:00 PM	0	23	1	0	24	0	20	0	0	20	0	0	0	0	0	0	0	2	0	2	0	0	46	46
04:15 PM	0	23	0	0	23	0	15	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	38	38
04:30 PM	2	24	0	0	26	1	16	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	43	43
04:45 PM	0	15	1	0	16	0	21	0	0	21	1	0	0	0	1	0	0	0	0	0	0	0	38	38
<b>Total</b>	2	85	2	0	89	1	72	0	0	73	1	0	0	0	1	0	0	2	0	2	0	0	165	165
05:00 PM	0	13	0	0	13	0	14	0	0	14	0	0	2	0	2	0	0	1	0	1	0	0	30	30
05:15 PM	1	6	0	0	7	2	12	1	0	15	0	0	0	0	0	0	0	0	0	0	0	0	22	22
05:30 PM	0	12	2	0	14	0	10	0	0	10	0	0	0	0	0	2	0	0	0	2	0	0	26	26
05:45 PM	2	12	0	0	14	1	14	0	0	15	1	0	0	0	1	0	0	0	0	0	0	0	30	30
<b>Total</b>	3	43	2	0	48	3	50	1	0	54	1	0	2	0	3	2	0	1	0	3	0	0	108	108
06:00 PM	0	5	0	0	5	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	14	14
06:15 PM	0	7	0	0	7	0	15	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	22	22
<b>Grand Total</b>	8	577	11	0	596	21	569	4	0	594	6	0	4	0	10	6	0	8	0	14	0	0	1214	1214
<b>Apprch %</b>	1.3	96.8	1.8			3.5	95.8	0.7			60	0	40			42.9	0	57.1						
<b>Total %</b>	0.7	47.5	0.9		49.1	1.7	46.9	0.3		48.9	0.5	0	0.3		0.8	0.5	0	0.7		1.2	0	0	100	

# F.R. Aleman & Associates Inc.

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File Name : US 41 & Symmes Rd

Site Code : 00000000

Start Date : 11/8/2007

Page No : 1

## Groups Printed- Heavy Vehicles

Start Time	US 41 Northbound					US 41 Southbound					Symmes Rd Eastbound					Symmes Rd Westbound					Exclu. Total	Inclu. Total	Int. Total	
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total				
06:30 AM	0	15	1	0	16	5	20	0	0	25	0	0	0	0	0	0	0	3	0	3	0	0	44	44
06:45 AM	0	16	1	0	17	4	18	0	0	22	0	0	0	0	0	0	0	2	0	2	0	0	41	41
<b>Total</b>	0	31	2	0	33	9	38	0	0	47	0	0	0	0	0	0	0	5	0	5	0	0	85	85
07:00 AM	0	12	6	0	18	2	12	0	0	14	0	0	0	0	0	4	0	1	0	5	0	0	37	37
07:15 AM	0	15	4	0	19	3	25	0	0	28	0	0	0	0	0	1	0	1	0	2	0	0	49	49
07:30 AM	0	24	4	0	28	4	21	0	0	25	0	0	0	0	0	3	0	3	0	6	0	0	59	59
07:45 AM	0	22	1	0	23	6	18	1	0	25	0	0	0	0	0	0	0	1	0	1	0	0	49	49
<b>Total</b>	0	73	15	0	88	15	76	1	0	92	0	0	0	0	0	8	0	6	0	14	0	0	194	194
08:00 AM	0	16	3	0	19	2	22	0	0	24	0	0	0	0	0	0	0	2	0	2	0	0	45	45
08:15 AM	0	20	2	0	22	2	23	0	0	25	0	0	0	0	0	4	1	0	0	5	0	0	52	52
08:30 AM	0	18	3	0	21	4	19	0	0	23	0	0	0	0	0	1	0	0	0	1	0	0	45	45
08:45 AM	0	20	1	0	21	3	15	0	0	18	0	0	0	0	0	1	0	3	0	4	0	0	43	43
<b>Total</b>	0	74	9	0	83	11	79	0	0	90	0	0	0	0	0	6	1	5	0	12	0	0	185	185
09:00 AM	0	17	1	0	18	3	14	0	0	17	0	0	0	0	0	1	1	4	0	6	0	0	41	41
09:15 AM	0	16	3	0	19	4	15	0	0	19	0	0	0	0	0	1	0	3	0	4	0	0	42	42
<b>Total</b>	0	33	4	0	37	7	29	0	0	36	0	0	0	0	0	2	1	7	0	10	0	0	83	83
11:00 AM	0	18	1	0	19	2	15	0	0	17	0	0	0	0	0	1	0	0	0	1	0	0	37	37
11:15 AM	0	25	5	0	30	0	17	0	0	17	0	0	1	0	1	0	0	2	0	2	0	0	50	50
11:30 AM	0	19	2	0	21	2	16	2	0	20	0	0	0	0	0	1	0	0	0	1	0	0	42	42
11:45 AM	0	20	2	0	22	4	16	0	0	20	0	0	0	0	0	0	0	2	0	2	0	0	44	44
<b>Total</b>	0	82	10	0	92	8	64	2	0	74	0	0	1	0	1	2	0	4	0	6	0	0	173	173
12:00 PM	0	16	4	0	20	3	25	0	0	28	0	0	0	0	0	0	0	2	0	2	0	0	50	50
12:15 PM	0	14	4	0	18	3	15	0	0	18	0	0	0	0	0	1	0	1	0	2	0	0	38	38
12:30 PM	1	23	0	0	24	1	14	0	0	15	0	0	0	0	0	0	0	1	0	1	0	0	40	40
12:45 PM	0	17	2	0	19	2	18	0	0	20	0	0	0	0	0	1	0	3	0	4	0	0	43	43
<b>Total</b>	1	70	10	0	81	9	72	0	0	81	0	0	0	0	0	2	0	7	0	9	0	0	171	171
03:30 PM	0	20	5	0	25	2	17	0	0	19	0	0	0	0	0	0	0	3	0	3	0	0	47	47
03:45 PM	0	25	4	0	29	5	11	0	0	16	0	0	0	0	0	0	0	1	0	1	0	0	46	46
<b>Total</b>	0	45	9	0	54	7	28	0	0	35	0	0	0	0	0	0	0	4	0	4	0	0	93	93
04:00 PM	0	22	2	0	24	2	20	0	0	22	0	0	0	0	0	2	0	2	0	4	0	0	50	50
04:15 PM	0	20	0	0	20	4	14	0	0	18	0	0	0	0	0	0	0	3	0	3	0	0	41	41
04:30 PM	0	21	1	0	22	4	12	0	0	16	0	0	0	0	0	0	0	5	0	5	0	0	43	43
04:45 PM	0	15	0	0	15	7	15	1	0	23	0	0	0	0	0	0	0	0	0	0	0	0	38	38
<b>Total</b>	0	78	3	0	81	17	61	1	0	79	0	0	0	0	0	2	0	10	0	12	0	0	172	172
05:00 PM	0	12	0	0	12	1	17	0	0	18	0	0	0	0	0	0	0	1	0	1	0	0	31	31
05:15 PM	0	5	0	0	5	2	12	0	0	14	0	0	0	0	0	0	0	1	0	1	0	0	20	20
05:30 PM	0	14	2	0	16	1	11	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	28	28
05:45 PM	0	15	0	0	15	1	13	0	0	14	0	0	0	0	0	2	0	1	0	3	0	0	32	32
<b>Total</b>	0	46	2	0	48	5	53	0	0	58	0	0	0	0	0	2	0	3	0	5	0	0	111	111
06:00 PM	0	5	0	0	5	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	14	14
06:15 PM	0	7	0	0	7	0	15	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	22	22
<b>Grand Total</b>	1	544	64	0	609	88	524	4	0	616	0	0	1	0	1	24	2	51	0	77	0	0	1303	1303
<b>Apprch %</b>	0.2	89.3	10.5			14.3	85.1	0.6			0	0	100			31.2	2.6	66.2						
<b>Total %</b>	0.1	41.7	4.9		46.7	6.8	40.2	0.3		47.3	0	0	0.1		0.1	1.8	0.2	3.9		5.9	0	0	100	

# F.R. Aleman & Associates Inc.

10305 N.W. 41 Street, Suite 200

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File Name : US 41 & Florence St

Site Code : 00000000

Start Date : 11/8/2007

Page No : 1

## Groups Printed- Heavy Vehicles

Start Time	US 41 Northbound					US 41 Southbound					Florence St Eastbound					Florence St Westbound					Exclu. Total	Inclu. Total	Int. Total					
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total								
06:30 AM	0	14	0	0	14	1	15	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	30
06:45 AM	0	15	0	0	15	0	20	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	35
<b>Total</b>	0	29	0	0	29	1	35	0	0	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	65	65
07:00 AM	0	12	0	0	12	0	22	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	34
07:15 AM	0	14	0	0	14	0	23	1	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	38
07:30 AM	1	25	0	0	26	0	18	0	0	18	2	0	0	0	2	0	0	1	0	1	0	0	1	0	1	0	47	47
07:45 AM	0	19	0	0	19	0	15	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	34
<b>Total</b>	1	70	0	0	71	0	78	1	0	79	2	0	0	0	2	0	0	1	0	1	0	0	1	0	1	0	153	153
08:00 AM	0	15	0	0	15	0	13	0	0	13	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	30	30
08:15 AM	0	23	0	0	23	0	21	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	44
08:30 AM	0	14	0	0	14	0	15	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	29
08:45 AM	0	18	0	0	18	1	16	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	35
<b>Total</b>	0	70	0	0	70	1	65	0	0	66	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	138	138
09:00 AM	0	15	0	0	15	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	28
09:15 AM	0	15	0	0	15	0	15	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	30
<b>Total</b>	0	30	0	0	30	0	28	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58	58
11:00 AM	0	18	0	0	18	0	12	1	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	31
11:15 AM	0	24	0	0	24	1	14	1	0	16	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	42	42
11:30 AM	0	21	0	0	21	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	33
11:45 AM	0	20	2	0	22	0	14	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	36
<b>Total</b>	0	83	2	0	85	1	52	2	0	55	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	142	142
12:00 PM	0	19	0	0	19	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	28
12:15 PM	1	14	0	0	15	2	14	0	0	16	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	32	32
12:30 PM	0	22	0	0	22	0	15	0	0	15	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	38	38
12:45 PM	0	19	0	0	19	0	17	0	0	17	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	37	37
<b>Total</b>	1	74	0	0	75	2	55	0	0	57	1	0	1	0	2	1	0	0	0	1	0	0	0	0	0	0	135	135
03:30 PM	0	18	0	0	18	0	20	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	38
03:45 PM	0	24	0	0	24	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	33
<b>Total</b>	0	42	0	0	42	0	29	0	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	71	71
04:00 PM	0	21	0	0	21	0	4	0	0	4	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	27	27
04:15 PM	0	20	0	0	20	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	33
04:30 PM	0	21	0	0	21	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	27
04:45 PM	0	14	2	0	16	0	6	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	23
<b>Total</b>	0	76	2	0	78	0	29	1	0	30	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	110	110
05:00 PM	0	13	0	0	13	0	12	0	0	12	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	26	26
05:15 PM	0	6	0	0	6	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	13
05:30 PM	0	14	0	0	14	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	22
05:45 PM	0	12	0	0	12	1	6	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	19
<b>Total</b>	0	45	0	0	45	1	33	0	0	34	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	80	80
06:00 PM	0	5	0	0	5	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	12
06:15 PM	0	7	0	0	7	0	11	0	0	11	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	19	19
Grand Total	2	531	4	0	537	6	422	4	0	432	4	0	5	0	9	4	0	1	0	5	0	0	0	0	0	0	983	983
Apprch %	0.4	98.9	0.7			1.4	97.7	0.9			44.4	0	55.6			80	0	20										
Total %	0.2	54	0.4		54.6	0.6	42.9	0.4		43.9	0.4	0	0.5		0.9	0.4	0	0.1		0.5						0	100	

# F.R. Aleman & Associates Inc.

10305 N.W. 41 Street, Suite 200

Miami, FL 33178

Phone:(305) 591-8777

Fax:(305) 599-8749

File Name : US 41 & Pembroke Rd

Site Code : 00000000

Start Date : 11/8/2007

Page No : 1

## Groups Printed- Heavy Vehicles

Start Time	US 41 Northbound					US 41 Southbound					Pembroke Rd Eastbound					Pembroke Rd Westbound					Exclu. Total	Inclu. Total	Int. Total	
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total				
06:30 AM	6	11	0	0	17	0	10	2	0	12	2	0	2	0	4	0	0	0	0	0	0	0	33	33
06:45 AM	4	14	0	0	18	0	15	2	0	17	3	0	3	0	6	0	0	0	0	0	0	0	41	41
<b>Total</b>	<b>10</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>0</b>	<b>25</b>	<b>4</b>	<b>0</b>	<b>29</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>74</b>	
07:00 AM	4	14	0	0	18	0	10	1	0	11	1	0	2	0	3	0	0	0	0	0	0	32	32	
07:15 AM	5	12	0	0	17	0	14	7	0	21	2	0	4	0	6	0	0	0	0	0	0	44	44	
07:30 AM	6	16	0	0	22	0	12	4	0	16	3	0	5	0	8	0	0	0	0	0	0	46	46	
07:45 AM	4	14	0	0	18	0	11	3	0	14	6	0	8	0	14	0	0	0	0	0	0	46	46	
<b>Total</b>	<b>19</b>	<b>56</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>47</b>	<b>15</b>	<b>0</b>	<b>62</b>	<b>12</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>168</b>	<b>168</b>	
08:00 AM	6	20	0	0	26	0	10	2	0	12	1	0	6	0	7	0	0	0	0	0	0	45	45	
08:15 AM	4	15	0	0	19	0	12	7	0	19	4	0	5	0	9	0	0	0	0	0	0	47	47	
08:30 AM	2	21	0	0	23	0	11	3	0	14	3	0	9	0	12	0	0	0	0	0	0	49	49	
08:45 AM	3	15	0	0	18	0	9	6	0	15	2	0	8	0	10	0	0	0	0	0	0	43	43	
<b>Total</b>	<b>15</b>	<b>71</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>0</b>	<b>42</b>	<b>18</b>	<b>0</b>	<b>60</b>	<b>10</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>184</b>	<b>184</b>	
09:00 AM	4	15	0	0	19	0	7	4	0	11	3	0	6	0	9	0	0	0	0	0	0	39	39	
09:15 AM	6	12	0	0	18	0	8	3	0	11	3	0	4	0	7	0	0	0	0	0	0	36	36	
<b>Total</b>	<b>10</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>75</b>	
11:00 AM	5	14	0	0	19	0	7	1	0	8	2	0	1	0	3	0	0	0	0	0	0	30	30	
11:15 AM	7	16	0	0	23	0	12	1	0	13	4	0	8	0	12	0	0	0	0	0	0	48	48	
11:30 AM	5	19	0	0	24	0	5	1	0	6	2	0	7	0	9	0	0	0	0	0	0	39	39	
11:45 AM	5	12	0	0	17	0	10	4	0	14	6	0	5	0	11	0	0	0	0	0	0	42	42	
<b>Total</b>	<b>22</b>	<b>61</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>0</b>	<b>34</b>	<b>7</b>	<b>0</b>	<b>41</b>	<b>14</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>159</b>	<b>159</b>	
12:00 PM	6	12	0	0	18	0	6	2	0	8	1	0	10	0	11	0	0	0	0	0	0	37	37	
12:15 PM	5	6	0	0	11	0	7	4	0	11	5	0	2	0	7	0	0	0	0	0	0	29	29	
12:30 PM	8	15	0	0	23	0	8	2	0	10	4	0	4	0	8	0	0	0	0	0	0	41	41	
12:45 PM	5	14	0	0	19	0	12	3	0	15	4	0	3	0	7	0	0	0	0	0	0	41	41	
<b>Total</b>	<b>24</b>	<b>47</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>0</b>	<b>33</b>	<b>11</b>	<b>0</b>	<b>44</b>	<b>14</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>148</b>	<b>148</b>	
03:30 PM	4	15	0	0	19	0	7	0	0	7	1	0	3	0	4	0	0	0	0	0	0	30	30	
03:45 PM	8	20	0	0	28	0	8	0	0	8	2	0	3	0	5	0	0	0	0	0	0	41	41	
<b>Total</b>	<b>12</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>71</b>	
04:00 PM	7	15	0	0	22	0	4	0	0	4	4	0	6	0	10	0	0	0	0	0	0	36	36	
04:15 PM	2	21	0	0	23	0	12	0	0	12	6	0	5	0	11	0	0	0	0	0	0	46	46	
04:30 PM	5	17	0	0	22	0	4	1	0	5	5	0	4	0	9	0	0	0	0	0	0	36	36	
04:45 PM	0	10	0	0	10	0	2	2	0	4	3	0	1	0	4	0	0	0	0	0	0	18	18	
<b>Total</b>	<b>14</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>0</b>	<b>22</b>	<b>3</b>	<b>0</b>	<b>25</b>	<b>18</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>136</b>	<b>136</b>	
05:00 PM	2	14	0	0	16	0	8	1	0	9	3	0	4	0	7	0	0	0	0	0	0	32	32	
05:15 PM	1	8	0	0	9	0	6	0	0	6	7	0	3	0	10	0	0	0	0	0	0	25	25	
05:30 PM	1	8	0	0	9	0	4	0	0	4	5	0	4	0	9	0	0	0	0	0	0	22	22	
05:45 PM	2	9	0	0	11	0	8	0	0	8	3	0	2	0	5	0	0	0	0	0	0	24	24	
<b>Total</b>	<b>6</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>0</b>	<b>26</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>18</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>103</b>	<b>103</b>	
06:00 PM	2	6	0	0	8	0	4	0	0	4	1	0	2	0	3	0	0	0	0	0	0	15	15	
06:15 PM	1	5	0	0	6	0	7	1	0	8	3	0	1	0	4	0	0	0	0	0	0	18	18	
<b>Grand Total</b>	<b>135</b>	<b>435</b>	<b>0</b>	<b>0</b>	<b>570</b>	<b>0</b>	<b>270</b>	<b>67</b>	<b>0</b>	<b>337</b>	<b>104</b>	<b>0</b>	<b>140</b>	<b>0</b>	<b>244</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1151</b>	<b>1151</b>	
<b>Apprch %</b>	<b>23.7</b>	<b>76.3</b>	<b>0</b>			<b>0</b>	<b>80.1</b>	<b>19.9</b>			<b>42.6</b>	<b>0</b>	<b>57.4</b>			<b>0</b>	<b>0</b>	<b>0</b>						
<b>Total %</b>	<b>11.7</b>	<b>37.8</b>	<b>0</b>		<b>49.5</b>	<b>0</b>	<b>23.5</b>	<b>5.8</b>		<b>29.3</b>	<b>9</b>	<b>0</b>	<b>12.2</b>		<b>21.2</b>	<b>0</b>	<b>0</b>	<b>0</b>			<b>0</b>	<b>100</b>		

# F.R. Aleman & Associates Inc.

10305 N.W. 41 Street, Suite 200

Miami, FL 33178

Phone:(305) 591-8777

Fax:(305) 599-8749

File Name : US 41 & Big Bend Road

Site Code : 00000000

Start Date : 11/7/2007

Page No : 1

## Groups Printed- Heavy Vehicles

Start Time	US 41 Northbound					US 41 Southbound					Big Bend Rd Eastbound					Big Bend Rd Westbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total			
06:30 AM	0	7	3	0	10	3	11	0	0	14	3	1	2	0	6	3	3	3	0	9	0	39	39
06:45 AM	2	16	3	0	21	5	21	3	0	29	0	3	0	0	3	5	8	3	0	16	0	69	69
<b>Total</b>	<b>2</b>	<b>23</b>	<b>6</b>	<b>0</b>	<b>31</b>	<b>8</b>	<b>32</b>	<b>3</b>	<b>0</b>	<b>43</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>8</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>108</b>	<b>108</b>
07:00 AM	0	12	4	0	16	7	11	2	0	20	2	0	0	0	2	2	7	9	0	18	0	56	56
07:15 AM	1	8	3	0	12	2	13	2	0	17	2	2	0	0	4	1	10	7	0	18	0	51	51
07:30 AM	2	11	2	0	15	7	3	1	0	11	0	3	0	0	3	4	2	17	0	23	0	52	52
07:45 AM	0	17	4	0	21	13	4	4	0	21	1	0	0	0	1	5	14	9	0	28	0	71	71
<b>Total</b>	<b>3</b>	<b>48</b>	<b>13</b>	<b>0</b>	<b>64</b>	<b>29</b>	<b>31</b>	<b>9</b>	<b>0</b>	<b>69</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>12</b>	<b>33</b>	<b>42</b>	<b>0</b>	<b>87</b>	<b>0</b>	<b>230</b>	<b>230</b>
08:00 AM	2	13	6	0	21	3	10	3	0	16	4	2	0	0	6	3	10	6	0	19	0	62	62
08:15 AM	3	11	3	0	17	9	12	2	0	23	2	1	1	0	4	4	16	9	0	29	0	73	73
08:30 AM	0	10	6	0	16	9	10	1	0	20	0	1	0	0	1	2	17	5	0	24	0	61	61
08:45 AM	0	17	12	0	29	6	3	2	0	11	0	5	1	0	6	3	12	9	0	24	0	70	70
<b>Total</b>	<b>5</b>	<b>51</b>	<b>27</b>	<b>0</b>	<b>83</b>	<b>27</b>	<b>35</b>	<b>8</b>	<b>0</b>	<b>70</b>	<b>6</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>12</b>	<b>55</b>	<b>29</b>	<b>0</b>	<b>96</b>	<b>0</b>	<b>266</b>	<b>266</b>
09:00 AM	0	15	4	0	19	5	6	3	0	14	0	8	0	0	8	7	3	14	0	24	0	65	65
09:15 AM	3	15	8	0	26	7	6	2	0	15	1	12	0	0	13	6	17	3	0	26	0	80	80
<b>Total</b>	<b>3</b>	<b>30</b>	<b>12</b>	<b>0</b>	<b>45</b>	<b>12</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>29</b>	<b>1</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>13</b>	<b>20</b>	<b>17</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>145</b>	<b>145</b>
11:00 AM	0	15	5	0	20	7	14	0	0	21	2	3	2	0	7	6	9	12	0	27	0	75	75
11:15 AM	2	12	6	0	20	6	9	2	0	17	0	5	0	0	5	4	5	5	0	14	0	56	56
11:30 AM	0	13	4	0	17	4	14	1	0	19	0	1	0	0	1	8	6	8	0	22	0	59	59
11:45 AM	0	21	6	0	27	7	12	1	0	20	1	3	0	0	4	11	10	11	0	32	0	83	83
<b>Total</b>	<b>2</b>	<b>61</b>	<b>21</b>	<b>0</b>	<b>84</b>	<b>24</b>	<b>49</b>	<b>4</b>	<b>0</b>	<b>77</b>	<b>3</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>29</b>	<b>30</b>	<b>36</b>	<b>0</b>	<b>95</b>	<b>0</b>	<b>273</b>	<b>273</b>
12:00 PM	2	12	4	0	18	7	12	2	0	21	1	9	1	0	11	3	10	4	0	17	0	67	67
12:15 PM	0	13	11	0	24	8	10	0	0	18	0	5	1	0	6	3	16	5	0	24	0	72	72
12:30 PM	1	14	4	0	19	7	15	3	0	25	1	0	0	0	1	5	13	6	0	24	0	69	69
12:45 PM	0	17	5	0	22	12	7	2	0	21	2	4	0	0	6	3	10	5	0	18	0	67	67
<b>Total</b>	<b>3</b>	<b>56</b>	<b>24</b>	<b>0</b>	<b>83</b>	<b>34</b>	<b>44</b>	<b>7</b>	<b>0</b>	<b>85</b>	<b>4</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>14</b>	<b>49</b>	<b>20</b>	<b>0</b>	<b>83</b>	<b>0</b>	<b>275</b>	<b>275</b>
03:30 PM	0	28	7	0	35	15	13	1	0	29	2	5	0	0	7	3	14	4	0	21	0	92	92
03:45 PM	0	16	6	0	22	5	9	0	0	14	2	0	0	0	2	3	9	2	0	14	0	52	52
<b>Total</b>	<b>0</b>	<b>44</b>	<b>13</b>	<b>0</b>	<b>57</b>	<b>20</b>	<b>22</b>	<b>1</b>	<b>0</b>	<b>43</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>6</b>	<b>23</b>	<b>6</b>	<b>0</b>	<b>35</b>	<b>0</b>	<b>144</b>	<b>144</b>
04:00 PM	1	12	6	0	19	2	14	0	0	16	0	4	1	0	5	5	4	8	0	17	0	57	57
04:15 PM	2	19	5	0	26	6	4	2	0	12	0	5	0	0	5	2	8	9	0	19	0	62	62
04:30 PM	0	20	4	0	24	2	6	0	0	8	1	5	0	0	6	4	0	14	0	18	0	56	56
04:45 PM	0	16	3	0	19	2	10	0	0	12	0	4	0	0	4	4	7	9	0	20	0	55	55
<b>Total</b>	<b>3</b>	<b>67</b>	<b>18</b>	<b>0</b>	<b>88</b>	<b>12</b>	<b>34</b>	<b>2</b>	<b>0</b>	<b>48</b>	<b>1</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>15</b>	<b>19</b>	<b>40</b>	<b>0</b>	<b>74</b>	<b>0</b>	<b>230</b>	<b>230</b>
05:00 PM	0	20	9	0	29	7	10	0	0	17	1	3	0	0	4	2	3	9	0	14	0	64	64
05:15 PM	0	10	4	0	14	4	5	0	0	9	1	2	0	0	3	0	6	5	0	11	0	37	37
05:30 PM	0	20	3	0	23	2	12	0	0	14	0	5	0	0	5	1	10	2	0	13	0	55	55
05:45 PM	0	11	1	0	12	0	5	1	0	6	0	1	0	0	1	1	10	8	0	19	0	38	38
<b>Total</b>	<b>0</b>	<b>61</b>	<b>17</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>32</b>	<b>1</b>	<b>0</b>	<b>46</b>	<b>2</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>4</b>	<b>29</b>	<b>24</b>	<b>0</b>	<b>57</b>	<b>0</b>	<b>194</b>	<b>194</b>
06:00 PM	0	5	3	0	8	1	5	0	0	6	0	2	0	0	2	1	7	4	0	12	0	28	28
06:15 PM	0	5	2	0	7	1	5	0	0	6	0	1	0	0	1	4	0	3	0	7	0	21	21
<b>Grand Total</b>	<b>21</b>	<b>451</b>	<b>156</b>	<b>0</b>	<b>628</b>	<b>181</b>	<b>301</b>	<b>40</b>	<b>0</b>	<b>522</b>	<b>29</b>	<b>105</b>	<b>9</b>	<b>0</b>	<b>143</b>	<b>118</b>	<b>276</b>	<b>227</b>	<b>0</b>	<b>621</b>	<b>0</b>	<b>1914</b>	<b>1914</b>
<b>Apprch %</b>	<b>3.3</b>	<b>71.8</b>	<b>24.8</b>			<b>34.7</b>	<b>57.7</b>	<b>7.7</b>			<b>20.3</b>	<b>73.4</b>	<b>6.3</b>			<b>19</b>	<b>44.4</b>	<b>36.6</b>					
<b>Total %</b>	<b>1.1</b>	<b>23.6</b>	<b>8.2</b>		<b>32.8</b>	<b>9.5</b>	<b>15.7</b>	<b>2.1</b>		<b>27.3</b>	<b>1.5</b>	<b>5.5</b>	<b>0.5</b>		<b>7.5</b>	<b>6.2</b>	<b>14.4</b>	<b>11.9</b>		<b>32.4</b>	<b>0</b>	<b>100</b>	

# F.R. Aleman & Associates Inc.

10305 N.W. 41 Street, Suite 200

Miami, FL 33178

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Fax:(305) 599-8749

File Name : US 41 & Elsberry Rd

Site Code : 00000000

Start Date : 11/7/2007

Page No : 1

## Groups Printed- Heavy Vehicles

Start Time	US 41 Northbound					US 41 Southbound					Elsberry Rd Eastbound					Elsberry Rd Westbound					Exclu. Total	Inclu. Total	Int. Total	
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total				
06:30 AM	0	12	0	0	12	0	18	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	30	30
06:45 AM	0	16	0	0	16	0	23	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	39	39
<b>Total</b>	0	28	0	0	28	0	41	0	0	41	0	0	0	0	0	0	0	0	0	0	0	0	69	69
07:00 AM	0	14	0	0	14	0	18	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	32	32
07:15 AM	0	19	0	0	19	0	19	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	38	38
07:30 AM	0	13	0	0	13	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	25	25
07:45 AM	0	24	0	0	24	0	19	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	43	43
<b>Total</b>	0	70	0	0	70	0	68	0	0	68	0	0	0	0	0	0	0	0	0	0	0	0	138	138
08:00 AM	1	25	0	0	26	0	19	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	45	45
08:15 AM	0	18	0	0	18	0	28	1	0	29	0	0	0	0	0	0	0	0	0	0	0	0	47	47
08:30 AM	0	18	0	0	18	0	14	0	0	14	0	0	1	0	1	0	0	0	0	0	0	0	33	33
08:45 AM	2	26	0	0	28	0	18	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	46	46
<b>Total</b>	3	87	0	0	90	0	79	1	0	80	0	0	1	0	1	0	0	0	0	0	0	0	171	171
09:00 AM	0	22	0	0	22	0	14	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	36	36
09:15 AM	0	20	0	0	20	0	22	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	42	42
<b>Total</b>	0	42	0	0	42	0	36	0	0	36	0	0	0	0	0	0	0	0	0	0	0	0	78	78
11:00 AM	0	22	0	0	22	0	19	1	0	20	0	0	1	0	1	0	0	0	0	0	0	0	43	43
11:15 AM	0	28	0	0	28	0	22	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	50	50
11:30 AM	0	16	0	0	16	0	20	1	0	21	0	0	0	0	0	0	0	0	0	0	0	0	37	37
11:45 AM	0	24	0	0	24	0	27	0	0	27	0	0	0	0	0	0	0	0	0	0	0	0	51	51
<b>Total</b>	0	90	0	0	90	0	88	2	0	90	0	0	1	0	1	0	0	0	0	0	0	0	181	181
12:00 PM	0	14	0	0	14	0	23	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	37	37
12:15 PM	0	20	0	0	20	0	16	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	36	36
12:30 PM	0	27	0	0	27	0	22	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	49	49
12:45 PM	0	28	0	0	28	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	39	39
<b>Total</b>	0	89	0	0	89	0	72	0	0	72	0	0	0	0	0	0	0	0	0	0	0	0	161	161
03:30 PM	0	26	0	0	26	0	12	0	0	12	2	0	0	0	2	0	0	0	0	0	0	0	40	40
03:45 PM	0	21	0	0	21	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	34	34
<b>Total</b>	0	47	0	0	47	0	25	0	0	25	2	0	0	0	2	0	0	0	0	0	0	0	74	74
04:00 PM	0	20	0	0	20	0	17	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	37	37
04:15 PM	0	23	0	0	23	0	14	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	37	37
04:30 PM	0	26	0	0	26	0	18	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	44	44
04:45 PM	0	20	0	0	20	0	10	1	0	11	0	0	0	0	0	0	0	0	0	0	0	0	31	31
<b>Total</b>	0	89	0	0	89	0	59	1	0	60	0	0	0	0	0	0	0	0	0	0	0	0	149	149
05:00 PM	0	25	0	0	25	0	22	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	47	47
05:15 PM	0	11	0	0	11	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	22	22
05:30 PM	0	22	0	0	22	0	19	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	41	41
05:45 PM	0	15	0	0	15	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	24	24
<b>Total</b>	0	73	0	0	73	0	61	0	0	61	0	0	0	0	0	0	0	0	0	0	0	0	134	134
06:00 PM	0	8	0	0	8	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	16	16
06:15 PM	0	5	0	0	5	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	13	13
Grand Total	3	628	0	0	631	0	545	4	0	549	2	0	2	0	4	0	0	0	0	0	0	0	1184	1184
Apprch %	0.5	99.5	0			0	99.3	0.7			50	0	50			0	0	0						
Total %	0.3	53	0		53.3	0	46	0.3		46.4	0.2	0	0.2		0.3	0	0	0			0	0	100	

# F.R. Aleman & Associates Inc.

10305 N.W. 41 Street, Suite 200

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File Name : US 41 & Apollo Beach Blvd

Site Code : 00000000

Start Date : 11/7/2007

Page No : 1

## Groups Printed- Heavy Vehicles

Start Time	US 41 Northbound						US 41 Southbound						Apollo Beach Blvd Eastbound				Apollo Beach Blvd Westbound					Exclu. Total	Inclu. Total	Int. Total		
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds				App. Total	
06:30 AM	0	0	11	0	0	11	0	0	18	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	29	29
06:45 AM	0	2	16	0	0	18	0	0	17	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	35	35
<b>Total</b>	0	2	27	0	0	29	0	0	35	0	0	35	0	0	0	0	0	0	0	0	0	0	0	0	64	64
07:00 AM	0	0	13	0	0	13	0	0	26	0	0	26	1	0	0	0	1	0	0	0	0	0	0	0	40	40
07:15 AM	0	1	19	0	0	20	0	0	16	1	0	17	0	0	0	0	0	0	0	0	0	0	0	0	37	37
07:30 AM	0	0	12	0	0	12	0	0	17	0	0	17	1	0	0	0	1	0	0	0	0	0	0	0	30	30
07:45 AM	0	7	23	0	0	30	0	0	13	4	0	17	1	0	0	0	1	0	0	0	0	0	0	0	48	48
<b>Total</b>	0	8	67	0	0	75	0	0	72	5	0	77	3	0	0	0	3	0	0	0	0	0	0	0	155	155
08:00 AM	0	0	22	0	0	22	0	0	13	1	0	14	0	0	0	0	0	0	0	0	0	0	0	0	36	36
08:15 AM	0	0	17	0	0	17	0	0	32	0	0	32	1	0	1	0	2	0	0	0	0	0	0	0	51	51
08:30 AM	0	0	18	0	0	18	0	0	10	2	0	12	0	0	2	0	2	0	0	0	0	0	0	0	32	32
08:45 AM	0	1	26	0	0	27	0	0	14	0	0	14	0	0	1	0	1	0	0	0	0	0	0	0	42	42
<b>Total</b>	0	1	83	0	0	84	0	0	69	3	0	72	1	0	4	0	5	0	0	0	0	0	0	0	161	161
09:00 AM	0	0	20	0	0	20	0	0	14	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	34	34
09:15 AM	0	4	20	0	0	24	0	0	18	2	0	20	0	0	0	0	0	0	0	0	0	0	0	0	44	44
<b>Total</b>	0	4	40	0	0	44	0	0	32	2	0	34	0	0	0	0	0	0	0	0	0	0	0	0	78	78
11:00 AM	0	0	22	0	0	22	0	0	20	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	42	42
11:15 AM	0	0	29	0	0	29	0	0	15	1	0	16	0	0	0	0	0	0	0	0	0	0	0	0	45	45
11:30 AM	0	1	16	0	0	17	0	0	19	1	0	20	0	0	1	0	1	0	0	0	0	0	0	0	38	38
11:45 AM	0	0	24	0	0	24	0	0	21	1	0	22	1	0	0	0	1	0	0	0	0	0	0	0	47	47
<b>Total</b>	0	1	91	0	0	92	0	0	75	3	0	78	1	0	1	0	2	0	0	0	0	0	0	0	172	172
12:00 PM	0	0	14	0	0	14	0	0	22	0	0	22	0	0	2	0	2	0	0	0	0	0	0	0	38	38
12:15 PM	0	0	20	0	0	20	0	0	20	0	0	20	1	0	1	0	2	0	0	0	0	0	0	0	42	42
12:30 PM	0	0	28	0	0	28	0	0	17	0	0	17	0	0	1	0	1	0	0	0	0	0	0	0	46	46
12:45 PM	0	0	24	0	0	24	0	0	12	1	0	13	1	0	2	0	3	0	0	0	0	0	0	0	40	40
<b>Total</b>	0	0	86	0	0	86	0	0	71	1	0	72	2	0	6	0	8	0	0	0	0	0	0	0	166	166
03:30 PM	0	0	26	0	0	26	0	0	15	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	41	41
03:45 PM	0	3	21	0	0	24	0	0	12	2	0	14	0	0	0	0	0	0	0	0	0	0	0	0	38	38
<b>Total</b>	0	3	47	0	0	50	0	0	27	2	0	29	0	0	0	0	0	0	0	0	0	0	0	0	79	79
04:00 PM	0	0	20	0	0	20	0	0	15	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	35	35
04:15 PM	0	0	21	0	0	21	0	0	14	0	0	14	2	0	0	0	2	0	0	0	0	0	0	0	37	37
04:30 PM	0	0	25	0	0	25	0	0	12	0	0	12	1	0	0	0	1	0	0	0	0	0	0	0	38	38
04:45 PM	0	0	20	0	0	20	0	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	32	32
<b>Total</b>	0	0	86	0	0	86	0	0	53	0	0	53	3	0	0	0	3	0	0	0	0	0	0	0	142	142
05:00 PM	0	0	25	0	0	25	0	0	20	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	45	45
05:15 PM	0	0	11	0	0	11	0	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	23	23
05:30 PM	0	1	21	0	0	22	0	0	12	0	0	12	1	0	0	0	1	0	0	0	0	0	0	0	35	35
05:45 PM	0	0	13	0	0	13	0	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	25	25
<b>Total</b>	0	1	70	0	0	71	0	0	56	0	0	56	1	0	0	0	1	0	0	0	0	0	0	0	128	128
06:00 PM	0	0	7	0	0	7	0	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	16	16
06:15 PM	0	0	5	0	0	5	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	11	11
Grand Total	0	20	609	0	0	629	0	0	505	16	0	521	11	0	11	0	22	0	0	0	0	0	0	0	1172	1172
Apprch %	0	3.2	96.8	0			0	0	96.9	3.1			50	0	50			0	0	0						
Total %	0	1.7	52	0		53.7	0	0	43.1	1.4		44.5	0.9	0	0.9		1.9	0	0	0			0	0	100	



# F.R. Aleman & Associates Inc.

10305 N.W. 41 Street, Suite 200

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File Name : US 41 & Flamingo Drive

Site Code : 00000000

Start Date : 11/7/2007

Page No : 1

### Groups Printed- Heavy Vehicles

Start Time	US 41 Northbound					US 41 Southbound					Flamingo Drive Eastbound					Flamingo Drive Westbound					Exclu. Total	Inclu. Total	Int. Total	
	Left	Thru	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total				
06:30 AM	0	9	0	0	9	0	18	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	27	27
06:45 AM	0	15	0	0	15	0	12	2	0	14	0	0	0	0	0	0	0	0	0	0	0	0	29	29
<b>Total</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>30</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>56</b>	
07:00 AM	2	11	0	0	13	0	20	1	0	21	1	0	2	0	3	0	0	0	0	0	0	37	37	
07:15 AM	3	16	0	0	19	0	20	0	0	20	1	0	0	0	1	0	0	0	0	0	0	40	40	
07:30 AM	1	11	0	0	12	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	24	24	
07:45 AM	2	26	0	0	28	0	12	2	0	14	0	0	0	0	0	0	0	0	0	0	0	42	42	
<b>Total</b>	<b>8</b>	<b>64</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>0</b>	<b>64</b>	<b>3</b>	<b>0</b>	<b>67</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>143</b>	<b>143</b>	
08:00 AM	1	20	0	0	21	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	0	34	34	
08:15 AM	0	15	0	0	15	0	28	0	0	28	0	0	0	0	0	0	0	0	0	0	0	43	43	
08:30 AM	0	16	0	0	16	0	21	1	0	22	0	0	1	0	1	0	0	0	0	0	0	39	39	
08:45 AM	0	25	0	0	25	0	23	0	0	23	2	0	0	0	2	0	0	0	0	0	0	50	50	
<b>Total</b>	<b>1</b>	<b>76</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>0</b>	<b>85</b>	<b>1</b>	<b>0</b>	<b>86</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>166</b>	<b>166</b>	
09:00 AM	1	18	0	0	19	0	14	1	0	15	0	0	0	0	0	0	0	0	0	0	0	34	34	
09:15 AM	0	24	0	0	24	0	24	0	0	24	0	0	0	0	0	0	0	0	0	0	0	48	48	
<b>Total</b>	<b>1</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>38</b>	<b>1</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>82</b>	
11:00 AM	2	21	0	0	23	0	22	1	0	23	0	0	0	0	0	0	0	0	0	0	0	46	46	
11:15 AM	0	27	0	0	27	0	17	0	0	17	1	0	0	0	1	0	0	0	0	0	0	45	45	
11:30 AM	1	16	0	0	17	0	18	3	0	21	0	0	0	0	0	0	0	0	0	0	0	38	38	
11:45 AM	0	22	0	0	22	0	19	0	0	19	0	0	1	0	1	0	0	0	0	0	0	42	42	
<b>Total</b>	<b>3</b>	<b>86</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>76</b>	<b>4</b>	<b>0</b>	<b>80</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>171</b>	<b>171</b>	
12:00 PM	3	12	0	0	15	0	27	0	0	27	2	0	1	0	3	0	0	0	0	0	0	45	45	
12:15 PM	2	17	0	0	19	0	25	1	0	26	3	0	1	0	4	0	0	0	0	0	0	49	49	
12:30 PM	0	25	0	0	25	0	17	0	0	17	2	0	0	0	2	0	0	0	0	0	0	44	44	
12:45 PM	0	23	0	0	23	0	18	0	0	18	0	0	0	0	0	0	0	0	0	0	0	41	41	
<b>Total</b>	<b>5</b>	<b>77</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>0</b>	<b>87</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>179</b>	<b>179</b>	
03:30 PM	1	23	0	0	24	0	21	1	0	22	2	0	0	0	2	0	0	0	0	0	0	48	48	
03:45 PM	0	23	0	0	23	0	17	1	0	18	0	0	0	0	0	0	0	0	0	0	0	41	41	
<b>Total</b>	<b>1</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>0</b>	<b>38</b>	<b>2</b>	<b>0</b>	<b>40</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>89</b>	
04:00 PM	2	16	0	0	18	0	18	0	0	18	2	0	1	0	3	0	0	0	0	0	0	39	39	
04:15 PM	0	20	0	0	20	0	10	2	0	12	1	0	0	0	1	0	0	0	0	0	0	33	33	
04:30 PM	0	25	0	0	25	0	18	0	0	18	0	0	0	0	0	0	0	0	0	0	0	43	43	
04:45 PM	0	18	0	0	18	0	12	0	0	12	1	0	0	0	1	0	0	0	0	0	0	31	31	
<b>Total</b>	<b>2</b>	<b>79</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>0</b>	<b>58</b>	<b>2</b>	<b>0</b>	<b>60</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>146</b>	<b>146</b>	
05:00 PM	1	21	0	0	22	0	20	0	0	20	0	0	2	0	2	0	0	0	0	0	0	44	44	
05:15 PM	1	10	0	0	11	0	15	1	0	16	0	0	1	0	1	0	0	0	0	0	0	28	28	
05:30 PM	2	20	0	0	22	0	15	0	0	15	1	0	0	0	1	0	0	0	0	0	0	38	38	
05:45 PM	1	9	0	0	10	0	12	1	0	13	3	0	0	0	3	0	0	0	0	0	0	26	26	
<b>Total</b>	<b>5</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>0</b>	<b>62</b>	<b>2</b>	<b>0</b>	<b>64</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>136</b>	<b>136</b>	
06:00 PM	0	7	0	0	7	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	18	18	
06:15 PM	0	5	0	0	5	0	7	2	0	9	0	0	0	0	0	0	0	0	0	0	0	14	14	
<b>Grand Total</b>	<b>26</b>	<b>566</b>	<b>0</b>	<b>0</b>	<b>592</b>	<b>0</b>	<b>556</b>	<b>20</b>	<b>0</b>	<b>576</b>	<b>22</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1200</b>	<b>1200</b>	
<b>Apprch %</b>	<b>4.4</b>	<b>95.6</b>	<b>0</b>	<b>0</b>		<b>0</b>	<b>96.5</b>	<b>3.5</b>			<b>68.8</b>	<b>0</b>	<b>31.2</b>			<b>0</b>	<b>0</b>	<b>0</b>			<b>0</b>			
<b>Total %</b>	<b>2.2</b>	<b>47.2</b>	<b>0</b>	<b>0</b>	<b>49.3</b>	<b>0</b>	<b>46.3</b>	<b>1.7</b>		<b>48</b>	<b>1.8</b>	<b>0</b>	<b>0.8</b>		<b>2.7</b>	<b>0</b>	<b>0</b>	<b>0</b>			<b>0</b>	<b>100</b>		

# F.R. Aleman & Associates Inc.

10305 N.W. 41 Street, Suite 200

Miami, FL 33178

Phone:(305) 591-8777

Fax:(305) 599-8749

File Name : US 41 & Miller Mac Rd

Site Code : 00000000

Start Date : 11/7/2007

Page No : 1

### Groups Printed- Heavy Vehicles

Start Time	US 41 Northbound					US 41 Southbound					Miller Mac Rd Eastbound					Miller Mac Rd Westbound					Exclu. Total	Inclu. Total	Int. Total		
	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds				App. Total	
06:30 AM	2	7	0	0	9	0	0	17	0	0	17	2	0	1	0	3	0	0	0	0	0	0	0	29	29
06:45 AM	0	14	0	0	14	0	0	11	0	0	11	0	0	1	0	1	0	0	0	0	0	0	0	26	26
<b>Total</b>	<b>2</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>55</b>
07:00 AM	1	12	0	0	13	0	0	20	1	0	21	0	0	0	0	0	0	0	0	0	0	0	0	34	34
07:15 AM	0	16	0	0	16	0	1	17	1	0	19	2	0	0	0	2	0	0	1	0	1	0	0	38	38
07:30 AM	1	11	0	0	12	0	0	11	0	0	11	1	0	1	0	2	0	0	0	0	0	0	0	25	25
07:45 AM	1	25	0	0	26	0	0	10	1	0	11	1	0	1	0	2	0	0	0	0	0	0	0	39	39
<b>Total</b>	<b>3</b>	<b>64</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>1</b>	<b>58</b>	<b>3</b>	<b>0</b>	<b>62</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>136</b>	<b>136</b>
08:00 AM	0	19	0	0	19	0	0	10	0	0	10	1	0	1	0	2	0	0	0	0	0	0	0	31	31
08:15 AM	0	12	0	0	12	0	0	25	0	0	25	0	0	0	0	0	0	0	2	0	2	0	0	39	39
08:30 AM	1	15	0	0	16	0	1	20	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	37	37
08:45 AM	0	22	0	0	22	0	0	21	0	0	21	0	0	1	0	1	1	0	0	0	1	0	0	45	45
<b>Total</b>	<b>1</b>	<b>68</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>152</b>	<b>152</b>
09:00 AM	0	18	0	0	18	0	0	14	1	0	15	0	0	0	0	0	0	0	0	0	0	0	0	33	33
09:15 AM	0	22	0	0	22	0	0	18	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	40	40
<b>Total</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>1</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>73</b>
11:00 AM	0	19	0	0	19	0	0	20	0	0	20	1	0	0	0	1	0	0	0	0	0	0	0	40	40
11:15 AM	0	25	0	0	25	0	0	16	0	0	16	0	0	0	0	0	1	0	0	0	1	0	0	42	42
11:30 AM	0	16	0	0	16	0	0	17	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	33	33
11:45 AM	0	16	0	0	16	0	0	20	0	0	20	1	0	0	0	1	0	0	1	0	1	0	0	38	38
<b>Total</b>	<b>0</b>	<b>76</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>153</b>	<b>153</b>
12:00 PM	1	14	0	0	15	0	0	25	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	40	40
12:15 PM	2	19	0	0	21	0	0	22	1	0	23	0	0	0	0	0	2	0	0	0	2	0	0	46	46
12:30 PM	0	20	0	0	20	0	0	17	2	0	19	0	0	0	0	0	0	0	0	0	0	0	0	39	39
12:45 PM	0	16	0	0	16	0	0	15	0	0	15	2	0	0	0	2	0	0	0	0	0	0	0	33	33
<b>Total</b>	<b>3</b>	<b>69</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>3</b>	<b>0</b>	<b>82</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>158</b>	<b>158</b>
03:30 PM	0	20	0	0	20	0	0	20	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	40	40
03:45 PM	1	20	0	0	21	0	0	17	0	0	17	0	0	0	0	0	0	0	1	0	1	0	0	39	39
<b>Total</b>	<b>1</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>79</b>
04:00 PM	0	16	0	0	16	0	0	17	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	33	33
04:15 PM	0	19	0	0	19	0	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	29	29
04:30 PM	0	20	0	0	20	0	0	15	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	35	35
04:45 PM	2	14	0	0	16	0	0	10	0	0	10	0	0	0	0	0	2	0	0	0	2	0	0	28	28
<b>Total</b>	<b>2</b>	<b>69</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>125</b>	<b>125</b>
05:00 PM	0	18	0	0	18	0	0	20	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	38	38
05:15 PM	0	11	0	0	11	0	0	16	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	27	27
05:30 PM	2	20	0	0	22	0	0	15	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	37	37
05:45 PM	0	10	0	0	10	0	1	11	1	0	13	0	0	0	0	0	1	0	0	0	1	0	0	24	24
<b>Total</b>	<b>2</b>	<b>59</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>0</b>	<b>1</b>	<b>62</b>	<b>1</b>	<b>0</b>	<b>64</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>126</b>	<b>126</b>
06:00 PM	0	7	0	0	7	0	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	18	18
06:15 PM	0	5	0	0	5	0	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	12	12
<b>Grand Total</b>	<b>14</b>	<b>518</b>	<b>0</b>	<b>0</b>	<b>532</b>	<b>0</b>	<b>3</b>	<b>515</b>	<b>8</b>	<b>0</b>	<b>526</b>	<b>11</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>17</b>	<b>7</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>1087</b>	<b>1087</b>
<b>Apprch %</b>	<b>2.6</b>	<b>97.4</b>	<b>0</b>	<b>0</b>		<b>0</b>	<b>0.6</b>	<b>97.9</b>	<b>1.5</b>	<b>0</b>		<b>64.7</b>	<b>0</b>	<b>35.3</b>	<b>0</b>		<b>58.3</b>	<b>0</b>	<b>41.7</b>	<b>0</b>		<b>0</b>	<b>0</b>		
<b>Total %</b>	<b>1.3</b>	<b>47.7</b>	<b>0</b>	<b>0</b>	<b>48.9</b>	<b>0</b>	<b>0.3</b>	<b>47.4</b>	<b>0.7</b>	<b>0</b>	<b>48.4</b>	<b>1</b>	<b>0</b>	<b>0.6</b>	<b>0</b>	<b>1.6</b>	<b>0.6</b>	<b>0</b>	<b>0.5</b>	<b>0</b>	<b>1.1</b>	<b>0</b>	<b>0</b>	<b>100</b>	

# F.R. Aleman & Associates Inc.

10305 N.W. 41 Street, Suite 200

Miami, FL 33178

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File Name : US 41 & Falls Blvd

Site Code : 00000000

Start Date : 11/6/2007

Page No : 1

### Groups Printed- Heavy Vehicles

Start Time	US 41 Northbound						US 41 Southbound						Falls Blvd Eastbound				Falls Blvd Westbound					Exclu. Total	Inclu. Total	Int. Total		
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds				App. Total	
06:30 AM	0	0	8	0	0	8	0	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	16	16
06:45 AM	0	0	7	0	0	7	0	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	19	19
<b>Total</b>	0	0	15	0	0	15	0	0	20	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	35	35
07:00 AM	0	0	8	0	0	8	0	0	14	0	0	14	0	0	1	0	1	0	0	0	0	0	0	0	23	23
07:15 AM	0	0	10	1	0	11	0	0	12	1	0	13	0	0	1	0	1	0	0	0	0	0	0	0	25	25
07:30 AM	0	0	12	0	0	12	0	0	15	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	27	27
07:45 AM	0	0	15	0	0	15	0	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	27	27
<b>Total</b>	0	0	45	1	0	46	0	0	53	1	0	54	0	0	2	0	2	0	0	0	0	0	0	0	102	102
08:00 AM	0	0	14	0	0	14	0	1	14	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	29	29
08:15 AM	0	0	12	0	0	12	0	1	12	0	0	13	0	0	0	0	0	1	0	1	0	2	0	0	27	27
08:30 AM	0	0	12	1	0	13	0	0	10	2	0	12	0	0	0	0	0	0	0	0	0	0	0	0	25	25
08:45 AM	0	0	14	0	0	14	0	0	12	0	0	12	2	0	0	0	2	1	0	1	0	2	0	0	30	30
<b>Total</b>	0	0	52	1	0	53	0	2	48	2	0	52	2	0	0	0	2	2	0	2	0	4	0	0	111	111
09:00 AM	0	2	8	0	0	10	0	1	11	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	22	22
09:15 AM	0	0	12	0	0	12	0	0	14	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	26	26
<b>Total</b>	0	2	20	0	0	22	0	1	25	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	48	48
11:00 AM	0	0	12	0	0	12	0	0	14	2	0	16	0	0	0	0	0	0	0	0	0	0	0	0	28	28
11:15 AM	0	0	13	0	0	13	0	0	15	2	0	17	2	0	0	0	2	0	0	1	0	1	0	0	33	33
11:30 AM	0	0	12	0	0	12	0	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	25	25
11:45 AM	0	0	14	0	0	14	0	0	14	0	0	14	1	0	0	0	1	0	0	0	0	0	0	0	29	29
<b>Total</b>	0	0	51	0	0	51	0	0	56	4	0	60	3	0	0	0	3	0	0	1	0	1	0	0	115	115
12:00 PM	0	0	13	1	0	14	0	1	15	2	0	18	0	0	1	0	1	0	0	0	0	0	0	0	33	33
12:15 PM	0	0	12	0	0	12	0	0	14	0	0	14	1	0	0	0	1	0	0	0	0	0	0	0	27	27
12:30 PM	0	0	15	2	0	17	0	1	12	0	0	13	2	0	0	0	2	0	0	0	0	0	0	0	32	32
12:45 PM	0	0	13	1	0	14	0	1	12	0	0	13	0	0	1	0	1	0	0	1	0	1	0	0	29	29
<b>Total</b>	0	0	53	4	0	57	0	3	53	2	0	58	3	0	2	0	5	0	0	1	0	1	0	0	121	121
03:30 PM	0	0	12	3	0	15	0	1	14	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	30	30
03:45 PM	0	2	15	1	0	18	0	0	15	0	0	15	0	0	1	0	1	0	0	0	0	0	0	0	34	34
<b>Total</b>	0	2	27	4	0	33	0	1	29	0	0	30	0	0	1	0	1	0	0	0	0	0	0	0	64	64
04:00 PM	0	1	13	1	0	15	0	0	16	0	0	16	0	0	0	0	0	1	0	1	0	2	0	0	33	33
04:15 PM	0	0	14	4	0	18	0	1	14	0	0	15	0	0	0	0	0	2	0	1	0	3	0	0	36	36
04:30 PM	0	0	14	0	0	14	0	0	13	0	0	13	0	0	0	0	0	1	0	1	0	2	0	0	29	29
04:45 PM	0	0	12	2	0	14	0	0	13	0	0	13	0	0	0	0	0	3	0	0	0	3	0	0	30	30
<b>Total</b>	0	1	53	7	0	61	0	1	56	0	0	57	0	0	0	0	0	7	0	3	0	10	0	0	128	128
05:00 PM	0	0	10	0	0	10	0	0	12	1	0	13	0	0	0	0	0	2	0	2	0	4	0	0	27	27
05:15 PM	0	1	14	0	0	15	0	0	14	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	29	29
05:30 PM	0	0	16	0	0	16	0	0	13	0	0	13	2	0	0	0	2	0	0	0	0	0	0	0	31	31
05:45 PM	0	0	14	1	0	15	0	0	14	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	29	29
<b>Total</b>	0	1	54	1	0	56	0	0	53	1	0	54	2	0	0	0	2	2	0	2	0	4	0	0	116	116
06:00 PM	0	0	10	3	0	13	0	1	16	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	30	30
06:15 PM	0	0	14	0	0	14	0	0	12	0	0	12	0	0	0	0	0	2	0	0	0	2	0	0	28	28
<b>Grand Total</b>	0	6	394	21	0	421	0	9	421	10	0	440	10	0	5	0	15	13	0	9	0	22	0	0	898	898
<b>Apprch %</b>	0	1.4	93.6	5			0	2	95.7	2.3			66.7	0	33.3			59.1	0	40.9						
<b>Total %</b>	0	0.7	43.9	2.3		46.9	0	1	46.9	1.1		49	1.1	0	0.6		1.7	1.4	0	1		2.4	0	0	100	

# F.R. Aleman & Associates Inc.

10305 N.W. 41 Street, Suite 200

Miami, FL 33178

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File Name : US 41 & Leisey Rd

Site Code : 00000000

Start Date : 11/6/2007

Page No : 1

## Groups Printed- Heavy Vehicles

Start Time	US 41 Northbound					US 41 Southbound					Leisey Rd Eastbound					Leisey Rd Westbound					Exclu. Total	Inclu. Total	Int. Total	
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total				
06:30 AM	0	12	0	0	12	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	20	20
06:45 AM	0	12	0	0	12	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	22	22
<b>Total</b>	0	24	0	0	24	0	18	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	42	42
07:00 AM	0	12	0	0	12	0	16	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	28	28
07:15 AM	0	9	0	0	9	0	15	0	0	15	0	0	2	0	2	0	0	0	0	0	0	0	26	26
07:30 AM	0	13	0	0	13	0	15	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	28	28
07:45 AM	0	10	0	0	10	0	14	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	24	24
<b>Total</b>	0	44	0	0	44	0	60	0	0	60	0	0	2	0	2	0	0	0	0	0	0	0	106	106
08:00 AM	0	10	0	0	10	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	21	21
08:15 AM	0	11	0	0	11	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	21	21
08:30 AM	0	9	0	0	9	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	19	19
08:45 AM	0	12	0	0	12	0	14	1	0	15	0	0	0	0	0	0	0	0	0	0	0	0	27	27
<b>Total</b>	0	42	0	0	42	0	45	1	0	46	0	0	0	0	0	0	0	0	0	0	0	0	88	88
09:00 AM	0	9	0	0	9	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	20	20
09:15 AM	0	12	0	0	12	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	25	25
<b>Total</b>	0	21	0	0	21	0	24	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	45	45
11:00 AM	0	10	0	0	10	0	14	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	24	24
11:15 AM	0	13	0	0	13	0	12	1	0	13	0	0	0	0	0	0	0	0	0	0	0	0	26	26
11:30 AM	0	10	0	0	10	0	15	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	25	25
11:45 AM	0	12	0	0	12	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	24	24
<b>Total</b>	0	45	0	0	45	0	53	1	0	54	0	0	0	0	0	0	0	0	0	0	0	0	99	99
12:00 PM	0	13	0	0	13	0	15	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	28	28
12:15 PM	0	14	0	0	14	0	11	1	0	12	0	0	0	0	0	0	0	0	0	0	0	0	26	26
12:30 PM	0	15	0	0	15	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	26	26
12:45 PM	0	11	0	0	11	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	24	24
<b>Total</b>	0	53	0	0	53	0	50	1	0	51	0	0	0	0	0	0	0	0	0	0	0	0	104	104
03:30 PM	0	12	0	0	12	0	15	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	27	27
03:45 PM	0	15	0	0	15	0	15	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	30	30
<b>Total</b>	0	27	0	0	27	0	30	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	57	57
04:00 PM	0	13	0	0	13	0	17	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	30	30
04:15 PM	0	12	0	0	12	0	18	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	30	30
04:30 PM	0	13	0	0	13	0	17	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	30	30
04:45 PM	0	12	0	0	12	0	15	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	27	27
<b>Total</b>	0	50	0	0	50	0	67	0	0	67	0	0	0	0	0	0	0	0	0	0	0	0	117	117
05:00 PM	0	10	0	0	10	0	16	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	26	26
05:15 PM	0	12	0	0	12	0	15	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	27	27
05:30 PM	0	15	0	0	15	0	14	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	29	29
05:45 PM	0	15	0	0	15	0	15	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	30	30
<b>Total</b>	0	52	0	0	52	0	60	0	0	60	0	0	0	0	0	0	0	0	0	0	0	0	112	112
06:00 PM	0	12	0	0	12	0	16	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	28	28
06:15 PM	0	13	0	0	13	0	14	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	27	27
<b>Grand Total</b>	0	383	0	0	383	0	437	3	0	440	0	0	2	0	2	0	0	0	0	0	0	0	825	825
<b>Apprch %</b>	0	100	0			0	99.3	0.7			0	0	100			0	0	0			0	0		
<b>Total %</b>	0	46.4	0		46.4	0	53	0.4		53.3	0	0	0.2		0.2	0	0	0			0	0	100	

# F.R. Aleman & Associates Inc.

10305 N.W. 41 Street, Suite 200

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File Name : US 41 & Mirabay Blvd

Site Code : 00000000

Start Date : 11/6/2007

Page No : 1

## Groups Printed- Heavy Vehicles

Start Time	US 41 Northbound					US 41 Southbound					Mirabay Blvd Eastbound					Mirabay Blvd Westbound					Exclu. Total	Inclu. Total	Int. Total				
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total							
06:30 AM	0	12	0	0	12	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	20	
06:45 AM	0	11	0	0	11	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	23
<b>Total</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>43</b>	
07:00 AM	0	9	0	0	9	1	12	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	22
07:15 AM	1	8	1	0	10	0	15	0	0	15	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	26	26
07:30 AM	2	10	0	0	12	1	14	0	0	15	1	0	0	0	1	0	0	1	0	1	0	1	0	0	0	29	29
07:45 AM	3	8	0	0	11	0	11	1	0	12	0	0	0	0	0	1	0	1	0	2	0	0	0	2	0	25	25
<b>Total</b>	<b>6</b>	<b>35</b>	<b>1</b>	<b>0</b>	<b>42</b>	<b>2</b>	<b>52</b>	<b>1</b>	<b>0</b>	<b>55</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>102</b>	<b>102</b>	
08:00 AM	4	7	2	0	13	1	8	0	0	9	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	24	24
08:15 AM	2	9	1	0	12	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	21
08:30 AM	1	8	0	0	9	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	21
08:45 AM	0	9	0	0	9	1	16	0	0	17	2	0	0	0	2	2	0	0	0	2	0	0	0	2	0	30	30
<b>Total</b>	<b>7</b>	<b>33</b>	<b>3</b>	<b>0</b>	<b>43</b>	<b>2</b>	<b>45</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>96</b>	
09:00 AM	0	10	0	0	10	1	10	0	0	11	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	22	22
09:15 AM	0	11	0	0	11	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	23
<b>Total</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>1</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>45</b>	
11:00 AM	0	12	0	0	12	0	14	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	26
11:15 AM	2	10	0	0	12	0	11	0	0	11	0	0	2	0	2	0	0	1	0	1	0	1	0	0	0	26	26
11:30 AM	3	9	1	0	13	0	14	0	0	14	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	29	29
11:45 AM	0	12	0	0	12	0	12	0	0	12	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	25	25
<b>Total</b>	<b>5</b>	<b>43</b>	<b>1</b>	<b>0</b>	<b>49</b>	<b>0</b>	<b>51</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>106</b>	<b>106</b>	
12:00 PM	0	12	0	0	12	0	15	0	0	15	0	0	1	0	1	0	2	0	2	0	4	0	0	0	0	32	32
12:15 PM	2	10	2	0	14	0	11	0	0	11	0	0	4	0	4	4	0	1	0	5	0	0	0	5	0	34	34
12:30 PM	0	13	0	0	13	0	12	0	0	12	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	26	26
12:45 PM	0	11	0	0	11	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	22
<b>Total</b>	<b>2</b>	<b>46</b>	<b>2</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>114</b>	<b>114</b>	
03:30 PM	0	13	0	0	13	0	16	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	29
03:45 PM	1	12	0	0	13	0	15	0	0	15	0	0	0	0	0	0	0	2	0	2	0	2	0	0	0	30	30
<b>Total</b>	<b>1</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>59</b>	
04:00 PM	2	12	0	0	14	0	12	0	0	12	1	0	1	0	2	1	0	1	0	2	0	0	0	0	0	30	30
04:15 PM	0	11	1	0	12	0	14	0	0	14	2	0	4	0	6	2	0	0	0	2	0	0	0	2	0	34	34
04:30 PM	0	10	0	0	10	0	12	0	0	12	3	0	2	0	5	5	0	0	0	5	0	0	0	5	0	32	32
04:45 PM	0	9	2	0	11	0	15	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	26
<b>Total</b>	<b>2</b>	<b>42</b>	<b>3</b>	<b>0</b>	<b>47</b>	<b>0</b>	<b>53</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>6</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>122</b>	<b>122</b>	
05:00 PM	0	8	0	0	8	0	11	0	0	11	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	21	21
05:15 PM	0	11	0	0	11	0	14	0	0	14	0	0	0	0	0	2	0	0	0	2	0	0	0	2	0	27	27
05:30 PM	0	14	0	0	14	0	11	0	0	11	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	26	26
05:45 PM	1	13	0	0	14	0	16	0	0	16	1	0	2	0	3	2	0	1	0	3	0	0	0	3	0	36	36
<b>Total</b>	<b>1</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>0</b>	<b>52</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>110</b>	<b>110</b>	
06:00 PM	0	10	0	0	10	0	14	0	0	14	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	27	27
06:15 PM	0	11	0	0	11	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	23
Grand Total	24	335	10	0	369	5	401	1	0	407	15	0	22	0	37	22	0	12	0	34	0	0	0	0	0	847	847
Apprch %	6.5	90.8	2.7			1.2	98.5	0.2			40.5	0	59.5			64.7	0	35.3									
Total %	2.8	39.6	1.2		43.6	0.6	47.3	0.1		48.1	1.8	0	2.6		4.4	2.6	0	1.4		4	0	0	0	0	100		

# F.R. Aleman & Associates Inc.

10305 N.W. 41 Street, Suite 200

Miami, FL 33178

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Fax:(305) 599-8749

File Name : US 41 & 12 St NE

Site Code : 00000000

Start Date : 11/29/2007

Page No : 1

## Groups Printed- Heavy Vehicles

Start Time	US 41 Northbound					US 41 Southbound					Eastbound					12th Street NE Westbound					Exclu. Total	Inclu. Total	Int. Total	
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total				
07:00 AM	0	4	0	0	4	0	12	0	0	12	0	0	0	0	0	0	0	1	0	1	0	0	17	17
07:15 AM	0	6	0	0	6	0	5	0	0	5	0	0	0	0	0	0	0	3	0	3	0	0	14	14
07:30 AM	0	7	0	0	7	0	4	0	0	4	0	0	0	0	0	0	0	1	0	1	0	0	12	12
07:45 AM	0	7	0	0	7	1	8	0	0	9	0	0	0	0	0	1	0	2	0	3	0	0	19	19
<b>Total</b>	0	24	0	0	24	1	29	0	0	30	0	0	0	0	0	1	0	7	0	8	0	0	62	62
08:00 AM	0	5	0	0	5	0	9	0	0	9	0	0	0	0	0	0	0	1	0	1	0	0	15	15
08:15 AM	0	7	0	0	7	0	8	0	0	8	0	0	0	0	0	0	0	1	0	1	0	0	16	16
08:30 AM	0	10	0	0	10	0	13	0	0	13	0	0	0	0	0	0	0	2	0	2	0	0	25	25
08:45 AM	0	15	0	0	15	0	13	0	0	13	0	0	0	0	0	1	0	3	0	4	0	0	32	32
<b>Total</b>	0	37	0	0	37	0	43	0	0	43	0	0	0	0	0	1	0	7	0	8	0	0	88	88
04:00 PM	0	11	1	0	12	2	6	0	0	8	0	0	0	0	0	0	0	1	0	1	0	0	21	21
04:15 PM	0	5	0	0	5	0	6	0	0	6	0	0	0	0	0	0	0	3	0	3	0	0	14	14
04:30 PM	0	7	0	0	7	1	3	0	0	4	0	0	0	0	0	0	0	2	0	2	0	0	13	13
04:45 PM	0	9	0	0	9	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	14	14
<b>Total</b>	0	32	1	0	33	3	20	0	0	23	0	0	0	0	0	0	0	6	0	6	0	0	62	62
05:00 PM	0	7	0	0	7	1	6	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	14	14
05:15 PM	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	4	4
05:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
05:45 PM	0	0	0	0	0	3	8	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	11	11
<b>Total</b>	0	10	0	0	10	4	17	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	31	31
<b>Grand Total</b>	0	103	1	0	104	8	109	0	0	117	0	0	0	0	0	2	0	20	0	22	0	0	243	243
<b>Apprch %</b>	0	99	1			6.8	93.2	0			0	0	0			9.1	0	90.9			0	0		
<b>Total %</b>	0	42.4	0.4		42.8	3.3	44.9	0		48.1	0	0	0		0	0.8	0	8.2		9.1	0	0	100	

# F.R. Aleman & Associates Inc.

10305 N.W. 41 Street, Suite 200

Miami, FL 33178

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File Name : US 41 & Villemarie Rd\_27th Ave NE

Site Code : 00000000

Start Date : 11/6/2007

Page No : 1

## Groups Printed- Heavy Vehicles

Start Time	US 41 Northbound					US 41 Southbound					Villemarie Rd Eastbound					27Tth Ave NE Westbound					Exclu. Total	Inclu. Total	Int. Total	
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total				
06:30 AM	0	10	0	0	10	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	18	18
06:45 AM	0	8	0	0	8	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	20	20
<b>Total</b>	0	18	0	0	18	0	20	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	38	38
07:00 AM	0	10	1	0	11	0	12	0	0	12	0	0	1	0	1	1	0	0	0	1	0	0	25	25
07:15 AM	0	10	0	0	10	0	15	0	0	15	1	0	0	0	1	0	0	0	0	0	0	0	26	26
07:30 AM	0	11	0	0	11	0	14	0	0	14	0	0	0	0	0	0	0	1	0	1	0	0	26	26
07:45 AM	0	9	0	0	9	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	20	20
<b>Total</b>	0	40	1	0	41	0	52	0	0	52	1	0	1	0	2	1	0	1	0	2	0	0	97	97
08:00 AM	0	8	0	0	8	0	8	0	0	8	2	0	0	0	2	0	0	0	0	0	0	0	18	18
08:15 AM	0	8	0	0	8	0	10	0	0	10	0	0	0	0	0	1	0	0	0	1	0	0	19	19
08:30 AM	0	8	0	0	8	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	20	20
08:45 AM	1	9	0	0	10	1	16	1	0	18	0	0	0	0	0	0	0	0	0	0	0	0	28	28
<b>Total</b>	1	33	0	0	34	1	46	1	0	48	2	0	0	0	2	1	0	0	0	1	0	0	85	85
09:00 AM	0	10	0	0	10	0	11	0	0	11	0	0	0	0	0	2	0	0	0	2	0	0	23	23
09:15 AM	0	11	0	0	11	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	23	23
<b>Total</b>	0	21	0	0	21	0	23	0	0	23	0	0	0	0	0	2	0	0	0	2	0	0	46	46
11:00 AM	0	10	0	0	10	0	14	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	24	24
11:15 AM	0	6	0	0	6	0	12	0	0	12	1	0	0	0	1	1	0	0	0	1	0	0	20	20
11:30 AM	0	9	0	0	9	0	14	0	0	14	0	0	0	0	0	0	0	1	0	1	0	0	24	24
11:45 AM	1	10	0	0	11	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	22	22
<b>Total</b>	1	35	0	0	36	0	51	0	0	51	1	0	0	0	1	1	0	1	0	2	0	0	90	90
12:00 PM	0	12	0	0	12	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	25	25
12:15 PM	0	10	0	0	10	0	10	0	0	10	0	0	0	0	0	0	0	2	0	2	0	0	22	22
12:30 PM	0	10	0	0	10	0	11	0	0	11	0	0	1	0	1	2	0	0	0	2	0	0	24	24
12:45 PM	0	9	0	0	9	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	17	17
<b>Total</b>	0	41	0	0	41	0	42	0	0	42	0	0	1	0	1	2	0	2	0	4	0	0	88	88
03:30 PM	0	9	0	0	9	0	16	1	0	17	0	0	1	0	1	0	0	0	0	0	0	0	27	27
03:45 PM	0	7	0	0	7	0	15	0	0	15	0	0	0	0	0	0	0	1	0	1	0	0	23	23
<b>Total</b>	0	16	0	0	16	0	31	1	0	32	0	0	1	0	1	0	0	1	0	1	0	0	50	50
04:00 PM	0	13	0	0	13	0	14	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	27	27
04:15 PM	0	12	0	0	12	0	16	0	0	16	2	0	0	0	2	1	0	0	0	1	0	0	31	31
04:30 PM	0	10	0	0	10	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	22	22
04:45 PM	0	15	2	0	17	0	15	0	0	15	0	0	0	0	0	0	0	2	0	2	0	0	34	34
<b>Total</b>	0	50	2	0	52	0	57	0	0	57	2	0	0	0	2	1	0	2	0	3	0	0	114	114
05:00 PM	0	11	0	0	11	0	11	0	0	11	1	0	0	0	1	0	0	0	0	0	0	0	23	23
05:15 PM	0	12	0	0	12	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	24	24
05:30 PM	0	15	0	0	15	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	25	25
05:45 PM	0	13	0	0	13	0	18	0	0	18	0	0	0	0	0	2	0	1	0	3	0	0	34	34
<b>Total</b>	0	51	0	0	51	0	51	0	0	51	1	0	0	0	1	2	0	1	0	3	0	0	106	106
06:00 PM	0	10	1	0	11	0	15	0	0	15	0	0	0	0	0	1	0	0	0	1	0	0	27	27
06:15 PM	0	11	0	0	11	0	16	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	27	27
<b>Grand Total</b>	2	326	4	0	332	1	404	2	0	407	7	0	3	0	10	11	0	8	0	19	0	0	768	768
<b>Apprch %</b>	0.6	98.2	1.2			0.2	99.3	0.5			70	0	30			57.9	0	42.1						
<b>Total %</b>	0.3	42.4	0.5		43.2	0.1	52.6	0.3		53	0.9	0	0.4		1.3	1.4	0	1		2.5	0	0	100	

# F.R. Aleman & Associates Inc.

10305 N.W. 41 Street, Suite 200

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File Name : US 41 & 19th Ave NE

Site Code : 00000000

Start Date : 11/6/2007

Page No : 1

## Groups Printed- Heavy Vehicles

Start Time	US 41 Northbound					US 41 Southbound					19th Ave Eastbound					19th Ave Westbound					Exclu. Total	Inclu. Total	Int. Total	
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total				
06:30 AM	0	11	0	0	11	1	6	0	0	7	0	1	0	0	1	0	0	0	0	0	0	0	19	19
06:45 AM	0	9	1	0	10	1	10	1	0	12	0	0	1	0	1	0	0	0	0	0	0	0	23	23
<b>Total</b>	<b>0</b>	<b>20</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>2</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>42</b>
07:00 AM	0	10	1	0	11	0	12	0	0	12	1	0	0	0	1	0	0	0	0	0	0	0	24	24
07:15 AM	0	9	2	0	11	0	15	0	0	15	1	0	0	0	1	1	1	1	0	3	0	0	30	30
07:30 AM	0	10	0	0	10	0	14	0	0	14	1	0	0	0	1	1	0	0	0	1	0	0	26	26
07:45 AM	0	10	2	0	12	0	11	0	0	11	0	0	1	0	1	0	0	0	0	0	0	0	24	24
<b>Total</b>	<b>0</b>	<b>39</b>	<b>5</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>52</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>104</b>	<b>104</b>
08:00 AM	0	8	4	0	12	0	8	0	0	8	0	0	0	0	0	1	0	0	0	1	0	0	21	21
08:15 AM	0	8	1	0	9	1	9	0	0	10	0	0	0	0	0	1	1	0	0	2	0	0	21	21
08:30 AM	0	7	3	0	10	0	12	0	0	12	0	1	0	0	1	1	0	0	0	1	0	0	24	24
08:45 AM	0	9	0	0	9	0	15	0	0	15	1	0	0	0	1	1	0	0	0	1	0	0	26	26
<b>Total</b>	<b>0</b>	<b>32</b>	<b>8</b>	<b>0</b>	<b>40</b>	<b>1</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>92</b>
09:00 AM	1	9	0	0	10	1	7	2	0	10	1	0	0	0	1	1	0	0	0	1	0	0	22	22
09:15 AM	0	10	0	0	10	0	12	0	0	12	1	0	0	0	1	1	0	0	0	1	0	0	24	24
<b>Total</b>	<b>1</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>1</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>46</b>
11:00 AM	0	8	3	0	11	0	12	0	0	12	2	1	0	0	3	0	0	0	0	0	0	0	26	26
11:15 AM	0	6	3	0	9	0	12	0	0	12	1	0	0	0	1	0	0	0	0	0	0	0	22	22
11:30 AM	0	10	1	0	11	0	14	0	0	14	0	1	0	0	1	2	0	0	0	2	0	0	28	28
11:45 AM	0	10	3	0	13	0	11	0	0	11	0	1	0	0	1	1	0	1	0	2	0	0	27	27
<b>Total</b>	<b>0</b>	<b>34</b>	<b>10</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>103</b>	<b>103</b>
12:00 PM	0	13	3	0	16	0	12	0	0	12	0	1	0	0	1	1	0	0	0	1	0	0	30	30
12:15 PM	0	10	1	0	11	0	10	0	0	10	0	1	0	0	1	0	0	0	0	0	0	0	22	22
12:30 PM	0	10	2	0	12	3	9	0	0	12	0	0	0	0	0	1	0	0	0	1	0	0	25	25
12:45 PM	1	8	4	0	13	0	8	0	0	8	1	0	0	0	1	1	0	0	0	1	0	0	23	23
<b>Total</b>	<b>1</b>	<b>41</b>	<b>10</b>	<b>0</b>	<b>52</b>	<b>3</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>100</b>
03:30 PM	0	7	5	0	12	1	15	1	0	17	1	3	0	0	4	4	0	1	0	5	0	0	38	38
03:45 PM	1	7	3	0	11	0	12	1	0	13	0	1	0	0	1	1	0	0	0	1	0	0	26	26
<b>Total</b>	<b>1</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>23</b>	<b>1</b>	<b>27</b>	<b>2</b>	<b>0</b>	<b>30</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>64</b>
04:00 PM	1	12	3	0	16	0	14	1	0	15	1	0	0	0	1	1	0	0	0	1	0	0	33	33
04:15 PM	0	10	2	0	12	0	15	0	0	15	1	1	0	0	2	0	1	1	0	2	0	0	31	31
04:30 PM	0	10	0	0	10	0	13	0	0	13	0	0	0	0	0	2	1	0	0	3	0	0	26	26
04:45 PM	0	14	1	0	15	1	13	1	0	15	1	1	0	0	2	0	2	0	0	2	0	0	34	34
<b>Total</b>	<b>1</b>	<b>46</b>	<b>6</b>	<b>0</b>	<b>53</b>	<b>1</b>	<b>55</b>	<b>2</b>	<b>0</b>	<b>58</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>124</b>	<b>124</b>
05:00 PM	0	10	1	0	11	0	11	1	0	12	0	0	0	0	0	0	0	1	0	1	0	0	24	24
05:15 PM	0	11	1	0	12	0	12	0	0	12	0	0	0	0	0	0	0	1	0	1	0	0	25	25
05:30 PM	0	15	0	0	15	0	10	0	0	10	0	0	0	0	0	1	0	0	0	1	0	0	26	26
05:45 PM	0	13	0	0	13	0	17	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	30	30
<b>Total</b>	<b>0</b>	<b>49</b>	<b>2</b>	<b>0</b>	<b>51</b>	<b>0</b>	<b>50</b>	<b>1</b>	<b>0</b>	<b>51</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>105</b>	<b>105</b>
06:00 PM	0	11	0	0	11	0	15	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	26	26
06:15 PM	0	10	0	0	10	0	16	0	0	16	0	0	1	0	1	0	0	0	0	0	0	0	27	27
<b>Grand Total</b>	<b>4</b>	<b>315</b>	<b>50</b>	<b>0</b>	<b>369</b>	<b>9</b>	<b>382</b>	<b>8</b>	<b>0</b>	<b>399</b>	<b>14</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>30</b>	<b>23</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>833</b>	<b>833</b>
<b>Apprch %</b>	<b>1.1</b>	<b>85.4</b>	<b>13.6</b>			<b>2.3</b>	<b>95.7</b>	<b>2</b>			<b>46.7</b>	<b>43.3</b>	<b>10</b>			<b>65.7</b>	<b>17.1</b>	<b>17.1</b>						
<b>Total %</b>	<b>0.5</b>	<b>37.8</b>	<b>6</b>		<b>44.3</b>	<b>1.1</b>	<b>45.9</b>	<b>1</b>		<b>47.9</b>	<b>1.7</b>	<b>1.6</b>	<b>0.4</b>		<b>3.6</b>	<b>2.8</b>	<b>0.7</b>	<b>0.7</b>		<b>4.2</b>	<b>0</b>	<b>0</b>	<b>100</b>	



# **APPENDIX C**

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## **EXISTING ARTPLAN, SYNCHRO, & HCS LOS REPORTS**

# ARTPLAN 2007 Conceptual Planning Analysis

## Description/File Information

<b>File Name</b>	C:\jefftemp\US41TR~1\Urb\AP_AM_~2.XML	<b>Date Prepared</b>	6/17/2008		
<b>Program</b>	ARTPLAN 2007	<b>Version Date</b>	3/18/08		
<b>Analyst</b>	Jeff Novotny	<b>Agency</b>	American	<b>District</b>	7
<b>Arterial Name</b>	US 41	<b>Begin Intersection</b>	19th Ave	<b>End Intersection</b>	Gibsonton
<b>Study Period</b>	K100	<b>Peak Direction</b>	Northbound		
<b>User Notes</b>	2006 AM Existing (NB)				

## Facility Data

Roadway Variables		Traffic Variables		Control Variables	
<b>Area Type</b>	Large Urbanized	<b>AADT</b>	23800	<b># of Signals</b>	5
<b>Class</b>	1	<b>K</b>	0.097	<b>Control Type</b>	Actuated
<b>Posted Speed</b>	55	<b>D</b>	0.56	<b>Cycle Length</b>	150
<b># Thru Lanes</b>	4	<b>PHF</b>	0.95	<b>Through g/C</b>	0.5
<b>Median Type</b>	Restrictive	<b>% Heavy Vehicles</b>	6.5	<b>Left g/C</b>	0.25
<b>Left Turn Lanes</b>	Yes	<b>% Left Turns</b>	13	<b>Arrival Type</b>	3
<b>LT Lane(s) Storage Length</b>	235	<b>% Right Turns</b>	13		
<b>Right Turn Lanes</b>	No	<b>Base Sat. Flow Rate</b>	1950		
		<b>Adj. Sat. Flow Rate</b>	1921		

### Automobile Intersection and Segment Data

Segment #	Cycle Length	Thru g/C	Left g/C	Arr. Type	Left Turn Lanes	Right Turn Lanes	% Left Turn	% Right Turn	INT # Dir. Lanes	Length	AADT	Hourly Vol.	SEG # Dir. Lanes	FFS	Median Type
1 (to Apollo Beach)	53	0.38	0.13	3	Yes	No	24	0	2	3	28600	1554	2	60	Restrictive
2 (to Big Bend)	71	0.28	0.14	3	Yes	Yes	1	45	2	1.7519	28000	1521	2	60	Restrictive
3 (to Symmes)	49	0.31		3	No	Yes	0	5	2	2.9451	24800	1347	2	60	Restrictive
4 (to Palm)	54	0.37	0.13	3	Yes	Yes	1	2	2	0.4261	28400	1543	2	60	Restrictive
5 (to Gibsonton)	54	0.37	0.13	3	Yes	No	1	16	2	0.5871	29200	1586	2	60	Restrictive

### Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	LT Spill	Speed (mph)	Segment LOS	
1 (to Apollo Beach)	1243	1845	0.89	18.03	B	Yes#	50.8	A	
2 (to Big Bend)	865	1842	0.84	26.29	C	No	44.9	A	
3 (to Symmes)	1347	1476	1.47	233.79	F	No	25.2	F	
4 (to Palm)	1575	1861	1.14	82.79	F	No	13.7	F	
5 (to Gibsonton)	1653	1843	1.21	113.32	F	No	13.8	F	
<b>Arterial Length</b>	<b>8.71</b>	<b>Weighted g/C</b>	<b>0.32</b>	<b>FFS Delay</b>	<b>Threshold Delay</b>	<b>Auto Speed</b>	<b>###</b>	<b>Auto LOS</b>	<b>F</b>

### Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 vphpl.

	A	B	C	D	E
<b>Lanes</b>	<b>Hourly Volume In Peak Direction</b>				
1	470	***	***	***	***
2	960	***	***	***	***
3	1440	***	***	***	***
4	1930	***	***	***	***
*	960	***	***	***	***
<b>Lanes</b>	<b>Hourly Volume In Both Directions</b>				
2	840	***	***	***	***
4	1710	***	***	***	***
6	2570	***	***	***	***
8	3440	***	***	***	***
*	1710	***	***	***	***
<b>Lanes</b>	<b>Annual Average Daily Traffic</b>				
2	8700	***	***	***	***
4	17600	***	***	***	***
6	26500	***	***	***	***
8	35500	***	***	***	***
*	17600	***	***	***	***

\* Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.  
\*\* Cannot be achieved based on input data provided.  
\*\*\* Not applicable for that level of service letter grade. See generalized tables notes for more details.  
# Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.  
## Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.  
### Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

# ARTPLAN 2007 Conceptual Planning Analysis

## Description/File Information

<b>File Name</b>	C:\jefftemp\US41TR~1\ARTPLA~1\AP_PM_~2.XML	<b>Date Prepared</b>	6/17/2008		
<b>Program</b>	ARTPLAN 2007	<b>Version Date</b>	3/18/08		
<b>Analyst</b>	Jeff Novotny	<b>Agency</b>	American	<b>District</b>	7
<b>Arterial Name</b>	US 41	<b>Begin Intersection</b>	Gibsonton	<b>End Intersection</b>	19th Ave
<b>Study Period</b>	K100	<b>Peak Direction</b>	Southbound		
<b>User Notes</b>	2006 PM Existing (SB)				

## Facility Data

Roadway Variables		Traffic Variables		Control Variables	
<b>Area Type</b>	Large Urbanized	<b>AADT</b>	28600	<b># of Signals</b>	5
<b>Class</b>	1	<b>K</b>	0.097	<b>Control Type</b>	Actuated
<b>Posted Speed</b>	55	<b>D</b>	0.56	<b>Cycle Length</b>	150
<b># Thru Lanes</b>	4	<b>PHF</b>	0.95	<b>Through g/C</b>	0.5
<b>Median Type</b>	Restrictive	<b>% Heavy Vehicles</b>	6.5	<b>Left g/C</b>	0.25
<b>Left Turn Lanes</b>	Yes	<b>% Left Turns</b>	13	<b>Arrival Type</b>	3
<b>LT Lane(s) Storage Length</b>	235	<b>% Right Turns</b>	13		
<b>Right Turn Lanes</b>	No	<b>Base Sat. Flow Rate</b>	1950		
		<b>Adj. Sat. Flow Rate</b>	1953		

### Automobile Intersection and Segment Data

Segment #	Cycle Length	Thru g/C	Left g/C	Arr. Type	Left Turn Lanes	Right Turn Lanes	% Left Turn	% Right Turn	INT # Dir. Lanes	Length	AADT	Hourly Vol.	SEG # Dir. Lanes	FFS	Median Type
1 (to Palm)	54	0.37	0.13	3	Yes	No	2	0	2	0.5871	29200	1586	2	60	Restrictive
2 (to Symmes)	49	0.31	0.1	3	Yes	No	25	0	2	0.4261	28400	1543	2	60	Restrictive
3 (to Big Bend)	71	0.28	0.14	3	Yes	Yes	29	6	2	2.9451	24800	1347	2	60	Restrictive
4 (to Apollo Beach)	53	0.38		3	No	Yes	0	14	2	1.7519	28000	1521	2	60	Restrictive
5 (to 19th Ave)	42	0.48	0.25	3	Yes	No	7	14	2	3	28600	1554	2	60	Restrictive

### Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	LT Spill	Speed (mph)	Segment LOS	
1 (to Palm)	1636	1863	1.19	101.98	F	No	14.9	F	
2 (to Symmes)	1218	1840	1.07	49.66	D	Yes#	19.4	F	
3 (to Big Bend)	922	1845	0.89	25.59	C	Yes#	49.8	A	
4 (to Apollo Beach)	1377	1481	1.22	120.71	F	No	26.9	F	
5 (to 19th Ave)	1521	1826	0.87	10.21	B	No	52.8	A	
<b>Arterial Length</b>	<b>8.71</b>	<b>Weighted g/C</b>	<b>0.33</b>	<b>FFS Delay</b>	<b>Threshold Delay</b>	<b>Auto Speed</b>	<b>###</b>	<b>Auto LOS</b>	<b>F</b>

### Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 vphpl.

	A	B	C	D	E
<b>Lanes</b>	<b>Hourly Volume In Peak Direction</b>				
1	640	***	***	***	***
2	1300	1310	***	1310	***
3	1960	1970	***	1970	***
4	2630	***	***	***	***
*	1300	1310	***	1310	***
<b>Lanes</b>	<b>Hourly Volume In Both Directions</b>				
2	1150	***	***	***	***
4	2320	2330	***	2330	***
6	3510	3510	***	3510	***
8	4690	***	***	***	***
*	2320	2330	***	2330	***
<b>Lanes</b>	<b>Annual Average Daily Traffic</b>				
2	11800	***	***	***	***
4	24000	24000	***	24000	***
6	36200	36200	***	36200	***
8	48400	***	***	***	***
*	24000	24000	***	24000	***

\* Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.

\*\* Cannot be achieved based on input data provided.

\*\*\* Not applicable for that level of service letter grade. See generalized tables notes for more details.

# Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.

## Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.

### Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

Lanes, Volumes, Timings  
40: Gibsonton DR & US 41

4/30/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↖	↗	↖	↖	↕	↖	↖	↕	↖
Volume (vph)	8	22	11	359	24	354	12	930	183	100	492	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	145		0	45		185	385		0
Storage Lanes	0		0	1		1	1		1	1		0
Taper Length (ft)	25		25	50		25	80		105	95		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.963				0.850			0.850		0.997	
Flt Protected		0.990		0.950			0.950			0.950		
Satd. Flow (prot)	0	1635	0	1687	1900	1553	1656	3282	1568	1770	3053	0
Flt Permitted		0.962		0.747			0.443			0.128		
Satd. Flow (perm)	0	1589	0	1326	1900	1553	772	3282	1568	238	3053	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15				290			157			2
Link Speed (mph)		45			45			50				50
Link Distance (ft)		807			2578			1316				1994
Travel Time (s)		12.2			39.1			17.9				27.2
Peak Hour Factor	0.75	0.75	0.75	0.72	0.72	0.72	0.92	0.92	0.92	0.90	0.90	0.90
Heavy Vehicles (%)	13%	0%	30%	7%	0%	4%	9%	10%	3%	2%	18%	11%
Adj. Flow (vph)	11	29	15	499	33	492	13	1011	199	111	547	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	55	0	499	33	492	13	1011	199	111	557	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm			Perm		Perm	Perm		Perm	pm+pt		
Protected Phases		8			4			6		5	2	
Permitted Phases	8			4		4	6		6	2		
Detector Phase	8	8		4	4	4	6	6	6	5	2	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	20.0	20.0	20.0	7.0	20.0	
Minimum Split (s)	46.3	46.3		44.3	44.3	44.3	31.7	31.7	31.7	12.7	25.7	
Total Split (s)	47.0	47.0	0.0	47.0	47.0	47.0	55.0	55.0	55.0	21.0	76.0	0.0
Total Split (%)	38.2%	38.2%	0.0%	38.2%	38.2%	38.2%	44.7%	44.7%	44.7%	17.1%	61.8%	0.0%
Maximum Green (s)	41.7	41.7		41.7	41.7	41.7	49.3	49.3	49.3	15.3	70.3	
Yellow Time (s)	4.3	4.3		4.3	4.3	4.3	4.7	4.7	4.7	4.7	4.7	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	-1.3	-1.3	0.0	-1.3	-1.3	-1.3	-1.7	-1.7	-1.7	-1.7	-1.7	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?							Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.5	3.5		3.5	3.5	3.5	3.0	3.0	3.0	2.5	3.0	
Recall Mode	Max	Max		Max	Max	Max	Max	Max	Max	Max	Max	
Walk Time (s)	12.0	12.0		12.0	12.0	12.0	6.0	6.0	6.0		6.0	



Lanes, Volumes, Timings  
40: Gibsonton DR & US 41

4/30/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)	29.0	29.0		27.0	27.0	27.0	20.0	20.0	20.0			13.0
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0	0			0
Act Effct Green (s)		43.0		43.0	43.0	43.0	51.0	51.0	51.0	72.0	72.0	
Actuated g/C Ratio		0.35		0.35	0.35	0.35	0.41	0.41	0.41	0.59	0.59	
v/c Ratio		0.10		1.08	0.05	0.67	0.04	0.74	0.27	0.32	0.31	
Control Delay		21.2		102.3	26.9	18.4	22.1	34.6	7.0	13.8	13.5	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		21.2		102.3	26.9	18.4	22.1	34.6	7.0	13.8	13.5	
LOS		C		F	C	B	C	C	A	B	B	
Approach Delay		21.2			59.5			30.0			13.5	
Approach LOS		C			E			C			B	

Intersection Summary

Area Type:	Other
Cycle Length:	123
Actuated Cycle Length:	123
Natural Cycle:	95
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	1.08
Intersection Signal Delay:	36.3
Intersection LOS:	D
Intersection Capacity Utilization	69.9%
ICU Level of Service	C
Analysis Period (min)	15

Splits and Phases: 40: Gibsonton DR & US 41



Lanes, Volumes, Timings  
40: Gibsonton DR & US 41

4/30/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↖	↗	↖	↖	↗	↖	↖	↗	↗
Volume (vph)	25	18	8	296	21	147	17	965	277	426	1347	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	145		0	45		185	385		0
Storage Lanes	0		0	1		1	1		1	1		0
Taper Length (ft)	25		25	50		25	80		105	95		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.978				0.850			0.850		0.998	
Flt Protected		0.976		0.950			0.950			0.950		
Satd. Flow (prot)	0	1648	0	1719	1900	1482	1703	3438	1568	1736	3399	0
Flt Permitted		0.887		0.734			0.145			0.115		
Satd. Flow (perm)	0	1498	0	1328	1900	1482	260	3438	1568	210	3399	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9				156			229			2
Link Speed (mph)		45			45			50				50
Link Distance (ft)		807			2579			1316				1994
Travel Time (s)		12.2			39.1			17.9				27.2
Peak Hour Factor	0.82	0.82	0.82	0.94	0.94	0.94	0.92	0.92	0.92	0.96	0.96	0.96
Heavy Vehicles (%)	8%	6%	25%	5%	0%	9%	6%	5%	3%	4%	6%	5%
Adj. Flow (vph)	30	22	10	315	22	156	18	1049	301	444	1403	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	62	0	315	22	156	18	1049	301	444	1426	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm			Perm		Perm	Perm		Perm	pm+pt		
Protected Phases		8			4			6		5	2	
Permitted Phases	8			4		4	6		6	2		
Detector Phase	8	8		4	4	4	6	6	6	5	2	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	20.0	20.0	20.0	7.0	20.0	
Minimum Split (s)	46.3	46.3		44.3	44.3	44.3	31.7	31.7	31.7	12.7	25.7	
Total Split (s)	47.0	47.0	0.0	47.0	47.0	47.0	55.0	55.0	55.0	21.0	76.0	0.0
Total Split (%)	38.2%	38.2%	0.0%	38.2%	38.2%	38.2%	44.7%	44.7%	44.7%	17.1%	61.8%	0.0%
Maximum Green (s)	41.7	41.7		41.7	41.7	41.7	49.3	49.3	49.3	15.3	70.3	
Yellow Time (s)	4.3	4.3		4.3	4.3	4.3	4.7	4.7	4.7	4.7	4.7	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	-1.3	-1.3	0.0	-1.3	-1.3	-1.3	-1.7	-1.7	-1.7	-1.7	-1.7	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?							Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.5	3.5		3.5	3.5	3.5	3.0	3.0	3.0	2.5	3.0	
Recall Mode	Max	Max		Max	Max	Max	Max	Max	Max	Max	Max	
Walk Time (s)	12.0	12.0		12.0	12.0	12.0	6.0	6.0	6.0		6.0	

Lanes, Volumes, Timings  
40: Gibsonton DR & US 41

4/30/2008

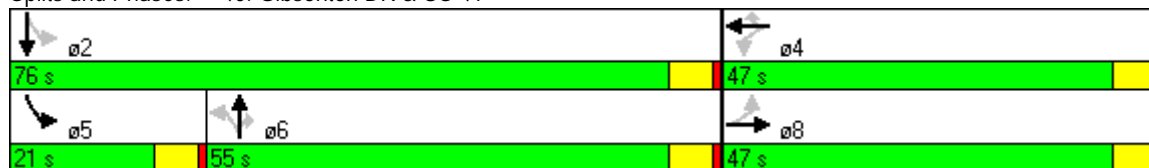


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)	29.0	29.0		27.0	27.0	27.0	20.0	20.0	20.0			13.0
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0	0			0
Act Effct Green (s)		43.0		43.0	43.0	43.0	51.0	51.0	51.0	72.0	72.0	
Actuated g/C Ratio		0.35		0.35	0.35	0.35	0.41	0.41	0.41	0.59	0.59	
v/c Ratio		0.12		0.68	0.03	0.25	0.17	0.74	0.38	1.33	0.72	
Control Delay		24.1		42.9	26.7	5.3	27.6	34.1	7.8	194.8	20.8	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		24.1		42.9	26.7	5.3	27.6	34.1	7.8	194.8	20.8	
LOS		C		D	C	A	C	C	A	F	C	
Approach Delay		24.1			30.3			28.3			62.1	
Approach LOS		C			C			C			E	

Intersection Summary

Area Type:	Other
Cycle Length:	123
Actuated Cycle Length:	123
Natural Cycle:	115
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	1.33
Intersection Signal Delay:	45.1
Intersection LOS:	D
Intersection Capacity Utilization	87.7%
ICU Level of Service	E
Analysis Period (min)	15

Splits and Phases: 40: Gibsonton DR & US 41



## TWO-WAY STOP CONTROL SUMMARY

General Information				Site Information				
Analyst	SF/ACE			Intersection	Nundy Ave & US 41			
Agency/Co.	ACE			Jurisdiction	D7, FDOT			
Date Performed	02/28/2008			Analysis Year	Existing 2007			
Analysis Time Period	am							
Project Description								
East/West Street: Nundy Ave				North/South Street: US 41				
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	1186	141	23	834	0		
Peak-Hour Factor, PHF	0.93	0.93	0.93	0.89	0.89	0.89		
Hourly Flow Rate, HFR (veh/h)	4	1275	151	25	937	0		
Percent Heavy Vehicles	0	--	--	14	--	--		
Median Type	Raised curb							
RT Channelized			0			0		
Lanes	1	2	0	1	2	0		
Configuration	L	T	TR	L	T	TR		
Upstream Signal		0			1			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	3	1	3	33	1	55		
Peak-Hour Factor, PHF	0.58	0.58	0.58	0.91	0.91	0.91		
Hourly Flow Rate, HFR (veh/h)	5	1	5	36	1	60		
Percent Heavy Vehicles	0	0	0	3	0	15		
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)	4	25	97			11		
C (m) (veh/h)	868	416	210			273		
v/c	0.00	0.06	0.46			0.04		
95% queue length	0.01	0.19	2.22			0.13		
Control Delay (s/veh)	9.2	14.2	36.1			18.7		
LOS	A	B	E			C		
Approach Delay (s/veh)	--	--	36.1			18.7		
Approach LOS	--	--	E			C		

## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	SF/ACE	Intersection	Nundy Ave & US 41
Agency/Co.	ACE	Jurisdiction	D7, FDOT
Date Performed	02/28/2008	Analysis Year	Existing 2007
Analysis Time Period	5 pm		

Project Description	
East/West Street: <i>Nundy Avenue</i>	North/South Street: <i>Us 41</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

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	1036	19	33	1560	2
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.90	0.90	0.90
Hourly Flow Rate, HFR (veh/h)	1	1126	20	36	1733	2
Percent Heavy Vehicles	0	--	--	3	--	--
Median Type	<i>Raised curb</i>					
RT Channelized			0			0
Lanes	1	2	0	1	2	0
Configuration	L	T	TR	L	T	TR
Upstream Signal		0			1	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	38	0	6	25	3	113
Peak-Hour Factor, PHF	0.75	0.75	0.75	0.86	0.86	0.86
Hourly Flow Rate, HFR (veh/h)	50	0	8	29	3	131
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	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)	1	36		163			58		
C (m) (veh/h)	437	600		334			101		
v/c	0.00	0.06		0.49			0.57		
95% queue length	0.01	0.19		2.55			2.70		
Control Delay (s/veh)	13.3	11.4		25.6			80.5		
LOS	B	B		D			F		
Approach Delay (s/veh)	--	--		25.6			80.5		
Approach LOS	--	--		D			F		

Lanes, Volumes, Timings  
46: Palm Ave. & US 41

4/30/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↙	↘		↙	↕	↘	↙	↕	↘
Volume (vph)	5	0	7	5	0	12	16	1465	35	24	742	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	115		315	110		0
Storage Lanes	0		0	1		0	1		1	1		0
Taper Length (ft)	25		25	25		25	85		65	170		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.924			0.850				0.850		0.998	
Flt Protected		0.979		0.950			0.950			0.950		
Satd. Flow (prot)	0	1580	0	1289	1615	0	1687	3406	1568	1433	3190	0
Flt Permitted		0.898		0.747			0.334			0.095		
Satd. Flow (perm)	0	1450	0	1014	1615	0	593	3406	1568	143	3190	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			226				30			2
Link Speed (mph)		25			25			50				50
Link Distance (ft)		140			651			2183				1823
Travel Time (s)		3.8			17.8			29.8				24.9
Peak Hour Factor	0.75	0.75	0.75	0.57	0.57	0.57	0.94	0.94	0.94	0.89	0.89	0.89
Heavy Vehicles (%)	20%	0%	0%	40%	0%	0%	7%	6%	3%	26%	13%	9%
Adj. Flow (vph)	7	0	9	9	0	21	17	1559	37	27	834	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	16	0	9	21	0	17	1559	37	27	847	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm			Perm			Perm		Perm	pm+pt		
Protected Phases		4			4			2		1	1 2	
Permitted Phases	4			4			2		2	1 2		
Detector Phase	4	4		4	4		2	2	2	1	1 2	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		20.0	20.0	20.0	7.0		
Minimum Split (s)	46.5	46.5		46.5	46.5		25.7	25.7	25.7	13.0		
Total Split (s)	48.6	48.6	0.0	48.6	48.6	0.0	65.7	65.7	65.7	20.7	86.4	0.0
Total Split (%)	36.0%	36.0%	0.0%	36.0%	36.0%	0.0%	48.7%	48.7%	48.7%	15.3%	64.0%	0.0%
Maximum Green (s)	44.1	44.1		44.1	44.1		60.0	60.0	60.0	15.0		
Yellow Time (s)	3.5	3.5		3.5	3.5		4.7	4.7	4.7	4.7		
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0		
Lost Time Adjust (s)	-0.5	-0.5	0.0	-0.5	-0.5	0.0	-1.7	-1.7	-1.7	-1.7	-1.7	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		4.0	4.0	4.0	2.5		
Recall Mode	Min	Min		Min	Min		Min	Min	Min	None		
Walk Time (s)	12.0	12.0		12.0	12.0		7.0	7.0	7.0			

Lanes, Volumes, Timings  
46: Palm Ave. & US 41

4/30/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)	30.0	30.0		30.0	30.0		13.0	13.0	13.0			
Pedestrian Calls (#/hr)	0	0		0	0		0	0	0			
Act Effct Green (s)		10.5		10.5	10.5		61.7	61.7	61.7	75.0	79.0	
Actuated g/C Ratio		0.11		0.11	0.11		0.63	0.63	0.63	0.77	0.81	
v/c Ratio		0.10		0.08	0.06		0.05	0.72	0.04	0.09	0.33	
Control Delay		29.0		42.2	0.2		7.8	14.9	3.4	2.6	2.7	
Queue Delay		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay		29.0		42.2	0.2		7.8	14.9	3.4	2.6	2.7	
LOS		C		D	A		A	B	A	A	A	
Approach Delay		29.0			12.8			14.5			2.7	
Approach LOS		C			B			B			A	

Intersection Summary






















Area Type:	Other
Cycle Length:	135
Actuated Cycle Length:	97.5
Natural Cycle:	110
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.72
Intersection Signal Delay:	10.5
Intersection LOS:	B
Intersection Capacity Utilization	55.5%
ICU Level of Service	B
Analysis Period (min)	15

Splits and Phases: 46: Palm Ave. & US 41



Lanes, Volumes, Timings  
46: Palm Ave. & US 41

4/30/2008

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	46	0	7	53	0	116	8	778	22	36	1593	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	115		315	110		0
Storage Lanes	0		0	1		0	1		1	1		0
Taper Length (ft)	25		25	25		25	85		65	170		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.983			0.850				0.850			
Flt Protected		0.958		0.950			0.950			0.950		
Satd. Flow (prot)	0	1758	0	1770	1583	0	1308	3406	1468	1656	3537	0
Flt Permitted		0.509		0.764			0.131			0.267		
Satd. Flow (perm)	0	934	0	1423	1583	0	180	3406	1468	465	3537	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			290				24			
Link Speed (mph)		25			25			50				50
Link Distance (ft)		140			651			2183				1823
Travel Time (s)		3.8			17.8			29.8				24.9
Peak Hour Factor	0.83	0.83	0.83	0.85	0.85	0.85	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	14%	2%	0%	2%	38%	6%	10%	9%	2%	33%
Adj. Flow (vph)	55	0	8	62	0	136	9	864	24	40	1770	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	63	0	62	136	0	9	864	24	40	1773	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm			Perm			Perm		Perm	pm+pt		
Protected Phases		4			4			2		1	1	2
Permitted Phases	4			4			2		2	1	2	
Detector Phase	4	4		4	4		2	2	2	1	1	2
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		20.0	20.0	20.0	7.0		
Minimum Split (s)	46.5	46.5		46.5	46.5		25.7	25.7	25.7	13.0		
Total Split (s)	46.5	46.5	0.0	46.5	46.5	0.0	67.8	67.8	67.8	20.7	88.5	0.0
Total Split (%)	34.4%	34.4%	0.0%	34.4%	34.4%	0.0%	50.2%	50.2%	50.2%	15.3%	65.6%	0.0%
Maximum Green (s)	42.0	42.0		42.0	42.0		62.1	62.1	62.1	15.0		
Yellow Time (s)	3.5	3.5		3.5	3.5		4.7	4.7	4.7	4.7		
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0		
Lost Time Adjust (s)	-0.5	-0.5	0.0	-0.5	-0.5	0.0	-1.7	-1.7	-1.7	-1.7	-1.7	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		4.0	4.0	4.0	2.5		
Recall Mode	Min	Min		Min	Min		Min	Min	Min	None		
Walk Time (s)	12.0	12.0		12.0	12.0		7.0	7.0	7.0			



Lanes, Volumes, Timings  
46: Palm Ave. & US 41

4/30/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)	30.0	30.0		30.0	30.0		13.0	13.0	13.0			
Pedestrian Calls (#/hr)	0	0		0	0		0	0	0			
Act Effect Green (s)		11.7		11.7	11.7		52.8	52.8	52.8	69.8	73.9	
Actuated g/C Ratio		0.12		0.12	0.12		0.56	0.56	0.56	0.74	0.79	
v/c Ratio		0.52		0.35	0.30		0.09	0.45	0.03	0.07	0.64	
Control Delay		54.6		47.0	1.7		11.4	12.5	3.5	2.5	5.4	
Queue Delay		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay		54.6		47.0	1.7		11.4	12.5	3.5	2.5	5.4	
LOS		D		D	A		B	B	A	A	A	
Approach Delay		54.6			15.9			12.2			5.3	
Approach LOS		D			B			B			A	

Intersection Summary

Area Type:	Other
Cycle Length:	135
Actuated Cycle Length:	93.7
Natural Cycle:	100
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.64
Intersection Signal Delay:	9.2
Intersection LOS:	A
Intersection Capacity Utilization	60.4%
ICU Level of Service	B
Analysis Period (min)	15

Splits and Phases: 46: Palm Ave. & US 41



Lanes, Volumes, Timings  
35: Symmes Rd & US 41

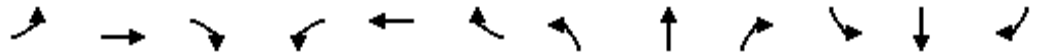
4/30/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↙	↘			↕	↘	↙	↕	
Volume (vph)	0	0	2	70	0	306	3	1363	67	95	575	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	130		0	0		265	250		0
Storage Lanes	0		0	1		0	0		1	1		0
Taper Length (ft)	25		25	100		25	25		105	170		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95
Frt		0.865			0.850				0.850			
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	1644	0	1612	1583	0	0	3406	1313	1543	3163	0
Flt Permitted				0.755				0.954		0.084		
Satd. Flow (perm)	0	1644	0	1281	1583	0	0	3249	1313	136	3163	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		264			366				52			
Link Speed (mph)		30			25			50				50
Link Distance (ft)		1137			2516			948				2183
Travel Time (s)		25.8			68.6			12.9				29.8
Peak Hour Factor	0.50	0.50	0.50	0.79	0.79	0.79	0.93	0.93	0.93	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	12%	0%	2%	0%	6%	23%	17%	14%	100%
Adj. Flow (vph)	0	0	4	89	0	387	3	1466	72	107	646	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	4	0	89	387	0	0	1469	72	107	647	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm			Perm			Perm		Perm	pm+pt		
Protected Phases		8			4			6		5	2	
Permitted Phases	8			4			6		6	2		
Detector Phase	8	8		4	4		6	6	6	5	2	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		15.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	15.0	15.0		44.0	44.0		41.0	41.0	41.0	12.0	22.0	
Total Split (s)	44.0	44.0	0.0	44.0	44.0	0.0	47.0	47.0	47.0	27.0	74.0	0.0
Total Split (%)	37.3%	37.3%	0.0%	37.3%	37.3%	0.0%	39.8%	39.8%	39.8%	22.9%	62.7%	0.0%
Maximum Green (s)	39.0	39.0		39.0	39.0		40.0	40.0	40.0	20.0	67.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-1.0	-1.0	0.0	-1.0	-1.0	0.0	-3.0	-3.0	-3.0	-3.0	-3.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		4.0	4.0	4.0	3.0	4.0	
Recall Mode	None	None		None	None		Min	Min	Min	None	Min	
Walk Time (s)				7.0	7.0		7.0	7.0	7.0			

Lanes, Volumes, Timings  
35: Symmes Rd & US 41

4/30/2008

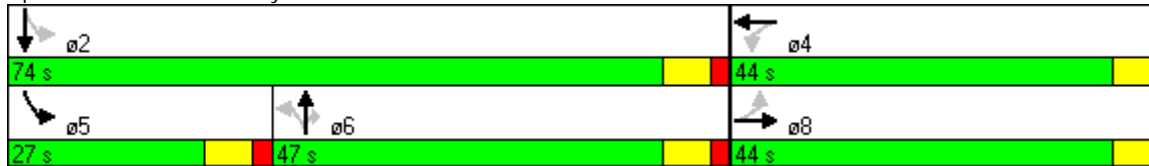


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)				32.0	32.0		27.0	27.0	27.0			
Pedestrian Calls (#/hr)				0	0		0	0	0			
Act Effct Green (s)		12.9		12.9	12.9			43.7	43.7	57.5	57.5	
Actuated g/C Ratio		0.16		0.16	0.16			0.56	0.56	0.73	0.73	
v/c Ratio		0.01		0.42	0.68			0.81	0.10	0.32	0.28	
Control Delay		0.0		38.3	11.6			21.5	5.5	9.1	4.0	
Queue Delay		0.0		0.0	0.0			0.0	0.0	0.0	0.0	
Total Delay		0.0		38.3	11.6			21.5	5.5	9.1	4.0	
LOS		A		D	B			C	A	A	A	
Approach Delay		0.0			16.6			20.7			4.7	
Approach LOS		A			B			C			A	

Intersection Summary

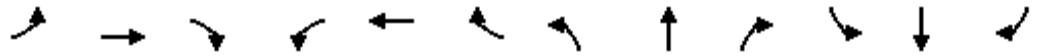
Area Type:	Other
Cycle Length:	118
Actuated Cycle Length:	78.6
Natural Cycle:	100
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.81
Intersection Signal Delay:	15.6
Intersection LOS:	B
Intersection Capacity Utilization:	82.6%
ICU Level of Service:	E
Analysis Period (min):	15

Splits and Phases: 35: Symmes Rd & US 41



Lanes, Volumes, Timings  
35: Symmes Rd & US 41

4/30/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↖	↗			↕	↗	↖	↕	
Volume (vph)	1	0	2	56	0	140	4	755	107	437	1301	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	130		0	0		265	250		0
Storage Lanes	0		0	1		0	0		1	1		0
Taper Length (ft)	25		25	100		25	25		105	170		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95
Frt		0.899			0.850				0.850			
Flt Protected		0.988		0.950						0.950		
Satd. Flow (prot)	0	1688	0	1736	1583	0	0	3407	1583	1787	3471	0
Flt Permitted		0.931		0.755				0.946		0.183		
Satd. Flow (perm)	0	1590	0	1379	1583	0	0	3223	1583	344	3471	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			400				119			
Link Speed (mph)		30			25			50			50	
Link Distance (ft)		1137			4232			948			2183	
Travel Time (s)		25.8			115.4			12.9			29.8	
Peak Hour Factor	0.75	0.75	0.75	0.76	0.76	0.76	0.90	0.90	0.90	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	4%	0%	2%	0%	6%	2%	1%	4%	0%
Adj. Flow (vph)	1	0	3	74	0	184	4	839	119	470	1399	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	4	0	74	184	0	0	843	119	470	1399	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm			Perm			Perm		Perm		pm+pt	
Protected Phases		8			4			6		5	2	
Permitted Phases	8			4			6		6	2		
Detector Phase	8	8		4	4		6	6	6	5	2	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		15.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	15.0	15.0		44.0	44.0		41.0	41.0	41.0	12.0	22.0	
Total Split (s)	45.0	45.0	0.0	45.0	45.0	0.0	46.0	46.0	46.0	27.0	73.0	0.0
Total Split (%)	38.1%	38.1%	0.0%	38.1%	38.1%	0.0%	39.0%	39.0%	39.0%	22.9%	61.9%	0.0%
Maximum Green (s)	40.0	40.0		40.0	40.0		39.0	39.0	39.0	20.0	66.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-1.0	-1.0	0.0	-1.0	-1.0	0.0	-3.0	-3.0	-3.0	-3.0	-3.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		4.0	4.0	4.0	3.0	4.0	
Recall Mode	None	None		None	None		Min	Min	Min	None	Min	
Walk Time (s)				7.0	7.0		7.0	7.0	7.0			

Lanes, Volumes, Timings  
35: Symmes Rd & US 41

4/30/2008

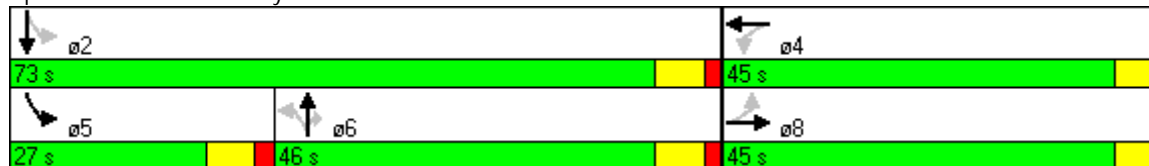


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)				32.0	32.0		27.0	27.0	27.0			
Pedestrian Calls (#/hr)				0	0		0	0	0			
Act Effct Green (s)		12.1		12.1	12.1			30.1	30.1	57.3	57.3	
Actuated g/C Ratio		0.16		0.16	0.16			0.39	0.39	0.74	0.74	
v/c Ratio		0.02		0.34	0.31			0.67	0.17	0.69	0.54	
Control Delay		22.7		35.9	1.4			22.6	3.8	16.8	5.4	
Queue Delay		0.0		0.0	0.0			0.0	0.0	0.0	0.0	
Total Delay		22.7		35.9	1.4			22.6	3.8	16.8	5.4	
LOS		C		D	A			C	A	B	A	
Approach Delay		22.7			11.3			20.2			8.3	
Approach LOS		C			B			C			A	

Intersection Summary

Area Type:	Other
Cycle Length:	118
Actuated Cycle Length:	77.5
Natural Cycle:	100
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.69
Intersection Signal Delay:	12.3
Intersection LOS:	B
Intersection Capacity Utilization	75.6%
ICU Level of Service	D
Analysis Period (min)	15

Splits and Phases: 35: Symmes Rd & US 41



## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	SF/ACE	Intersection	Florence ST & US 41
Agency/Co.	ACE	Jurisdiction	D7, FDOT
Date Performed	02/28/2008	Analysis Year	Existing 2007
Analysis Time Period	AM		

Project Description	
East/West Street: <i>Florence ST</i>	North/South Street: <i>US 41</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

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	1440	2	13	663	6
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.91	0.91	0.91
Hourly Flow Rate, HFR (veh/h)	7	1515	2	14	728	6
Percent Heavy Vehicles	14	--	--	0	--	--
Median Type	<i>Raised curb</i>					
RT Channelized			0			0
Lanes	1	2	0	1	2	0
Configuration	L	T	TR	L	T	TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	6	1	3	0	2	6
Peak-Hour Factor, PHF	0.83	0.83	0.83	0.50	0.50	0.50
Hourly Flow Rate, HFR (veh/h)	7	1	3	0	4	12
Percent Heavy Vehicles	33	0	0	0	0	17
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	14	16			11		
C (m) (veh/h)	792	446	231			185		
v/c	0.01	0.03	0.07			0.06		
95% queue length	0.03	0.10	0.22			0.19		
Control Delay (s/veh)	9.6	13.3	21.7			25.7		
LOS	A	B	C			D		
Approach Delay (s/veh)	--	--	21.7			25.7		
Approach LOS	--	--	C			D		

## TWO-WAY STOP CONTROL SUMMARY

General Information				Site Information				
Analyst	SF/ACE			Intersection	Florence ST & US 41			
Agency/Co.	ACE			Jurisdiction	D7, FDOT			
Date Performed	02/28/2008			Analysis Year	Existing 2007			
Analysis Time Period	5 pm							
Project Description								
East/West Street: Florence Street				North/South Street: US 41				
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)	18	840	2	14	1414	17		
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.95	0.95	0.95		
Hourly Flow Rate, HFR (veh/h)	19	913	2	14	1488	17		
Percent Heavy Vehicles	0	--	--	8	--	--		
Median Type	Raised curb							
RT Channelized			0			0		
Lanes	1	2	0	1	2	0		
Configuration	L	T	TR	L	T	TR		
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	19	1	11	15	2	3		
Peak-Hour Factor, PHF	0.60	0.60	0.60	0.95	0.95	0.95		
Hourly Flow Rate, HFR (veh/h)	31	1	18	15	2	3		
Percent Heavy Vehicles	6	0	0	0	0	0		
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)	19	14		20			50	
C (m) (veh/h)	451	705		167			129	
v/c	0.04	0.02		0.12			0.39	
95% queue length	0.13	0.06		0.40			1.63	
Control Delay (s/veh)	13.3	10.2		29.5			49.6	
LOS	B	B		D			E	
Approach Delay (s/veh)	--	--		29.5			49.6	
Approach LOS	--	--		D			E	

## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	SF/ACE	Intersection	Pembroke Rd & US 41
Agency/Co.	ACE	Jurisdiction	D7, FDOT
Date Performed	02/28/2008	Analysis Year	Existing 2007
Analysis Time Period	am		

Project Description	
East/West Street: <i>Pembroke Rd.</i>	North/South Street: <i>US 41</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	23	1311			687	72
Peak-Hour Factor, PHF	0.90	0.90	1.00	1.00	0.84	0.84
Hourly Flow Rate, HFR (veh/h)	25	1456	0	0	817	85
Percent Heavy Vehicles	86	--	--	0	--	--
Median Type	<i>Raised curb</i>					
RT Channelized			0			1
Lanes	1	2	0	0	2	1
Configuration	L	T			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)	47		22			
Peak-Hour Factor, PHF	0.75	1.00	0.75	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	62	0	29	0	0	0
Percent Heavy Vehicles	27	0	91	0	0	0
Percent Grade (%)		0			0	
Flared Approach		Y			N	
Storage		5			0	
RT Channelized			1			0
Lanes	1	0	1	0	0	0
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)	25					62		29
C (m) (veh/h)	436					186		400
v/c	0.06					0.33		0.07
95% queue length	0.18					1.38		0.23
Control Delay (s/veh)	13.8					33.7		14.7
LOS	B					D		B
Approach Delay (s/veh)	--	--				27.7		
Approach LOS	--	--				D		



## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	SF/ACE	Intersection	Pembroke Rd & US 41
Agency/Co.	ACE	Jurisdiction	D7, FDOT
Date Performed	02/28/2008	Analysis Year	Existing 2007
Analysis Time Period	5 pm		

Project Description	
East/West Street: <i>Pembroke Rd.</i>	North/South Street: <i>US 41</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	8	683			1336	11
Peak-Hour Factor, PHF	0.93	0.93	1.00	1.00	0.92	0.92
Hourly Flow Rate, HFR (veh/h)	8	734	0	0	1452	11
Percent Heavy Vehicles	75	--	--	0	--	--
Median Type	<i>Raised curb</i>					
RT Channelized			0			1
Lanes	1	2	0	0	2	1
Configuration	L	T			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)	114		17			
Peak-Hour Factor, PHF	0.84	1.00	0.84	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	135	0	20	0	0	0
Percent Heavy Vehicles	17	0	81	0	0	0
Percent Grade (%)		0			0	
Flared Approach		Y			N	
Storage		5			0	
RT Channelized			1			0
Lanes	1	0	1	0	0	0
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)	8					135		20
C (m) (veh/h)	218					129		231
v/c	0.04					1.05		0.09
95% queue length	0.11					7.50		0.28
Control Delay (s/veh)	22.1					158.5		22.1
LOS	C					F		C
Approach Delay (s/veh)	--	--				140.9		
Approach LOS	--	--				F		

Lanes, Volumes, Timings  
27: Big Bend Rd & US 41

6/20/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	65	65	16	391	202	622	19	683	747	191	422	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	335		60	585		0	300		395	300		250
Storage Lanes	1		1	2		1	1		1	1		1
Taper Length (ft)	200		25	100		25	235		145	120		215
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1671	1759	1615	3400	1624	1509	1543	3374	1583	3019	3343	1313
Flt Permitted	0.619			0.950			0.950			0.950		
Satd. Flow (perm)	1089	1759	1615	3400	1624	1509	1543	3374	1583	3019	3343	1313
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			18			304			675			46
Link Speed (mph)		45			45			45				45
Link Distance (ft)		714			2546			1241				495
Travel Time (s)		10.8			38.6			18.8				7.5
Peak Hour Factor	0.87	0.87	0.87	0.90	0.90	0.90	0.93	0.93	0.93	0.90	0.90	0.90
Heavy Vehicles (%)	8%	8%	0%	3%	17%	7%	17%	7%	2%	16%	8%	23%
Adj. Flow (vph)	75	75	18	434	224	691	20	734	803	212	469	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	75	75	18	434	224	691	20	734	803	212	469	46
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24				24
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases		8		7	4		1	6		5	2	
Permitted Phases	8		8			4			6			2
Detector Phase	8	8	8	7	4	4	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	7.0	10.0	10.0	5.0	20.0	20.0	10.0	20.0	20.0
Minimum Split (s)	15.3	15.3	15.3	12.3	15.3	15.3	12.0	27.0	27.0	17.0	27.0	27.0
Total Split (s)	39.6	39.6	39.6	21.4	61.0	61.0	22.0	67.0	67.0	22.0	67.0	67.0
Total Split (%)	26.4%	26.4%	26.4%	14.3%	40.7%	40.7%	14.7%	44.7%	44.7%	14.7%	44.7%	44.7%
Maximum Green (s)	34.3	34.3	34.3	16.1	55.7	55.7	15.0	60.0	60.0	15.0	60.0	60.0
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.3	-1.3	0.0	-1.3	-1.3	-1.3	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0
Total Lost Time (s)	4.0	4.0	5.3	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lag	Lag	Lead			Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	4.0	5.0	5.0	2.0	3.0	3.0	2.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effect Green (s)	29.8	29.8	28.5	17.5	51.3	51.3	9.6	63.3	63.3	16.4	75.4	75.4

Lanes, Volumes, Timings  
27: Big Bend Rd & US 41

6/20/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.21	0.21	0.20	0.12	0.36	0.36	0.07	0.44	0.44	0.11	0.53	0.53
v/c Ratio	0.33	0.20	0.05	1.05	0.38	0.94	0.19	0.49	0.75	0.61	0.27	0.06
Control Delay	51.9	47.6	17.7	116.0	36.1	45.8	69.8	31.1	10.5	69.5	21.4	6.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.9	47.6	17.7	116.0	36.1	45.8	69.8	31.1	10.5	69.5	21.4	6.1
LOS	D	D	B	F	D	D	E	C	B	E	C	A
Approach Delay	46.3			66.8			21.0			34.5		
Approach LOS	D			E			C			C		

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 143.1

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.05

Intersection Signal Delay: 40.9

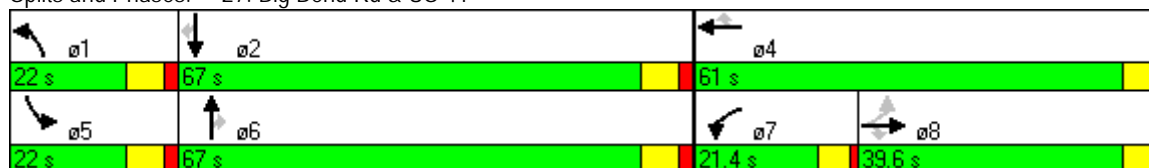
Intersection LOS: D

Intersection Capacity Utilization 75.7%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 27: Big Bend Rd & US 41



Lanes, Volumes, Timings  
27: Big Bend Rd & US 41

6/20/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	40	118	51	625	166	139	19	496	554	365	848	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	335		60	585		0	300		395	300		250
Storage Lanes	1		1	2		1	1		1	1		1
Taper Length (ft)	200		25	100		25	235		145	120		215
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	1727	1615	3467	1610	1369	1805	3195	1568	3367	3471	1583
Flt Permitted	0.633			0.950			0.950			0.950		
Satd. Flow (perm)	1145	1727	1615	3467	1610	1369	1805	3195	1568	3367	3471	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			42			165			585			62
Link Speed (mph)		45			45			45				45
Link Distance (ft)		711			2006			1241				494
Travel Time (s)		10.8			30.4			18.8				7.5
Peak Hour Factor	0.77	0.77	0.77	0.84	0.84	0.84	0.93	0.93	0.93	0.85	0.85	0.85
Heavy Vehicles (%)	5%	10%	0%	1%	18%	18%	0%	13%	3%	4%	4%	2%
Adj. Flow (vph)	52	153	66	744	198	165	20	533	596	429	998	74
Shared Lane Traffic (%)												
Lane Group Flow (vph)	52	153	66	744	198	165	20	533	596	429	998	74
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24				24
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases		8		7	4		1	6		5	2	
Permitted Phases	8		8			4			6			2
Detector Phase	8	8	8	7	4	4	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	7.0	10.0	10.0	5.0	20.0	20.0	10.0	20.0	20.0
Minimum Split (s)	15.3	15.3	15.3	12.3	15.3	15.3	12.0	27.0	27.0	17.0	27.0	27.0
Total Split (s)	30.0	30.0	30.0	34.0	64.0	64.0	22.0	64.0	64.0	22.0	64.0	64.0
Total Split (%)	20.0%	20.0%	20.0%	22.7%	42.7%	42.7%	14.7%	42.7%	42.7%	14.7%	42.7%	42.7%
Maximum Green (s)	24.7	24.7	24.7	28.7	58.7	58.7	15.0	57.0	57.0	15.0	57.0	57.0
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.3	-1.3	0.0	-1.3	-1.3	-1.3	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0
Total Lost Time (s)	4.0	4.0	5.3	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lag	Lag	Lead			Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	4.0	5.0	5.0	2.0	3.0	3.0	2.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effect Green (s)	19.1	19.1	17.8	30.0	53.2	53.2	9.3	60.1	60.1	18.0	73.8	73.8

Lanes, Volumes, Timings  
27: Big Bend Rd & US 41

6/20/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.13	0.13	0.12	0.21	0.37	0.37	0.06	0.42	0.42	0.13	0.52	0.52
v/c Ratio	0.34	0.66	0.28	1.02	0.33	0.27	0.17	0.40	0.60	1.01	0.56	0.09
Control Delay	62.0	73.0	27.5	94.5	33.9	5.1	67.9	30.7	5.2	108.1	27.0	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.0	73.0	27.5	94.5	33.9	5.1	67.9	30.7	5.2	108.1	27.0	7.2
LOS	E	E	C	F	C	A	E	C	A	F	C	A
Approach Delay	59.8			70.3			18.1			49.2		
Approach LOS	E			E			B			D		

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 143.3

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.02

Intersection Signal Delay: 46.9

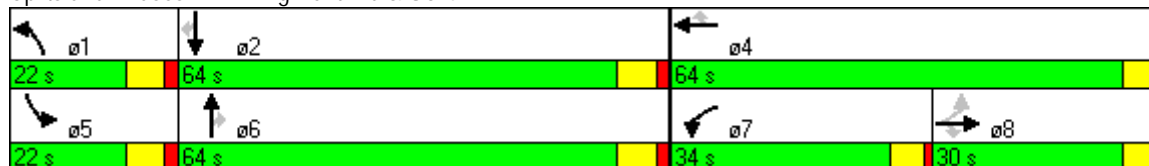
Intersection LOS: D

Intersection Capacity Utilization 67.1%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 27: Big Bend Rd & US 41



## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	SF/ACE	Intersection	Elsberry Rd. & US 41
Agency/Co.	ACE	Jurisdiction	D7, FDOT
Date Performed	02/28/2008	Analysis Year	Existing 2007
Analysis Time Period	am		

Project Description	
East/West Street: <i>Elsberry Rd</i>	North/South Street: <i>US 41</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	15	1318			786	36
Peak-Hour Factor, PHF	0.91	0.91	1.00	1.00	0.85	0.85
Hourly Flow Rate, HFR (veh/h)	16	1448	0	0	924	42
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Raised curb</i>					
RT Channelized			0			0
Lanes	1	2	0	0	2	1
Configuration	L	T			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)	69		12			
Peak-Hour Factor, PHF	0.74	1.00	0.74	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	93	0	16	0	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			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LR	
v (veh/h)	16						109	
C (m) (veh/h)	721						234	
v/c	0.02						0.47	
95% queue length	0.07						2.28	
Control Delay (s/veh)	10.1						33.1	
LOS	B						D	
Approach Delay (s/veh)	--	--					33.1	
Approach LOS	--	--					D	

## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	SF/ACE	Intersection	Elsberry Rd. & US 41
Agency/Co.	ACE	Jurisdiction	D7, FDOT
Date Performed	02/28/2008	Analysis Year	Existing 2007
Analysis Time Period	5 pm		

Project Description	
East/West Street: <i>Elsberry Rd.</i>	North/South Street: <i>US 41</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

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	1030			1435	42
Peak-Hour Factor, PHF	0.91	0.91	1.00	1.00	0.96	0.96
Hourly Flow Rate, HFR (veh/h)	12	1131	0	0	1494	43
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Raised curb</i>					
RT Channelized			0			1
Lanes	1	2	0	0	2	1
Configuration	L	T			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)	25		19			
Peak-Hour Factor, PHF	0.62	1.00	0.62	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	40	0	30	0	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			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LR	
v (veh/h)	12						70	
C (m) (veh/h)	455						184	
v/c	0.03						0.38	
95% queue length	0.08						1.65	
Control Delay (s/veh)	13.1						36.1	
LOS	B						E	
Approach Delay (s/veh)	--	--					36.1	
Approach LOS	--	--					E	

Lanes, Volumes, Timings  
23: Apollo Beach Blvd & US 41

6/20/2008



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	253	317	357	1132	650	126
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	250			200
Storage Lanes	1	1	1			1
Taper Length (ft)	25	25	145			80
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1787	1615	1770	3406	3223	1553
Flt Permitted	0.950		0.260			
Satd. Flow (perm)	1787	1615	484	3406	3223	1553
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		360				152
Link Speed (mph)	35			55	55	
Link Distance (ft)	1891			1484	2559	
Travel Time (s)	36.8			18.4	31.7	
Peak Hour Factor	0.86	0.86	0.97	0.97	0.83	0.83
Heavy Vehicles (%)	1%	0%	2%	6%	12%	4%
Adj. Flow (vph)	294	369	368	1167	783	152
Shared Lane Traffic (%)						
Lane Group Flow (vph)	294	369	368	1167	783	152
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Turn Type		Perm	pm+pt			Perm
Protected Phases	4		1	1 2	2	
Permitted Phases		4	1 2			2
Detector Phase	4	4	1	1 2	2	2
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0		20.0	20.0
Minimum Split (s)	13.4	13.4	11.5		26.5	26.5
Total Split (s)	26.4	26.4	18.5	70.6	52.1	52.1
Total Split (%)	27.2%	27.2%	19.1%	72.8%	53.7%	53.7%
Maximum Green (s)	20.0	20.0	14.0		45.6	45.6
Yellow Time (s)	4.5	4.5	4.5		4.5	4.5
All-Red Time (s)	1.9	1.9	0.0		2.0	2.0
Lost Time Adjust (s)	-2.4	-2.4	-0.5	-0.5	-2.5	-2.5
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0		4.0	4.0
Recall Mode	None	None	None		Min	Min
Act Effect Green (s)	19.7	19.7	53.5	57.6	38.7	38.7



Lanes, Volumes, Timings  
 23: Apollo Beach Blvd & US 41

6/20/2008



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Actuated g/C Ratio	0.23	0.23	0.63	0.67	0.45	0.45
v/c Ratio	0.71	0.57	0.70	0.51	0.54	0.19
Control Delay	42.6	7.8	15.8	8.0	18.3	2.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.6	7.8	15.8	8.0	18.3	2.9
LOS	D	A	B	A	B	A
Approach Delay	23.2			9.8	15.8	
Approach LOS	C			A	B	

Intersection Summary

Area Type:	Other
Cycle Length:	97
Actuated Cycle Length:	85.5
Natural Cycle:	55
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.71
Intersection Signal Delay:	14.4
Intersection LOS:	B
Intersection Capacity Utilization	61.8%
ICU Level of Service	B
Analysis Period (min)	15

Splits and Phases: 23: Apollo Beach Blvd & US 41



Lanes, Volumes, Timings  
23: Apollo Beach Blvd & US 41

4/30/2008



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	247	324	361	824	1218	205
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	250			200
Storage Lanes	1	1	1			1
Taper Length (ft)	25	25	145			80
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Fr <sub>t</sub>		0.850				0.850
Fl <sub>t</sub> Protected	0.950		0.950			
Satd. Flow (prot)	1787	1615	1787	3312	3438	1615
Fl <sub>t</sub> Permitted	0.950		0.097			
Satd. Flow (perm)	1787	1615	182	3312	3438	1615
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		282				212
Link Speed (mph)	35			55	55	
Link Distance (ft)	1891			1484	2559	
Travel Time (s)	36.8			18.4	31.7	
Peak Hour Factor	0.87	0.87	0.93	0.93	0.95	0.95
Heavy Vehicles (%)	1%	0%	1%	9%	5%	0%
Adj. Flow (vph)	284	372	388	886	1282	216
Shared Lane Traffic (%)						
Lane Group Flow (vph)	284	372	388	886	1282	216
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Turn Type		Perm	pm+pt			Perm
Protected Phases	4		1	1 2	2	
Permitted Phases		4	1 2			2
Detector Phase	4	4	1	1 2	2	2
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0		20.0	20.0
Minimum Split (s)	13.4	13.4	11.5		26.5	26.5
Total Split (s)	26.4	26.4	18.5	70.6	52.1	52.1
Total Split (%)	27.2%	27.2%	19.1%	72.8%	53.7%	53.7%
Maximum Green (s)	20.0	20.0	14.0		45.6	45.6
Yellow Time (s)	4.5	4.5	4.5		4.5	4.5
All-Red Time (s)	1.9	1.9	0.0		2.0	2.0
Lost Time Adjust (s)	-2.4	-2.4	-0.5	-0.5	-2.5	-2.5
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0		4.0	4.0
Recall Mode	None	None	None		Min	Min
Act Effect Green (s)	20.1	20.1	60.4	64.4	45.8	45.8

Lanes, Volumes, Timings  
 23: Apollo Beach Blvd & US 41

4/30/2008



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Actuated g/C Ratio	0.22	0.22	0.65	0.70	0.49	0.49
v/c Ratio	0.73	0.65	1.04	0.38	0.75	0.24
Control Delay	46.2	14.8	86.3	6.6	22.6	2.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.2	14.8	86.3	6.6	22.6	2.8
LOS	D	B	F	A	C	A
Approach Delay	28.4			30.9	19.7	
Approach LOS	C			C	B	

Intersection Summary

Area Type:	Other
Cycle Length:	97
Actuated Cycle Length:	92.6
Natural Cycle:	55
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	1.04
Intersection Signal Delay:	25.6
Intersection LOS:	C
Intersection Capacity Utilization	77.4%
ICU Level of Service	D
Analysis Period (min)	15

Splits and Phases: 23: Apollo Beach Blvd & US 41



## TWO-WAY STOP CONTROL SUMMARY

General Information				Site Information				
Analyst	SF/ACE			Intersection	US 41 & Flamingo DR			
Agency/Co.	ACE			Jurisdiction	D7, FDOT			
Date Performed	02/28/2008			Analysis Year	Existing 2007			
Analysis Time Period	am							
Project Description								
East/West Street: <i>Flamingo Drive</i>				North/South Street: <i>US 41</i>				
Intersection Orientation: <i>North-South</i>				Study Period (hrs): <i>0.25</i>				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	32	1328			883	0		
Peak-Hour Factor, PHF	0.93	0.93	1.00	1.00	0.87	0.87		
Hourly Flow Rate, HFR (veh/h)	34	1427	0	0	1014	0		
Percent Heavy Vehicles	27	--	--	0	--	--		
Median Type	<i>Raised curb</i>							
RT Channelized			0			1		
Lanes	1	2	0	0	2	1		
Configuration	L	T			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)	196		36					
Peak-Hour Factor, PHF	0.74	1.00	0.74	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	264	0	48	0	0	0		
Percent Heavy Vehicles	1	0	6	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			1			0		
Lanes	1	0	1	0	0	0		
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)	34					264		48
C (m) (veh/h)	547					189		500
v/c	0.06					1.40		0.10
95% queue length	0.20					15.69		0.32
Control Delay (s/veh)	12.0					254.6		13.0
LOS	B					F		B
Approach Delay (s/veh)	--	--				217.4		
Approach LOS	--	--				F		

## TWO-WAY STOP CONTROL SUMMARY

General Information				Site Information				
Analyst	SF/ACE			Intersection	US 41 & Flamingo DR			
Agency/Co.	ACE			Jurisdiction	D7, FDOT			
Date Performed	02/28/2008			Analysis Year	Existing 2007			
Analysis Time Period	5 pm							
Project Description								
East/West Street: <i>Flamingo Drive</i>				North/South Street: <i>US 41</i>				
Intersection Orientation: <i>North-South</i>				Study Period (hrs): <i>0.25</i>				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	65	1137			1202	0		
Peak-Hour Factor, PHF	0.89	0.89	1.00	1.00	0.90	0.90		
Hourly Flow Rate, HFR (veh/h)	73	1277	0	0	1335	0		
Percent Heavy Vehicles	8	--	--	0	--	--		
Median Type	<i>Raised curb</i>							
RT Channelized			0			1		
Lanes	1	2	0	0	2	1		
Configuration	L	T			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)	160		88					
Peak-Hour Factor, PHF	0.79	1.00	0.79	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	202	0	111	0	0	0		
Percent Heavy Vehicles	3	0	4	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			1			0		
Lanes	1	0	1	0	0	0		
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)	73					202		111
C (m) (veh/h)	482					134		396
v/c	0.15					1.51		0.28
95% queue length	0.53					13.94		1.13
Control Delay (s/veh)	13.8					322.9		17.6
LOS	B					F		C
Approach Delay (s/veh)	--	--				214.6		
Approach LOS	--	--				F		

## TWO-WAY STOP CONTROL SUMMARY

General Information				Site Information				
Analyst	SF/ACE			Intersection	Miller Mac Rd & US 41			
Agency/Co.	ACE			Jurisdiction	D7, FDOT			
Date Performed	02/28/2008			Analysis Year	Existing 2007			
Analysis Time Period	am							
Project Description								
East/West Street: Miller Mac Rd				North/South Street: US 41				
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)	78	1080	0	13	796	92		
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.91	0.91	0.91		
Hourly Flow Rate, HFR (veh/h)	86	1200	0	14	874	101		
Percent Heavy Vehicles	4	--	--	8	--	--		
Median Type	Raised curb							
RT Channelized			0			1		
Lanes	1	2	0	1	2	1		
Configuration	L	T	TR	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)	221	0	98	0	0	1		
Peak-Hour Factor, PHF	0.76	0.76	0.76	0.25	0.25	0.25		
Hourly Flow Rate, HFR (veh/h)	290	0	128	0	0	4		
Percent Heavy Vehicles	2	0	2	0	0	100		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			1			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)	86	14		4		290		128
C (m) (veh/h)	755	545		266		159		567
v/c	0.11	0.03		0.02		1.82		0.23
95% queue length	0.38	0.08		0.05		21.45		0.86
Control Delay (s/veh)	10.4	11.8		18.7		443.1		13.2
LOS	B	B		C		F		B
Approach Delay (s/veh)	--	--		18.7		311.5		
Approach LOS	--	--		C		F		

## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	SF/ACE	Intersection	Miller Mac Rd & US 41
Agency/Co.	ACE	Jurisdiction	D7, FDOT
Date Performed	02/28/2008	Analysis Year	Existing 2007
Analysis Time Period	5 pm		

Project Description	
East/West Street: <i>Miller Mac Road</i>	North/South Street: <i>US 41</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

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	983	0	27	1185	86
Peak-Hour Factor, PHF	0.87	0.87	0.87	0.96	0.96	0.96
Hourly Flow Rate, HFR (veh/h)	81	1129	0	28	1234	89
Percent Heavy Vehicles	3	--	--	4	--	--
Median Type	<i>Raised curb</i>					
RT Channelized			0			1
Lanes	1	2	0	1	2	1
Configuration	L	T	TR	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	0	83	1	0	0
Peak-Hour Factor, PHF	0.81	0.81	0.81	0.25	0.25	0.25
Hourly Flow Rate, HFR (veh/h)	208	0	102	4	0	0
Percent Heavy Vehicles	0	0	0	100	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			1			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)	81	28		4		208		102
C (m) (veh/h)	555	603		39		111		438
v/c	0.15	0.05		0.10		1.87		0.23
95% queue length	0.51	0.15		0.32		16.77		0.89
Control Delay (s/veh)	12.6	11.3		107.6		491.0		15.7
LOS	B	B		F		F		C
Approach Delay (s/veh)	--	--	107.6			334.6		
Approach LOS	--	--	F			F		

## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	SF/ACE	Intersection	Falls Blvd & US 41
Agency/Co.	ACE	Jurisdiction	D7, FDOT
Date Performed	02/28/2008	Analysis Year	Existing 2007
Analysis Time Period	am		

Project Description	
East/West Street: Falls Blvd.	North/South Street: US 41
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	1112	27	24	851	0
Peak-Hour Factor, PHF	0.93	0.93	0.93	0.89	0.89	0.89
Hourly Flow Rate, HFR (veh/h)	4	1195	29	26	956	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Raised curb					
RT Channelized			0			1
Lanes	1	2	0	0	2	1
Configuration	L	T	TR	LT	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	0	11	0	0	3
Peak-Hour Factor, PHF	0.71	0.71	0.71	0.38	0.38	0.38
Hourly Flow Rate, HFR (veh/h)	45	0	15	0	0	7
Percent Heavy Vehicles	0	0	20	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			1			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	LT		LTR		LT		R	
v (veh/h)	4	26		7		45		15	
C (m) (veh/h)	727	577		441		171		488	
v/c	0.01	0.05		0.02		0.26		0.03	
95% queue length	0.02	0.14		0.05		1.01		0.09	
Control Delay (s/veh)	10.0	11.5		13.3		33.4		12.6	
LOS	A	B		B		D		B	
Approach Delay (s/veh)	--	--		13.3			28.2		
Approach LOS	--	--		B			D		



## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	SF/ACE	Intersection	Falls Blvd & US 41
Agency/Co.	ACE	Jurisdiction	D7, FDOT
Date Performed	02/28/2008	Analysis Year	Existing 2007
Analysis Time Period	5 pm		

Project Description	
East/West Street: Falls Blvd.	North/South Street: US 41
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)	19	1057	3	16	1155	0
Peak-Hour Factor, PHF	0.93	0.93	0.93	0.90	0.90	0.90
Hourly Flow Rate, HFR (veh/h)	20	1136	3	17	1283	0
Percent Heavy Vehicles	6	--	--	0	--	--
Median Type	Raised curb					
RT Channelized			0			1
Lanes	1	2	0	0	2	1
Configuration	L	T	TR	LT	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)	34	0	14	15	1	6
Peak-Hour Factor, PHF	0.70	0.70	0.70	0.58	0.58	0.58
Hourly Flow Rate, HFR (veh/h)	48	0	20	25	1	10
Percent Heavy Vehicles	6	0	0	14	0	33
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			1			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	LT		LTR		LT		R
v (veh/h)	20	17		36		48		20
C (m) (veh/h)	516	621		149		115		422
v/c	0.04	0.03		0.24		0.42		0.05
95% queue length	0.12	0.08		0.90		1.77		0.15
Control Delay (s/veh)	12.3	11.0		36.7		57.1		14.0
LOS	B	B		E		F		B
Approach Delay (s/veh)	--	--	36.7			44.4		
Approach LOS	--	--	E			E		

## TWO-WAY STOP CONTROL SUMMARY

General Information				Site Information				
Analyst	SF/ACE			Intersection	Leisey Rd. & US 41			
Agency/Co.	ACE			Jurisdiction	D7, FDOT			
Date Performed	02/28/2008			Analysis Year	Existing 2007			
Analysis Time Period	am							
Project Description								
East/West Street: <i>Leisey Rd.</i>				North/South Street: <i>US 41</i>				
Intersection Orientation: <i>North-South</i>				Study Period (hrs): <i>0.25</i>				
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	1125	0	0	844	4		
Peak-Hour Factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91		
Hourly Flow Rate, HFR (veh/h)	2	1236	0	0	927	4		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	<i>Raised curb</i>							
RT Channelized			0			1		
Lanes	1	2	0	0	2	1		
Configuration	L	T	TR	LT	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)	0	2	17	2	5	8		
Peak-Hour Factor, PHF	0.41	0.41	0.41	0.38	0.38	0.38		
Hourly Flow Rate, HFR (veh/h)	0	4	41	5	13	21		
Percent Heavy Vehicles	0	0	13	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			1			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	LT		LTR		LT		R
v (veh/h)	2	0		39		4		41
C (m) (veh/h)	746	571		232		154		516
v/c	0.00	0.00		0.17		0.03		0.08
95% queue length	0.01	0.00		0.59		0.08		0.26
Control Delay (s/veh)	9.8	11.3		23.6		29.0		12.6
LOS	A	B		C		D		B
Approach Delay (s/veh)	--	--		23.6		14.0		
Approach LOS	--	--		C		B		

## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	SF/ACE	Intersection	Leisey Rd. & US 41
Agency/Co.	ACE	Jurisdiction	D7, FDOT
Date Performed	02/28/2008	Analysis Year	Existing 2007
Analysis Time Period	5 pm		

Project Description	
East/West Street: <i>Leisey Road</i>	North/South Street: <i>US 41</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

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	1064	0	3	1117	12
Peak-Hour Factor, PHF	0.94	0.94	0.94	0.89	0.89	0.89
Hourly Flow Rate, HFR (veh/h)	11	1131	0	3	1255	13
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Raised curb</i>					
RT Channelized			0			1
Lanes	1	2	0	0	2	1
Configuration	L	T	TR	LT	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	1	9	0	0	3
Peak-Hour Factor, PHF	0.67	0.67	0.67	0.25	0.25	0.25
Hourly Flow Rate, HFR (veh/h)	8	1	13	0	0	12
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			1			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	LT		LTR		LT		R
v (veh/h)	11	3		12		9		13
C (m) (veh/h)	561	625		473		134		431
v/c	0.02	0.00		0.03		0.07		0.03
95% queue length	0.06	0.01		0.08		0.21		0.09
Control Delay (s/veh)	11.5	10.8		12.8		33.8		13.6
LOS	B	B		B		D		B
Approach Delay (s/veh)	--	--	12.8			21.9		
Approach LOS	--	--	B			C		

## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	SF/ACE	Intersection	Mirabay Blvd & US 41
Agency/Co.	ACE	Jurisdiction	D7, FDOT
Date Performed	02/28/2008	Analysis Year	Existing 2007
Analysis Time Period	am		

Project Description	
East/West Street: <i>Mirabay Blvd.</i>	North/South Street: <i>US 41</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	43	940	23	51	767	47
Peak-Hour Factor, PHF	0.88	0.88	0.88	0.87	0.87	0.87
Hourly Flow Rate, HFR (veh/h)	48	1068	26	58	881	54
Percent Heavy Vehicles	15	--	--	4	--	--
Median Type	<i>Raised curb</i>					
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)	200	6	132	17	1	13
Peak-Hour Factor, PHF	0.93	0.93	0.93	0.73	0.73	0.73
Hourly Flow Rate, HFR (veh/h)	215	6	141	23	1	17
Percent Heavy Vehicles	1	0	1	6	0	17
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	1	1	1	0
Configuration	LT		R	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	LT		R
v (veh/h)	48	58	23		18	221		141
C (m) (veh/h)	686	637	115		400	151		568
v/c	0.07	0.09	0.20		0.05	1.46		0.25
95% queue length	0.23	0.30	0.71		0.14	14.48		0.97
Control Delay (s/veh)	10.6	11.2	44.0		14.4	296.2		13.4
LOS	B	B	E		B	F		B
Approach Delay (s/veh)	--	--	31.0			186.0		
Approach LOS	--	--	D			F		

## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	SF/ACE	Intersection	Mirabay Blvd & US 41
Agency/Co.	ACE	Jurisdiction	D7, FDOT
Date Performed	02/28/2008	Analysis Year	Existing 2007
Analysis Time Period	5 pm		

Project Description	
East/West Street: <i>Mirabay Blvd.</i>	North/South Street: <i>US 41</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	75	970	6	7	962	107
Peak-Hour Factor, PHF	0.94	0.94	0.94	0.91	0.91	0.91
Hourly Flow Rate, HFR (veh/h)	79	1031	6	7	1057	117
Percent Heavy Vehicles	1	--	--	0	--	--
Median Type	<i>Raised curb</i>					
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)	77	0	63	17	1	26
Peak-Hour Factor, PHF	0.83	0.83	0.83	0.55	0.55	0.55
Hourly Flow Rate, HFR (veh/h)	92	0	75	30	1	47
Percent Heavy Vehicles	3	0	5	25	0	8
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	1	1	1	0
Configuration	LT		R	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	LT		R
v (veh/h)	79	7	30		48	92		75
C (m) (veh/h)	660	682	102		459	142		487
v/c	0.12	0.01	0.29		0.10	0.65		0.15
95% queue length	0.41	0.03	1.11		0.35	3.53		0.54
Control Delay (s/veh)	11.2	10.3	54.4		13.8	68.0		13.7
LOS	B	B	F		B	F		B
Approach Delay (s/veh)	--	--	29.4			43.6		
Approach LOS	--	--	D			E		

## TWO-WAY STOP CONTROL SUMMARY

General Information				Site Information				
Analyst	SF/ACE			Intersection	Villemaire Rd. & US 41			
Agency/Co.	ACE			Jurisdiction	D7, FDOT			
Date Performed	02/28/2008			Analysis Year	Existing 2007			
Analysis Time Period	am							
Project Description								
East/West Street: <i>Villemaire Rd./27th Ave</i>				North/South Street: <i>US 41</i>				
Intersection Orientation: <i>North-South</i>				Study Period (hrs): <i>0.25</i>				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	3	760	1	0	704	0		
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.95	0.95	0.95		
Hourly Flow Rate, HFR (veh/h)	3	826	1	0	741	0		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	<i>Raised curb</i>							
RT Channelized			0			1		
Lanes	1	2	0	1	2	1		
Configuration	L	T	TR	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	1	1	0	1		
Peak-Hour Factor, PHF	0.50	0.50	0.50	0.50	0.50	0.50		
Hourly Flow Rate, HFR (veh/h)	6	0	2	2	0	2		
Percent Heavy Vehicles	33	0	100	100	0	100		
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)	3	0		4			8	
C (m) (veh/h)	875	813		203			254	
v/c	0.00	0.00		0.02			0.03	
95% queue length	0.01	0.00		0.06			0.10	
Control Delay (s/veh)	9.1	9.4		23.1			19.6	
LOS	A	A		C			C	
Approach Delay (s/veh)	--	--		23.1			19.6	
Approach LOS	--	--		C			C	

## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	SF/ACE	Intersection	Villemaire Rd. & US 41
Agency/Co.	ACE	Jurisdiction	D7, FDOT
Date Performed	02/28/2008	Analysis Year	Existing 2007
Analysis Time Period	5 pm		

Project Description	
East/West Street: <i>Villemaire Rd./27th Ave</i>	North/South Street:
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

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	785	3	1	792	0
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.89	0.89	0.89
Hourly Flow Rate, HFR (veh/h)	1	853	3	1	889	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Raised curb</i>					
RT Channelized			0			1
Lanes	1	2	0	1	2	1
Configuration	L	T	TR	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)	0	0	2	2	0	2
Peak-Hour Factor, PHF	0.25	0.25	0.25	0.25	0.25	0.25
Hourly Flow Rate, HFR (veh/h)	0	0	8	8	0	8
Percent Heavy Vehicles	50	0	0	100	0	50
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)	1	1	16			8		
C (m) (veh/h)	771	793	198			567		
v/c	0.00	0.00	0.08			0.01		
95% queue length	0.00	0.00	0.26			0.04		
Control Delay (s/veh)	9.7	9.5	24.8			11.4		
LOS	A	A	C			B		
Approach Delay (s/veh)	--	--	24.8			11.4		
Approach LOS	--	--	C			B		

## TWO-WAY STOP CONTROL SUMMARY

General Information				Site Information				
Analyst	SF/ACE			Intersection	12th ST & US 41			
Agency/Co.	ACE			Jurisdiction	D7, FDOT			
Date Performed	02/28/2008			Analysis Year	Existing 2007			
Analysis Time Period	am							
Project Description								
East/West Street: 12th ST				North/South Street: US 41				
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)		658	4	301	663			
Peak-Hour Factor, PHF	0.78	0.88	0.88	0.82	0.82	1.00		
Hourly Flow Rate, HFR (veh/h)	0	747	4	367	808	0		
Percent Heavy Vehicles	50	--	--	1	--	--		
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)				2		287		
Peak-Hour Factor, PHF	1.00	0.88	0.88	0.78	0.82	0.78		
Hourly Flow Rate, HFR (veh/h)	0	0	0	2	0	367		
Percent Heavy Vehicles	0	4	0	50	5	3		
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)		367	2		367			
C (m) (veh/h)		864	80		621			
v/c		0.42	0.03		0.59			
95% queue length		2.14	0.08		3.86			
Control Delay (s/veh)		12.2	51.2		18.8			
LOS		B	F		C			
Approach Delay (s/veh)	--	--	19.0					
Approach LOS	--	--	C					

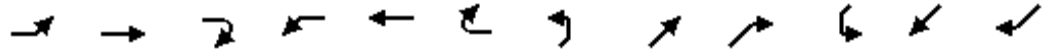


## TWO-WAY STOP CONTROL SUMMARY

General Information				Site Information				
Analyst	SF/ACE			Intersection	12th ST & US 41			
Agency/Co.	ACE			Jurisdiction	D7, FDOT			
Date Performed	02/28/2008			Analysis Year	Existing 2007			
Analysis Time Period	5 pm							
Project Description								
East/West Street: 12th ST				North/South Street: US 41				
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)		766	1	302	790			
Peak-Hour Factor, PHF	0.90	0.86	0.86	0.89	0.89	1.00		
Hourly Flow Rate, HFR (veh/h)	0	890	1	339	887	0		
Percent Heavy Vehicles	0	--	--	1	--	--		
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)				2		338		
Peak-Hour Factor, PHF	1.00	0.86	0.86	0.90	0.89	0.90		
Hourly Flow Rate, HFR (veh/h)	0	0	0	2	0	375		
Percent Heavy Vehicles	0	1	0	0	2	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)		339	2		375			
C (m) (veh/h)		764	110		566			
v/c		0.44	0.02		0.66			
95% queue length		2.29	0.06		4.89			
Control Delay (s/veh)		13.4	38.3		23.0			
LOS		B	E		C			
Approach Delay (s/veh)	--	--	23.0					
Approach LOS	--	--	C					

Lanes, Volumes, Timings  
3: 19th Ave NW & US 41

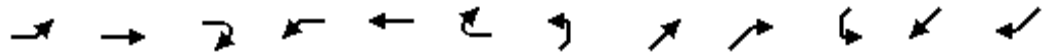
4/30/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↔		↖	↗	↗	↖	↕	↗	↖	↕	↗
Volume (vph)	51	16	14	53	13	9	13	540	80	36	498	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	115		0	265		75	245		110
Storage Lanes	0		0	1		1	1		1	1		1
Taper Length (ft)	25		25	45		25	100		85	165		90
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.977				0.850			0.850			0.850
Flt Protected		0.970		0.950			0.950			0.950		
Satd. Flow (prot)	0	1712	0	1736	1759	1455	1805	3343	1509	1805	3252	1615
Flt Permitted		0.799		0.775			0.442			0.436		
Satd. Flow (perm)	0	1411	0	1416	1759	1455	840	3343	1509	828	3252	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13				13			85			48
Link Speed (mph)		45			45			45				45
Link Distance (ft)		2574			261			1429				1291
Travel Time (s)		39.0			4.0			21.7				19.6
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.94	0.94	0.94	0.89	0.89	0.89
Heavy Vehicles (%)	6%	0%	8%	4%	8%	11%	0%	8%	7%	0%	11%	0%
Adj. Flow (vph)	72	23	20	75	18	13	14	574	85	40	560	48
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	115	0	75	18	13	14	574	85	40	560	48
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm			Perm		Perm	Perm		Perm	Perm		Perm
Protected Phases		4			4			2				2
Permitted Phases	4			4		4	2		2	2		2
Detector Phase	4	4		4	4	4	2	2	2	2	2	2
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	20.0	20.0	20.0	20.0	20.0	20.0
Minimum Split (s)	15.3	15.3		15.3	15.3	15.3	27.0	27.0	27.0	27.0	27.0	27.0
Total Split (s)	25.3	25.3	0.0	25.3	25.3	25.3	52.7	52.7	52.7	52.7	52.7	52.7
Total Split (%)	32.4%	32.4%	0.0%	32.4%	32.4%	32.4%	67.6%	67.6%	67.6%	67.6%	67.6%	67.6%
Maximum Green (s)	20.0	20.0		20.0	20.0	20.0	45.7	45.7	45.7	45.7	45.7	45.7
Yellow Time (s)	4.3	4.3		4.3	4.3	4.3	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.3	-1.3	0.0	-1.3	-1.3	0.0	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	5.3	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	4.0	4.0	4.0	4.0	4.0	4.0
Recall Mode	None	None		None	None	None	Min	Min	Min	Min	Min	Min
Act Effect Green (s)		11.8		11.8	11.8	10.5	28.9	28.9	28.9	28.9	28.9	28.9

Lanes, Volumes, Timings  
3: 19th Ave NW & US 41

4/30/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Actuated g/C Ratio		0.26		0.26	0.26	0.23	0.65	0.65	0.65	0.65	0.65	0.65
v/c Ratio		0.30		0.20	0.04	0.04	0.03	0.27	0.08	0.07	0.27	0.05
Control Delay		15.3		15.4	13.8	9.1	4.7	5.2	1.7	5.1	5.3	1.9
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		15.3		15.4	13.8	9.1	4.7	5.2	1.7	5.1	5.3	1.9
LOS		B		B	B	A	A	A	A	A	A	A
Approach Delay		15.3			14.4			4.8			5.0	
Approach LOS		B			B			A			A	

Intersection Summary

Area Type: Other

Cycle Length: 78

Actuated Cycle Length: 44.7

Natural Cycle: 45

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.30

Intersection Signal Delay: 6.3

Intersection LOS: A

Intersection Capacity Utilization 51.7%

ICU Level of Service A

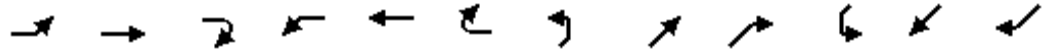
Analysis Period (min) 15

Splits and Phases: 3: 19th Ave NW & US 41



Lanes, Volumes, Timings  
3: 19th Ave NW & US 41

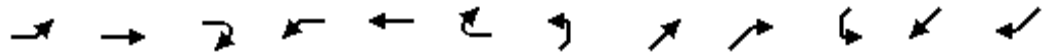
4/30/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕↔		↖	↗	↖	↖	↕↔	↖	↖	↕↔	↖
Volume (vph)	61	20	16	84	39	30	37	627	70	55	651	113
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	115		0	265		75	245		110
Storage Lanes	0		0	1		1	1		1	1		1
Taper Length (ft)	25		25	45		25	100		85	165		90
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.978				0.850			0.850			0.850
Flt Protected		0.970		0.950			0.950			0.950		
Satd. Flow (prot)	0	1802	0	1787	1900	1509	1805	3343	1568	1805	3343	1599
Flt Permitted		0.783		0.753			0.374			0.372		
Satd. Flow (perm)	0	1455	0	1417	1900	1509	711	3343	1568	707	3343	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13				34			80			123
Link Speed (mph)		45			45			45				45
Link Distance (ft)		2573			262			1429				1291
Travel Time (s)		39.0			4.0			21.7				19.6
Peak Hour Factor	0.85	0.85	0.85	0.89	0.89	0.89	0.88	0.88	0.88	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	1%	0%	7%	0%	8%	3%	0%	8%	1%
Adj. Flow (vph)	72	24	19	94	44	34	42	712	80	60	708	123
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	115	0	94	44	34	42	712	80	60	708	123
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm			Perm		Perm	Perm		Perm	Perm		Perm
Protected Phases		4			4			2				2
Permitted Phases	4			4		4	2		2	2		2
Detector Phase	4	4		4	4	4	2	2	2	2	2	2
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	20.0	20.0	20.0	20.0	20.0	20.0
Minimum Split (s)	15.3	15.3		15.3	15.3	15.3	27.0	27.0	27.0	27.0	27.0	27.0
Total Split (s)	25.3	25.3	0.0	25.3	25.3	25.3	52.7	52.7	52.7	52.7	52.7	52.7
Total Split (%)	32.4%	32.4%	0.0%	32.4%	32.4%	32.4%	67.6%	67.6%	67.6%	67.6%	67.6%	67.6%
Maximum Green (s)	20.0	20.0		20.0	20.0	20.0	45.7	45.7	45.7	45.7	45.7	45.7
Yellow Time (s)	4.3	4.3		4.3	4.3	4.3	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.3	-1.3	0.0	-1.3	-1.3	0.0	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	5.3	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	4.0	4.0	4.0	4.0	4.0	4.0
Recall Mode	None	None		None	None	None	Min	Min	Min	Min	Min	Min
Act Effect Green (s)		12.6		12.6	12.6	11.2	34.5	34.5	34.5	34.5	34.5	34.5

Lanes, Volumes, Timings  
 3: 19th Ave NW & US 41

4/30/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Actuated g/C Ratio		0.25		0.25	0.25	0.22	0.68	0.68	0.68	0.68	0.68	0.68
v/c Ratio		0.31		0.27	0.09	0.09	0.09	0.31	0.07	0.12	0.31	0.11
Control Delay		19.5		20.7	18.7	9.5	4.8	5.1	1.4	5.2	5.1	1.3
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		19.5		20.7	18.7	9.5	4.8	5.1	1.4	5.2	5.1	1.3
LOS		B		C	B	A	A	A	A	A	A	A
Approach Delay		19.5			18.0			4.7			4.6	
Approach LOS		B			B			A			A	

Intersection Summary

Area Type:	Other
Cycle Length:	78
Actuated Cycle Length:	50.7
Natural Cycle:	45
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.31
Intersection Signal Delay:	6.6
Intersection LOS:	A
Intersection Capacity Utilization	56.7%
ICU Level of Service	B
Analysis Period (min)	15

Splits and Phases: 3: 19th Ave NW & US 41



# **APPENDIX D**

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## **TRAFFIC SIGNAL TIMING**

# HILLSBOROUGH COUNTY TRAFFIC ENGINEERING

## PHASE(Ø) TIMING SHEET

Flash	
Max I	All Other Times - Default Operation
Max II	
MxPln I	
MxPln II	

**Location :** Gibsonton Dr & US 41      **East/West :** Gibsonton Dr  
**Intersection #** Mist # 339      **North/South:** US 41  
**ID #** 1339

MOVEMENT	Ø	MIN	EXT	CLR	RED	MAX I	MAX II	MxPln I	WLK	FDW	RECALL	Mem. On/Off
SB	1	20	3.0	4.7	1.0	65			6	13	MAX	
WB	4	10	3.5	4.3	1.0	20			12	27	MAX	
SBLT	5	7	2.5	4.7	1.0	15					MAX	
NB	6	20	3.0	4.7	1.0	50			6	20	MAX	
EB	8	10	3.5	4.3	1.0	20			12	29	MAX	

Maximum Cycle    102

<b>Comments:</b>	<b>Initials</b>	<b>Date</b>
***Calculated Clearance Timings / Field Inventory	REW	06/10/03
*** Operational Review Conducted / Pre-emption sequence 1 due to cabinet wiring	REW	06/10/03
***Programed 5-Section Restriction (2 Omit 5 On) & Detector Switching (5/5/2)	EDA	Oct-04

R & R Preemption Seq # 1				SIGN
Seq	Ø	Time	HOI	PE OUTS
1	4	10	OFF	1
2	26	10	ON	
3	98	0	OFF	

**Prepared By:** Robt. Wood      **Date:** 06/10/03      **Approved By:** \_\_\_\_\_      **Date:** \_\_\_\_\_  
**Reviewed By:** \_\_\_\_\_      **Date:** \_\_\_\_\_      **Implemented By:** \_\_\_\_\_      **Date:** \_\_\_\_\_

# HILLSBOROUGH COUNTY TRAFFIC ENGINEERING

## PHASE(Ø) TIMING SHEET

Flash	
Max I	All Other Times - Default Operation
Max II	
MxPln I	
MxPln II	

Location : Palm Ave & US 41      East/West : Palm Ave  
 Intersection # Mist # 369      North/South: US 41  
 ID # 1369

MOVEMENT	Ø	MIN	EXT	CLR	RED	MAX I	MAX II	MxPln I	WLK	FDW	RECALL	Mem. On/Off
SBLT	1	7	2.5	4.7	1.0	15						
NB	2	20	4.0	4.7	1.0	60			7	13	MIN	
	3											
E/WB	4	10	3.0	3.5	1.0	15			12	30	MIN	
	5											
	6											
	7											
	8											

Comments:

\*\*\* OLA = Southbound

\*\*\* Walk Times Established By FDOT

\*\*\* Ø1 detector call has 3 second delay in controller

\*\*\* Initial Timings \ Field Survey \ Calculated Clearance Timings

\*\*\* Ø4 in MIN Recall due to Bad Inductive Loop

Initials      Date

Ø Calls      Overlap      = OLA =      SBTH      = OLB      = OLC      = OLD

Ø's 1+2      = OLA =      SBTH      = OLB      = OLC      = OLD

Ø N/A      = OLB      = OLC      = OLD

Ø N/A      = OLC      = OLD

Ø N/A      = OLD

Prepared By: Robt. Wood      Date: 06/19/03      Approved By: \_\_\_\_\_      Date: \_\_\_\_\_

Reviewed By: \_\_\_\_\_      Date: \_\_\_\_\_      Implemented By: \_\_\_\_\_      Date: \_\_\_\_\_

File: G:\TS\Isolated\_Intersections\Palm Ave\US 41      Date of Print: 07/11/06 @ 13:58



Station : 1466 - US 41 & Symmes Rd (F306) ( Standard File )

Phase [1.1.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
		(SBT)		(WBT)	(SBL)	(NBT)		(EBT)								
Walk				7		7										
Ped Clearance				32		27										
Min Green		15		10	5	15		10								
Passage		4		3	3	4		3								
Max1		65		25	20	40		25								
Max2																
Yellow	9	5	9	4	5	5	9	4	9	9	9	9	9	9	9	9
Red		2		1	2	2		1								
Red Revert		3		3	3	3		3								
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Auto Exit		ON				ON										
Rest In Walk																

Phase Option [1.1.2]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
		(SBT)		(WBT)	(SBL)	(NBT)		(EBT)								
Enable		ON		ON	ON	ON		ON								
Auto Entry				ON				ON								
Non Act1																
Non Act2																
Lock Call																
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Guar Passage																
Cond Service																
Add Init Calc																

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

Entry	Call Phases	From	To	From	To	From	To	From	To	Assigned Ph
1										
2										
3										
4										
5										
6										
7										
8										

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

Entry	Call Phases	From	To	From	To	From	To	From	To	Assigned Ph
1										
2										
3										
4										
5										
6										
7										
8										

Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1										
2										
3										
4										
5										
6										
7										
8										

Alternate Phase Program 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1										
2										
3										
4										
5										
6										
7										
8										

Prepared By

Date Implemented

Received By

Traffic Engineer

Hillsborough County

Timing Sheet

12/6/2007 5:06:53 PM

Station : 1466 - US 41 &amp; Symmes Rd (F306) ( Standard File )

## Unit Parameters [1.2.1]

Free Ring Sequence
Omit Yellow Enable
Yellow 3 Second Disable
Disable Init Ped
Start Red Time
Local Flash Start
Enable Run
Max Seek Dwell Time
Max Seek Track Time
Max Cycle Time
Cycle Fault Action
TS2 Det Faults
SDL C Retry Time
Diamond Mode
Phase Mode
Feature Profile
Tone Disable
Console Timeout
Red Revert
Backup Time
Auto Ped Clear
Startup Flash



Hillsborough County

Timing Sheet

12/6/2007 5:06:53 PM

Station : 1466 - US 41 & Symmes Rd (F306) ( Standard File )

**Channels/SDLC, Assign to Phases [1.3.1]**

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	
PH/OLP #	1	2	3	4	5	6	7	8	1	2	3	4	2	4	6	8									
Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	OLP	OLP	OLP	PED	PED	PED	PED									
Flash	RED	YEL	RED	RED	RED	YEL	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Flash 1-2 Hertz																									
Dimming Green																									
Dimming Yellow																									
Dimming Red																									
Alt Cyc	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

**Channel/SDLC, Parameters [1.3.3]**

TOD Dim Enable	Extra Maps Enable	D Connector Enable	Single BIU Map	IO Mode	Preempt or Ext Output
OFF	DEFAULT	NONE	ON	AUTO	EXT

**Channel/SDLC, MMU Map [1.3.5]**

**MMU-to-Controller Channel Map**

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

**Channel/SDLC, Permissive [1.3.4]**

Channel	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2
1															
2		1									1	1			
3															
4			1						1						
5															
6		1													
7															
8			1												
9															
10															
11															
12															
13															
14															
15															

**Channel/SDLC, Permissive [1.3.7]**

SDLC Device	Term/Fac	Detector								MMU	Diag							
BIU#	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8		
Present	ON	ON							ON								ON	
Peer to Peer																		

Station : 1466 - US 41 & Symmes Rd (F306) ( Standard File )

**Alarms, Enable Events  
[1.6.1]**

Event#	Event Enable
1	ON
2	ON
3	ON
4	ON
5	
6	
7	
8	
9	
10	
11	
12	ON
13	
14	ON
15	ON
16	ON
17	
18	
19	
20	
21	
22	
23	ON
24	
25	
26	
27	
28	
29	
30	
31	
32	
33	
34	
35	
36	
37	ON
38	
39	
40	
41	
42	
43	
44	
45	
46	
47	
48	
49	
50	
51	
52	
53	
54	
55	
56	
57	
58	
59	
60	
61	
62	
63	
64	

**Alarms, Enable Alarms  
[1.6.4]**

Alarm#	Alarm Enable
1	ON
2	ON
3	ON
4	ON
5	
6	
7	
8	
9	
10	
11	
12	ON
13	
14	ON
15	ON
16	ON
17	
18	
19	
20	ON
21	
22	
23	ON
24	
25	
26	
27	
28	
29	
30	
31	
32	
33	
34	
35	
36	
37	ON
38	
39	
40	
41	
42	
43	
44	
45	
46	
47	
48	
49	
50	
51	
52	
53	
54	
55	
56	
57	
58	
59	
60	
61	
62	
63	
64	

**Preemption Times[3.1]/Phases  
[3.2]/Options[3.3]**

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Flash	ON	ON				
Override Higher						
Flash Dwell						
Link						
Delay						
Min Duration						
Min Green	5	5				
Min Walk						
Ped Clear						
Track Green						
Min Dwell	5	5	10	10	10	10
Max Presence						
Track R1						
Track R2						
Track R3						
Track R4						
Dwell P1			1	2	3	4
Dwell P2			6	5	8	7
Dwell P3						
Dwell P4						
Dwell P5						
Dwell P6						
Dwell P7						
Dwell P8						
Dwell P9						
Dwell P10						
Dwell P11						
Dwell P12						
Dwell Ped1						
Dwell Ped2						
Dwell Ped3						
Dwell Ped4						
Dwell Ped5						
Dwell Ped6						
Dwell Ped7						
Dwell Ped8						
Exit R1						
Exit R2						
Exit R3						
Exit R4						

**Alarms, Parameters [1.4.1]**

**Auto Flash Parameter**

Yellow	Red	Mode	Source
		VOT_MON	TEST A

**Alarms, Parameters [1.6.7]**

Preempt Event Enabled	Pattern Event Enabled
ON	ON

**Alarms, Phases/Overlaps [1.4.2]**

Auto Flash	1	2	3	4	5	6	7	8	9	10	11	12
Phases												
Overlaps												

Hillsborough County

Timing Sheet

12/6/2007 5:06:53 PM

Station : 1466 - US 41 & Symmes Rd (F306) ( Standard File )

**Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]**

Preempt	1	2	3	4	5	6
Enable	ON	ON	ON	ON	ON	ON
Type	RAIL	RAIL	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt						
Max2						
Return Max/Min	MAX	MAX	MIN	MIN	MIN	MIN
Extend Dwell	1	1				
Pattern						
Output Mode	TS2	TS2	TS2	TS2	TS2	TS2
Track Over 1						
Track Over 2						
Track Over 3						
Track Over 4						
Track Over 5						
Track Over 6						
Track Over 7						
Track Over 8						
Track Over 9						
Track Over 10						
Track Over 11						
Track Over 12						
Dwell Over 1						
Dwell Over 2						
Dwell Over 3						
Dwell Over 4						
Dwell Over 5						
Dwell Over 6						
Dwell Over 7						
Dwell Over 8						
Dwell Over 9						
Dwell Over 10						
Dwell Over 11						
Dwell Over 12						
Ped Clear						
Yellow						
Red						
Max Green						

**Coordination, Modes,+ [2.1]**

**Modes**

Operational	Correct	Maximum	Force-Off
	SHRT/LNG	MAX INH	FIXED

**Modes+**

Mode	Leave Before	Leave After	Recycle	Stop In Walk	External	Auto Reset	Latch Sec For	Coord Easy Float	Yield Value	NTCIP Yield Sign	Coord	Closed Loop Active
FRC YLD	TIMED	TIMED	NO_RECYCLE	ON	OFF	ON	OFF	OFF	0	+	ON	OFF

**Coordination, Pattern 1-16 [2.1]**

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time																
Offset Time																
Split Number																
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

**Coordination, Pattern 17-32 [2.1]**

Pattern	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Cycle Time																
Offset Time																
Split Number																
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

Station : 1466 - US 41 & Symmes Rd (F306) ( Standard File )

**Coordination, Splits [2.7.1]**

<b>Split Table 1</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

<b>Split Table 2</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

<b>Split Table 3</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

<b>Split Table 4</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

<b>Split Table 5</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

<b>Split Table 6</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

<b>Split Table 7</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

<b>Split Table 8</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

<b>Split Table 9</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

<b>Split Table 10</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

<b>Split Table 11</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

<b>Split Table 12</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Hillsborough County

Timing Sheet

12/6/2007 5:06:53 PM

Station : 1466 - US 41 & Symmes Rd (F306) ( Standard File )

<b>Split Table 13</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

<b>Split Table 14</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

<b>Split Table 15</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

<b>Split Table 16</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

<b>Split Table 17</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

<b>Split Table 18</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

<b>Split Table 19</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

<b>Split Table 20</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

<b>Split Table 21</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

<b>Split Table 22</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

<b>Split Table 23</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

<b>Split Table 24</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

<b>Split Table 25</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

<b>Split Table 26</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																



<b>Split Table 27</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

<b>Split Table 28</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

<b>Split Table 29</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

<b>Split Table 30</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

<b>Split Table 31</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

<b>Split Table 32</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																



Hillsborough County

Timing Sheet

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Station : 1466 - US 41 &amp; Symmes Rd (F306) ( Standard File )

Day Plan Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table 9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table 11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table 12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Hillsborough County

Timing Sheet

12/6/2007 5:06:53 PM

Station : 1466 - US 41 &amp; Symmes Rd (F306) ( Standard File )

## TB Coor, Action Table [4.5]

Action	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8
1	1											
2	2											
3	3											
4	4											
5	5											
6	6											
7	7											
8	8											
9	9											
10	10											
11	11											
12	12											
13	13											
14	14											
15	15											
16	16											
17	17											
18	18											
19	19											
20	20											
21	21											
22	22											
23	23											
24	24											
25	25											
26	26											
27	27											
28	28											
29	29											
30	30											
31	31											
32	32											
33	33											
34	34											
35	35											
36	36											
37	37											
38	38											
39	39											
40	40											
41	41											
42	42											
43	43											
44	44											
45	45											
46	46											
47	47											
48	48											
49												
50												
51												
52												
53												
54												
55												
56												
57												
58												
59												
60												
61												
62												
63												
64												

# HILLSBOROUGH COUNTY TRAFFIC ENGINEERING

## SIGNAL TIMING SHEET

Flash	All Other Times - Default Operation	
Max I	M - F	07:00-09:00 & 14:45-18:30
Max II	CKT 14	
MxPn I		
MxPn II		

Location : Big Bend Rd & US 41  
 Intersection # Mist # 302 East/West : Big Bend Rd  
 ID # 1302 North/South: US 41

MOVEMENT	Ø	MIN	EXT	CLR	RED	MAX I	MAX II	MxPn I	MxPn II	WLK	FDW	RECALL	LOCK
NBLT	1	5	2	5.0	2.0	15	15						LOCK
SB	2	20	3	5.0	2.0	30	30					MAX	
	3												
WB	4	10	5	4.3	1.0	30	50						LOCK
SBLT	5	10	2	5.0	2.0	25	15						LOCK
NB	6	20	3	5.0	2.0	30	30					MAX	
WBLT	7	7	4	4.3	1.0	20	30						LOCK
EB	8	10	3	4.3	1.0	30	50						LOCK

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

Comments:  
 Clearance Times Calculated  
 Day Plan Schedule Max II on @ 07:00 to 08:15 and 14:45 to 18:30 Mon to Fri  
 Max I and Max II adjusted  
 Timings copied from Controller Timesheet (Buckholz Marked up Timings)  
 Modified Ø 5 min time to 10 sec, phase 4 ext to 5 sec, adjusted max II times  
 New Geometrics and Signal configuration/Updated Clearance Timings  
 Increased Max II and Ext For Ø7 WBLT  
 Increased Max I and Max II For Ø7 / Changed MaxII AM Turn Off From 08:15 To 09:00

By: J.B. Date: 8/25/93  
 MAH Date: 4/16/01  
 J.W. Date: 10/26/00  
 REW Date: 11/14/00  
 HC Date: 4/15/02  
 REW Date: 8/4/03  
 EDA Date: 12/14/04  
 EDA Date: 6/6/05

Prepared By: Edward Albritton Date: 06/06/05 Approved By: \_\_\_\_\_ Date: \_\_\_\_\_  
 Reviewed By: \_\_\_\_\_ Date: \_\_\_\_\_ Implemented By: \_\_\_\_\_ Date: \_\_\_\_\_  
 File: G:\TIS\Isolated\Big Bend Rd\US 41 Date of Print: 7/11/2006 13:12

# HILLSBOROUGH COUNTY TRAFFIC ENGINEERING

## SIGNAL TIMING SHEET

Flash	None	CKT	8
Max I	All Other Times - Default Operation	CKT	14
Max II	None	CKT	72
MxPn I	None	CKT	73
MxPn II	None	CKT	

Location : Apollo Beach Blvd & US 41  
 Intersection # Mist # 295 East/West : Apollo Beach Blvd  
 ID # 1295 North/South: US 41

MOVEMENT	Ø	MIN	EXT	CLR	RED	MAX I	MAX II	MxPn I	MxPn II	WLK	FDW	RECALL	LOCK
NBLT	1	7	3	4.5		14							
SB	2	20	4	4.5	2.0	45						MIN	
	3												
EB	4	7	3	4.5	1.9	20							
	5												
	6												
	7												
	8												

Comments:

\*\*\* Ø1 Has 3 Second Delay In Controller - Ø4 Has 8 Second Delay On Detector

Overlap Calls

- OLA = Ø1+Ø2
- OLB = Ø N/A
- OLC = Ø N/A
- OLD = Ø N/A

By: \_\_\_\_\_ Date: \_\_\_\_\_

Prepared By: R.E. Wood

Date: 11/02/00

Approved By: J. Zambito

Date: 4/30/1987

Reviewed By: G. Bassett

Date: 11/02/00

Implemented By: \_\_\_\_\_

Date: \_\_\_\_\_

# HILLSBOROUGH COUNTY TRAFFIC ENGINEERING

## PHASE(Ø) TIMING SHEET

Flash	
Max I	All Other Times - Default Operation
Max II	
MxPIn I	
MxPIn II	

Location : 19th Ave NW & US 41  
 East/West : 19th Ave NW  
 Intersection # Mist # 288  
 North/South: US 41  
 ID # 1288

MOVEMENT	Ø	MIN	EXT	CLR	RED	MAX I	MAX II	MxPIn I	WLK	FDW	RECALL	Mem. On/Off
N/SB	1	20	4.0	5.0	2.0	45					MIN	
E/WB	4	10	3.0	4.3	1.0	20						
	5											
	6											
	7											
	8											

Comments:

\*\*\* Initial Timings \ Field Survey \ Calculated Clearance Timings  
 \*\*\* Revised Red Times  
 \*\*\* Vehicular Clearance & All Red per TEM 3.6

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

Initials Date

EM 11/07/83  
 HC 11/20/02  
 REW 07/11/03

Prepared By: Robt. Wood Date: 07/11/03 Approved By: \_\_\_\_\_ Date: \_\_\_\_\_  
 Reviewed By: \_\_\_\_\_ Date: \_\_\_\_\_ Implemented By: \_\_\_\_\_ Date: \_\_\_\_\_  
 File: G:\TSS\Isolated\_Intersections\19th Ave NW\US 41 Date of Print: 07/11/06 @ 13:05

# **APPENDIX E**

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## **COORDINATION MEETINGS**



## MEMORANDUM

Date: November 13, 2007

To: Mr. Waddah Farah

From: David Bredahl, AICP

Traffic Methodology Statement for the US 41 (SR 45) PD&E Study

Subject: From south of 19<sup>th</sup> Avenue NE to north of Gibsonton Drive, Hillsborough County, FL

### **I. Introduction**

The purpose of this report is to establish the methodology to be utilized in the Design Traffic Technical Memorandum in conjunction with the Project Development & Environment Study of US 41 PD&E Study, located in southern Hillsborough County. The Design Traffic Technical Memorandum shall be conducted in accordance with the Florida Department of Transportation's ***Design Traffic Procedure*** (# 525-030-120-f). This report shall outline the specific parameters to be used in the development of future traffic projections. The project is proposed to widen improvement on US 41 between 19<sup>th</sup> Avenue NE and Gibsonton Road.

### **II. Study Area**

The detailed study area is shown in the figure to the right. For the design traffic technical memorandum we will extend the boundaries slightly to include the following roadways and intersections:

- South of 19th Avenue NE on the south;
- North of Gibsonton Drive on the north;
- 200 feet west of the US 41 corridor
- 200 feet east of the US 41 corridor

### **III. Analysis Scenarios**

Traffic projections will be developed for the opening year (2010); interim year (2020); and 20-year horizon from the opening year (2030). The following data sets will be used for this study report:

- Exiting Conditions Year - 2007
- Opening Year - 2010
- Interim Year - 2020
- Design Year – 2030 Build and No Build



#### **IV. Methodology** **Traffic Counts**

The existing traffic count data for the US 41 Corridor will be collected at the following locations:

8-Hour Intersection Turning Movement, Pedestrian and Bicycle Counts at 6 signalized and 10 un-signalized intersections for AM, Mid-Day and PM peak periods

Existing Signalized Intersections (6 locations):

1. US 41 @ 19th Avenue NE
2. US 41 @ Apollo Beach Boulevard
3. US 41 @ Big Bend Road
4. US 41 @ Gibsonton Drive
5. US 41 @ Palm Avenue
6. US 41 @ Symmes Road (Emergency Signal)

Existing Un-Signalized Intersections (10 locations):

7. US 41 @ 27th Avenue/Villemaire Road
8. US 41 @ Mirabay Blvd/Spindale Shell Way
9. US 41 @ Flamingo Drive
10. US 41 @ Leisey Road
11. US 41 @ Falls Boulevard
12. US 41 @ Miller Mac Road
13. US 41 @ Elsberry Road
14. US 41 @ Pembroke Road
15. US 41 @ Florence Street
16. US 41 @ Nundy Avenue

72-Hours Approach Classification Counts (20 locations):

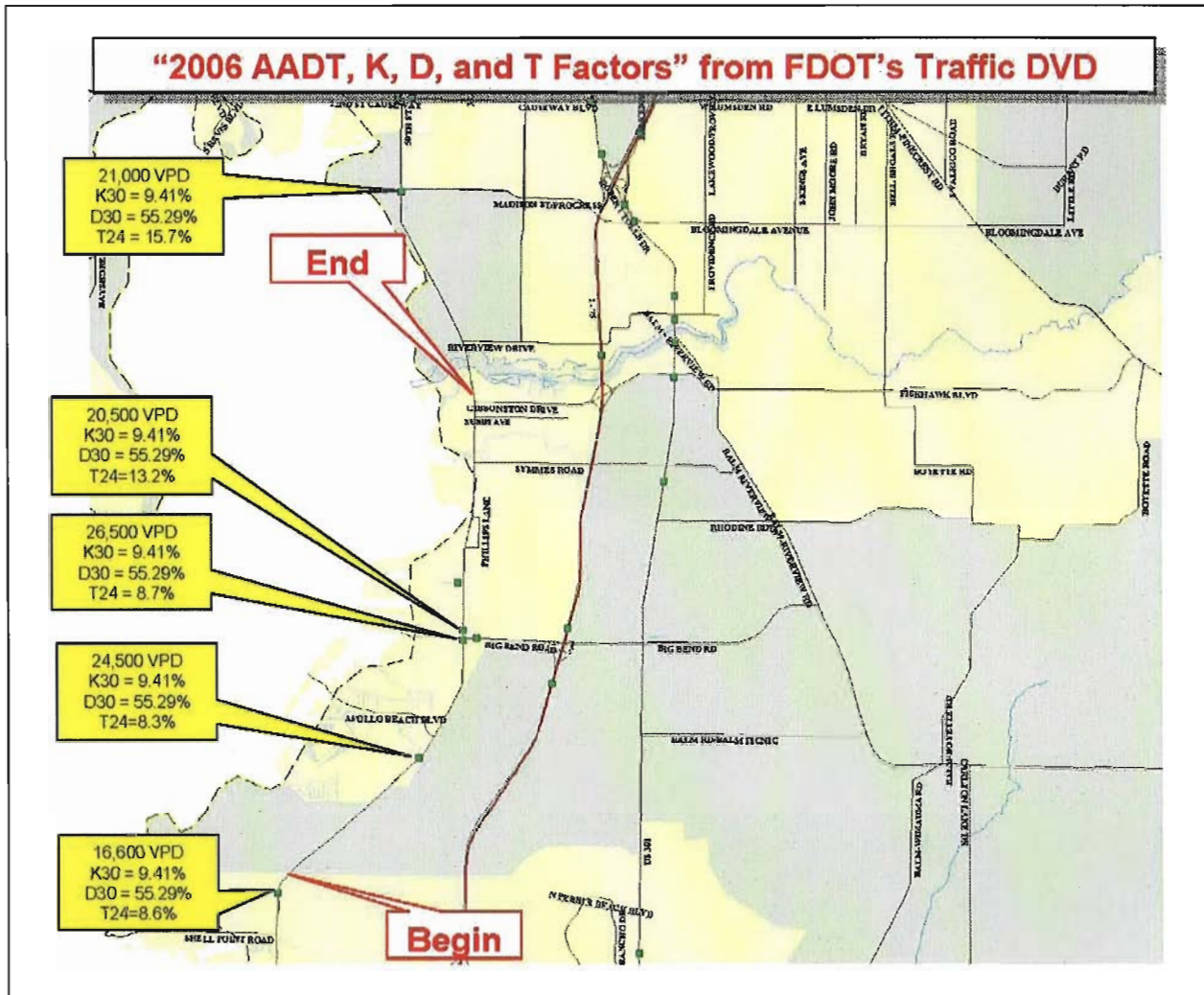
- 4 approaches at Gibsonton Drive (Bi-directional)
- 4 approaches Big Bend Road (Bi-directional)
- 3 approaches Apollo Beach Boulevard (Bi-directional)
- 2 approaches at Mirabay Boulevard (Approach)
- 3 approaches at Symmes Road (Approach)
- 4 approaches at 19th Avenue NE (Bi-directional)

#### **Traffic Data**

Supplemental traffic data will be extracted from the "2006 FDOT Highway" and "2006 FDOT Traffic" CD's as provided by FDOT Central Office's Statistics Office:

- 2006 Florida Highway Data – CD of Roadway Characteristics Inventory (RCI)
- 2006 Florida Traffic Information (FTI) Traffic Data – DVD of Traffic Counts

The K, D, and T factors will be derived from the existing traffic counts collected and compared to the factors from the "2006 FDOT Traffic" CD (see figure below). A suggested K, D, and T factors will be presented to the District and final factors will be agreed upon before proceeding with the modeling.



**Travel Demand Model**

The Hillsborough County Metropolitan Planning Organization (MPO) travel demand model will be use in the analysis and evaluation of the future project traffic. Tampa Bay Regional Planning Model (TBRPM) CUBE Voyager version 6.0 released November 7, 2007 will be used to forecast future travel in the US 41 corridor. The years 2000, 2015, and 2025 model data (available from FDOT District 7 Systems Planning office) will be used to generate the year 2010, 2020, and 2030 traffic data. Once the beginning year (2000) and future years (2015 and 2025) are established and/or validated the other, time periods, (2010, 2020, and 2030) will be estimated from this data. We will interpolate the existing data (2000, 2015, and 2025) for the years 2010 and 2020 estimates and extrapolate this same data for the year 2030 estimates.

- The socio-economic data (ZDATA1 – ZDATA4) will be compiled by land use type from the developers along the US 41 corridor in 5-year build-out periods to the year 2030. This data will be compared to the socio-economic data for the associated Traffic Analysis Zones (TAZs) for the year 2015 and 2025. The difference between the developers build-out and the year 2015 and 2025 model data will be discussed with FDOT staff to determine how much of the future development is already included and

how much additional development should be added to each TAZ.

- Existing or Present Scenario: An existing conditions analysis shall be conducted for those roadway segments within the study area as described above. This analysis shall be limited to the evaluating the existing traffic (Year 2007) with the existing four through-lane geometry. The year 2007 existing traffic counts will be compared to the 2000 and 2015 model data set will be used for this analysis.
- Future year analysis shall be conducted utilizing the Hillsborough County model Year 2025 Cost Feasible - Long Range Transportation Plan as adopted by the Hillsborough County MPO. The 2025 Cost Affordable model results will be used in conjunction with the year 2000 model results to interpolate for the year 2010 and 2020 traffic volumes and extrapolate for the year 2030 traffic volumes.

### **Noise Analysis**

As part of the noise analysis, we will calculate the future LOS C traffic volumes for the study corridor and complete the District traffic noise forms.

### **V. Traffic Operational Analysis**

The AM and PM Peaks operational analysis will be provided for existing and future years for No-Build and Build Alternatives as shown in **Section III: Analysis Scenarios**. Two suggested software packages can be used for the operational analysis as agreed upon with the District. The latest version of the Highway Capacity Software (HCS) will be used for the operational analysis for all 16 intersections. Synchro will be used to optimize the traffic signals at the signalized intersections. The adopted level of service (LOS) for this segment of US 41 is LOS D. For US 41 roadway segment level of service, we will use FDOT's LOSPLAN/ARTPLAN software for analysis.

## **VI. Design Traffic Technical Memorandum**

The Design Traffic Technical Memorandum will include the following chapters:

- Chapter 1: Executive Summary
- Chapter 2: Introduction
- Chapter 3: Existing Conditions
- Chapter 4: Development of Traffic Forecasts
- Chapter 5: Design Year Projected Conditions

## **VII. Project Schedule**

FDOT Coordination Schedule:

- Submit K, D, and T factors - Agree on final factors - November 27<sup>th</sup>
- Review and approve K, D, and T factors - November 30<sup>th</sup>
- Submit socio-economic data (ZDATA1-4) –December 3<sup>rd</sup>
- Review socio-economic data (ZDATA1-4) –December 14<sup>th</sup>
- Submit Existing and Future Traffic volumes (Chapters 2-4) – February 18<sup>th</sup>
- Review with FDOT Existing and Future Traffic Volumes (Chapters 2-4) March 7<sup>th</sup>
- Submit complete Draft document (Chapters 1-5) - March 25<sup>th</sup>
- Review by FDOT – March 31<sup>st</sup> to April 18<sup>th</sup>
- Submit Final document (Chapters 1-5) – April 28<sup>th</sup>

Copies to: J. Novotny; A. Hussein

American Project No.: 5079041.C13

**TBRPM ZDATA for Year 2000 and 2025**

TAZ	Total DU's		Total Population		Total Employment	
	2000	2025	2000	2025	2000	2025
679	834	962	2,092	2,426	223	920
685	765	760	1,826	1,822	470	555
686	188	321	415	714	67	365
688	416	698	1,319	2,225	150	393
690	74	28	184	70	849	1,766
691	155	1,869	464	5,623	522	2,659
694	2,029	3,090	4,488	6,849	574	1,047
695	1,374	1,943	2,953	4,195	1,367	2,186
696	2	626	2	1,489	0	3,023
697	0	3,719	0	3,735	34	333
699	9	857	29	2,771	87	1,226
700	1	73	3	218	621	2,136
701	0	1,136	0	2,618	0	1,226
703	480	1,622	778	2,641	707	1,535
705	73	1,209	173	2,792	927	2,171
<b>Totals</b>	<b>6,400</b>	<b>18,913</b>	<b>14,726</b>	<b>40,188</b>	<b>6,598</b>	<b>21,541</b>







**MEETING MINUTES**

<b>Meeting Date:</b>	December 13, 2007	<b>Date Issued:</b>	December 14, 2007
<b>Location:</b>	FDOT District 7 Offices		
<b>Project Name:</b>	<b>US 41 (SR 45) PD&amp;E Study</b> From south of 19 <sup>th</sup> Avenue NE to north of Gibsonton Drive, Hillsborough County, FL		
<b>Purpose:</b>	Discuss Model ZDATA, Traffic Analysis Zones (TAZ) and Highway Networks		
<b>Notes by:</b>	Swara Farheen / Joe Thompson	<b>American Project #:</b>	5079041
<b>Copies to:</b>	5079041.B.5		

<u>Attendees</u>	<u>Representing</u>	<u>Phone</u>	<u>Fax or e-mail</u>
David Bredahl	American Consulting	496-7406	<a href="mailto:dbredahi@ace-fla.com">dbredahi@ace-fla.com</a>
Swara Farheen	American Consulting	496-7408	<a href="mailto:sfarheen@ace-fla.com">sfarheen@ace-fla.com</a>
Joe Thompson	American Consulting	496-7416	<a href="mailto:jthompson@ace-fla.com">jthompson@ace-fla.com</a>
Fawzi Bitar	FDOT 7 – Systems Planning	975-6432	<a href="mailto:Fawzi.bitar@dot.state.fl.us">Fawzi.bitar@dot.state.fl.us</a>
Elaine Martino	FDOT 7 – Systems Planning	975-6433	<a href="mailto:elaine.martino@dot.state.fl.us">elaine.martino@dot.state.fl.us</a>

The following notes reflect our understanding of the discussions and decisions made at this meeting. If you have any questions, additions or comments, please contact us at the above address. We will consider the minutes to be accurate unless written notice is received within 10 working days of the date issued.

1. The meeting began at 4:00 p.m.
2. The purpose of the meeting was to discuss ZDATA1 and ZDATA2 within the US 41 corridor and the potential of splitting of one or more of the Traffic Analysis Zones (TAZ.) The meeting handouts are attached.
3. Elaine inquired as to how much of the development has been build to this point or if American knows when it will be built.
  - American will find out how much development is completed.
  - All the ZDATA values reflect potential land use conditions at full Build-out.
4. Discussion occurred regarding extremely large projects generating unreasonable number of employees in the industrial categories. Elaine stated that 1.5 employees per 1,000 SF of industrial was a reasonable rate to use. The industrial land uses rate has been adjusted and is included in the attached materials.
5. American should add model generated numbers for year 2025 on top of the previously generated 2025 numbers.
6. Elaine suggested American examine the vacancy rate of the TAZ's in the US 41 corridor.
7. Elaine recommended that American look at where the projected development lies within specific TAZ's to determine whether the zones should be split. Examples include:
  - TAZ: 695, 697, 701



8. American needs to examine both ZDATA1 and ZDATA2 to split the large TAZs by looking the percent of development.
  - Need to justify any split of a TAZ
9. American needs to consider regional vs. local commercial and service employment categories by type of development. Examples include:
  - Local Commercial Employment: Grocery Store / Regional Commercial Employment: shopping mall
  - Local Service Employment: schools, banks / Regional Service Employment: office parks, hospitals.
10. Elaine recommended that American check the validation documents found on the TBRPM website for employment type descriptions.
11. Check with the Hillsborough MPO for the “South Shore Study” completed a few years ago.
12. The initial reviews by District 7 Systems Planning are to assist the consultant with their preliminary traffic study. Any recommendations pertain to the current TBRPM v6.0 model. The Department’s PD&E section will request System’s Planning assistance once they become involved in the actual PD&E study.
13. The meeting adjourned at 5:00 p.m.



## MEMORANDUM

**Date:** Tuesday, December 11, 2007  
**To:** Mr. Waddah Farah, FDOT  
**Cc:** File 5079041, S. Cohen – Schafer Dev. Group  
**From:** Jeff Novotny  
**Subject:** US 41 Existing Traffic Volumes South of 19<sup>th</sup> Ave. SE to North of Gibsonton Road  
**American Project No:** 5079041

Mr. Farah,

Attached you will find a summary of the Draft Turning Movement Counts (TMC) along US 41 in southern Hillsborough County. These counts represent the balanced counts along the corridor after review and all necessary adjustments. The assumptions and adjustments made to these turning movements are outlined below:

- Based on the count data, we have determined that the AM peak hour was 7-8 AM and the PM peak hour was 5-6 PM. Not all locations experienced exactly the same on-hour period, but for consistency, these are the times we will use in the analysis.
- The seasonal factor for all TMC's conducted November 6-8, 2007 is 1.00. For those recounts conducted on November 29, 2007, the seasonal factor is 1.01. These seasonal factors were obtained from the latest FDOT FTI CD.
- Based on the initial review of the traffic counts conducted November 6-8, 2007, large traffic variances were noted in the area of Symmes Road to Gibsonton Drive. This issue was raised to our count consultant and subsequent recounts were completed at Palm Avenue and Nundy Avenue. These recounts have resolved the issue. We also sent out one of our own associates to complete a check count and the results confirmed that a recount was needed. The variation in traffic numbers in this area is acceptable due to the large number of driveway access points for businesses and residences in the area.

- The discrepancy between the northbound traffic leaving the 19<sup>th</sup> Avenue intersection and that entering the 27<sup>th</sup> Avenue intersection can be attributed to the McDonalds site that lies on the northeast corner of US 41 and 19<sup>th</sup> Avenue.
- An additional TMC was conducted at the intersection of US 41 @ 12<sup>th</sup> Street NE to confirm cut-through traffic from 19<sup>th</sup> Avenue to and from US 41 via 12<sup>th</sup> Street NE.
- Based on the 24-hour machine count conducted at 19<sup>th</sup> Avenue on the same day as the TMC at US 41 and 27<sup>th</sup> Avenue, it was determined that the southbound PM peak hour through movement at 27<sup>th</sup> Avenue was high. This was adjusted down from 840 to 754 vehicles.
- Based on the 24-hour machine count conducted at Mirabay Boulevard on the same day as the TMC at US 41 and Mirabay Boulevard, it was determined that the southbound AM peak hour through movement was high. This was adjusted down from 990 to 730 vehicles.
- Based on the 24-hour machine count conducted at Apollo Beach Boulevard and the high southbound right turn volumes onto Flamingo Drive, it was determined that the southbound through movement at US 41 and Miller Mac Road was high. This was adjusted down from 1369 to 1129 vehicles.

The attached Figure (3 pages) shows the existing adjusted volumes that will be used in the analysis.

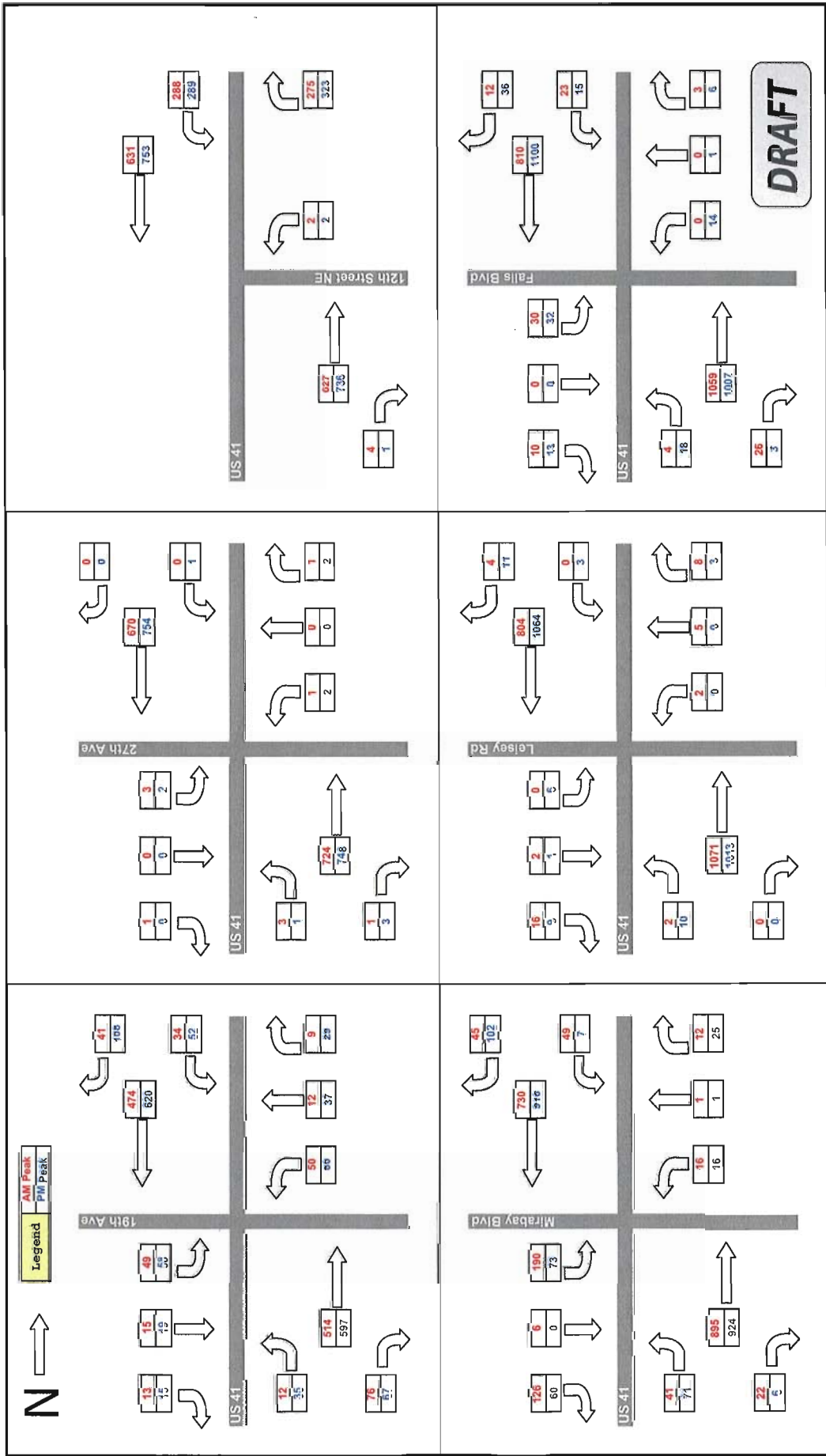
We are also including the calculations of the K, D and T factors based on our counts and comparison with information from the FDOT FTI 2006 CD. The data from the counts is not inconsistent with data from the FTI 2006 CD, so we will utilize the FTI data in the analysis. The recommended K, D and T factors are shown below and on the attached Figure (1 page).

$$\mathbf{K_{30} = 9.46}$$

$$\mathbf{D_{30} = 55.78}$$

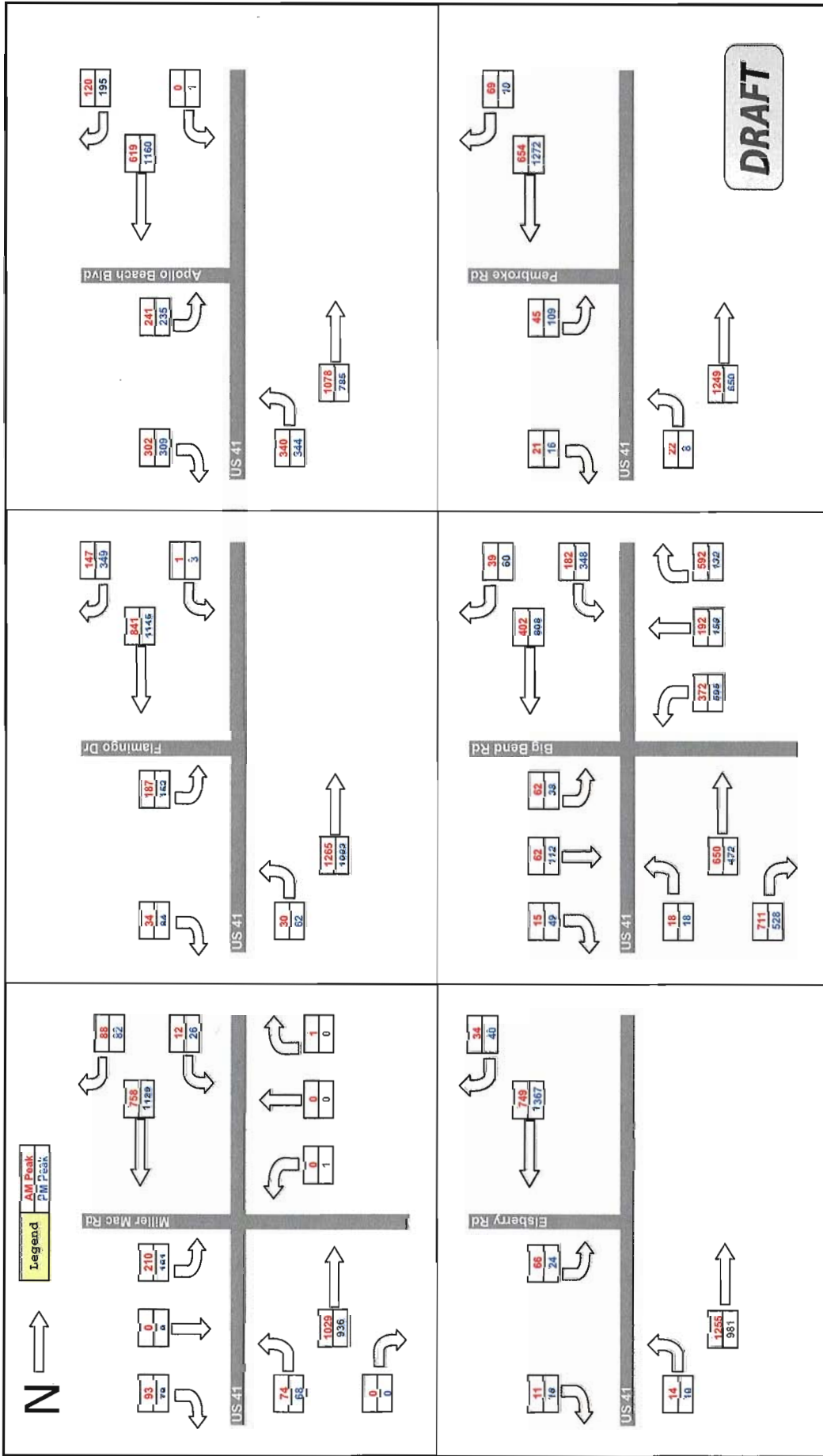
$$\mathbf{T_{24} = 9.1}$$

Please provide your comments and approval for the counts and the K, D & T factors.



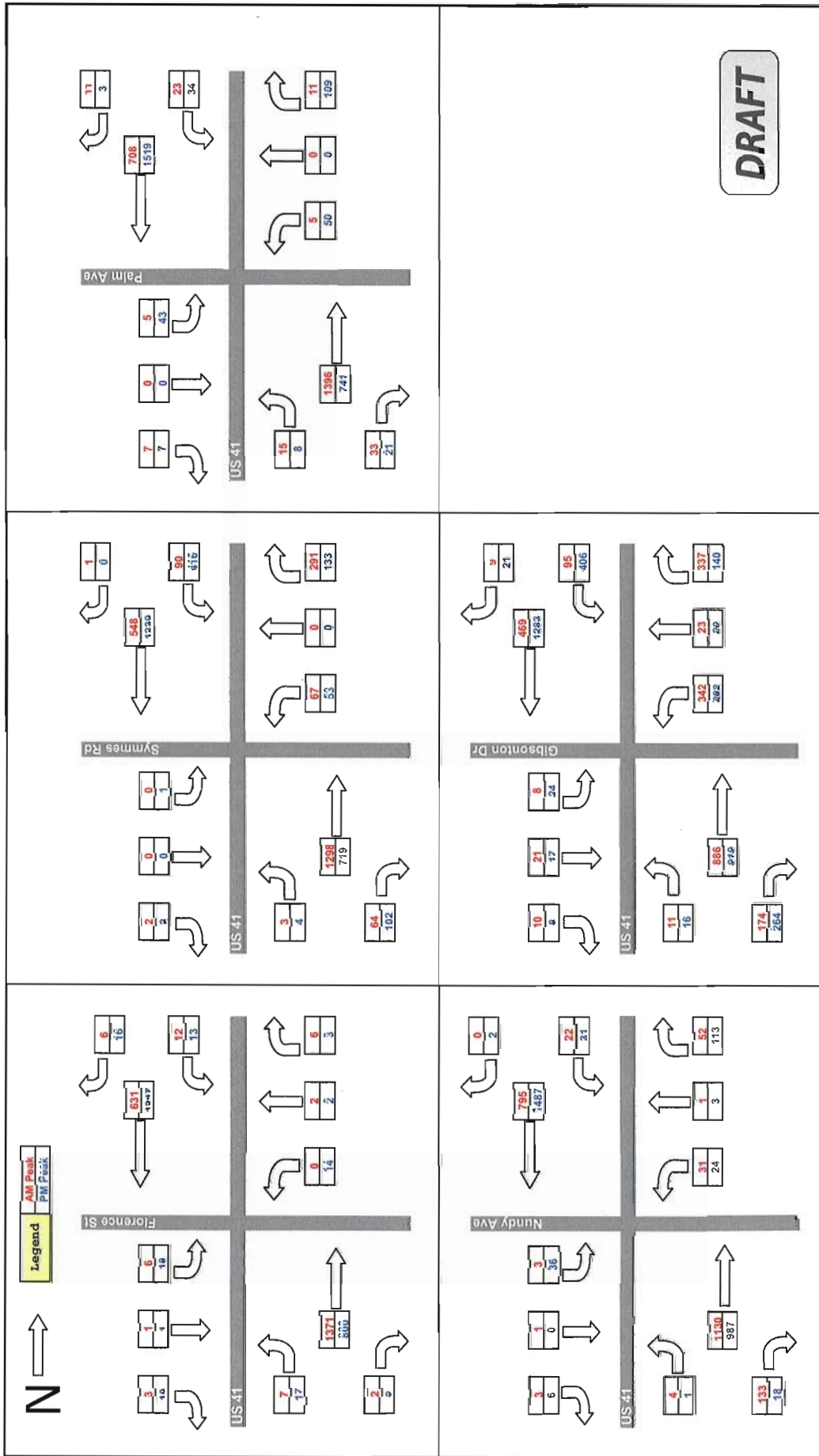
Seasonal Factor at Nundy, Palm, 12th: 1.01.  
 Seasonal Factor at all other intersections: 1.00

AM Peak Hour: 7:00am - 8:00am  
 PM Peak Hour: 5:00pm - 6:00pm



Seasonal Factor at Nundy, Palm, 12th: 1.01.  
 Seasonal Factor at all other intersections: 1.00

AM Peak Hour: 7:00am - 8:00am  
 PM Peak Hour: 5:00pm - 6:00pm



Seasonal Factor at Nundy, Palm, 12th: 1.01  
 Seasonal Factor at all other intersections: 1.00

AM Peak Hour: 7:00am - 8:00am  
 PM Peak Hour: 5:00pm - 6:00pm

SUMMARY OF CALCULATED K-FACTORS						
K-Factors Based on 72-hour Counts						
	South of 19th Avenue	North of 19th Avenue	South of Apollo Beach	North of Apollo Beach	South of Big Bend	North of Big Bend
Average of 72-Hour Machine Count	17,364	17,541	30,325	26,874	28,147	21,145
Average of AM Peak Hour	1,271	1,317	2,427	2,105	2,246	1,976
Average of PM Peak Hour	1,489	1,540	2,732	2,381	2,571	1,972
Calculated AM K-Factor	7.3%	7.5%	8.0%	7.8%	8.0%	9.3%
Calculated PM K-Factor	8.6%	8.8%	9.0%	8.9%	9.1%	8.9%

K-Factors From FTI CD						
Year	(Station 005) South of 19th Avenue	(Station 6015) South of Apollo Beach	(Station 0051) North of Apollo Beach	(Station 0051) South of Big Bend	(Station 5346) North of Big Bend	Average K <sub>30</sub>
2006	9.41%	9.41%	N/A	9.41%	9.41%	9.41%
2005	9.70%	9.70%	N/A	9.70%	9.70%	9.70%
2004	8.60%	8.60%	N/A	8.60%	8.60%	8.60%
2003	9.80%	9.80%	N/A	9.80%	9.80%	9.80%
2002	9.80%	9.80%	N/A	9.80%	9.80%	9.80%
<b>Average</b>	<b>9.46%</b>	<b>9.46%</b>	<b>N/A</b>	<b>9.46%</b>	<b>9.46%</b>	<b>9.46%</b>

SUMMARY OF CALCULATED D-FACTORS						
PM Peak Hour D-Factors from 72 Hour Machine Counts						
	South of 19th Avenue	North of 19th Avenue	South of Apollo Beach	North of Apollo Beach	South of Big Bend	North of Big Bend
Average NB Volumes	717	734	1,170	1,034	1,116	666
Average SB Volumes	772	806	1,562	1,347	1,456	1,306
Total Two-way Volumes	1,489	1,540	2,732	2,381	2,572	1,972
Calculated D-Factor	51.8%	52.3%	57.2%	56.6%	56.6%	66.2%
<b>Calculated D-Factor</b>	<b>51.8%</b>	<b>52.3%</b>	<b>57.2%</b>	<b>56.6%</b>	<b>56.6%</b>	<b>66.2%</b>

AM Peak Hour D-Factors from 72 Hour Machine Counts						
	South of 19th Avenue	North of 19th Avenue	South of Apollo Beach	North of Apollo Beach	South of Big Bend	North of Big Bend
Average NB Volumes	604	697	1,466	1,344	1,385	1,341
Average SB Volumes	668	620	961	782	861	635
Total Two-way Volumes	1,272	1,317	2,427	2,106	2,246	1,976
Calculated D-Factor	47.5%	52.9%	60.4%	63.8%	61.7%	67.9%
<b>Calculated D-Factor</b>	<b>47.5%</b>	<b>52.9%</b>	<b>60.4%</b>	<b>63.8%</b>	<b>61.7%</b>	<b>67.9%</b>

SUMMARY OF CALCULATED T-FACTORS						
T-Factors from 72 Hour Machine Counts						
	South of 19th Avenue	North of 19th Avenue	South of Apollo Beach	North of Apollo Beach	South of Big Bend	North of Big Bend
Calculated T-Factor	10.0%	8.0%	7.0%	7.0%	7.0%	10.0%
<b>Calculated T-Factor</b>	<b>10.0%</b>	<b>8.0%</b>	<b>7.0%</b>	<b>7.0%</b>	<b>7.0%</b>	<b>10.0%</b>

T-Factors From FTI CD						
Year	(Station 005) South of 19th Avenue	(Station 6015) South of Apollo Beach	(Station 0051) North of Apollo Beach	(Station 0051) South of Big Bend	(Station 5346) North of Big Bend	Average T <sub>24</sub>
2006	8.60%	N/A	8.30%	8.70%	8.70%	13.20%
2005	8.60%	N/A	8.60%	6.30%	6.30%	12.70%
2004	8.60%	N/A	10.50%	6.30%	6.30%	12.70%
2003	7.70%	N/A	-	9.00%	9.00%	13.80%
2002	6.30%	N/A	-	7.60%	7.60%	6.90%
<b>Average</b>	<b>7.96%</b>	<b>N/A</b>	<b>9.12%</b>	<b>7.58%</b>	<b>7.58%</b>	<b>11.86%</b>

D-Factors From FTI CD						
Year	(Station 005) South of 19th Avenue	(Station 6015) South of Apollo Beach	(Station 0051) North of Apollo Beach	(Station 0051) South of Big Bend	(Station 5346) North of Big Bend	Average D <sub>30</sub>
2006	55.28%	N/A	55.28%	N/A	55.28%	55.28%
2005	55.90%	N/A	55.90%	N/A	55.90%	55.90%
2004	54.00%	N/A	54.00%	N/A	54.00%	54.00%
2003	58.50%	N/A	-	N/A	58.50%	58.50%
2002	55.20%	N/A	-	N/A	55.20%	55.20%
<b>Average</b>	<b>55.76%</b>	<b>N/A</b>	<b>55.06%</b>	<b>N/A</b>	<b>55.76%</b>	<b>55.76%</b>

DRAFT





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### MEETING MINUTES

<b>Meeting Date:</b>	January 10, 2008	<b>Date Issued:</b>	January 11, 2008
<b>Location:</b>	Hillsborough County Office		
<b>Project Name:</b>	<b>US 41 (SR 45) PD&amp;E Study</b> From south of 19 <sup>th</sup> Avenue NE to north of Gibsonton Drive, Hillsborough County, FL		
<b>Purpose:</b>	Discuss Model ZDATA, Traffic Analysis Zones (TAZ), Socio Economic Data		
<b>Notes by:</b>	Swara Farheen	<b>American Project #:</b>	5079041
<b>Copies to:</b>	5079041.B.5		
<b>Attendees</b>	<b>Representing</b>	<b>Phone</b>	<b>Fax or e-mail</b>
David Bredahl	American Consulting	496-7406	<a href="mailto:dbredahl@ace-fla.com">dbredahl@ace-fla.com</a>
Swara Farheen	American Consulting	496-7408	<a href="mailto:sfarheen@ace-fla.com">sfarheen@ace-fla.com</a>
Steven Cohen	Schafer Development Group	561-622-2836	<a href="mailto:scohen@schafer-dev.com">scohen@schafer-dev.com</a>
Charles White	Hillsborough County		<a href="mailto:Whitece@hillsboroughcounty.org">Whitece@hillsboroughcounty.org</a>
John Patrick	Hillsborough County	276-8428	<a href="mailto:patrickj@hillsboroughcounty.org">patrickj@hillsboroughcounty.org</a>
Joe R. Zambito	Hillsborough MPO	272-5940	<a href="mailto:zambitoj@plancom.org">zambitoj@plancom.org</a>
Bud Whitehead	Hillsborough MPO	272-5940	<a href="mailto:budw@plancom.org">budw@plancom.org</a>
The following notes reflect our understanding of the discussions and decisions made at this meeting. If you have any questions, additions or comments, please contact us at the above address. We will consider the minutes to be accurate unless written notice is received within 10 working days of the date issued.			

1. The meeting began at 4:30 p.m.
2. American discussed the TAZs in the study area, Socio-economic data of the DRI and Planned Development in the study area, the approach/methodology of how recommended socio-economic data was assumed.
3. It was suggested that American include Apollo Beach Blvd. in the model and connect the TAZ 743 to Apollo Beach Blvd. instead of US 41.
4. The Hillsborough County DRI Coordinator is John Healy.
5. ***After discussion, the Hillsborough County has agreed to review the socio-economic (ZDATA1 & ZDATA2) data and get back to American with their recommendation within 1 week (01/17/2008).***

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**MEETING MINUTES**

<b>Meeting Date:</b>	February 6, 2008	<b>Date Issued:</b>	February 8, 2008
<b>Location:</b>	Hillsborough County Office		
<b>Project Name:</b>	<b>US 41 (SR 45) PD&amp;E Study</b> From south of 19 <sup>th</sup> Avenue NE to north of Gibsonton Drive, Hillsborough County, FL		
<b>Purpose:</b>	Discuss Model input ZDATA1 and ZDATA2 (DU, Pop, & Employment)		
<b>Notes by:</b>	David Bredahl	<b>American Project #:</b>	5079041
<b>Copies to:</b>	5079041.B.5		
<b>Attendees</b>	<b>Representing</b>	<b>Phone</b>	<b>Fax or e-mail</b>
David Bredahl	American Consulting	496-7406	<a href="mailto:dbredahl@ace-fla.com">dbredahl@ace-fla.com</a>
Jeff Novotny	American Consulting	496-7414	<a href="mailto:jnovotny@ace-fla.com">jnovotny@ace-fla.com</a>
Steven Cohen	Schafer Development Group	561-622-2836	<a href="mailto:scohen@schafer-dev.com">scohen@schafer-dev.com</a>
Charles White	Hillsborough County		<a href="mailto:Whitece@hillsboroughcounty.org">Whitece@hillsboroughcounty.org</a>
John Patrick	Hillsborough County	276-8428	<a href="mailto:patrickj@hillsboroughcounty.org">patrickj@hillsboroughcounty.org</a>
<p>The following notes reflect our understanding of the discussions and decisions made at this meeting. If you have any questions, additions or comments, please contact us at the above address. We will consider the minutes to be accurate unless written notice is received within 10 working days of the date issued.</p>			

1. The meeting began at 2:00 p.m.
2. American discussed the socio-economic data (ZDATA1 and ZDATA2) for each of the TAZs with County staff within the study area and the following changes were made to the year 2025 files:
  - **ZDATA1 CHANGES**
  - TAZ 672: reduced commercial to 62,500 sf; reduced office to 30,000 sf; reduced industrial to 350,000 sf
  - TAZ 673: reduced commercial to 62,500 sf; reduced office to 30,000 sf; reduced industrial to 350,000 sf
  - TAZ 674: reduced industrial to 70,000 sf
  - TAZ 693: added 250 bed hospital with 1,155 employees
  - TAZ 696: increased commercial to 1,000,000 sf; reduced industrial to 600,000 sf
  - **ZDATA2 CHANGES**
  - TAZ 690: reduce number of dwelling units to zero (0)
  - TAZ 696: reduced number of dwelling units to 1,000
  - TAZ 704: increased number of dwelling units to 3,000

- 3. After discussion, Hillsborough County has agreed with the socio-economic (ZDATA1 & ZDATA2) data to be used for the study.***

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### MEETING MINUTES

<b>Meeting Date:</b>	April 2, 2008	<b>Date Issued:</b>	April 3, 2008
<b>Location:</b>	Hillsborough County Center, 19 <sup>th</sup> Floor (Planning & Growth Management)		
<b>Project Name:</b>	<b>US 41 (SR 45) PD&amp;E Study</b> From south of 19 <sup>th</sup> Avenue NE to north of Gibsonton Drive, Hillsborough County, FL. FDOT FPID# 421140-8-22-01		
<b>Purpose:</b>	Discuss comments regarding Traffic Memorandum Draft 1		
<b>Notes by:</b>	Joe Thompson	<b>American Project #:</b>	5079041
<b>Copies to:</b>	5079041.B.5		
<b>Attendees</b>	<b>Representing</b>	<b>Phone</b>	<b>Fax or e-mail</b>
David Bredahl	American Consulting Engineers	813.496.7406	<a href="mailto:dbredahl@ace-fla.com">dbredahl@ace-fla.com</a>
Joe Thompson	American Consulting Engineers	813.496.7416	<a href="mailto:jthompson@ace-fla.com">jthompson@ace-fla.com</a>
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Kirk Bogan	FDOT, Intermodal Systems Dev.	813.975.6000	<a href="mailto:kirk.bogan@dot.state.fl.us">kirk.bogan@dot.state.fl.us</a>
Rosana Correa	FDOT, Intermodal Systems Dev., GC	813.217.4050	<a href="mailto:rosana.correa@jacobs.com">rosana.correa@jacobs.com</a> <a href="mailto:rosana.correa@dot.state.fl.us">rosana.correa@dot.state.fl.us</a>
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Charles White	Hillsborough County Planning & Growth Management	813.307.4513	<a href="mailto:whitece@hillsboroughcounty.org">whitece@hillsboroughcounty.org</a>
John Patrick	Hillsborough County Planning & Growth Management	813.276.8428	<a href="mailto:patrickj@HillsboroughCounty.org">patrickj@HillsboroughCounty.org</a>
Sandra Gorman	King Engineering	813.880.8881	<a href="mailto:sgorman@kingengineering.com">sgorman@kingengineering.com</a>
The following notes reflect our understanding of the discussions and decisions made at this meeting. If you have any questions, additions or comments, please contact us at the above address. We will consider the minutes to be accurate unless written notice is received within 10 working days of the date issued.			

1. The meeting began at 1:00 p.m.
2. The purpose of the meeting was to discuss the County's comments regarding the first draft of the Traffic Memorandum. The meeting agenda is attached.
3. David Bredahl of American Consulting Engineers gave a brief background of the methodology for the development of traffic volumes. This included:
  - Traffic Counts
  - Traffic Factors
  - ZDATA review and refinement
  - Historical Trendline
  - Screen line checks
4. John Patrick from Hillsborough County asked a question regarding the development of turning volumes. American staff explained that we used a combine process of existing traffic counts, year 2025 travel demand model screen line counts on the west and east side of US 41 and engineering judgment to allocate TAZ trips to specific side streets, and turns were developed once the AADT were obtained using K and D factors.

5. Rosana Correa from FDOT stated that the output from the 2025 travel demand model needed to be included. She is still in the process of reviewing the document.
6. Charles White from Hillsborough County wanted more information on the difference between the build and no-build scenario traffic. American staff explained the AADT on the build scenario for the side streets was approximately the same while the mainline traffic volumes increased. The AADT along the mainline is higher but the increase is the result of a shift from traffic to US 41. American staff explained that we believe under the build scenario traffic will shift west from I-75 to US 41 and from US 301 to I-75.
7. FDOT staff mentioned that they have given Notice-to-Proceed to American for the full SEIR study. FDOT will coordinate with Hillsborough County at various stages of the SEIR study.
8. A discussion ensued as to how to fund and build any proposed improvements.
  - By stage?
  - By development?
9. The county wants an overall plan to move forward in stages. This plan should have a priority ranking included in the analysis.
10. It was mentioned by county staff that FDOT does not have the money allocated to implement proposed improvements. FDOT staff concurred with this statement.
11. Charles White stated that a number of proposed developments along the US 41 corridor have condition agreements for development.
  - Traffic signals
  - Median spacing
12. The Traffic Study and SEIR have different limits.
  - Traffic study limits are from south of 19<sup>th</sup> Ave to north of Gibsonton Drive.
  - The SEIR limits are from 12<sup>th</sup> Street to Kracker Road.
13. County staff stated that they are most concerned with the recommended improvements.
14. County staff will submit their comments on the Traffic Report to FDOT by the end of the week. FDOT's internal review will be completed by the end of the week. FDOT staff will collect and compile all comments and then submit to American by April 14, 2008.
15. The meeting adjourned at 1:55 p.m.

# **US 41 PD&E Study**

**From south of 19<sup>th</sup> Avenue to Gibsonton Drive  
Hillsborough County, Florida**

Hillsborough County Center  
19<sup>th</sup> Floor Conference Room  
Wednesday, April 2, 2008  
1:00 PM

## Agenda:

1. Existing Conditions & Traffic
  - a. Roadway & Intersection Geometry
  - b. AADT, Approach, and Turning Movement Counts
  - c. Level of Service
  
2. Development of Traffic Forecasts
  - a. Recommended Traffic Design Factors
  - b. 2025 Long Range Transportation Plan Assumptions
  - c. TBRPM Model Assumptions
  - d. Future Year AADT and Directional Design Hour Volumes (DDHV)
  
3. Overall PD&E Schedule
  
4. Questions and Comments

# **APPENDIX F**

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## **ACCEPTABLE $K_{30}$ & $D_{30}$ VALUES**



### 3.8 ACCEPTABLE $K_{30}$ VALUES

**$K_{30}$**  The  $K_{30}$  and related DHV are influenced by the timing of trips during the day.  $K_{30}$  will be lower on roads which serve many trip making purposes distributed during the day. Roads which serve few purposes will normally exhibit high hourly variance. Figure 3.7 below shows the recommended  $K_{30}$  values to be used (if telemetry sites on roads similar to a project are unavailable to estimate  $K_{30}$ ) for project traffic forecasting.

Recommended K-factors ( $K_{30}$ ) for traffic forecasting

Road Type	$K_{30}$			Standard Deviation
	Low	Average	High	
Rural Freeway	9.60	11.8	14.6	1.43
Rural Arterial	9.40	11.0	15.6	1.42
Urban Freeway	9.40	9.7	10.0	0.28
Urban Arterial	9.20	10.2	11.5	0.92

Figure 3.7

The values in Figure 3.7 are taken from FDOT's telemetered traffic monitoring sites and represent the ratio of the 30th highest volume hour to the AADT. Unconstrained sites are identified when the roadway's LOS falls below the approved LOS standards. The K factor data for all the telemetered sites are represented in FDOT's 200th Highest Hour Traffic Count Report.

For design of a highway improvement, the variation in hourly traffic volumes should be measured and the percentage of AADT during the 30th highest hour determined. Where such measurement cannot be made and only the AADT is known, use should be made of 30th-hour percentage factors ( $K_{30}$  and  $D_{30}$ ) for similar highways in the same locality operated under similar conditions.

Figure 3.8 is a section of a report of *2004 Annual Average Daily Traffic Report*. Each year the table will be updated to provide the newly calculated factors.

If the  $K_{30}$  for a specific project is outside the range of Florida's unconstrained telemetry sites (Figure 3.7), then the justification for the unusual number must be made in the traffic report. Justification for all decisions relating to the K-factor must be written, and high or low values must be especially well documented.



### 3.9 ACCEPTABLE $D_{30}$ VALUES



The directional distribution factor,  $D$ , is based on the 200th Highest Hour Traffic Count Report and referred to as  $D_{30}$ . The  $D_{30}$  values are also available from FDOT’s RCI and TCI databases. If traffic counts for the project site are not available, obtain 24 (urban) or 48 (rural) hour classification counts to determine hourly traffic volume distribution. This will allow the identification of the peak hour of the day and peak direction during the peak hour.

To determine if a  $D_{30}$  value is acceptable for a project traffic forecasting projection, the following three steps are necessary:

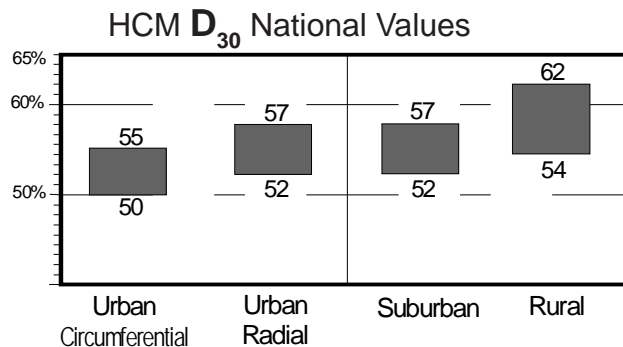
- Step 1. First determine if a  $D_{30}$  value is within an acceptable range of demand  $D_{30}$  values, using Figure 3.10.

Recommended D-factors ( $D_{30}$ ) for traffic forecasting

Road Type	Low	Average $D_{30}$	High	Standard Deviation
Rural Freeway	52.3	54.8	57.3	1.73
Rural Arterial	51.1	58.1	79.6	6.29
Urban Freeway	50.4	55.8	61.2	4.11
Urban Arterial	50.8	57.9	67.1	4.60

Figure 3.10

- Step 2. The user should use the 200th Highest Hour Traffic Count Report (see Figure 3.5) for establishing  $D_{30}$  for unconstrained sites.
- Step 3. If the site is “constrained,” **Demand D** should be used. Demand  $D$  is estimated based on the 200th Highest Hour Traffic Count Report using traffic data for unconstrained sites with similar roadway characteristics. Select the appropriate  $D_{30}$  value by analyzing the traffic characteristics and comparing them with unconstrained traffic counts locations.



The national values for  $D$  range from 50% to 62% based on facility type as shown.

Figure 3.11



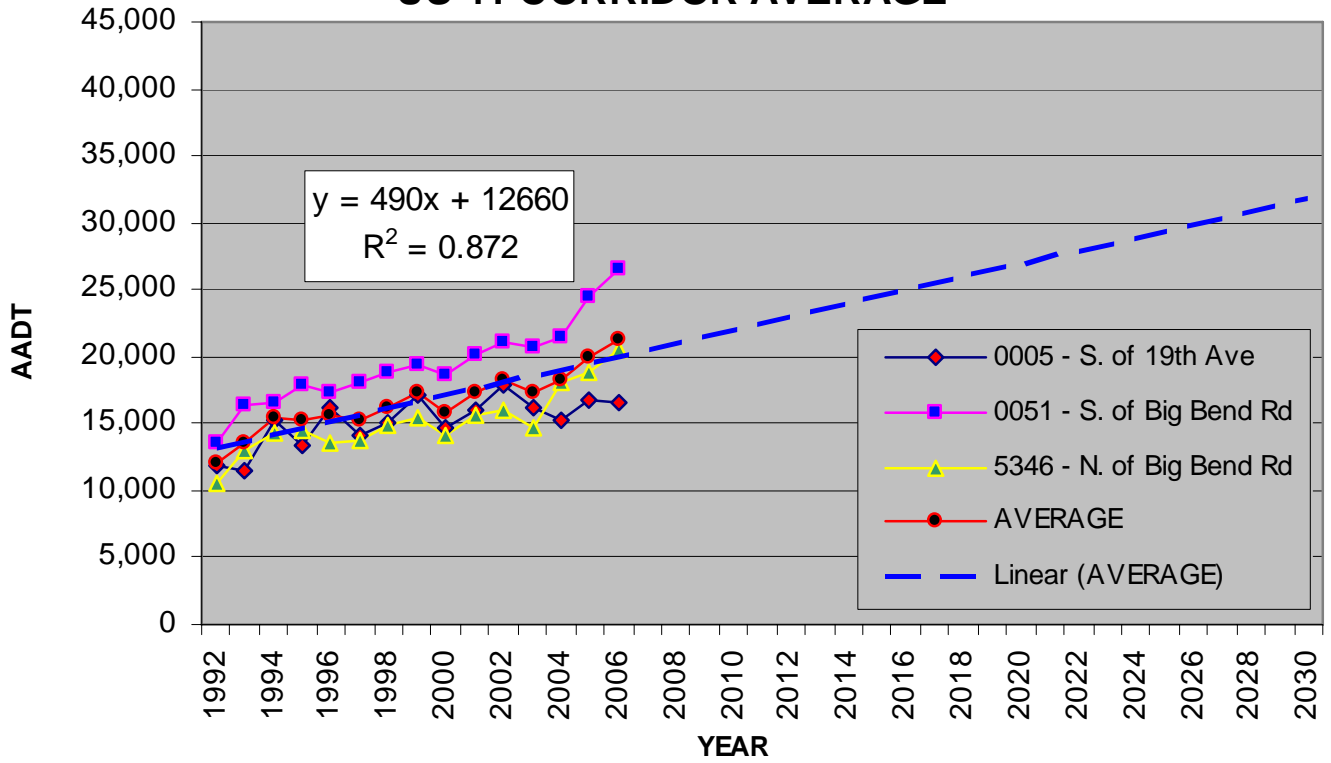
## **APPENDIX G**

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# **HISTORICAL TRAFFIC VOLUMES & TREND LINE ANALYSIS**

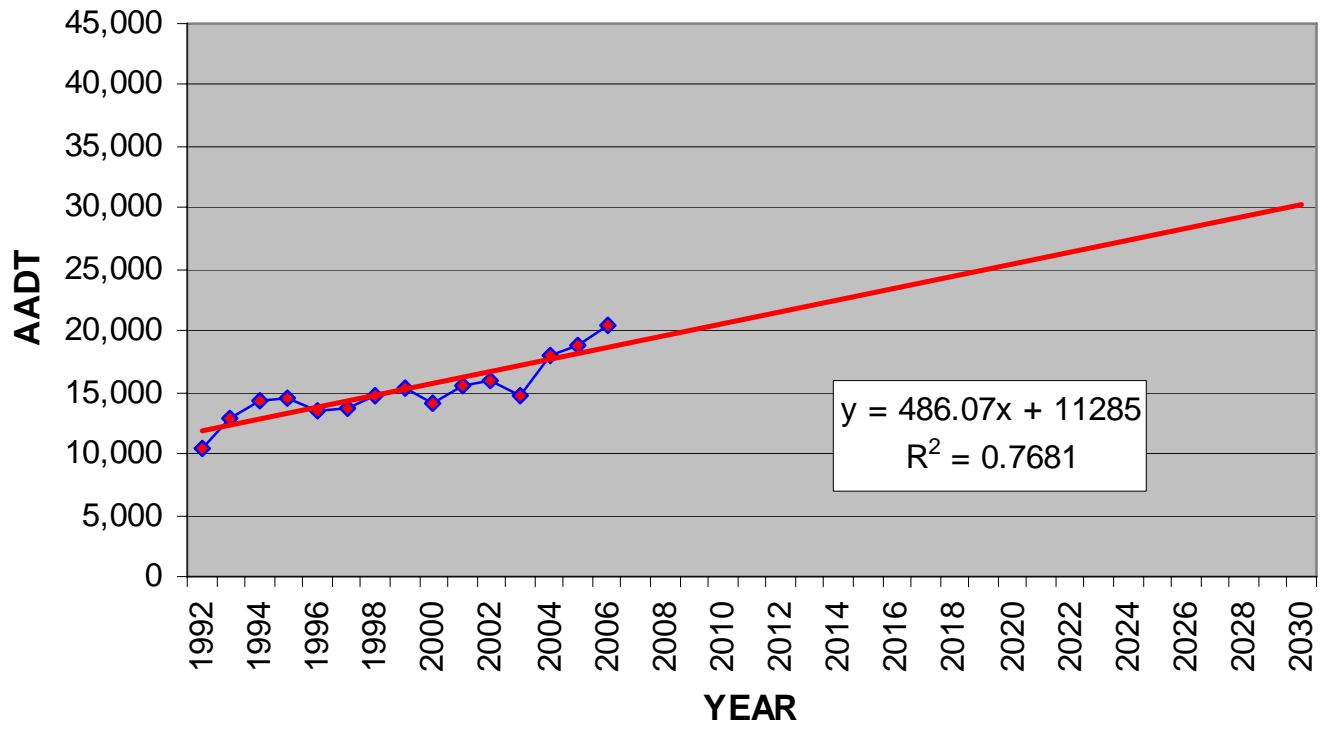
Y=	490	X	+	12660		
Overall Growth Rate			1.5877			
Annual Growth Rate			1.0245			
2025 - 2030 Growth Rate			1.0836			
<b>US 41 CORRIDOR AVERAGE</b>						
Historical Traffic	YEAR	Y=	X	+	Trendline AADT	Growth Rate AADT
12,000	1992	490	1	12660	13,150	-
13,600	1993	490	2	12660	13,640	-
15,400	1994	490	3	12660	14,130	-
15,200	1995	490	4	12660	14,620	-
15,700	1996	490	5	12660	15,110	-
15,300	1997	490	6	12660	15,600	-
16,200	1998	490	7	12660	16,090	-
17,300	1999	490	8	12660	16,580	-
15,800	2000	490	9	12660	17,070	-
17,300	2001	490	10	12660	17,560	-
18,300	2002	490	11	12660	18,050	-
17,200	2003	490	12	12660	18,540	-
18,300	2004	490	13	12660	19,030	-
20,000	2005	490	14	12660	19,520	-
21,200	2006	490	15	12660	20,010	-
<b>Existing</b>	2007	490	16	12660	20,500	20,500
	2008	490	17	12660	20,990	20,990
	2009	490	18	12660	21,480	21,480
<b>Opening</b>	2010	490	19	12660	21,970	21,970
	2011	490	20	12660	22,460	22,460
	2012	490	21	12660	22,950	22,950
	2013	490	22	12660	23,440	23,440
	2014	490	23	12660	23,930	23,930
	2015	490	24	12660	24,420	24,420
	2016	490	25	12660	24,910	24,910
	2017	490	26	12660	25,400	25,400
	2018	490	27	12660	25,890	25,890
	2019	490	28	12660	26,380	26,380
<b>Mid</b>	2020	490	29	12660	26,870	26,870
	2021	490	30	12660	27,360	27,360
	2022	490	31	12660	27,850	27,850
	2023	490	32	12660	28,340	28,340
	2024	490	33	12660	28,830	28,830
	2025	490	34	12660	29,320	29,320
	2026	490	35	12660	29,810	29,810
	2027	490	36	12660	30,300	30,300
	2028	490	37	12660	30,790	30,790
	2029	490	38	12660	31,280	31,280
<b>Design</b>	2030	490	39	12660	31,770	31,770

# US 41 CORRIDOR AVERAGE



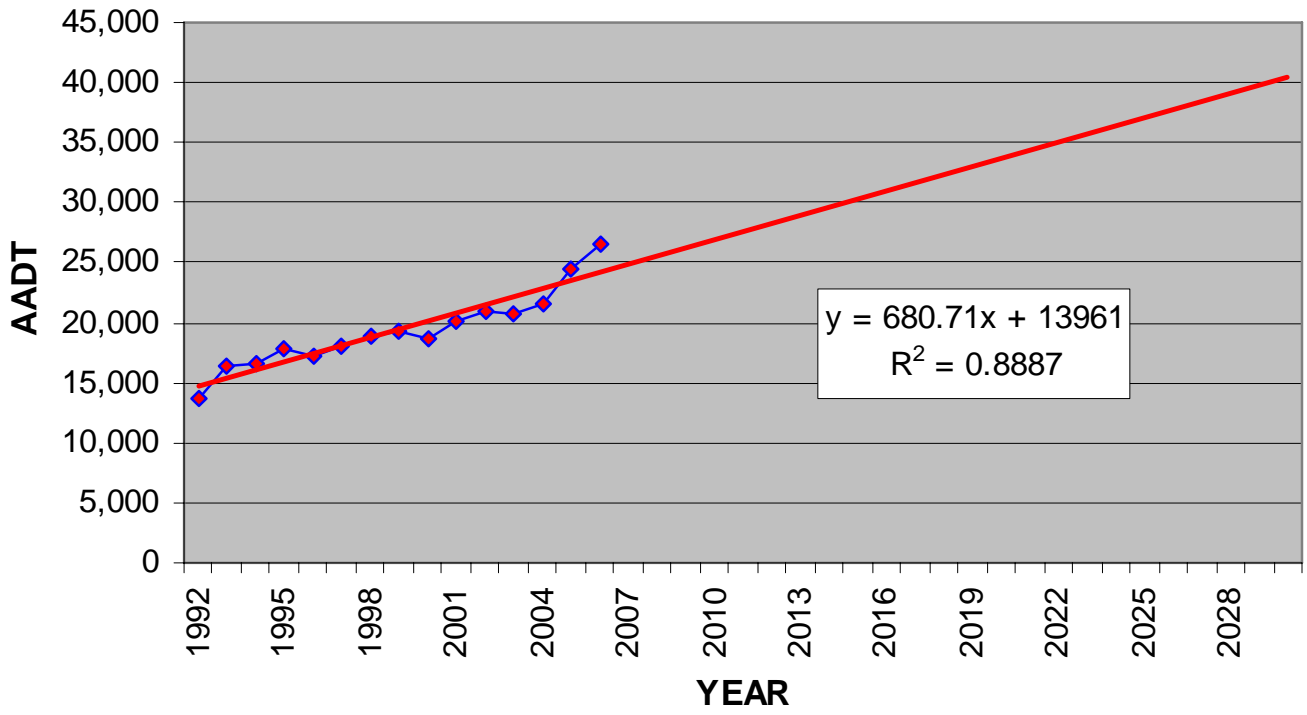
Y=	486.07	X	+	11285		
Overall Growth Rate				1.6280		
Annual Growth Rate				1.0262		
<b>US 41 North of Big Bend Road</b>						
Historical Traffic	YEAR	Y=	X	+	Trendline AADT	Growth Rate AADT
10,500	1992	486.07	1	11285	11,771	-
12,900	1993	486.07	2	11285	12,257	-
14,300	1994	486.07	3	11285	12,743	-
14,500	1995	486.07	4	11285	13,229	-
13,600	1996	486.07	5	11285	13,715	-
13,700	1997	486.07	6	11285	14,201	-
14,800	1998	486.07	7	11285	14,687	-
15,400	1999	486.07	8	11285	15,174	-
14,100	2000	486.07	9	11285	15,660	-
15,600	2001	486.07	10	11285	16,146	-
16,000	2002	486.07	11	11285	16,632	-
14,700	2003	486.07	12	11285	17,118	-
18,100	2004	486.07	13	11285	17,604	-
18,900	2005	486.07	14	11285	18,090	-
20,500	2006	486.07	15	11285	18,576	-
<b>Existing</b>	2007	486.07	16	11285	19,062	19,062
	2008	486.07	17	11285	19,548	19,548
	2009	486.07	18	11285	20,034	20,034
<b>Opening</b>	2010	486.07	19	11285	20,520	20,520
	2011	486.07	20	11285	21,006	21,006
	2012	486.07	21	11285	21,492	21,492
	2013	486.07	22	11285	21,979	21,979
	2014	486.07	23	11285	22,465	22,465
	2015	486.07	24	11285	22,951	22,951
	2016	486.07	25	11285	23,437	23,437
	2017	486.07	26	11285	23,923	23,923
	2018	486.07	27	11285	24,409	24,409
	2019	486.07	28	11285	24,895	24,895
<b>Mid</b>	2020	486.07	29	11285	25,381	25,381
	2021	486.07	30	11285	25,867	25,867
	2022	486.07	31	11285	26,353	26,353
	2023	486.07	32	11285	26,839	26,839
	2024	486.07	33	11285	27,325	27,325
	2025	486.07	34	11285	27,811	27,811
	2026	486.07	35	11285	28,297	28,297
	2027	486.07	36	11285	28,784	28,784
	2028	486.07	37	11285	29,270	29,270
	2029	486.07	38	11285	29,756	29,756
<b>Design</b>	2030	486.07	39	11285	30,242	30,242

# US 41 North of Big Bend Road



Y=	680.71	X	+	13961		
Overall Growth Rate				1.6759		
Annual Growth Rate				1.0282		
<b>US 41 South of Big Bend Road</b>						
Historical Traffic	YEAR	Y=	X	+	Trendline AADT	Growth Rate AADT
13,600	1992	680.71	1	13961	14,642	-
16,400	1993	680.71	2	13961	15,322	-
16,600	1994	680.71	3	13961	16,003	-
17,800	1995	680.71	4	13961	16,684	-
17,300	1996	680.71	5	13961	17,365	-
18,100	1997	680.71	6	13961	18,045	-
18,800	1998	680.71	7	13961	18,726	-
19,300	1999	680.71	8	13961	19,407	-
18,700	2000	680.71	9	13961	20,087	-
20,200	2001	680.71	10	13961	20,768	-
21,000	2002	680.71	11	13961	21,449	-
20,800	2003	680.71	12	13961	22,130	-
21,500	2004	680.71	13	13961	22,810	-
24,500	2005	680.71	14	13961	23,491	-
26,500	2006	680.71	15	13961	24,172	-
<b>Existing</b>	2007	680.71	16	13961	24,852	24,852
	2008	680.71	17	13961	25,533	25,533
	2009	680.71	18	13961	26,214	26,214
<b>Opening</b>	2010	680.71	19	13961	26,894	26,894
	2011	680.71	20	13961	27,575	27,575
	2012	680.71	21	13961	28,256	28,256
	2013	680.71	22	13961	28,937	28,937
	2014	680.71	23	13961	29,617	29,617
	2015	680.71	24	13961	30,298	30,298
	2016	680.71	25	13961	30,979	30,979
	2017	680.71	26	13961	31,659	31,659
	2018	680.71	27	13961	32,340	32,340
	2019	680.71	28	13961	33,021	33,021
<b>Mid</b>	2020	680.71	29	13961	33,702	33,702
	2021	680.71	30	13961	34,382	34,382
	2022	680.71	31	13961	35,063	35,063
	2023	680.71	32	13961	35,744	35,744
	2024	680.71	33	13961	36,424	36,424
	2025	680.71	34	13961	37,105	37,105
	2026	680.71	35	13961	37,786	37,786
	2027	680.71	36	13961	38,467	38,467
	2028	680.71	37	13961	39,147	39,147
	2029	680.71	38	13961	39,828	39,828
<b>Design</b>	2030	680.71	39	13961	40,509	40,509

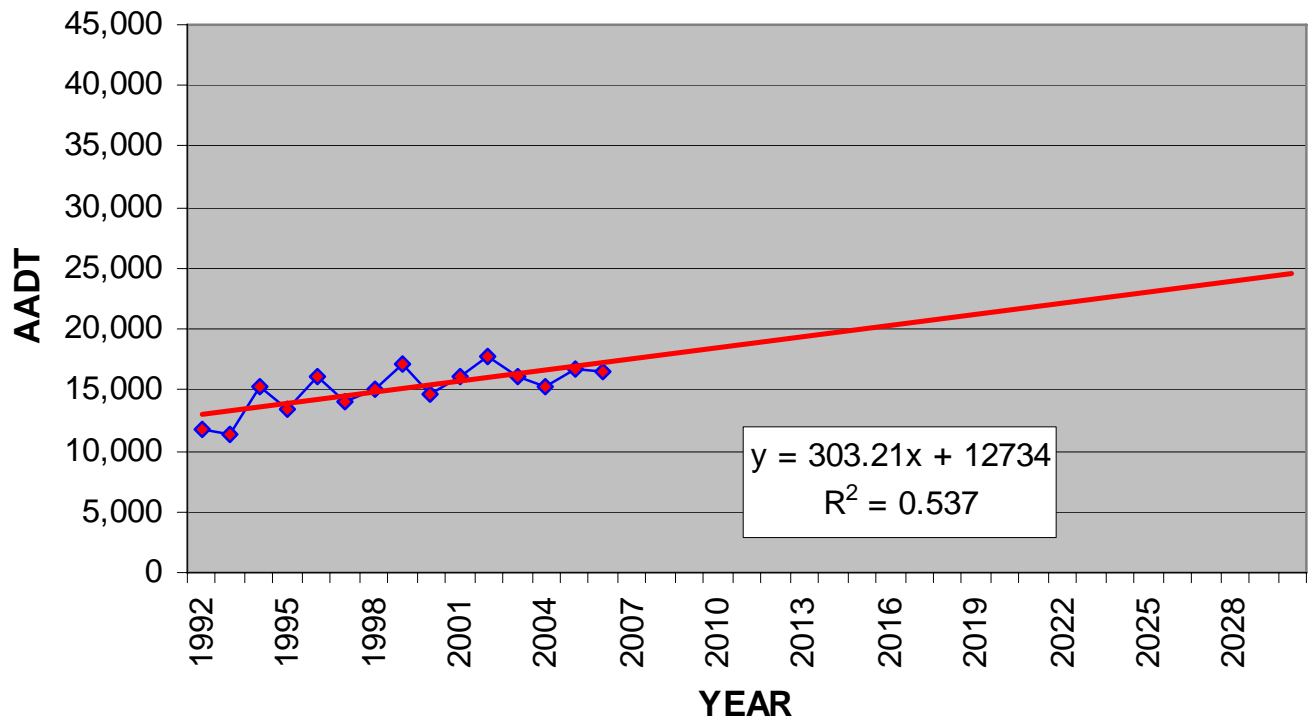
### US 41 South of Big Bend Road



Y=	303.21	X	+	12734		
Overall Growth Rate			1.4211			
Annual Growth Rate			1.0175			
<b>US 41 South of 19th Avenue</b>						
Historical Traffic	YEAR	Y=	X	+	Trendline AADT	Growth Rate AADT
11,800	1992	303.21	1	12734	13,037	-
11,400	1993	303.21	2	12734	13,340	-
15,200	1994	303.21	3	12734	13,644	-
13,400	1995	303.21	4	12734	13,947	-
16,200	1996	303.21	5	12734	14,250	-
14,100	1997	303.21	6	12734	14,553	-
15,000	1998	303.21	7	12734	14,856	-
17,100	1999	303.21	8	12734	15,160	-
14,700	2000	303.21	9	12734	15,463	-
16,000	2001	303.21	10	12734	15,766	-
17,800	2002	303.21	11	12734	16,069	-
16,200	2003	303.21	12	12734	16,373	-
15,200	2004	303.21	13	12734	16,676	-
16,700	2005	303.21	14	12734	16,979	-
16,600	2006	303.21	15	12734	17,282	-
<b>Existing</b>	2007	303.21	16	12734	17,585	17,585
	2008	303.21	17	12734	17,889	17,889
	2009	303.21	18	12734	18,192	18,192
<b>Opening</b>	2010	303.21	19	12734	18,495	18,495
	2011	303.21	20	12734	18,798	18,798
	2012	303.21	21	12734	19,101	19,101
	2013	303.21	22	12734	19,405	19,405
	2014	303.21	23	12734	19,708	19,708
	2015	303.21	24	12734	20,011	20,011
	2016	303.21	25	12734	20,314	20,314
	2017	303.21	26	12734	20,617	20,617
	2018	303.21	27	12734	20,921	20,921
	2019	303.21	28	12734	21,224	21,224
<b>Mid</b>	2020	303.21	29	12734	21,527	21,527
	2021	303.21	30	12734	21,830	21,830
	2022	303.21	31	12734	22,134	22,134
	2023	303.21	32	12734	22,437	22,437
	2024	303.21	33	12734	22,740	22,740
	2025	303.21	34	12734	23,043	23,043
	2026	303.21	35	12734	23,346	23,346
	2027	303.21	36	12734	23,650	23,650
	2028	303.21	37	12734	23,953	23,953
	2029	303.21	38	12734	24,256	24,256
<b>Design</b>	2030	303.21	39	12734	24,559	24,559



# US 41 South of 19th Avenue



Florida Department of Transportation  
 Transportation Statistics Office  
 2006 Historical AADT Report

County: 10 - HILLSBOROUGH

Site: 0005 - SR 45/US 41, SOUTH OF 19TH AVE. SO.

Year	AADT	Direction 1	Direction 2	K Factor	D Factor	T Factor
2006	16600 C	N 8500	S 8100	9.41	55.29	8.60
2005	16700 C	N 8500	S 8200	9.70	55.90	8.60
2004	15200 C	N 7600	S 7600	8.60	54.00	8.60
2003	16200 C	N 8100	S 8100	9.80	58.50	7.70
2002	17800 C	N 9200	S 8600	9.80	55.20	6.30
2001	16000 C	N 8000	S 8000	9.20	53.50	9.20
2000	14700 C	N 7300	S 7400	9.60	55.00	6.60
1999	17100 C	N 8700	S 8400	10.40	54.60	5.80
1998	15000 C	N 7500	S 7500	9.90	54.40	24.50
1997	14100 C	N 7100	S 7000	9.50	59.50	17.90
1996	16200 C	N 8900	S 7300	9.70	60.20	13.10
1995	13400 C	N 6800	S 6600	10.60	58.60	18.60
1994	15200 C	N 6900	S 8300	10.10	59.20	13.80
1993	11400 C	N 5700	S 5700	0.00	0.00	0.00
1992	11800 C	N 6300	S 5500	0.00	0.00	0.00

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate  
 S = Second Year Estimate; T = Third Year Estimate; X = Unknown

Florida Department of Transportation  
 Transportation Statistics Office  
 2006 Historical AADT Report

County: 10 - HILLSBOROUGH

Site: 0051 - SR 45/ US 41, SOUTH OF CR 672 (BIG BEND ROAD)

Year	AADT	Direction 1	Direction 2	K Factor	D Factor	T Factor
2006	26500 C	N 14000	S 12500	9.41	55.29	8.70
2005	24500 C	N 12500	S 12000	9.70	55.90	6.30
2004	21500 C	N 11000	S 10500	8.60	54.00	6.30
2003	20800 C	N 11000	S 9800	9.80	58.50	9.00
2002	21000 C	N 11000	S 10000	9.80	55.20	7.60
2001	20200 C	N 10500	S 9700	9.20	53.50	7.60
2000	18700 C	N 9600	S 9100	9.60	55.00	8.10
1999	19300 C	N 9900	S 9400	10.40	54.60	9.10
1998	18800 C	N 9500	S 9300	9.90	54.40	7.70
1997	18100 C	N 9400	S 8700	9.50	59.50	7.10
1996	17300 C	N 8900	S 8400	9.70	60.20	5.50
1995	17800 C	N 9200	S 8600	10.60	58.60	7.90
1994	16600 C	N 8700	S 7900	10.10	59.20	4.80
1993	16400 C	N 8500	S 7900	9.70	58.40	5.90
1992	13600 C	N 7000	S 6600	0.00	0.00	0.00

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate  
 S = Second Year Estimate; T = Third Year Estimate; X = Unknown

Florida Department of Transportation  
 Transportation Statistics Office  
 2006 Historical AADT Report

County: 10 - HILLSBOROUGH

Site: 5346 - SR 45/US 41, NORTH OF CR 672 (BIG BEND ROAD)

Year	AADT	Direction 1	Direction 2	K Factor	D Factor	T Factor
2006	20500 C	N 10500	S 10000	9.41	55.29	13.20
2005	18900 C	N 10500	S 8400	9.70	55.90	12.70
2004	18100 C	N 9200	S 8900	8.60	54.00	12.70
2003	14700 C	N 7800	S 6900	9.80	58.50	13.80
2002	16000 F	N 7800	S 8200	9.80	55.20	6.90
2001	15600 C	N 7600	S 8000	9.20	53.50	10.80
2000	14100 C	N 7100	S 7000	9.60	55.00	10.90
1999	15400 F	N 7500	S 7900	10.40	54.60	12.90
1998	14800 C	N 7200	S 7600	9.90	54.40	11.50
1997	13700 C	N 6900	S 6800	9.50	59.50	10.70
1996	13600 C	N 6900	S 6700	9.70	60.20	8.70
1995	14500 C	N 7500	S 7000	10.60	58.60	7.90
1994	14300 C	N 7100	S 7200	10.10	59.20	4.80
1993	12900 C	N 6400	S 6500	0.00	0.00	0.00
1992	10500 C	N 5300	S 5200	0.00	0.00	0.00

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate  
 S = Second Year Estimate; T = Third Year Estimate; X = Unknown

Florida Department of Transportation  
 Transportation Statistics Office  
 2006 Historical AADT Report

County: 10 - HILLSBOROUGH

Site: 6015 - SR45/US41, S OF APOLLO BEACH BLVD

Year	AADT	Direction 1	Direction 2	K Factor	D Factor	T Factor
2006	24500 C	N 12500	S 12000	9.41	55.29	8.30
2005	22500 C	N 11500	S 11000	9.70	55.90	8.60
2004	24000 C	N 12000	S 12000	8.60	54.00	10.50

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate  
 S = Second Year Estimate; T = Third Year Estimate; X = Unknown

# **APPENDIX H**

---

## **2025 BTURNS RESULTS**

# **2025 Build BTURNS Results**

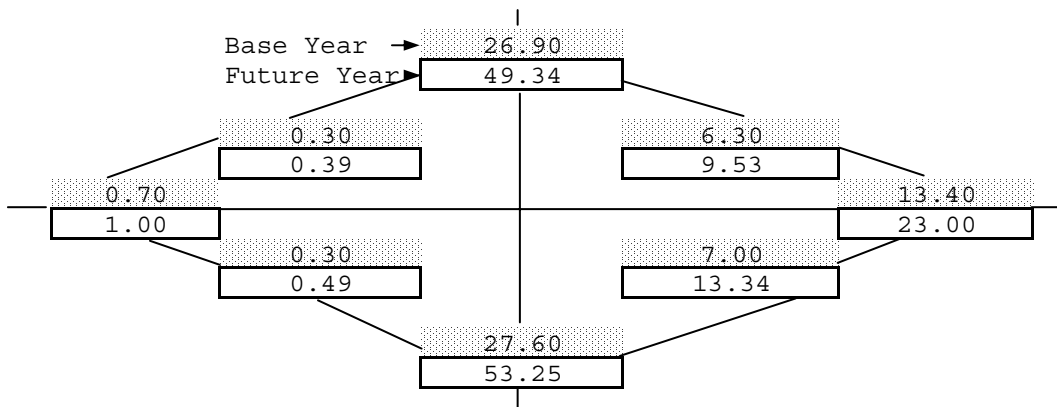
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES  
 NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)  
 Modified by: COMSIS Corp. (M. Roskin) 4/9/86 & FHWA 12/21/87

**Inter-section** US 41 @ Gibsonton Drive **Analysis Scenario** 2025

APPROACH	TURN MOVEMENT	BY COUNT	Results	
			FY FORECAST	FY Approach Total
NORTH BOUND	LEFT	150	243	Northbound
	THRU	10,150	19,691	In ... 26650
	RIGHT	3,500	6,668	Out... 26650
SOUTH BOUND	LEFT	3,150	4,769	Southbound
	THRU	10,150	19,730	In ... 24650
	RIGHT	150	193	Out... 24650
EAST BOUND	LEFT	150	193	Eastbound
	THRU	50	63	In ... 500
	RIGHT	150	244	Out... 500
WEST BOUND	LEFT	3,500	6,676	Westbound
	THRU	50	63	In ... 11500
	RIGHT	3,150	4,765	Out... 11500

**GRAPHIC SUMMARY**

(1000's VPD)





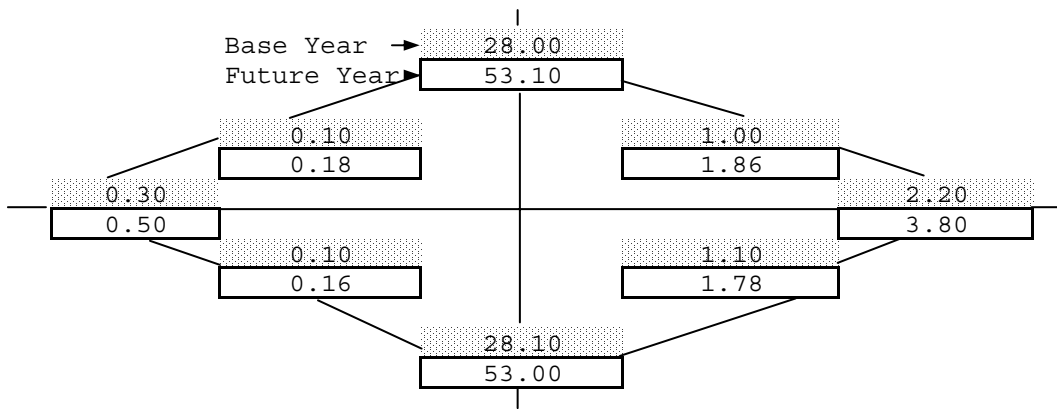
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES  
 NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)  
 Modified by: COMSIS Corp. (M. Roskin) 4/9/86 & FHWA 12/21/87

**Inter-section** US 41 @ Nundy Avenue **Analysis Scenario** 2025

APPROACH	TURN MOVEMENT	BY COUNT	Results	
			FY FORECAST	FY Approach Total
NORTH BOUND	LEFT	50	80	Northbound
	THRU	13,450	25,627	In ... 26400
	RIGHT	550	894	Out... 26400
SOUTH BOUND	LEFT	500	928	Southbound
	THRU	13,450	25,430	In ... 26650
	RIGHT	50	92	Out... 26650
EAST BOUND	LEFT	50	92	Eastbound
	THRU	50	78	In ... 250
	RIGHT	50	80	Out... 250
WEST BOUND	LEFT	550	890	Westbound
	THRU	50	78	In ... 1900
	RIGHT	500	931	Out... 1900

**GRAPHIC SUMMARY**

(1000's VPD)



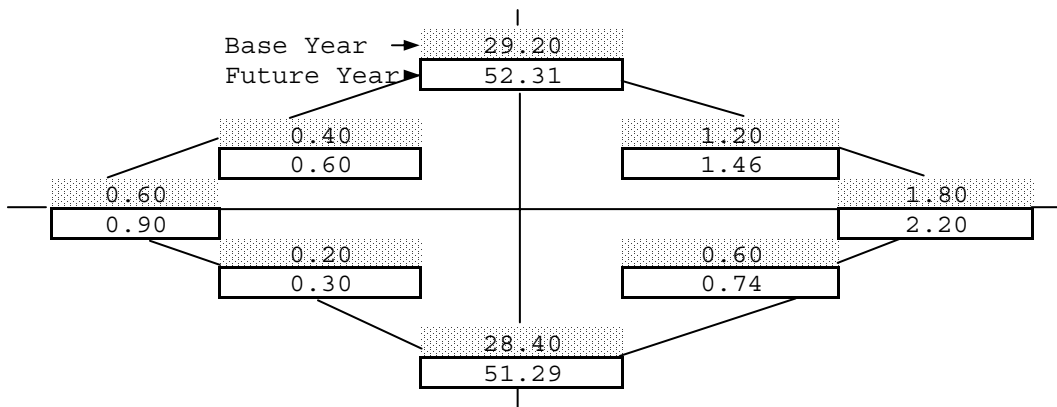
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES  
 NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)  
 Modified by: COMSIS Corp. (M. Roskin) 4/9/86 & FHWA 12/21/87

**Inter-section** US 41 @ Palm Avenue **Analysis Scenario** 2025

APPROACH	TURN MOVEMENT	BY COUNT	Results		
			FY FORECAST	FY	
-----	-----	-----	-----	Approach	Total
NORTH BOUND	LEFT	100	151	Northbound	
	THRU	13,800	25,121	In ...	25650
	RIGHT	300	370	Out...	25650
SOUTH BOUND	LEFT	600	730	Southbound	
	THRU	13,800	25,129	In ...	26150
	RIGHT	200	299	Out...	26150
EAST BOUND	LEFT	200	299	Eastbound	
	THRU	0	0	In ...	450
	RIGHT	100	151	Out...	450
WEST BOUND	LEFT	300	370	Westbound	
	THRU	0	0	In ...	1100
	RIGHT	600	730	Out...	1100

**GRAPHIC SUMMARY**

(1000's VPD)



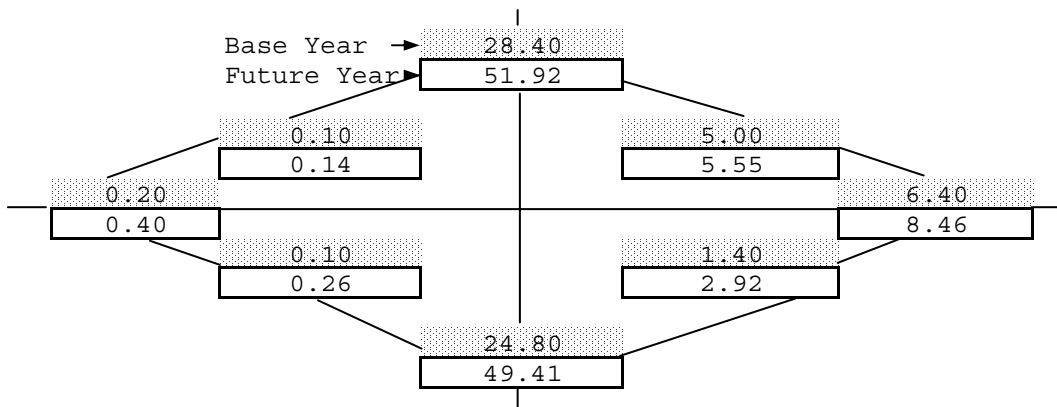
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES  
 NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)  
 Modified by: COMSIS Corp. (M. Roskin) 4/9/86 & FHWA 12/21/87

**Inter-section** US 41 @ Symmes Road **Analysis Scenario** 2025

APPROACH	TURN MOVEMENT	BY COUNT	Results	
			FY FORECAST	FY Total
NORTH BOUND	LEFT	50	130	Northbound
	THRU	11,650	22,830	In ... 25000
	RIGHT	700	1,452	Out... 25000
SOUTH BOUND	LEFT	2,500	2,798	Southbound
	THRU	11,650	23,404	In ... 25650
	RIGHT	50	70	Out... 25650
EAST BOUND	LEFT	50	69	Eastbound
	THRU	0	0	In ... 200
	RIGHT	50	132	Out... 200
WEST BOUND	LEFT	700	1,464	Westbound
	THRU	0	0	In ... 4250
	RIGHT	2,500	2,751	Out... 4250

**GRAPHIC SUMMARY**

(1000's VPD)



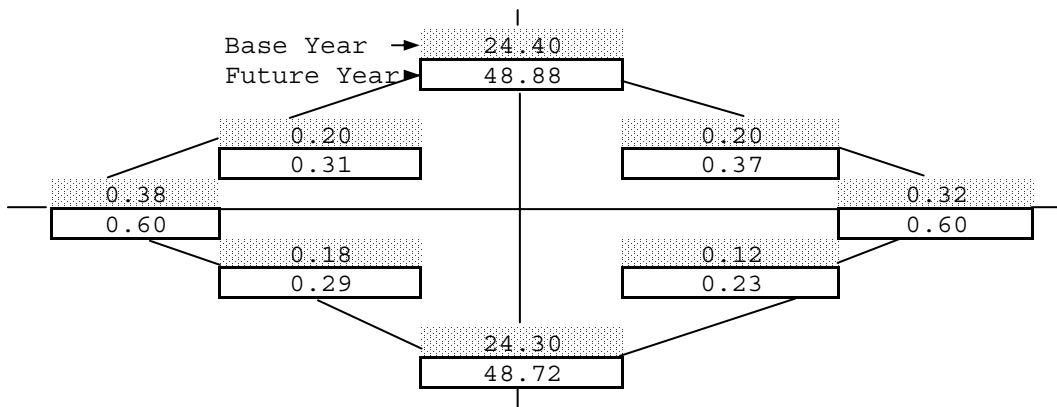
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES  
 NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)  
 Modified by: COMSIS Corp. (M. Roskin) 4/9/86 & FHWA 12/21/87

**Inter-section** US 41 @ Florence Street **Analysis Scenario** 2025

APPROACH	TURN MOVEMENT	BY COUNT	Results	
			FY FORECAST	FY
-----	-----	-----	-----	-----
NORTH BOUND	LEFT	90	146	Northbound
	THRU	12,000	24,062	In ... 24400
	RIGHT	60	116	Out... 24400
SOUTH BOUND	LEFT	100	184	Southbound
	THRU	12,000	24,138	In ... 24400
	RIGHT	100	154	Out... 24400
EAST BOUND	LEFT	100	154	Eastbound
	THRU	0	0	In ... 300
	RIGHT	90	146	Out... 300
WEST BOUND	LEFT	60	116	Westbound
	THRU	0	0	In ... 300
	RIGHT	100	184	Out... 300

**GRAPHIC SUMMARY**

(1000's VPD)



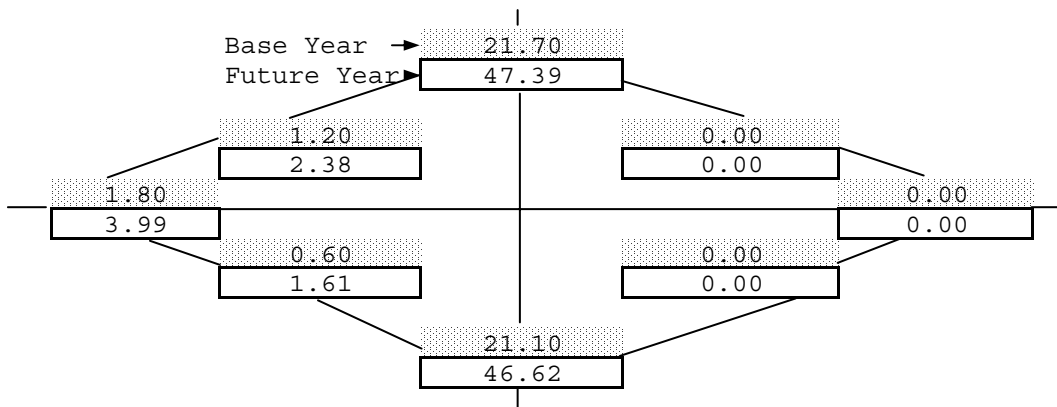
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES  
 NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)  
 Modified by: COMSIS Corp. (M. Roskin) 4/9/86 & FHWA 12/21/87

**Inter-section** US 41 @ Pembroke Road **Analysis Scenario** 2025

APPROACH	TURN MOVEMENT	BY COUNT	Results		
			FY FORECAST	FY	
-----	-----	-----	-----	Approach	Total
NORTH	LEFT	300	802	Northbound	
BOUND	THRU	10,250	22,315	In ...	23500
	RIGHT	0	0	Out...	23500
SOUTH	LEFT	0	0	Southbound	
BOUND	THRU	10,250	22,692	In ...	23500
	RIGHT	600	1,198	Out...	23500
EAST	LEFT	600	1,185	Eastbound	
BOUND	THRU	0	0	In ...	2000
	RIGHT	300	808	Out...	2000
WEST	LEFT	0	0	Westbound	
BOUND	THRU	0	0	In ...	0
	RIGHT	0	0	Out...	0

**GRAPHIC SUMMARY**

(1000's VPD)



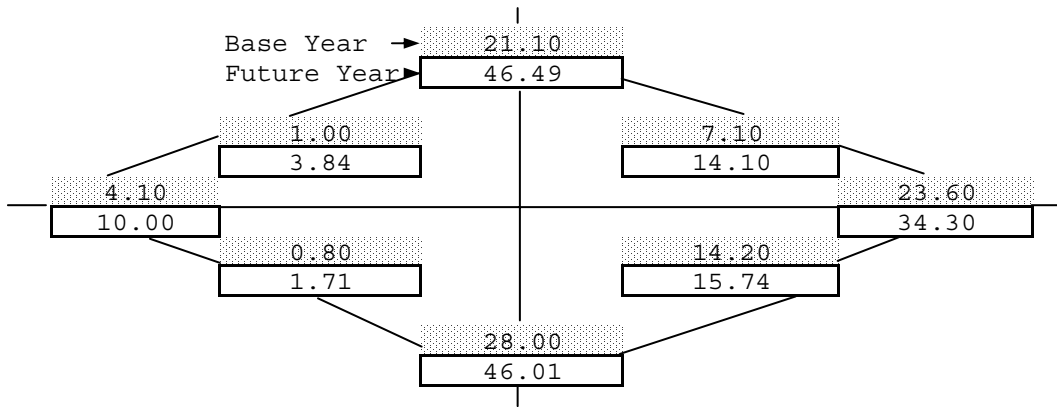
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES  
 NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)  
 Modified by: COMSIS Corp. (M. Roskin) 4/9/86 & FHWA 12/21/87

**Inter-section** US 41 @ Big Bend Road **Analysis Scenario** 2025

APPROACH	TURN MOVEMENT	BY COUNT	Results	
			FY FORECAST	FY Approach Total
NORTH BOUND	LEFT	400	856	Northbound
	THRU	6,500	14,279	In ... 23000
	RIGHT	7,100	7,872	Out... 23000
SOUTH BOUND	LEFT	3,550	7,052	Southbound
	THRU	6,500	14,274	In ... 23250
	RIGHT	500	1,918	Out... 23250
EAST BOUND	LEFT	500	1,918	Eastbound
	THRU	1,150	2,226	In ... 5000
	RIGHT	400	856	Out... 5000
WEST BOUND	LEFT	7,100	7,870	Westbound
	THRU	1,150	2,226	In ... 17150
	RIGHT	3,550	7,053	Out... 17150

**GRAPHIC SUMMARY**

(1000's VPD)



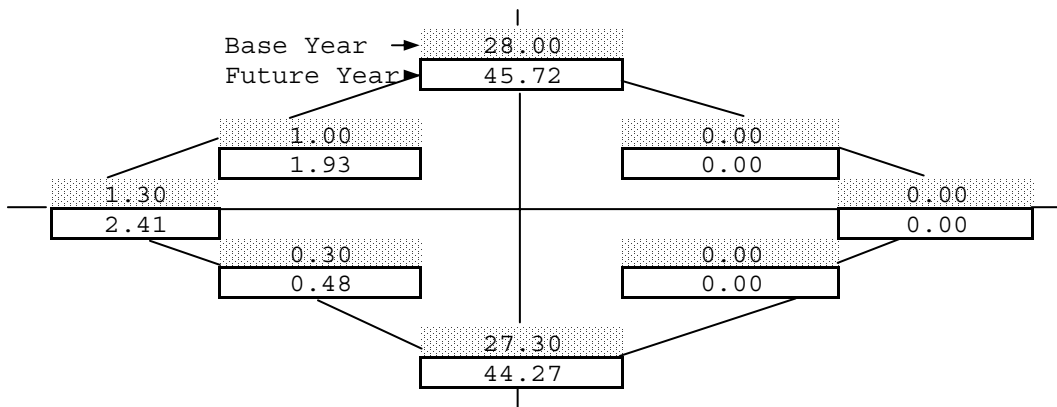
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES  
 NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)  
 Modified by: COMSIS Corp. (M. Roskin) 4/9/86 & FHWA 12/21/87

**Inter-section** US 41 @ Elsberry Road **Analysis Scenario** 2025

APPROACH	TURN MOVEMENT	BY COUNT	Results	
			FY FORECAST	Approach Total
NORTH BOUND	LEFT	150	240	Northbound
	THRU	13,500	22,030	In ... 22000
	RIGHT	0	0	Out... 22000
SOUTH BOUND	LEFT	0	0	Southbound
	THRU	13,500	21,761	In ... 23000
	RIGHT	500	960	Out... 23000
EAST BOUND	LEFT	500	970	Eastbound
	THRU	0	0	In ... 1200
	RIGHT	150	239	Out... 1200
WEST BOUND	LEFT	0	0	Westbound
	THRU	0	0	In ... 0
	RIGHT	0	0	Out... 0

**GRAPHIC SUMMARY**

(1000's VPD)



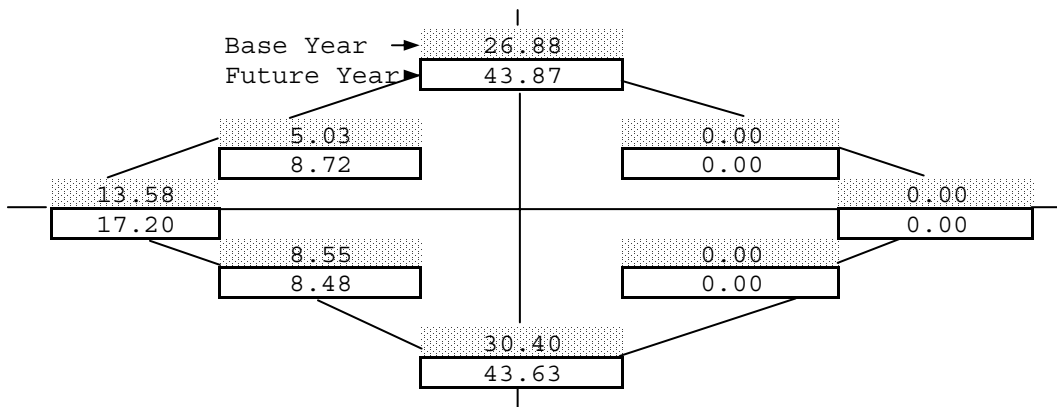
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES  
 NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)  
 Modified by: COMSIS Corp. (M. Roskin) 4/9/86 & FHWA 12/21/87

**Inter-section** US 41 @ Apollo Beach Blvd **Analysis Scenario** 2025

APPROACH	TURN MOVEMENT	BY COUNT	Results		
			FY FORECAST	FY	
-----	-----	-----	-----	Approach	Total
NORTH BOUND	LEFT	4,275	4,236	Northbound	
	THRU	10,925	17,641	In ...	21750
	RIGHT	0	0	Out...	21750
SOUTH BOUND	LEFT	0	0	Southbound	
	THRU	10,925	17,508	In ...	22000
	RIGHT	2,525	4,364	Out...	22000
EAST BOUND	LEFT	2,500	4,359	Eastbound	
	THRU	0	0	In ...	8600
	RIGHT	4,275	4,242	Out...	8600
WEST BOUND	LEFT	0	0	Westbound	
	THRU	0	0	In ...	11000
	RIGHT	0	0	Out...	11000

**GRAPHIC SUMMARY**

(1000's VPD)





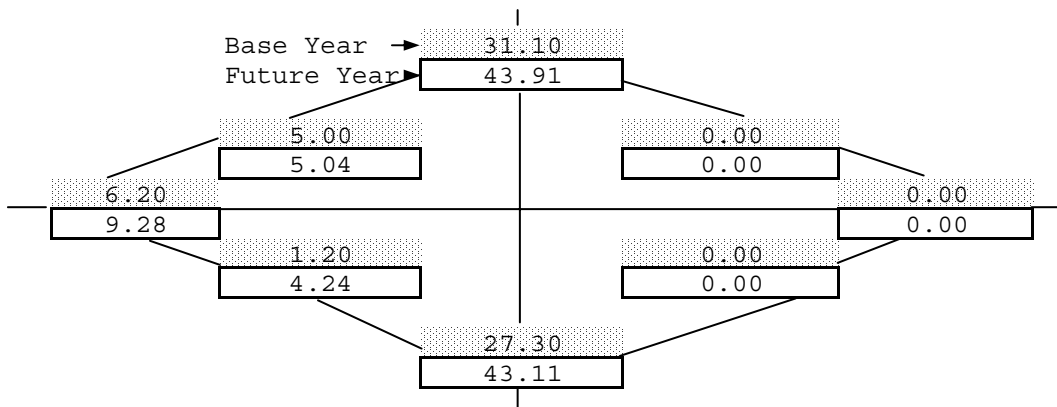
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES  
 NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)  
 Modified by: COMSIS Corp. (M. Roskin) 4/9/86 & FHWA 12/21/87

**Inter-section** US 41 @ Flamingo Drive **Analysis Scenario** 2025

APPROACH	TURN MOVEMENT	BY COUNT	Results	
			FY FORECAST	FY Approach Total
NORTH BOUND	LEFT	600	2,098	Northbound
	THRU	13,050	19,010	In ... 22000
	RIGHT	0	0	Out... 22000
SOUTH BOUND	LEFT	0	0	Southbound
	THRU	13,050	19,862	In ... 21500
	RIGHT	2,500	2,552	Out... 21500
EAST BOUND	LEFT	2,500	2,490	Eastbound
	THRU	0	0	In ... 4650
	RIGHT	600	2,138	Out... 4650
WEST BOUND	LEFT	0	0	Westbound
	THRU	0	0	In ... 0
	RIGHT	0	0	Out... 0

**GRAPHIC SUMMARY**

(1000's VPD)



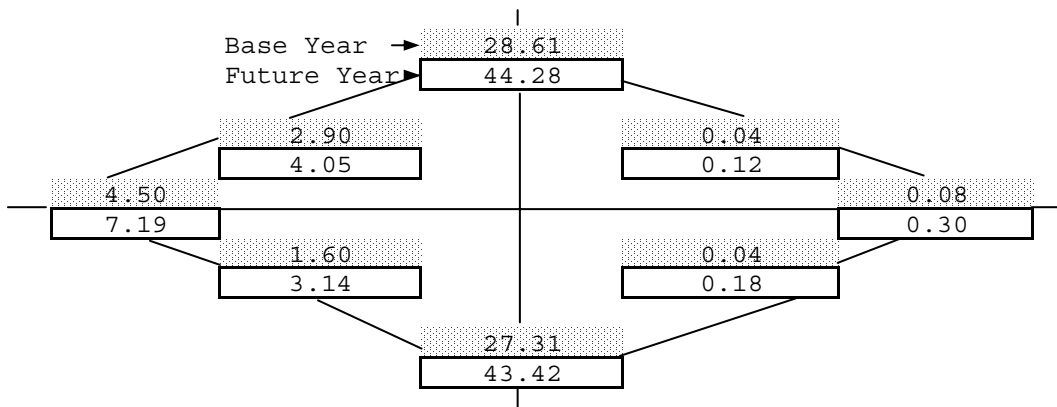
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES  
 NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)  
 Modified by: COMSIS Corp. (M. Roskin) 4/9/86 & FHWA 12/21/87

**Inter-section** US 41 @ Miller Mac Road **Analysis Scenario** 2025

APPROACH	TURN MOVEMENT	BY COUNT	Results		
			FY FORECAST	FY	
-----	-----	-----	-----	Approach	Total
NORTH BOUND	LEFT	800	1,566	Northbound	
	THRU	12,835	19,919	In ...	21850
	RIGHT	20	87	Out...	21850
SOUTH BOUND	LEFT	20	63	Southbound	
	THRU	12,835	20,187	In ...	22000
	RIGHT	1,450	2,034	Out...	22000
EAST BOUND	LEFT	1,450	2,019	Eastbound	
	THRU	0	0	In ...	3600
	RIGHT	800	1,575	Out...	3600
WEST BOUND	LEFT	20	88	Westbound	
	THRU	0	0	In ...	150
	RIGHT	20	62	Out...	150

**GRAPHIC SUMMARY**

(1000's VPD)



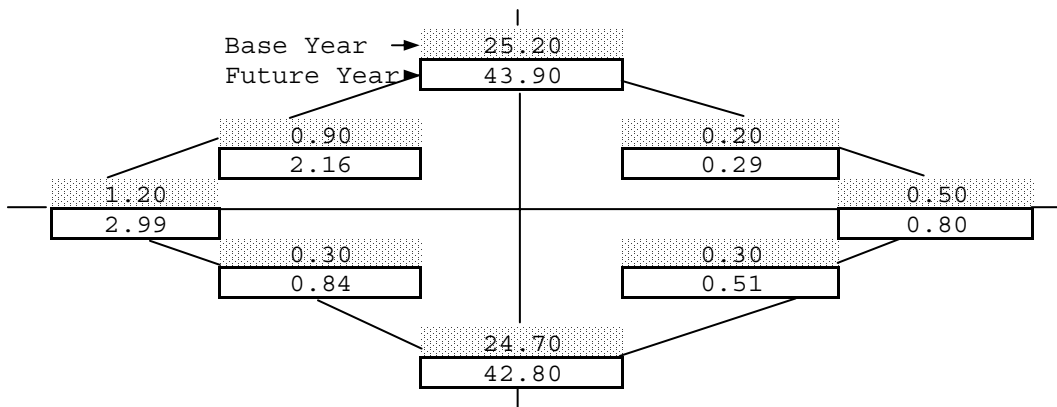
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES  
 NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)  
 Modified by: COMSIS Corp. (M. Roskin) 4/9/86 & FHWA 12/21/87

**Inter-section** US 41 @ Falls Blvd **Analysis Scenario** 2025

APPROACH	TURN MOVEMENT	BY COUNT	Results	
			FY FORECAST	FY Total
NORTH BOUND	LEFT	150	418	Northbound
	THRU	12,050	20,630	In ... 21500
	RIGHT	150	254	Out... 21500
SOUTH BOUND	LEFT	100	146	Southbound
	THRU	12,050	20,825	In ... 21850
	RIGHT	450	1,082	Out... 21850
EAST BOUND	LEFT	450	1,074	Eastbound
	THRU	0	0	In ... 1500
	RIGHT	150	419	Out... 1500
WEST BOUND	LEFT	150	255	Westbound
	THRU	0	0	In ... 400
	RIGHT	100	146	Out... 400

**GRAPHIC SUMMARY**

(1000's VPD)



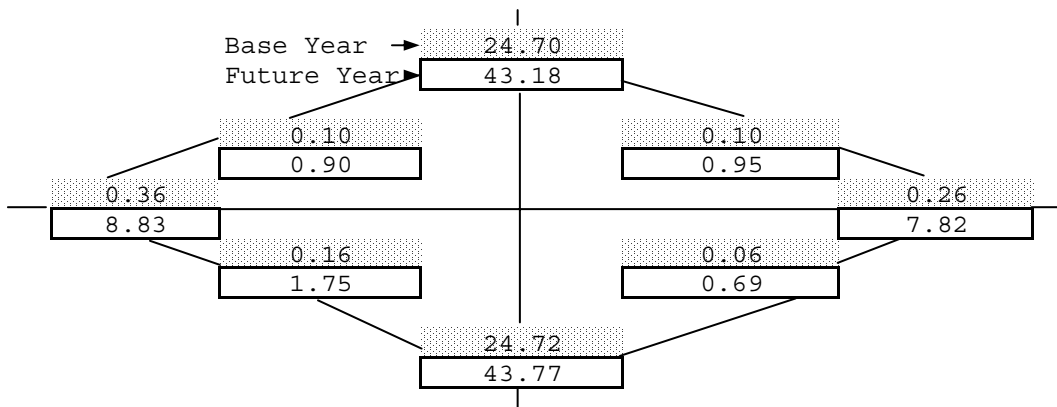
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES  
 NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)  
 Modified by: COMSIS Corp. (M. Roskin) 4/9/86 & FHWA 12/21/87

**Inter-section** US 41 @ Leisey Road **Analysis Scenario** 2025

APPROACH	TURN MOVEMENT	BY COUNT	Results	
			FY FORECAST	Approach Total
NORTH BOUND	LEFT	80	865	Northbound
	THRU	12,250	20,566	In ... 22000
	RIGHT	30	342	Out... 22000
SOUTH BOUND	LEFT	50	472	Southbound
	THRU	12,250	20,763	In ... 21500
	RIGHT	50	448	Out... 21500
EAST BOUND	LEFT	50	455	Eastbound
	THRU	50	3,086	In ... 4400
	RIGHT	80	887	Out... 4400
WEST BOUND	LEFT	30	350	Westbound
	THRU	50	3,087	In ... 3900
	RIGHT	50	479	Out... 3900

**GRAPHIC SUMMARY**

(1000's VPD)



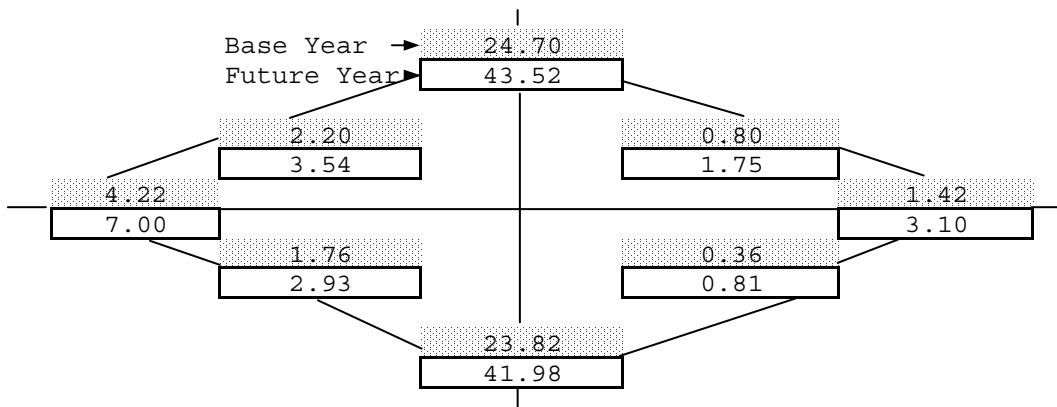
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES  
 NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)  
 Modified by: COMSIS Corp. (M. Roskin) 4/9/86 & FHWA 12/21/87

**Inter-section** US 41 @ Mirabay Blvd **Analysis Scenario** 2025

APPROACH	TURN MOVEMENT	BY COUNT	Results		
			FY FORECAST	FY	
-----	-----	-----	-----	Approach	Total
NORTH BOUND	LEFT	880	1,462	Northbound	
	THRU	10,850	19,107	In ...	21000
	RIGHT	180	407	Out...	21000
SOUTH BOUND	LEFT	400	875	Southbound	
	THRU	10,850	19,130	In ...	21750
	RIGHT	1,100	1,770	Out...	21750
EAST BOUND	LEFT	1,100	1,769	Eastbound	
	THRU	130	268	In ...	3500
	RIGHT	880	1,463	Out...	3500
WEST BOUND	LEFT	180	407	Westbound	
	THRU	130	268	In ...	1550
	RIGHT	400	874	Out...	1550

**GRAPHIC SUMMARY**

(1000's VPD)



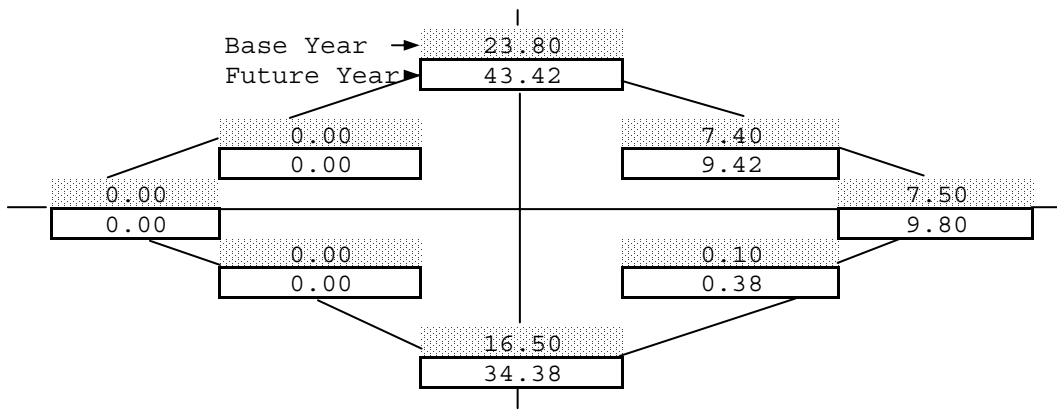
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES  
 NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)  
 Modified by: COMSIS Corp. (M. Roskin) 4/9/86 & FHWA 12/21/87

**Inter-section** US 41 @ 12th Street **Analysis Scenario** 2025

APPROACH	TURN MOVEMENT	BY COUNT	Results	
			FY FORECAST	FY Approach Total
NORTH BOUND	LEFT	0	0	Northbound
	THRU	8,200	16,441	In ... 17750
	RIGHT	50	189	Out... 17750
SOUTH BOUND	LEFT	3,700	4,861	Southbound
	THRU	8,200	17,561	In ... 21000
	RIGHT	0	0	Out... 21000
EAST BOUND	LEFT	0	0	Eastbound
	THRU	0	0	In ... 0
	RIGHT	0	0	Out... 0
WEST BOUND	LEFT	50	189	Westbound
	THRU	0	0	In ... 5050
	RIGHT	3,700	4,559	Out... 5050

**GRAPHIC SUMMARY**

(1000's VPD)



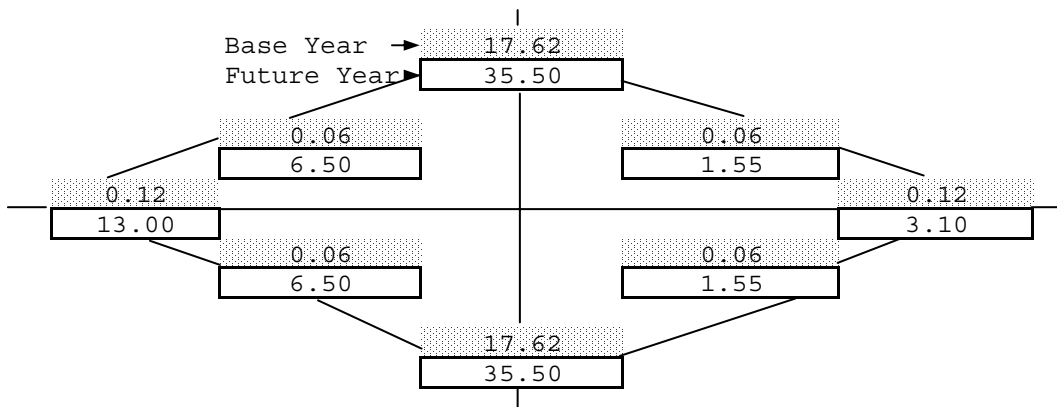
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES  
 NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)  
 Modified by: COMSIS Corp. (M. Roskin) 4/9/86 & FHWA 12/21/87

**Inter-section** US 41 @ 27th Avenue **Analysis Scenario** 2025

APPROACH	TURN MOVEMENT	BY COUNT	Results		
			FY FORECAST	FY	
-----	-----	-----	-----	Approach	Total
NORTH BOUND	LEFT	30	3,250	Northbound	
	THRU	8,750	13,725	In ...	17750
	RIGHT	30	775	Out...	17750
SOUTH BOUND	LEFT	30	775	Southbound	
	THRU	8,750	13,725	In ...	17750
	RIGHT	30	3,250	Out...	17750
EAST BOUND	LEFT	30	3,250	Eastbound	
	THRU	0	0	In ...	6500
	RIGHT	30	3,250	Out...	6500
WEST BOUND	LEFT	30	775	Westbound	
	THRU	0	0	In ...	1550
	RIGHT	30	775	Out...	1550

**GRAPHIC SUMMARY**

(1000's VPD)



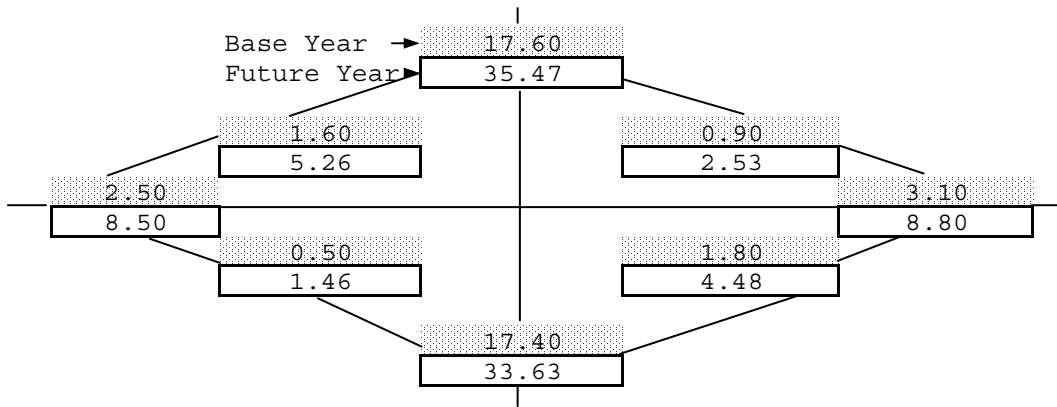
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES  
 NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)  
 Modified by: COMSIS Corp. (M. Roskin) 4/9/86 & FHWA 12/21/87

**Inter-section** US 41 @ 19th Avenue **Analysis Scenario** 2025

APPROACH	TURN MOVEMENT	BY COUNT	Results	
			FY FORECAST	FY Approach Total
NORTH BOUND	LEFT	250	729	Northbound
	THRU	7,550	13,855	In ... 16800
	RIGHT	900	2,243	Out... 16800
SOUTH BOUND	LEFT	450	1,263	Southbound
	THRU	7,550	13,830	In ... 17750
	RIGHT	800	2,628	Out... 17750
EAST BOUND	LEFT	800	2,632	Eastbound
	THRU	200	894	In ... 4250
	RIGHT	250	729	Out... 4250
WEST BOUND	LEFT	900	2,241	Westbound
	THRU	200	893	In ... 4400
	RIGHT	450	1,264	Out... 4400

**GRAPHIC SUMMARY**

(1000's VPD)





# **2025 No-Build BTURNS Results**

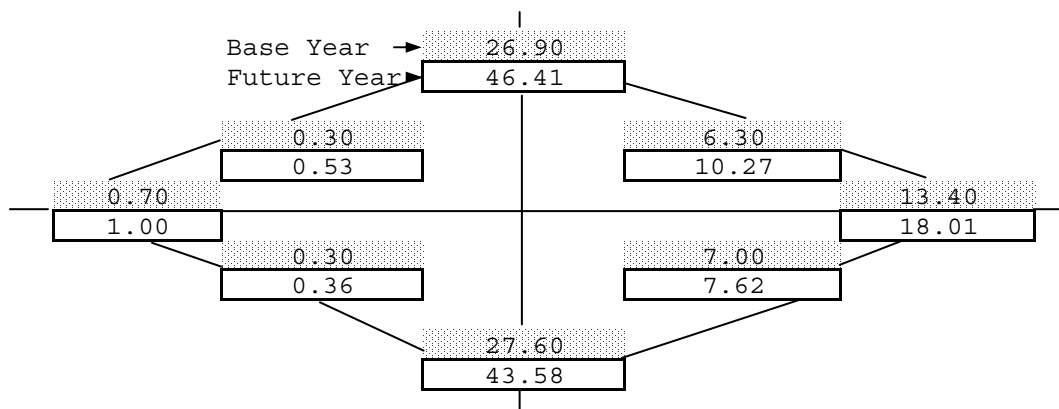
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES  
 NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)  
 Modified by: COMSIS Corp. (M. Roskin) 4/9/86 & FHWA 12/21/87

**Inter-section** US 41 @ Gibsonton Drive **Analysis Scenario** 2025

APPROACH	TURN MOVEMENT	BY COUNT	Results	
			FY FORECAST	FY Approach Total
NORTH BOUND	LEFT	150	178	Northbound
	THRU	10,150	17,840	In ... 21750
	RIGHT	3,500	3,815	Out... 21750
SOUTH BOUND	LEFT	3,150	5,130	Southbound
	THRU	10,150	17,763	In ... 23250
	RIGHT	150	266	Out... 23250
EAST BOUND	LEFT	150	267	Eastbound
	THRU	50	55	In ... 500
	RIGHT	150	178	Out... 500
WEST BOUND	LEFT	3,500	3,809	Westbound
	THRU	50	55	In ... 9000
	RIGHT	3,150	5,143	Out... 9000

**GRAPHIC SUMMARY**

(1000's VPD)



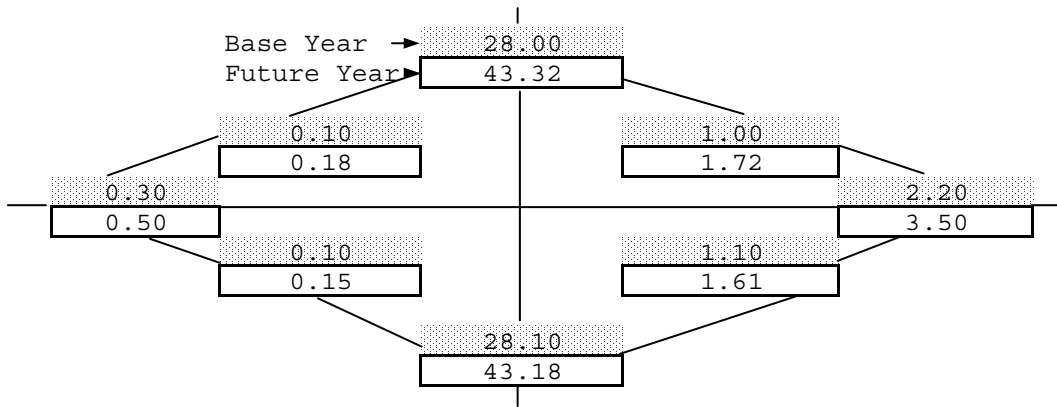
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES  
 NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)  
 Modified by: COMSIS Corp. (M. Roskin) 4/9/86 & FHWA 12/21/87

**Inter-section** US 41 @ Nundy Avenue **Analysis Scenario** 2025

APPROACH	TURN MOVEMENT	BY COUNT	Results	
			FY FORECAST	FY Approach Total
NORTH BOUND	LEFT	50	76	Northbound
	THRU	13,450	20,800	In ... 21500
SOUTH BOUND	RIGHT	550	808	Out... 21500
	LEFT	500	857	Southbound
EAST BOUND	THRU	13,450	20,620	In ... 21750
	RIGHT	50	89	Out... 21750
WEST BOUND	LEFT	50	89	Eastbound
	THRU	50	85	In ... 250
WEST BOUND	RIGHT	50	76	Out... 250
	LEFT	550	804	Westbound
WEST BOUND	THRU	50	85	In ... 1750
	RIGHT	500	861	Out... 1750

**GRAPHIC SUMMARY**

(1000's VPD)



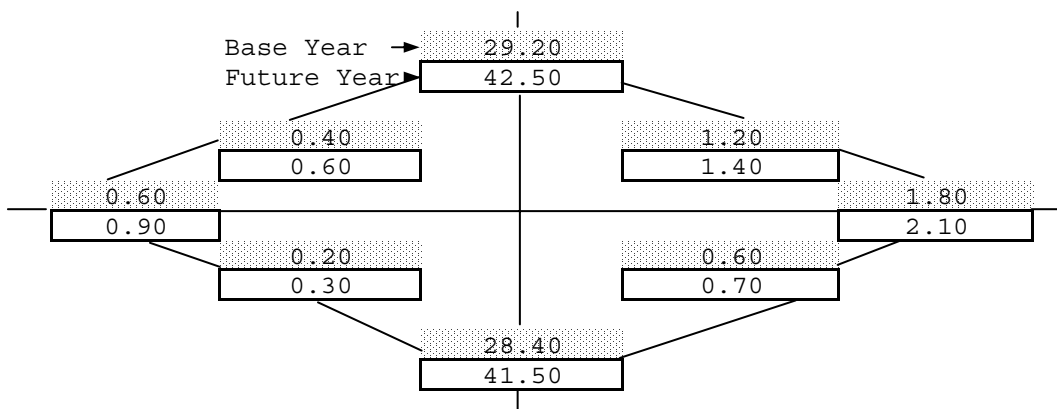
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES  
 NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)  
 Modified by: COMSIS Corp. (M. Roskin) 4/9/86 & FHWA 12/21/87

**Inter-section** US 41 @ Palm Avenue **Analysis Scenario** 2025

APPROACH	TURN MOVEMENT	BY COUNT	Results	
			FY FORECAST	FY Total
NORTH BOUND	LEFT	100	150	Northbound
	THRU	13,800	20,251	In ... 20750
	RIGHT	300	351	Out... 20750
SOUTH BOUND	LEFT	600	699	Southbound
	THRU	13,800	20,249	In ... 21250
	RIGHT	200	300	Out... 21250
EAST BOUND	LEFT	200	300	Eastbound
	THRU	0	0	In ... 450
	RIGHT	100	150	Out... 450
WEST BOUND	LEFT	300	351	Westbound
	THRU	0	0	In ... 1050
	RIGHT	600	699	Out... 1050

**GRAPHIC SUMMARY**

(1000's VPD)



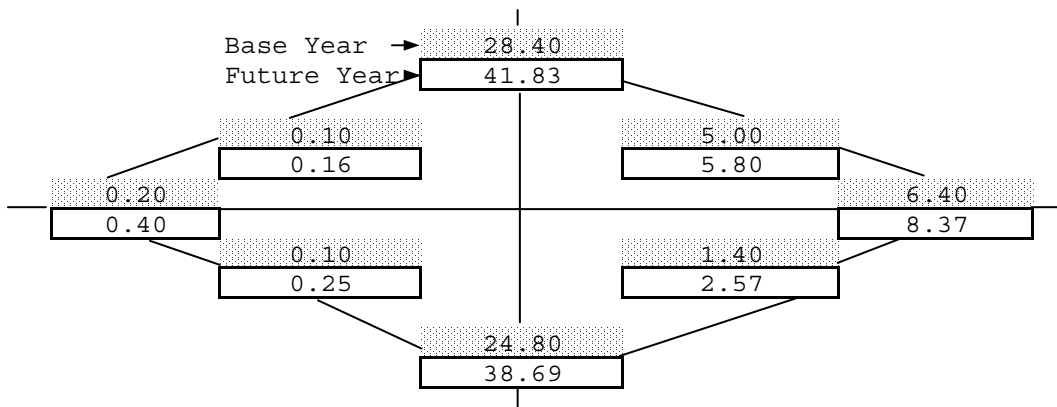
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES  
 NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)  
 Modified by: COMSIS Corp. (M. Roskin) 4/9/86 & FHWA 12/21/87

**Inter-section** US 41 @ Symmes Road **Analysis Scenario** 2025

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST	Approach	FY Total
NORTH BOUND	LEFT	50	122	Northbound	
	THRU	11,650	17,790	In ...	19500
	RIGHT	700	1,283	Out...	19500
SOUTH BOUND	LEFT	2,500	2,917	Southbound	
	THRU	11,650	18,088	In ...	20750
	RIGHT	50	78	Out...	20750
EAST BOUND	LEFT	50	77	Eastbound	
	THRU	0	0	In ...	200
	RIGHT	50	123	Out...	200
WEST BOUND	LEFT	700	1,289	Westbound	
	THRU	0	0	In ...	4200
	RIGHT	2,500	2,883	Out...	4200

**GRAPHIC SUMMARY**

(1000's VPD)



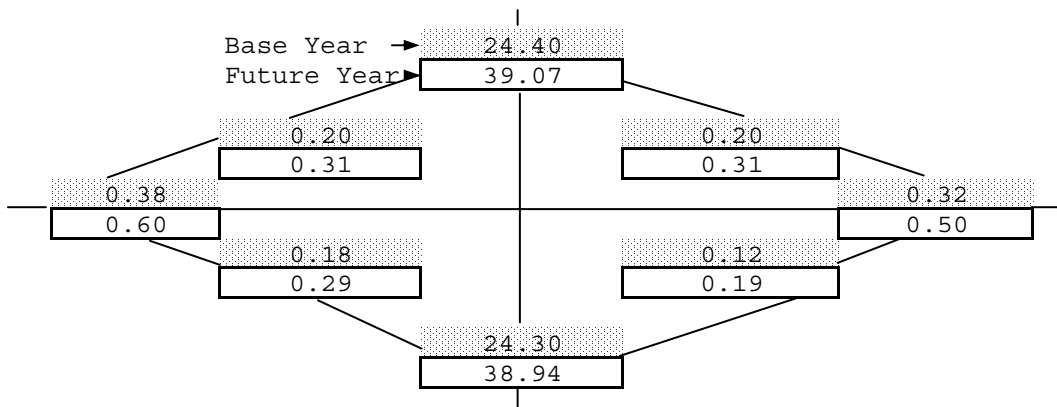
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES  
 NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)  
 Modified by: COMSIS Corp. (M. Roskin) 4/9/86 & FHWA 12/21/87

**Inter-section** US 41 @ Florence Street **Analysis Scenario** 2025

APPROACH	TURN MOVEMENT	BY COUNT	Results	
			FY FORECAST	FY
-----	-----	-----	-----	-----
NORTH BOUND	LEFT	90	146	Northbound
	THRU	12,000	19,193	In ... 19500
SOUTH BOUND	RIGHT	60	97	Out... 19500
	LEFT	100	153	Southbound
EAST BOUND	THRU	12,000	19,257	In ... 19500
	RIGHT	100	154	Out... 19500
WEST BOUND	LEFT	100	154	Eastbound
	THRU	0	0	In ... 300
EAST BOUND	RIGHT	90	146	Out... 300
	LEFT	60	97	Westbound
WEST BOUND	THRU	0	0	In ... 250
	RIGHT	100	153	Out... 250

**GRAPHIC SUMMARY**

(1000's VPD)



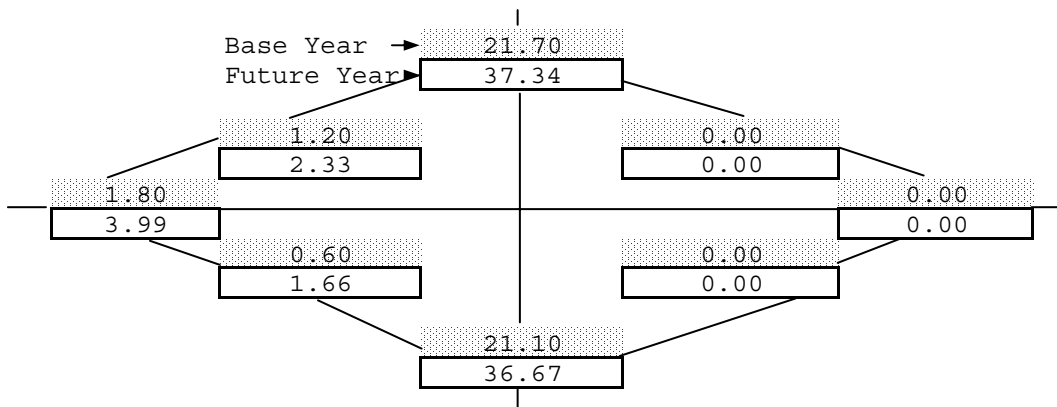
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES  
 NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)  
 Modified by: COMSIS Corp. (M. Roskin) 4/9/86 & FHWA 12/21/87

**Inter-section** US 41 @ Pembroke Road **Analysis Scenario** 2025

APPROACH	TURN MOVEMENT	BY COUNT	Results	
			FY FORECAST	FY Approach Total
NORTH BOUND	LEFT	300	828	Northbound
	THRU	10,250	17,341	In ... 18500
	RIGHT	0	0	Out... 18500
SOUTH BOUND	LEFT	0	0	Southbound
	THRU	10,250	17,666	In ... 18500
	RIGHT	600	1,172	Out... 18500
EAST BOUND	LEFT	600	1,159	Eastbound
	THRU	0	0	In ... 2000
	RIGHT	300	834	Out... 2000
WEST BOUND	LEFT	0	0	Westbound
	THRU	0	0	In ... 0
	RIGHT	0	0	Out... 0

**GRAPHIC SUMMARY**

(1000's VPD)



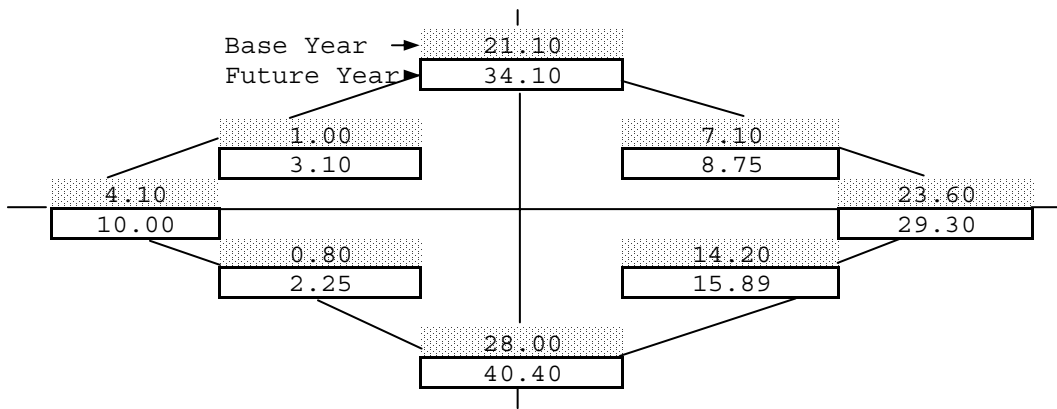
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES  
 NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)  
 Modified by: COMSIS Corp. (M. Roskin) 4/9/86 & FHWA 12/21/87

**Inter-section** US 41 @ Big Bend Road **Analysis Scenario** 2025

APPROACH	TURN MOVEMENT	BY COUNT	Results	
			FY FORECAST	Approach FY Total
NORTH BOUND	LEFT	400	1,124	Northbound
	THRU	6,500	11,126	In ... 20200
	RIGHT	7,100	7,946	Out... 20200
SOUTH BOUND	LEFT	3,550	4,376	Southbound
	THRU	6,500	11,128	In ... 17050
	RIGHT	500	1,548	Out... 17050
EAST BOUND	LEFT	500	1,548	Eastbound
	THRU	1,150	2,328	In ... 5000
	RIGHT	400	1,124	Out... 5000
WEST BOUND	LEFT	7,100	7,947	Westbound
	THRU	1,150	2,328	In ... 14650
	RIGHT	3,550	4,376	Out... 14650

**GRAPHIC SUMMARY**

(1000's VPD)





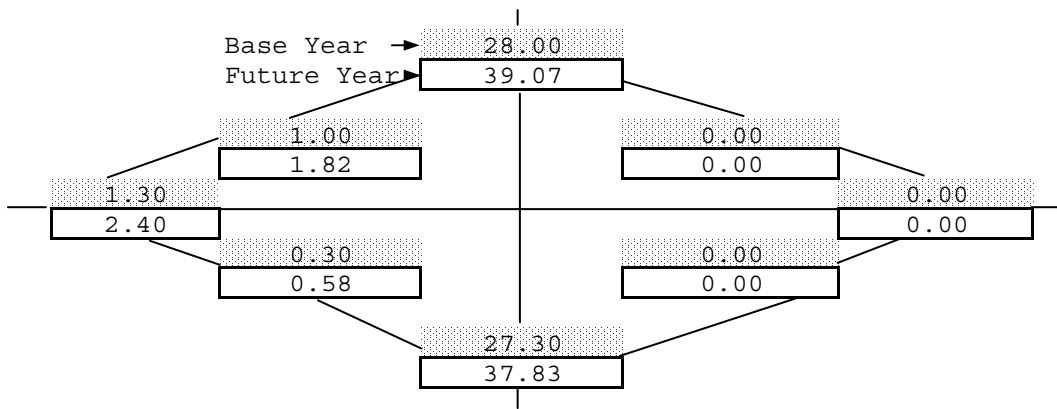
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES  
 NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)  
 Modified by: COMSIS Corp. (M. Roskin) 4/9/86 & FHWA 12/21/87

**Inter-section** US 41 @ Elsberry Road **Analysis Scenario** 2025

APPROACH	TURN MOVEMENT	BY COUNT	Results	
			FY FORECAST	Approach Total
NORTH BOUND	LEFT	150	288	Northbound
	THRU	13,500	18,590	In ... 18950
	RIGHT	0	0	Out... 18950
SOUTH BOUND	LEFT	0	0	Southbound
	THRU	13,500	18,662	In ... 19500
	RIGHT	500	912	Out... 19500
EAST BOUND	LEFT	500	910	Eastbound
	THRU	0	0	In ... 1200
	RIGHT	150	288	Out... 1200
WEST BOUND	LEFT	0	0	Westbound
	THRU	0	0	In ... 0
	RIGHT	0	0	Out... 0

**GRAPHIC SUMMARY**

(1000's VPD)



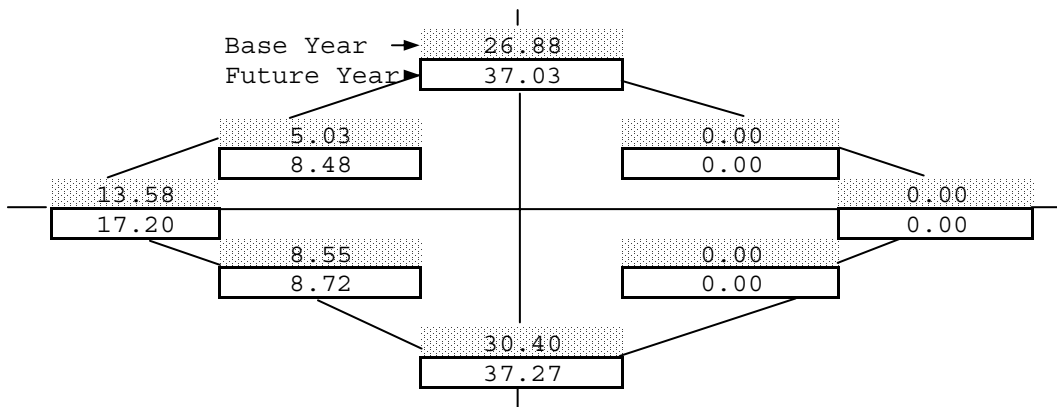
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES  
 NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)  
 Modified by: COMSIS Corp. (M. Roskin) 4/9/86 & FHWA 12/21/87

**Inter-section** US 41 @ Apollo Beach Blvd **Analysis Scenario** 2025

APPROACH	TURN MOVEMENT	BY COUNT	Results		
			FY FORECAST	FY	
-----	-----	-----	-----	Approach	Total
NORTH BOUND	LEFT	4,275	4,353	Northbound	
	THRU	10,925	14,313	In ...	18600
	RIGHT	0	0	Out...	18600
SOUTH BOUND	LEFT	0	0	Southbound	
	THRU	10,925	14,237	In ...	18550
	RIGHT	2,525	4,247	Out...	18550
EAST BOUND	LEFT	2,500	4,237	Eastbound	
	THRU	0	0	In ...	8600
	RIGHT	4,275	4,363	Out...	8600
WEST BOUND	LEFT	0	0	Westbound	
	THRU	0	0	In ...	10000
	RIGHT	0	0	Out...	10000

**GRAPHIC SUMMARY**

(1000's VPD)



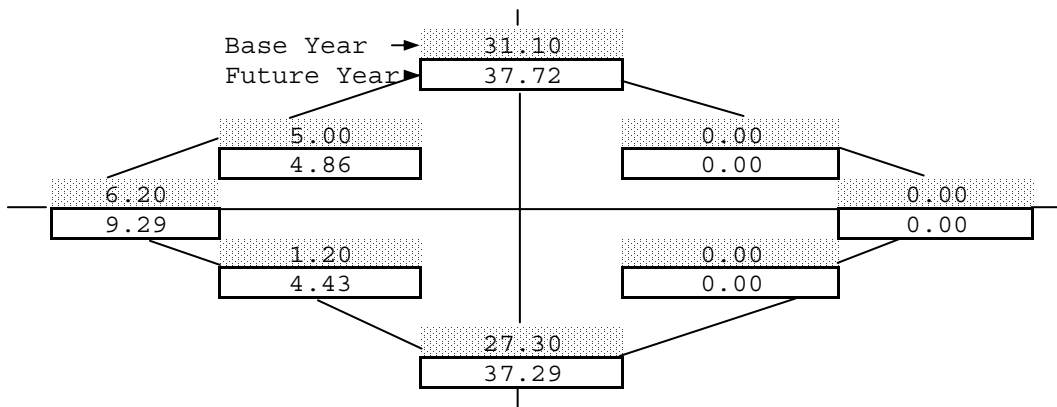
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES  
 NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)  
 Modified by: COMSIS Corp. (M. Roskin) 4/9/86 & FHWA 12/21/87

**Inter-section** US 41 @ Flamingo Drive **Analysis Scenario** 2025

APPROACH	TURN MOVEMENT	BY COUNT	Results		
			FY FORECAST	FY	
-----	-----	-----	-----	Approach	Total
NORTH	LEFT	600	2,194	Northbound	
BOUND	THRU	13,050	16,098	In ...	19000
	RIGHT	0	0	Out...	19000
SOUTH	LEFT	0	0	Southbound	
BOUND	THRU	13,050	16,765	In ...	18500
	RIGHT	2,500	2,456	Out...	18500
EAST	LEFT	2,500	2,402	Eastbound	
BOUND	THRU	0	0	In ...	4650
	RIGHT	600	2,235	Out...	4650
WEST	LEFT	0	0	Westbound	
BOUND	THRU	0	0	In ...	0
	RIGHT	0	0	Out...	0

**GRAPHIC SUMMARY**

(1000's VPD)



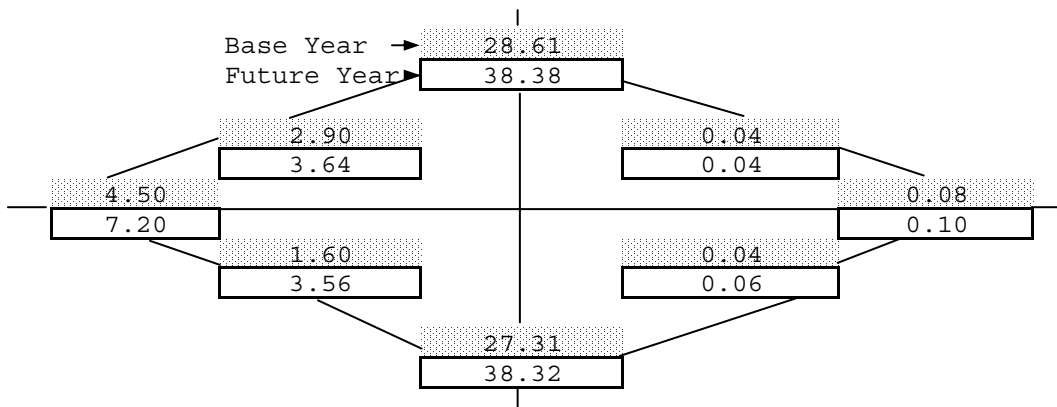
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES  
 NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)  
 Modified by: COMSIS Corp. (M. Roskin) 4/9/86 & FHWA 12/21/87

**Inter-section** US 41 @ Miller Mac Road **Analysis Scenario** 2025

APPROACH	TURN MOVEMENT	BY COUNT	Results	
			FY FORECAST	FY
-----	-----	-----	-----	-----
NORTH	LEFT	800	1,770	Northbound
BOUND	THRU	12,835	17,171	In ... 19350
	RIGHT	20	32	Out... 19350
SOUTH	LEFT	20	18	Southbound
BOUND	THRU	12,835	17,530	In ... 19000
	RIGHT	1,450	1,830	Out... 19000
EAST	LEFT	1,450	1,811	Eastbound
BOUND	THRU	0	0	In ... 3600
	RIGHT	800	1,788	Out... 3600
WEST	LEFT	20	32	Westbound
BOUND	THRU	0	0	In ... 50
	RIGHT	20	18	Out... 50

**GRAPHIC SUMMARY**

(1000's VPD)



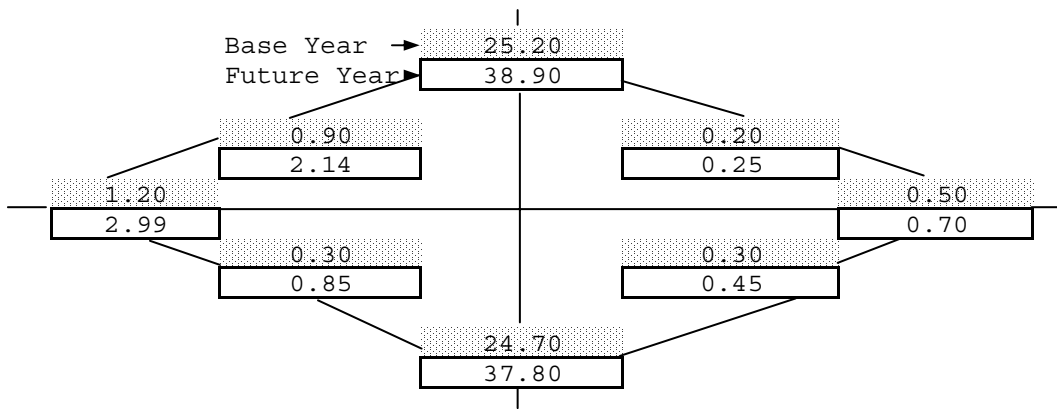
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES  
 NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)  
 Modified by: COMSIS Corp. (M. Roskin) 4/9/86 & FHWA 12/21/87

**Inter-section** US 41 @ Falls Blvd **Analysis Scenario** 2025

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST	Approach	FY Total
NORTH BOUND	LEFT	150	424	Northbound	
	THRU	12,050	18,156	In ...	19000
SOUTH BOUND	RIGHT	150	224	Out...	19000
	LEFT	100	126	Southbound	
EAST BOUND	THRU	12,050	18,349	In ...	19350
	RIGHT	450	1,076	Out...	19350
WEST BOUND	LEFT	450	1,068	Eastbound	
	THRU	0	0	In ...	1500
WEST BOUND	RIGHT	150	425	Out...	1500
	LEFT	150	225	Westbound	
WEST BOUND	THRU	0	0	In ...	350
	RIGHT	100	126	Out...	350

**GRAPHIC SUMMARY**

(1000's VPD)



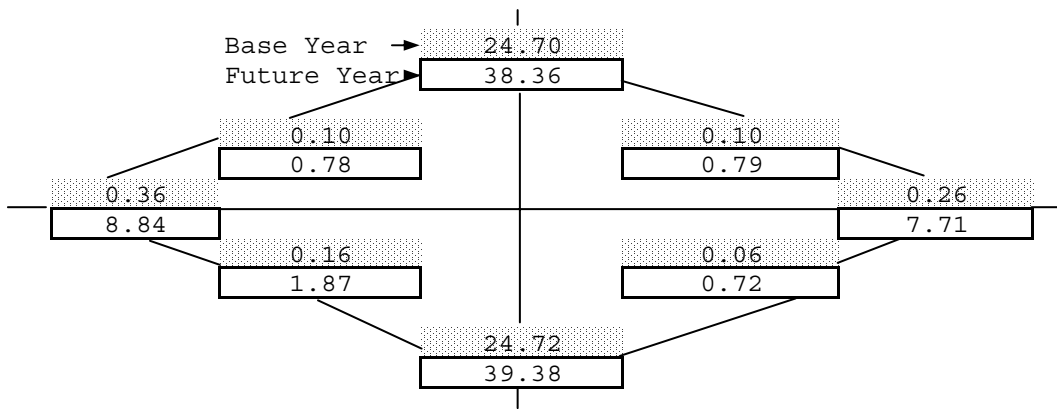
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES  
 NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)  
 Modified by: COMSIS Corp. (M. Roskin) 4/9/86 & FHWA 12/21/87

**Inter-section** US 41 @ Leisey Road **Analysis Scenario** 2025

APPROACH	TURN MOVEMENT	BY COUNT	Results		
			FY FORECAST	FY	
-----	-----	-----	-----	Approach	Total
NORTH BOUND	LEFT	80	920	Northbound	
	THRU	12,250	18,209	In ...	19900
	RIGHT	30	354	Out...	19900
SOUTH BOUND	LEFT	50	395	Southbound	
	THRU	12,250	18,582	In ...	19000
	RIGHT	50	385	Out...	19000
EAST BOUND	LEFT	50	391	Eastbound	
	THRU	50	3,101	In ...	4400
	RIGHT	80	953	Out...	4400
WEST BOUND	LEFT	30	365	Westbound	
	THRU	50	3,094	In ...	3850
	RIGHT	50	400	Out...	3850

**GRAPHIC SUMMARY**

(1000's VPD)



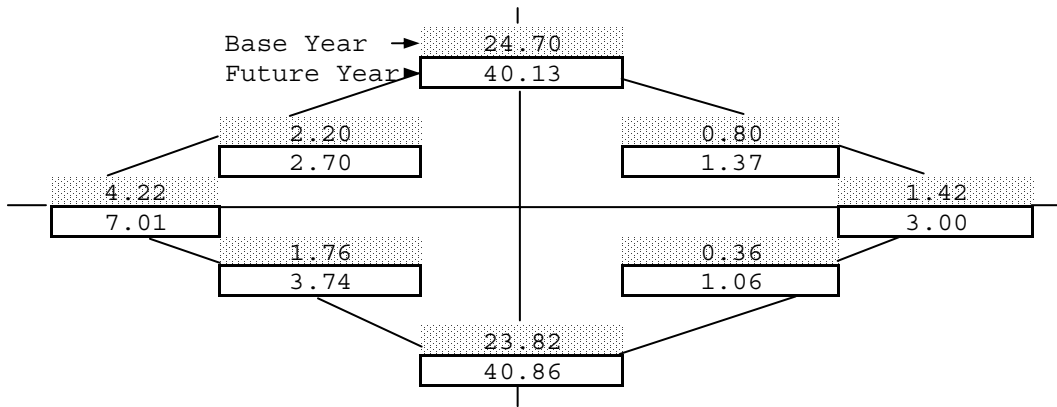
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES  
 NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)  
 Modified by: COMSIS Corp. (M. Roskin) 4/9/86 & FHWA 12/21/87

**Inter-section** US 41 @ Mirabay Blvd **Analysis Scenario** 2025

APPROACH	TURN MOVEMENT	BY COUNT	Results	
			FY FORECAST	FY Approach Total
NORTH BOUND	LEFT	880	1,861	Northbound
	THRU	10,850	17,874	In ... 20600
	RIGHT	180	530	Out... 20600
SOUTH BOUND	LEFT	400	686	Southbound
	THRU	10,850	18,187	In ... 19900
	RIGHT	1,100	1,356	Out... 19900
EAST BOUND	LEFT	1,100	1,346	Eastbound
	THRU	130	284	In ... 3500
	RIGHT	880	1,880	Out... 3500
WEST BOUND	LEFT	180	534	Westbound
	THRU	130	283	In ... 1500
	RIGHT	400	679	Out... 1500

**GRAPHIC SUMMARY**

(1000's VPD)



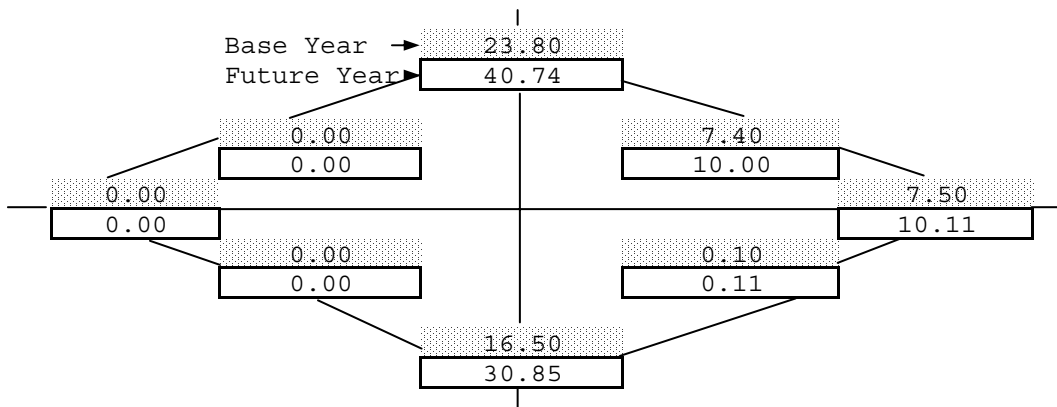
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES  
 NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)  
 Modified by: COMSIS Corp. (M. Roskin) 4/9/86 & FHWA 12/21/87

**Inter-section** US 41 @ 12th Street **Analysis Scenario** 2025

APPROACH	TURN MOVEMENT	BY COUNT	Results	
			FY FORECAST	FY Approach Total
NORTH BOUND	LEFT	0	0	Northbound
	THRU	8,200	15,542	In ... 15250
	RIGHT	50	54	Out... 15250
SOUTH BOUND	LEFT	3,700	4,946	Southbound
	THRU	8,200	15,196	In ... 20600
	RIGHT	0	0	Out... 20600
EAST BOUND	LEFT	0	0	Eastbound
	THRU	0	0	In ... 0
	RIGHT	0	0	Out... 0
WEST BOUND	LEFT	50	54	Westbound
	THRU	0	0	In ... 5000
	RIGHT	3,700	5,058	Out... 5000

**GRAPHIC SUMMARY**

(1000's VPD)





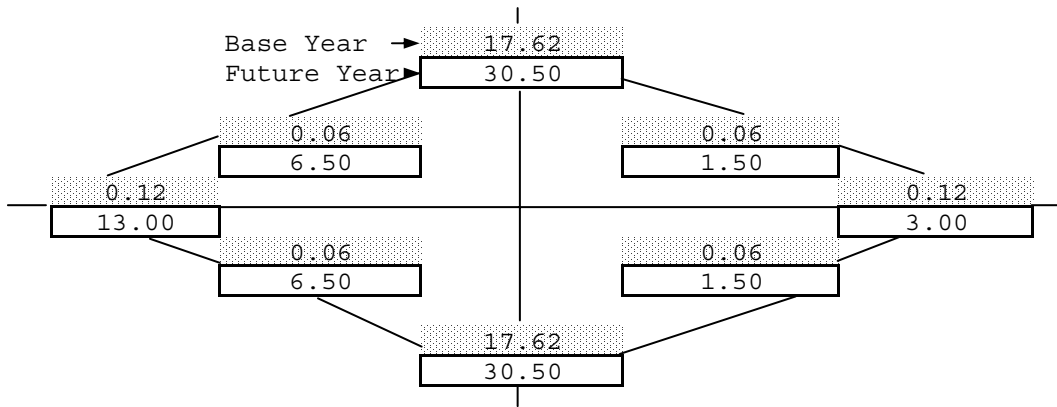
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES  
 NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)  
 Modified by: COMSIS Corp. (M. Roskin) 4/9/86 & FHWA 12/21/87

**Inter-section** US 41 @ 27th Avenue **Analysis Scenario** 2025

APPROACH	TURN MOVEMENT	BY COUNT	Results	
			FY FORECAST	FY
-----	-----	-----	-----	-----
NORTH BOUND	LEFT	30	3,250	Northbound
	THRU	8,750	11,250	In ... 15250
	RIGHT	30	750	Out... 15250
SOUTH BOUND	LEFT	30	750	Southbound
	THRU	8,750	11,250	In ... 15250
	RIGHT	30	3,250	Out... 15250
EAST BOUND	LEFT	30	3,250	Eastbound
	THRU	0	0	In ... 6500
	RIGHT	30	3,250	Out... 6500
WEST BOUND	LEFT	30	750	Westbound
	THRU	0	0	In ... 1500
	RIGHT	30	750	Out... 1500

**GRAPHIC SUMMARY**

(1000's VPD)



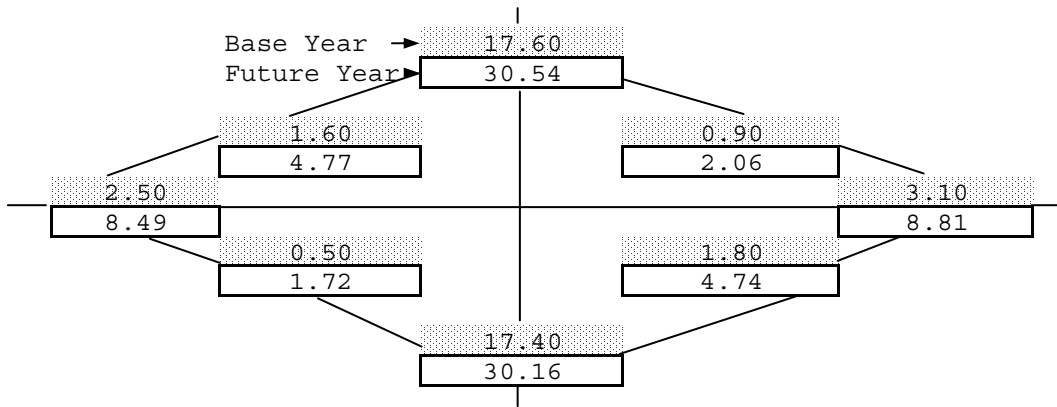
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES  
 NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)  
 Modified by: COMSIS Corp. (M. Roskin) 4/9/86 & FHWA 12/21/87

**Inter-section** US 41 @ 19th Avenue **Analysis Scenario** 2025

APPROACH	TURN MOVEMENT	BY COUNT	Results	
			FY FORECAST	FY Approach Total
NORTH BOUND	LEFT	250	857	Northbound
	THRU	7,550	11,835	In ... 15100
SOUTH BOUND	RIGHT	900	2,368	Out... 15100
	LEFT	450	1,031	Southbound
EAST BOUND	THRU	7,550	11,869	In ... 15250
	RIGHT	800	2,390	Out... 15250
WEST BOUND	LEFT	800	2,385	Eastbound
	THRU	200	1,001	In ... 4250
EAST BOUND	RIGHT	250	858	Out... 4250
	LEFT	900	2,373	Westbound
WEST BOUND	THRU	200	1,002	In ... 4400
	RIGHT	450	1,031	Out... 4400

**GRAPHIC SUMMARY**

(1000's VPD)



# **APPENDIX I**

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## **2030 No-BUILD & BUILD ARTPLAN, SYNCHRO & HCS REPORTS**

# ARTPLAN 2007 Conceptual Planning Analysis

## Description/File Information

<b>File Name</b>	C:\Program Files\LOSPLAN2007 \ARTPLAN\UrbanRuns\AP_AM_2030NoBuild_Urban.xml	<b>Date Prepared</b>	6/17/2008		
<b>Program</b>	ARTPLAN 2007	<b>Version Date</b>	3/18/08		
<b>Analyst</b>	Jeff Novotny	<b>Agency</b>	American	<b>District</b>	7
<b>Arterial Name</b>	US 41	<b>Begin Intersection</b>	19th Ave	<b>End Intersection</b>	Gibsonton
<b>Study Period</b>	K100	<b>Peak Direction</b>	Northbound		
<b>User Notes</b>	2030 AM No-build (NB)				

## Facility Data

Roadway Variables		Traffic Variables		Control Variables	
<b>Area Type</b>	Large Urbanized	<b>AADT</b>	44300	<b># of Signals</b>	5
<b>Class</b>	1	<b>K</b>	0.097	<b>Control Type</b>	Actuated
<b>Posted Speed</b>	55	<b>D</b>	0.56	<b>Cycle Length</b>	150
<b># Thru Lanes</b>	4	<b>PHF</b>	0.95	<b>Through g/C</b>	0.5
<b>Median Type</b>	Restrictive	<b>% Heavy Vehicles</b>	6.5	<b>Left g/C</b>	0.25
<b>Left Turn Lanes</b>	Yes	<b>% Left Turns</b>	13	<b>Arrival Type</b>	3
<b>LT Lane(s) Storage Length</b>	235	<b>% Right Turns</b>	13		
<b>Right Turn Lanes</b>	No	<b>Base Sat. Flow Rate</b>	1950		
		<b>Adj. Sat. Flow Rate</b>	1955		

### Automobile Intersection and Segment Data

Segment #	Cycle Length	Thru g/C	Left g/C	Arr. Type	Left Turn Lanes	Right Turn Lanes	% Left Turn	% Right Turn	INT # Dir. Lanes	Length	AADT	Hourly Vol.	SEG # Dir. Lanes	FFS	Median Type
1 (to Apollo Beach)	150	0.5	0.25	3	Yes	No	10	17	2	3	44300	2406	2	60	Restrictive
2 (to Big Bend)	130	0.32	0.25	3	Yes	Yes	6	45	2	1.7519	43800	2379	2	60	Restrictive
3 (to Symmes)	85	0.5		3	No	Yes	1	10	2	2.9451	37500	2037	2	60	Restrictive
4 (to Palm)	150	0.5	0.25	3	Yes	Yes	2	3	2	0.4261	40900	2222	2	60	Restrictive
5 (to Gibsonton)	100	0.46	0.25	3	Yes	No	17	2	2	0.5871	42000	2281	2	60	Restrictive

### Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	LT Spill	Speed (mph)	Segment LOS	
1 (to Apollo Beach)	2279	1949	1.17	114.41	F	No	34.1	F	
2 (to Big Bend)	1227	1923	1	51.15	D	No	37.1	B	
3 (to Symmes)	1930	1541	1.25	135.63	F	No	31.7	F	
4 (to Palm)	2222	1973	1.13	95.16	F	No	12.2	F	
5 (to Gibsonton)	1993	1955	1.11	76.69	E	Yes#	17.9	F	
<b>Arterial Length</b>	<b>8.71</b>	<b>Weighted g/C</b>	<b>0.41</b>	<b>FFS Delay</b>	<b>Threshold Delay</b>	<b>Auto Speed</b>	<b>###</b>	<b>Auto LOS</b>	<b>F</b>

### Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 vphpl.

	A	B	C	D	E
<b>Lanes</b>	<b>Hourly Volume In Peak Direction</b>				
1	780	830	***	***	***
2	1630	1690	***	***	***
3	2480	2550	***	***	***
4	3330	3410	***	***	***
*	1630	1690	***	***	***
<b>Lanes</b>	<b>Hourly Volume In Both Directions</b>				
2	1390	1490	***	***	***
4	2910	3020	***	***	***
6	4430	4550	***	***	***
8	5950	6090	***	***	***
*	2910	3020	***	***	***
<b>Lanes</b>	<b>Annual Average Daily Traffic</b>				
2	14400	15400	***	***	***
4	30000	31100	***	***	***
6	45700	46900	***	***	***
8	61300	62800	***	***	***
*	30000	31100	***	***	***

\* Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.

\*\* Cannot be achieved based on input data provided.

\*\*\* Not applicable for that level of service letter grade. See generalized tables notes for more details.

# Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.

## Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.

### Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

# ARTPLAN 2007 Conceptual Planning Analysis

## Description/File Information

<b>File Name</b>	C:\jefftemp\US41Traffic\Urb\AP_PM_2030NoBuild_Urban.xml	<b>Date Prepared</b>	6/17/2008		
<b>Program</b>	ARTPLAN 2007	<b>Version Date</b>	3/18/08		
<b>Analyst</b>	Jeff Novotny	<b>Agency</b>	American	<b>District</b>	7
<b>Arterial Name</b>	US 41	<b>Begin Intersection</b>	Gibsonton	<b>End Intersection</b>	19th Ave
<b>Study Period</b>	K100	<b>Peak Direction</b>	Southbound		
<b>User Notes</b>	2030 PM No-Build (SB)				

## Facility Data

Roadway Variables		Traffic Variables		Control Variables	
<b>Area Type</b>	Large Urbanized	<b>AADT</b>	44300	<b># of Signals</b>	5
<b>Class</b>	1	<b>K</b>	0.097	<b>Control Type</b>	Actuated
<b>Posted Speed</b>	55	<b>D</b>	0.56	<b>Cycle Length</b>	150
<b># Thru Lanes</b>	4	<b>PHF</b>	0.95	<b>Through g/C</b>	0.5
<b>Median Type</b>	Restrictive	<b>% Heavy Vehicles</b>	6.5	<b>Left g/C</b>	0.25
<b>Left Turn Lanes</b>	Yes	<b>% Left Turns</b>	13	<b>Arrival Type</b>	3
<b>LT Lane(s) Storage Length</b>	235	<b>% Right Turns</b>	13		
<b>Right Turn Lanes</b>	No	<b>Base Sat. Flow Rate</b>	1950		
		<b>Adj. Sat. Flow Rate</b>	1955		

### Automobile Intersection and Segment Data

Segment #	Cycle Length	Thru g/C	Left g/C	Arr. Type	Left Turn Lanes	Right Turn Lanes	% Left Turn	% Right Turn	INT # Dir. Lanes	Length	AADT	Hourly Vol.	SEG # Dir. Lanes	FFS	Median Type
1 (to Palm)	150	0.5	0.25	3	Yes	No	4	2	2	0.5871	42000	2281	2	60	Restrictive
2 (to Symmes)	145	0.5	0.25	3	Yes	No	19	1	2	0.4261	40900	2222	2	60	Restrictive
3 (to Big Bend)	140	0.5	0.16	3	Yes	Yes	34	8	2	2.9451	37500	2037	2	60	Restrictive
4 (to Apollo Beach)	55	0.42	0.25	3	Yes	Yes	13	13	2	1.7519	43800	2379	2	60	Restrictive
5 (to 19th Ave)	45	0.5	0.25	3	Yes	No	6	11	2	3	44300	2406	2	60	Restrictive

### Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	LT Spill	Speed (mph)	Segment LOS	
1 (to Palm)	2305	1970	1.17	114.73	F	No	13.6	F	
2 (to Symmes)	1895	1971	0.96	36.65	D	Yes#	22.9	D	
3 (to Big Bend)	1244	1935	0.64	25.92	C	Yes#	47.1	A	
4 (to Apollo Beach)	1853	1874	1.18	102.13	F	No	28.5	F	
5 (to 19th Ave)	2381	1864	1.28	136.63	F	No	31.8	F	
<b>Arterial Length</b>	<b>8.71</b>	<b>Weighted g/C</b>	<b>0.46</b>	<b>FFS Delay</b>	<b>Threshold Delay</b>	<b>Auto Speed</b>	<b>###</b>	<b>Auto LOS</b>	<b>F</b>

### Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 vphpl.

	A	B	C	D	E
<b>Lanes</b>	<b>Hourly Volume In Peak Direction</b>				
1	930	970	***	***	***
2	1930	1970	***	***	***
3	2930	2970	***	***	***
4	3930	3960	3970	***	3970
*	1930	1970	***	***	***
<b>Lanes</b>	<b>Hourly Volume In Both Directions</b>				
2	1660	1730	***	***	***
4	3450	3510	***	***	***
6	5230	5300	***	***	***
8	7020	7080	7080	***	7080
*	3450	3510	***	***	***
<b>Lanes</b>	<b>Annual Average Daily Traffic</b>				
2	17100	17800	***	***	***
4	35500	36200	***	***	***
6	53900	54600	***	***	***
8	72300	73000	73000	***	73000
*	35500	36200	***	***	***



\* Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.

\*\* Cannot be achieved based on input data provided.

\*\*\* Not applicable for that level of service letter grade. See generalized tables notes for more details.

# Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.

## Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.

### Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

# ARTPLAN 2007 Conceptual Planning Analysis

## Description/File Information

<b>File Name</b>	C:\jefftemp\US41Traffic\ARTPLAN_Urban\AP_AM_2030Build12_Urban.xml	<b>Date Prepared</b>	6/17/2008		
<b>Program</b>	ARTPLAN 2007	<b>Version Date</b>	3/18/08		
<b>Analyst</b>	Jeff Novotny	<b>Agency</b>	American	<b>District</b>	7
<b>Arterial Name</b>	US 41	<b>Begin Intersection</b>	19th	<b>End Intersection</b>	Gil
<b>Study Period</b>	K100	<b>Peak Direction</b>	Northbound		
<b>User Notes</b>	2030 AM Build 12 (NB)				

## Facility Data

Roadway Variables		Traffic Variables		Control Variables	
<b>Area Type</b>	Large Urbanized	<b>AADT</b>	44300	<b># of Signals</b>	11
<b>Class</b>	1	<b>K</b>	0.097	<b>Control Type</b>	Actuated
<b>Posted Speed</b>	55	<b>D</b>	0.56	<b>Cycle Length</b>	150
<b># Thru Lanes</b>	6	<b>PHF</b>	0.95	<b>Through g/C</b>	0.5
<b>Median Type</b>	Restrictive	<b>% Heavy Vehicles</b>	6.5	<b>Left g/C</b>	0.25
<b>Left Turn Lanes</b>	Yes	<b>% Left Turns</b>	13	<b>Arrival Type</b>	3
<b>LT Lane(s) Storage Length</b>	500	<b>% Right Turns</b>	13		
<b>Right Turn Lanes</b>	No	<b>Base Sat. Flow Rate</b>	1950		
		<b>Adj. Sat. Flow Rate</b>	1964		

### Automobile Intersection and Segment Data

Segment #	Cycle Length	Thru g/C	Left g/C	Arr. Type	Left Turn Lanes	Right Turn Lanes	% Left Turn	% Right Turn	INT # Dir. Lanes	Length	AADT	Hourly Vol.	SEG # Dir. Lanes	FFS	Median Type
1 (to 27th)	130	0.43	0.16	3	Yes	Yes	14	1	3	0.7576	38500	2091	3	55	Restrictive
2 (to 12th)	130	0.5		4	No	Yes	0	1	3	0.2083	37300	2026	3	55	Restrictive
3 (to Mirabay)	120	0.52	0.11	3	Yes	Yes	7	6	3	0.4167	47400	2575	3	55	Restrictive
4 (to Leisey)	90	0.53	0.11	3	Yes	Yes	4	3	3	0.4167	47500	2580	3	55	Restrictive
5 (to Miller Mac)	120	0.62	0.19	3	Yes	No	8	2	3	1.0985	47700	2591	3	55	Restrictive
6 (to Flamingo)	120	0.58	0.17	4	Yes	No	11	0	3	0.1136	47100	2558	3	55	Restrictive
7 (to Apollo Beach)	120	0.36	0.12	4	Yes	Yes	9	16	4	0.322	47300	2569	4	55	Restrictive
8 (to Big Bend)	110	0.28	0.16	3	Yes	Yes	5	44	4	1.7614	49900	2711	4	55	Restrictive
9 (to Symmes)	140	0.5	0.1	3	Yes	Yes	0	9	3	2.9356	45800	2488	3	55	Restrictive
10 (to Palm)	150	0.62	0.18	3	Yes	Yes	1	3	3	0.4167	49200	2673	3	55	Restrictive
11 (to Gibsonton)	130	0.41	0.11	3	Yes	Yes	2	26	3	0.5871	50300	2732	3	55	Restrictive

### Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	LT Spill	Speed (mph)	Segment LOS			
1 (to 27th)	1871	1871	0.78	32.57	C	No	31.3	C			
2 (to 12th)	2111	1511	0.93	27.86	C	No	16.8	E			
3 (to Mirabay)	2358	1893	0.8	24.05	C	No	26.8	D			
4 (to Leisey)	2526	1862	0.85	19.49	B	No	29.2	C			
5 (to Miller Mac)	2509	1901	0.71	15.75	B	No	41.0	B			
6 (to Flamingo)	2396	1896	0.73	11.89	B	No	18.0	E			
7 (to Apollo Beach)	2028	1842	0.76	32.54	C	No	20.4	E			
8 (to Big Bend)	1455	1809	0.72	36.39	D	No	39.6	B			
9 (to Symmes)	2383	1917	0.83	31.25	C	No	43.5	A			
10 (to Palm)	2701	1917	0.76	20.86	C	No	28.3	C			
11 (to Gibsonton)	2071	1885	0.89	38.6	D	No	25.4	D			
<b>Arterial Length</b>	<b>9.03</b>	<b>Weighted g/C</b>	<b>0.39</b>	<b>FFS Delay</b>	<b>363.3</b>	<b>Threshold Delay</b>	<b>0.0</b>	<b>Auto Speed</b>	<b>34.1</b>	<b>Auto LOS</b>	<b>B</b>

### Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 vphpl.

	A	B	C	D	E
<b>Lanes</b>	<b>Hourly Volume In Peak Direction</b>				
1	**	690	760	***	***
2	**	1470	1540	***	***
3	60	2240	2320	***	***
4	80	3020	3100	***	***
*	60	2320	***	***	***

Lanes	Hourly Volume In Both Directions				
2	**	1230	1350	***	***
4	**	2620	2740	***	***
6	110	4000	4140	***	***
8	140	5390	5540	***	***
*	110	4140	***	***	***
Lanes	Annual Average Daily Traffic				
2	**	12700	13900	***	***
4	**	27100	28300	***	***
6	1100	41200	42700	***	***
8	1500	55600	57100	***	***
*	1100	42600	***	***	***

\* Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.

\*\* Cannot be achieved based on input data provided.

\*\*\* Not applicable for that level of service letter grade. See generalized tables notes for more details.

# Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.

## Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.

### Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

# ARTPLAN 2007 Conceptual Planning Analysis

## Description/File Information

<b>File Name</b>	C:\jefftemp\US41Traffic\ARTPLAN_Urban\AP_PM_2030Build12_Urban.xml	<b>Date Prepared</b>	6/17/2008		
<b>Program</b>	ARTPLAN 2007	<b>Version Date</b>	3/18/08		
<b>Analyst</b>	Jeff Novotny	<b>Agency</b>	American	<b>District</b>	7
<b>Arterial Name</b>	US 41	<b>Begin Intersection</b>	Gibsonston	<b>End Intersection</b>	19
<b>Study Period</b>	K100	<b>Peak Direction</b>	Southbound		
<b>User Notes</b>	2030 PM Build 12 (SB)				

## Facility Data

Roadway Variables		Traffic Variables		Control Variables	
<b>Area Type</b>	Large Urbanized	<b>AADT</b>	44300	<b># of Signals</b>	11
<b>Class</b>	1	<b>K</b>	0.097	<b>Control Type</b>	Actuated
<b>Posted Speed</b>	55	<b>D</b>	0.56	<b>Cycle Length</b>	150
<b># Thru Lanes</b>	6	<b>PHF</b>	0.95	<b>Through g/C</b>	0.5
<b>Median Type</b>	Restrictive	<b>% Heavy Vehicles</b>	6.5	<b>Left g/C</b>	0.25
<b>Left Turn Lanes</b>	Yes	<b>% Left Turns</b>	13	<b>Arrival Type</b>	3
<b>LT Lane(s) Storage Length</b>	650	<b>% Right Turns</b>	13		
<b>Right Turn Lanes</b>	No	<b>Base Sat. Flow Rate</b>	1950		
		<b>Adj. Sat. Flow Rate</b>	1964		

### Automobile Intersection and Segment Data

Segment #	Cycle Length	Thru g/C	Left g/C	Arr. Type	Left Turn Lanes	Right Turn Lanes	% Left Turn	% Right Turn	INT # Dir. Lanes	Length	AADT	Hourly Vol.	SEG # Dir. Lanes	FFS	Median Type
1 (to Palm)	150	0.59	0.25	3	Yes	Yes	4	1	3	0.5871	50300	2732	3	55	Restrictive
2 (to Symmes)	110	0.7	0.19	3	Yes	No	17	0	3	0.4167	49200	2673	3	55	Restrictive
3 (to Big Bend)	90	0.26	0.22	3	Yes	Yes	34	7	4	2.9356	45800	2488	4	55	Restrictive
4 (to Apollo Beach)	90	0.33	0.15	3	Yes	Yes	13	11	4	1.7614	49900	2711	4	55	Restrictive
5 (to Flamingo)	90	0.55		4	No	Yes	0	15	3	0.322	47300	2569	3	55	Restrictive
6 (to Miller Mac)	90	0.59	0.19	4	Yes	Yes	2	9	3	0.1136	47100	2558	3	55	Restrictive
7 (to Leisey)	100	0.5	0.1	3	Yes	Yes	3	3	3	1.0985	47700	2591	3	55	Restrictive
8 (to Mirabay)	100	0.56	0.1	3	Yes	Yes	3	9	3	0.4167	47500	2580	3	55	Restrictive
9 (to 12th)	90	1	0.25	3	Yes	No	18	0	3	0.4167	47400	2575	3	55	Restrictive
10 (to 27th)	90	0.39	0.1	4	Yes	Yes	3	16	3	0.2083	37300	2026	3	55	Restrictive
11 (to 19th)	65	0.41	0.11	3	Yes	Yes	5	10	3	0.7576	38500	2091	3	55	Restrictive

### Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	LT Spill	Speed (mph)	Segment LOS			
1 (to Palm)	2732	1917	0.81	24.76	C	No	30.5	C			
2 (to Symmes)	2335	1878	0.59	8.57	A	Yes#	36.8	B			
3 (to Big Bend)	1545	1801	0.82	33.85	C	Yes#	44.7	A			
4 (to Apollo Beach)	2169	1823	0.9	31.25	C	No	40.9	B			
5 (to Flamingo)	2299	1480	0.94	15.89	B	No	28.2	C			
6 (to Miller Mac)	2396	1855	0.73	8.15	A	No	21.5	D			
7 (to Leisey)	2564	1878	0.91	26.09	C	No	37.0	B			
8 (to Mirabay)	2390	1868	0.76	17.21	B	No	30.5	C			
9 (to 12th)	2223	1847	0.4	0	A	No	46.9	A			
10 (to 27th)	1727	1823	0.81	24.42	C	No	18.2	E			
11 (to 19th)	1871	1805	0.84	18.84	B	No	37.1	B			
<b>Arterial Length</b>	<b>9.03</b>	<b>Weighted g/C</b>	<b>0.41</b>	<b>FFS Delay</b>	<b>273.3</b>	<b>Threshold Delay</b>	<b>0.0</b>	<b>Auto Speed</b>	<b>37.6</b>	<b>Auto LOS</b>	<b>B</b>

### Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 vphpl.

	A	B	C	D	E
<b>Lanes</b>	<b>Hourly Volume In Peak Direction</b>				
1	400	760	780	***	***
2	830	1580	***	***	***
3	1260	2390	***	***	***
4	1690	3190	***	***	***
*	1410	2640	***	***	***

Lanes	Hourly Volume In Both Directions				
2	710	1360	1390	***	***
4	1480	2830	***	***	***
6	2250	4260	***	***	***
8	3020	5690	***	***	***
*	2520	4710	***	***	***
Lanes	Annual Average Daily Traffic				
2	7400	14000	14300	***	***
4	15300	29200	***	***	***
6	23200	43900	***	***	***
8	31100	58700	***	***	***
*	26000	48500	***	***	***



\* Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.

\*\* Cannot be achieved based on input data provided.

\*\*\* Not applicable for that level of service letter grade. See generalized tables notes for more details.

# Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.

## Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.

### Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

Lanes, Volumes, Timings  
40: Gibsonton DR & US 41

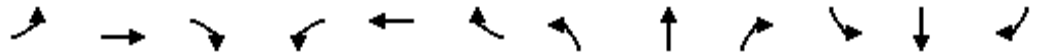
6/12/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↖	↗	↖	↖	↕	↖	↖	↕	↕
Volume (vph)	43	32	54	649	26	584	43	1493	515	463	1184	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	145		0	45		185	385		0
Storage Lanes	0		0	1		1	1		1	1		0
Taper Length (ft)	25		25	50		25	80		105	95		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.943				0.850			0.850		0.996	
Flt Protected		0.984		0.950			0.950			0.950		
Satd. Flow (prot)	0	1502	0	1687	1863	1553	1597	3195	1429	1597	3182	0
Flt Permitted		0.912		0.673			0.087			0.087		
Satd. Flow (perm)	0	1392	0	1195	1863	1553	146	3195	1429	146	3182	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28				10			367			4
Link Speed (mph)		45			45			50				50
Link Distance (ft)		807			2578			1316				1994
Travel Time (s)		12.2			39.1			17.9				27.2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	13%	2%	30%	7%	2%	4%	13%	13%	13%	13%	13%	13%
Adj. Flow (vph)	45	34	57	683	27	615	45	1572	542	487	1246	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	136	0	683	27	615	45	1572	542	487	1282	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	5	22		22	22	22	22	56	22	22	56	
Trailing Detector (ft)	0	2		2	2	2	2	50	2	2	50	
Detector 1 Position(ft)	0	2		2	2	2	2	50	2	2	50	
Detector 1 Size(ft)	5	20		20	20	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm			Perm		Perm	Perm		Perm	Perm		
Protected Phases		8			4			6				2
Permitted Phases	8			4		4	6		6	2		
Detector Phase	8	8		4	4	4	6	6	6	2	2	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	20.0	20.0	20.0	20.0	20.0	20.0
Minimum Split (s)	46.3	46.3		44.3	44.3	44.3	31.7	31.7	31.7	25.7	25.7	
Total Split (s)	50.0	50.0	0.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0	0.0

Lanes, Volumes, Timings  
40: Gibsonton DR & US 41

6/12/2008

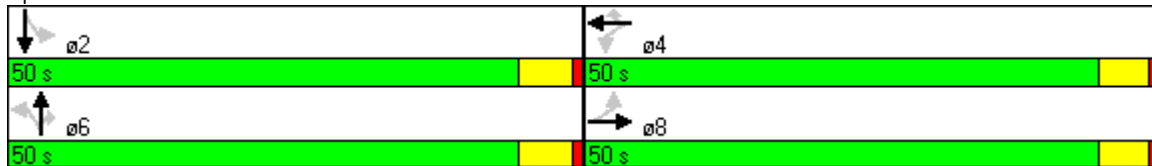


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	50.0%	50.0%	0.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	0.0%
Maximum Green (s)	44.7	44.7		44.7	44.7	44.7	44.3	44.3	44.3	44.3	44.3	
Yellow Time (s)	4.3	4.3		4.3	4.3	4.3	4.7	4.7	4.7	4.7	4.7	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	-1.3	-1.3	0.0	-1.3	-1.3	-1.3	-1.7	-1.7	-1.7	-1.7	-1.7	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.5	3.5		3.5	3.5	3.5	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Max	Max		Max	Max	Max	Max	Max	Max	Max	Max	Max
Walk Time (s)	12.0	12.0		12.0	12.0	12.0	6.0	6.0	6.0	6.0	6.0	6.0
Flash Dont Walk (s)	29.0	29.0		27.0	27.0	27.0	20.0	20.0	20.0	13.0	13.0	
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0	0	0	0	0
Act Effect Green (s)		46.0		46.0	46.0	46.0	46.0	46.0	46.0	46.0	46.0	46.0
Actuated g/C Ratio		0.46		0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46
v/c Ratio		0.21		1.24	0.03	0.85	0.67	1.07	0.63	7.27	0.87	
Control Delay		13.7		150.8	15.0	37.2	71.6	72.1	9.9	2859.3	32.6	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		13.7		150.8	15.0	37.2	71.6	72.1	9.9	2859.3	32.6	
LOS		B		F	B	D	E	E	A	F	C	
Approach Delay		13.7			95.3			56.5			810.8	
Approach LOS		B			F			E			F	

Intersection Summary

Area Type:	Other
Cycle Length:	100
Actuated Cycle Length:	100
Natural Cycle:	80
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	7.27
Intersection Signal Delay:	312.6
Intersection LOS:	F
Intersection Capacity Utilization:	119.5%
ICU Level of Service:	H
Analysis Period (min):	15

Splits and Phases: 40: Gibsonton DR & US 41



## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	SF/ACE	Intersection	Nundy Ave & US 41
Agency/Co.	ACE	Jurisdiction	D7, FDOT
Date Performed	02/28/2008	Analysis Year	2030 No-Build
Analysis Time Period	AM Peak		

Project Description	
East/West Street: <i>Nundy Ave</i>	North/South Street: <i>US 41</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

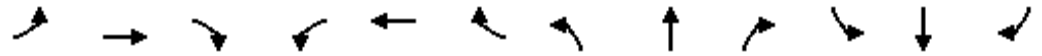
Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	21	2045	146	119	1621	43
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	22	2152	153	125	1706	45
Percent Heavy Vehicles	13	--	--	13	--	--
Median Type	<i>Raised curb</i>					
RT Channelized			0			0
Lanes	1	2	0	1	2	0
Configuration	L	T	TR	L	T	TR
Upstream Signal		0			1	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	54	5	27	116	4	94
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	56	5	28	122	4	98
Percent Heavy Vehicles	2	2	2	3	2	15
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)	22	125		224			89	
C (m) (veh/h)	454	182						
v/c	0.05	0.69						
95% queue length	0.15	4.16						
Control Delay (s/veh)	13.3	59.6						
LOS	B	F						
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

Lanes, Volumes, Timings  
46: Palm Ave. & US 41

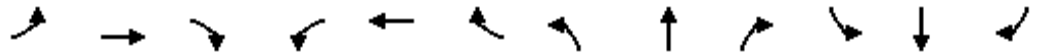
6/12/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↙	↘		↙	↕	↘	↙	↕	↘
Volume (vph)	39	5	30	56	4	99	38	2105	70	124	1664	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	115		315	110		0
Storage Lanes	0		0	1		0	1		1	1		0
Taper Length (ft)	25		25	25		25	85		65	170		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.945			0.856				0.850		0.996	
Flt Protected		0.974		0.950			0.950			0.950		
Satd. Flow (prot)	0	1569	0	1289	1595	0	1597	3195	1429	1597	3182	0
Flt Permitted		0.669		0.674			0.101			0.053		
Satd. Flow (perm)	0	1078	0	915	1595	0	170	3195	1429	89	3182	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			11				62			4
Link Speed (mph)		25			25			50				50
Link Distance (ft)		140			651			2183				1823
Travel Time (s)		3.8			17.8			29.8				24.9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	20%	2%	2%	40%	2%	2%	13%	13%	13%	13%	13%	13%
Adj. Flow (vph)	41	5	32	59	4	104	40	2216	74	131	1752	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	78	0	59	108	0	40	2216	74	131	1804	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1	1	1		1
Detector Template												
Leading Detector (ft)	5	22		5	22		22	56	22	22		56
Trailing Detector (ft)	0	2		0	2		2	50	2	2		50
Detector 1 Position(ft)	0	2		0	2		2	50	2	2		50
Detector 1 Size(ft)	5	20		5	20		20	6	20	20		6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0		0.0
Turn Type	Perm			Perm			Perm		Perm	Perm		
Protected Phases		8			4			6				2
Permitted Phases	8			4			6		6	2		
Detector Phase	8	8		4	4		6	6	6	2		2
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		20.0	20.0	20.0	20.0		20.0
Minimum Split (s)	46.5	46.5		46.5	46.5		25.7	25.7	25.7	25.7		25.7
Total Split (s)	46.5	46.5	0.0	46.5	46.5	0.0	103.5	103.5	103.5	103.5	103.5	0.0

Lanes, Volumes, Timings  
46: Palm Ave. & US 41

6/12/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	31.0%	31.0%	0.0%	31.0%	31.0%	0.0%	69.0%	69.0%	69.0%	69.0%	69.0%	0.0%
Maximum Green (s)	42.0	42.0		42.0	42.0		97.8	97.8	97.8	97.8	97.8	
Yellow Time (s)	3.5	3.5		3.5	3.5		4.7	4.7	4.7	4.7	4.7	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	-0.5	-0.5	0.0	-0.5	-0.5	0.0	-1.7	-1.7	-1.7	-1.7	-1.7	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		4.0	4.0	4.0	4.0	4.0	4.0
Recall Mode	Min	Min		Min	Min		Min	Min	Min	Min	Min	Min
Walk Time (s)	12.0	12.0		12.0	12.0		7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	30.0	30.0		30.0	30.0		13.0	13.0	13.0	13.0	13.0	13.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0	0	0	0	0
Act Effect Green (s)		14.0		14.0	14.0		99.6	99.6	99.6	99.6	99.6	99.6
Actuated g/C Ratio		0.12		0.12	0.12		0.82	0.82	0.82	0.82	0.82	0.82
v/c Ratio		0.54		0.56	0.56		0.29	0.85	0.06	1.79	0.69	
Control Delay		50.3		71.1	56.7		9.2	11.5	1.0	425.5	6.8	
Queue Delay		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay		50.3		71.1	56.7		9.2	11.5	1.0	425.5	6.8	
LOS		D		E	E		A	B	A	F	A	
Approach Delay		50.3			61.8			11.1				35.1
Approach LOS		D			E			B				D

Intersection Summary

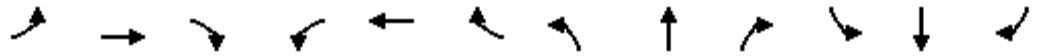
Area Type:	Other
Cycle Length:	150
Actuated Cycle Length:	121.6
Natural Cycle:	150
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	1.79
Intersection Signal Delay:	24.0
Intersection LOS:	C
Intersection Capacity Utilization:	95.8%
ICU Level of Service:	F
Analysis Period (min):	15

Splits and Phases: 46: Palm Ave. & US 41



Lanes, Volumes, Timings  
35: Symmes Rd & US 41

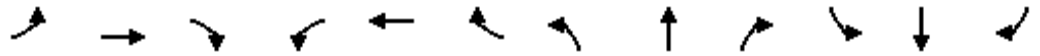
6/12/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↖	↗			↕	↗	↖	↕	
Volume (vph)	5	11	11	265	9	454	9	1753	210	360	1390	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	130		0	0		265	250		0
Storage Lanes	0		0	1		0	0		1	1		0
Taper Length (ft)	25		25	100		25	25		105	170		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95
Frt		0.944			0.853				0.850			
Flt Protected		0.991		0.950						0.950		
Satd. Flow (prot)	0	1743	0	1612	1589	0	0	3195	1429	1597	3195	0
Flt Permitted		0.936		0.738				0.936		0.107		
Satd. Flow (perm)	0	1646	0	1252	1589	0	0	2990	1429	180	3195	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			3				197			
Link Speed (mph)		30			25			50			50	
Link Distance (ft)		1137			2516			948			2183	
Travel Time (s)		25.8			68.6			12.9			29.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	12%	2%	2%	13%	13%	13%	13%	13%	13%
Adj. Flow (vph)	5	12	12	279	9	478	9	1845	221	379	1463	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	29	0	279	487	0	0	1854	221	379	1467	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1	1	1	1	
Detector Template												
Leading Detector (ft)	5	22		5	22		5	56	22	22	56	
Trailing Detector (ft)	0	2		0	2		0	50	2	2	50	
Detector 1 Position(ft)	0	2		0	2		0	50	2	2	50	
Detector 1 Size(ft)	5	20		5	20		5	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Turn Type	Perm			Perm			Perm		Perm	Perm		
Protected Phases		8			4			6				2
Permitted Phases	8			4			6		6	2		
Detector Phase	8	8		4	4		6	6	6	2	2	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		15.0	15.0	15.0	15.0	15.0	
Minimum Split (s)	15.0	15.0		44.0	44.0		41.0	41.0	41.0	22.0	22.0	
Total Split (s)	44.0	44.0	0.0	44.0	44.0	0.0	41.0	41.0	41.0	41.0	41.0	0.0

Lanes, Volumes, Timings  
35: Symmes Rd & US 41

6/12/2008

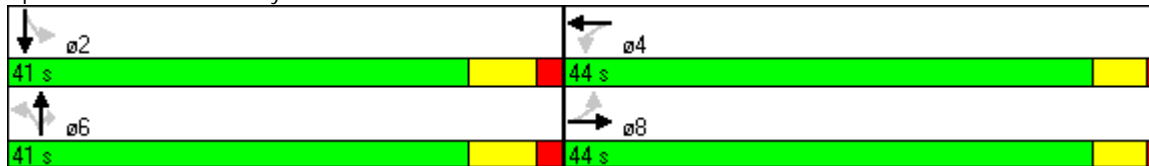


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	51.8%	51.8%	0.0%	51.8%	51.8%	0.0%	48.2%	48.2%	48.2%	48.2%	48.2%	0.0%
Maximum Green (s)	39.0	39.0		39.0	39.0		34.0	34.0	34.0	34.0	34.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-1.0	-1.0	0.0	-1.0	-1.0	0.0	-3.0	-3.0	-3.0	-3.0	-3.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		4.0	4.0	4.0	4.0	4.0	
Recall Mode	None	None		None	None		Min	Min	Min	Min	Min	
Walk Time (s)				7.0	7.0		7.0	7.0	7.0			
Flash Dont Walk (s)				32.0	32.0		27.0	27.0	27.0			
Pedestrian Calls (#/hr)				0	0		0	0	0			
Act Effct Green (s)		28.2		28.2	28.2		37.4	37.4	37.4	37.4	37.4	
Actuated g/C Ratio		0.38		0.38	0.38		0.51	0.51	0.51	0.51	0.51	
v/c Ratio		0.05		0.58	0.80		1.22	0.27	4.16	0.90		
Control Delay		9.7		22.9	30.4		127.1	4.0	1453.4	28.5		
Queue Delay		0.0		0.0	0.0		0.0	0.0	0.0	0.0		
Total Delay		9.7		22.9	30.4		127.1	4.0	1453.4	28.5		
LOS		A		C	C		F	A	F	C		
Approach Delay		9.7		27.7			114.0			321.0		
Approach LOS		A		C			F			F		

Intersection Summary

Area Type:	Other
Cycle Length:	85
Actuated Cycle Length:	73.7
Natural Cycle:	85
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	4.16
Intersection Signal Delay:	180.4
Intersection LOS:	F
Intersection Capacity Utilization:	125.8%
ICU Level of Service:	H
Analysis Period (min):	15

Splits and Phases: 35: Symmes Rd & US 41





## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	SF/ACE	Intersection	Florence ST & US 41
Agency/Co.	ACE	Jurisdiction	D7, FDOT
Date Performed	02/28/2008	Analysis Year	2030 No-Build
Analysis Time Period	AM Peak		

Project Description	
East/West Street: <i>Florence St</i>	North/South Street: <i>US 41</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	17	1953	22	27	1548	21
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	17	2055	23	28	1629	22
Percent Heavy Vehicles	13	--	--	13	--	--
Median Type	<i>Raised curb</i>					
RT Channelized			0			0
Lanes	1	2	0	1	2	0
Configuration	L	T	TR	L	T	TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	27	11	22	17	9	21
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	28	11	23	17	9	22
Percent Heavy Vehicles	33	2	2	2	2	17
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)	17	28		48			62	
C (m) (veh/h)	341	227		0			0	
v/c	0.05	0.12						
95% queue length	0.16	0.42						
Control Delay (s/veh)	16.1	23.1						
LOS	C	C		F			F	
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	SF/ACE	Intersection	Pembroke Rd & US 41
Agency/Co.	ACE	Jurisdiction	D7, FDOT
Date Performed	02/28/2008	Analysis Year	2030 No-Build
Analysis Time Period	AM Peak		
Project Description <i>US 41 PD&amp;E Study</i>			
East/West Street: <i>Pembroke Rd</i>		North/South Street: <i>US 41</i>	
Intersection Orientation: <i>North-South</i>		Study Period (hrs): <i>0.25</i>	

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	97	1726			1368	130
Peak-Hour Factor, PHF	0.95	0.95	1.00	1.00	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	102	1816	0	0	1440	136
Percent Heavy Vehicles	13	--	--	0	--	--
Median Type	<i>Raised curb</i>					
RT Channelized			0			1
Lanes	1	2	0	0	2	1
Configuration	L	T			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)	103		77			
Peak-Hour Factor, PHF	0.95	1.00	0.95	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	108	0	81	0	0	0
Percent Heavy Vehicles	27	0	45	0	0	0
Percent Grade (%)	0			0		
Flared Approach		Y			N	
Storage		5			0	
RT Channelized			1			0
Lanes	1	0	1	0	0	0
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)	102					108		81
C (m) (veh/h)	415					11		287
v/c	0.25					9.82		0.28
95% queue length	0.95					14.85		1.13
Control Delay (s/veh)	16.5					4636		22.4
LOS	C					F		C
Approach Delay (s/veh)	--	--				2659		
Approach LOS	--	--				F		

Lanes, Volumes, Timings  
27: Big Bend Rd & US 41

6/12/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	151	260	184	914	206	638	146	1033	1152	506	819	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	335		60	585		0	300		395	300		250
Storage Lanes	1		1	2		1	1		1	1		1
Taper Length (ft)	200		25	100		25	235		145	120		215
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1671	1759	1583	3400	1624	1509	1597	3195	1429	3099	3195	1429
Flt Permitted	0.622			0.950			0.329			0.950		
Satd. Flow (perm)	1094	1759	1583	3400	1624	1509	553	3195	1429	3099	3195	1429
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			69			11			37			126
Link Speed (mph)		45			45			45				45
Link Distance (ft)		714			2546			1241				495
Travel Time (s)		10.8			38.6			18.8				7.5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	8%	8%	2%	3%	17%	7%	13%	13%	13%	13%	13%	13%
Adj. Flow (vph)	159	274	194	962	217	672	154	1087	1213	533	862	126
Shared Lane Traffic (%)												
Lane Group Flow (vph)	159	274	194	962	217	672	154	1087	1213	533	862	126
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24				24
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	22	22	50	22	22	22	22	56	22	22	56	22
Trailing Detector (ft)	2	2	0	2	2	2	2	50	2	2	50	2
Detector 1 Position(ft)	2	2	0	2	2	2	2	50	2	2	50	2
Detector 1 Size(ft)	20	20	50	20	20	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm		Perm	Prot		pm+ov	Perm		pm+ov	Prot		Perm
Protected Phases		8		7	4	5		6	7	5	2	
Permitted Phases	8		8			4	6		6			2
Detector Phase	8	8	8	7	4	5	6	6	7	5	2	2
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	7.0	10.0	10.0	20.0	20.0	7.0	10.0	20.0	20.0
Minimum Split (s)	15.3	15.3	15.3	12.3	15.3	17.0	27.0	27.0	12.3	17.0	27.0	27.0
Total Split (s)	21.0	21.0	21.0	41.0	62.0	22.0	46.0	46.0	41.0	22.0	68.0	68.0

Lanes, Volumes, Timings  
27: Big Bend Rd & US 41

6/12/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	16.2%	16.2%	16.2%	31.5%	47.7%	16.9%	35.4%	35.4%	31.5%	16.9%	52.3%	52.3%
Maximum Green (s)	15.7	15.7	15.7	35.7	56.7	15.0	39.0	39.0	35.7	15.0	61.0	61.0
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	5.0	5.0	5.0	4.3	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	2.0	2.0	2.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.3	-1.3	0.0	-1.3	-1.3	-1.3	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0
Total Lost Time (s)	4.0	4.0	5.3	4.0	4.0	5.7	4.0	4.0	2.3	4.0	4.0	4.0
Lead/Lag	Lag	Lag	Lag	Lead		Lead	Lag	Lag	Lead	Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	4.0	5.0	2.0	3.0	3.0	4.0	2.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	Max	Max	None	None	Max	Max
Act Effect Green (s)	17.0	17.0	15.7	37.0	58.0	78.3	42.0	42.0	84.7	18.0	64.0	64.0
Actuated g/C Ratio	0.13	0.13	0.12	0.28	0.45	0.60	0.32	0.32	0.65	0.14	0.49	0.49
v/c Ratio	1.11	1.19	0.77	0.99	0.30	0.74	0.86	1.05	1.28	1.24	0.55	0.16
Control Delay	159.4	168.6	56.0	73.8	24.5	24.2	81.5	85.6	159.9	173.1	24.6	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	159.4	168.6	56.0	73.8	24.5	24.2	81.5	85.6	159.9	173.1	24.6	3.4
LOS	F	F	E	E	C	C	F	F	F	F	C	A
Approach Delay		131.4			50.0			122.1			74.9	
Approach LOS		F			D			F			E	

Intersection Summary

Area Type:	Other
Cycle Length:	130
Actuated Cycle Length:	130
Natural Cycle:	130
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	1.28
Intersection Signal Delay:	91.2
Intersection LOS:	F
Intersection Capacity Utilization:	109.5%
ICU Level of Service:	H
Analysis Period (min):	15

Splits and Phases: 27: Big Bend Rd & US 41

## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	SF/ACE	Intersection	Elsberry Rd. & US 41
Agency/Co.	ACE	Jurisdiction	D7, FDOT
Date Performed	02/28/2008	Analysis Year	2030 No-Build
Analysis Time Period	AM Peak		
Project Description <i>US 41 PD&amp;E Study</i>			
East/West Street: <i>Elsberry Rd</i>		North/South Street: <i>US 41</i>	
Intersection Orientation: <i>North-South</i>		Study Period (hrs): <i>0.25</i>	

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	32	2186			1733	86
Peak-Hour Factor, PHF	0.95	0.95	1.00	1.00	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	33	2301	0	0	1824	90
Percent Heavy Vehicles	8	--	--	0	--	--
Median Type	<i>Raised curb</i>					
RT Channelized			0			1
Lanes	1	2	0	0	2	1
Configuration	L	T			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)	108		26			
Peak-Hour Factor, PHF	0.95	1.00	0.95	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	113	0	27	0	0	0
Percent Heavy Vehicles	2	0	2	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LR	
v (veh/h)	33						140	
C (m) (veh/h)	308						11	
v/c	0.11						12.73	
95% queue length	0.36						18.90	
Control Delay (s/veh)	18.1						5944	
LOS	C						F	
Approach Delay (s/veh)	--	--					5944	
Approach LOS	--	--					F	

Lanes, Volumes, Timings  
23: Apollo Beach Blvd & US 41

6/12/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	265	465	276	283	369	279	219	1553	357	352	1231	210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		0	300		300	250		250	200		200
Storage Lanes	1		1	1		2	1		1	1		1
Taper Length (ft)	25		25	50		50	25		25	80		80
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	0.88	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	3433	1863	2787	1671	3343	1495	1671	3343	1495
Flt Permitted	0.950			0.950			0.125			0.106		
Satd. Flow (perm)	1770	1863	1583	3433	1863	2787	220	3343	1495	186	3343	1495
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			61			76			24			198
Link Speed (mph)		35			30			55				55
Link Distance (ft)		1891			1237			1484				2559
Travel Time (s)		36.8			28.1			18.4				31.7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	8%	8%	8%	8%	8%	8%
Adj. Flow (vph)	279	489	291	298	388	294	231	1635	376	371	1296	221
Shared Lane Traffic (%)												
Lane Group Flow (vph)	279	489	291	298	388	294	231	1635	376	371	1296	221
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	1	1	1	1	1
Detector Template		Thru		Left	Thru	Right			Right	Left		
Leading Detector (ft)	22	100	22	20	100	20	22	56	20	20	56	22
Trailing Detector (ft)	2	0	2	0	0	0	2	50	0	0	50	2
Detector 1 Position(ft)	2	0	2	0	0	0	2	50	0	0	50	2
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	Prot		custom	Prot		Prot	Perm		pm+ov	Perm		pm+ov
Protected Phases	3	8	1	7	4	4		6	7		2	3
Permitted Phases			8				6		6	2		2

Lanes, Volumes, Timings  
 23: Apollo Beach Blvd & US 41

6/12/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	8	1	7	4	4	6	6	7	2	2	3
Switch Phase												
Minimum Initial (s)	4.0	4.0	7.0	4.0	7.0	7.0	7.0	7.0	4.0	20.0	20.0	4.0
Minimum Split (s)	8.0	20.0	11.5	8.0	13.4	13.4	12.0	12.0	8.0	26.5	26.5	8.0
Total Split (s)	15.0	30.0	11.5	12.0	27.0	27.0	108.0	108.0	12.0	96.5	96.5	15.0
Total Split (%)	10.0%	20.0%	7.7%	8.0%	18.0%	18.0%	72.0%	72.0%	8.0%	64.3%	64.3%	10.0%
Maximum Green (s)	11.0	26.0	7.0	8.0	20.6	20.6	103.0	103.0	8.0	90.0	90.0	11.0
Yellow Time (s)	3.5	3.5	4.5	3.5	4.5	4.5	4.5	4.5	3.5	4.5	4.5	3.5
All-Red Time (s)	0.5	0.5	0.0	0.5	1.9	1.9	0.5	0.5	0.5	2.0	2.0	0.5
Lost Time Adjust (s)	-2.4	0.0	-2.4	0.0	0.0	0.0	-0.5	-0.5	0.0	0.0	-2.5	-2.5
Total Lost Time (s)	1.6	4.0	2.1	4.0	6.4	6.4	4.5	4.5	4.0	6.5	4.0	1.5
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead			Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes			Yes			Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0	3.0
Recall Mode	None	None	None	None	None	None	None	None	None	Min	Min	None
Walk Time (s)		5.0										
Flash Dont Walk (s)		11.0										
Pedestrian Calls (#/hr)		0										
Act Effct Green (s)	13.4	26.0	37.3	8.0	20.6	20.6	103.5	103.5	116.0	90.0	92.5	108.5
Actuated g/C Ratio	0.09	0.17	0.25	0.05	0.14	0.14	0.69	0.69	0.77	0.60	0.62	0.72
v/c Ratio	1.77	1.51	0.66	1.63	1.52	0.66	1.52	0.71	0.32	3.31	0.63	0.19
Control Delay	405.8	287.2	39.1	347.3	292.8	52.8	288.1	16.3	5.6	1078.6	19.7	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	405.8	287.2	39.1	347.3	292.8	52.8	288.1	16.3	5.6	1078.6	19.7	1.0
LOS	F	F	D	F	F	D	F	B	A	F	B	A
Approach Delay		250.3			237.4			42.5			225.6	
Approach LOS		F			F			D			F	

Intersection Summary

Area Type:	Other
Cycle Length:	150
Actuated Cycle Length:	150
Natural Cycle:	150
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	3.31
Intersection Signal Delay:	165.2
Intersection LOS:	F
Intersection Capacity Utilization:	114.4%
ICU Level of Service:	H
Analysis Period (min):	15

Splits and Phases: 23: Apollo Beach Blvd & US 41

## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	SF/ACE	Intersection	US 41 & Flamingo DR
Agency/Co.	ACE	Jurisdiction	D7, FDOT
Date Performed	02/28/2008	Analysis Year	2030 No-Build
Analysis Time Period	AM Peak		

Project Description <i>US 41 PD&amp;E Study</i>	
East/West Street: <i>Flamingo Dr</i>	North/South Street: <i>US 41</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	249	1872			1484	270
Peak-Hour Factor, PHF	0.95	0.95	1.00	1.00	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	262	1970	0	0	1562	284
Percent Heavy Vehicles	8	--	--	0	--	--
Median Type	<i>Raised curb</i>					
RT Channelized			0			1
Lanes	1	2	0	0	2	1
Configuration	L	T			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)	341		314			
Peak-Hour Factor, PHF	0.95	1.00	0.95	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	358	0	330	0	0	0
Percent Heavy Vehicles	2	0	6	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			1			0
Lanes	1	0	1	0	0	0
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)	262					358		330
C (m) (veh/h)	392					3		329
v/c	0.67					119.33		1.00
95% queue length	4.69					47.22		11.19
Control Delay (s/veh)	30.8					55639		86.9
LOS	D					F		F
Approach Delay (s/veh)	--	--				28993		
Approach LOS	--	--				F		



## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	SF/ACE	Intersection	Miller Mac Rd & US 41
Agency/Co.	ACE	Jurisdiction	D7, FDOT
Date Performed	02/28/2008	Analysis Year	2030 No-Build
Analysis Time Period	AM Peak		

Project Description <i>US 41 PD&amp;E</i>	
East/West Street: <i>Miller Mac Rd</i>	North/South Street: <i>US 41</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	189	1969	38	34	1561	189
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	198	2072	40	35	1643	198
Percent Heavy Vehicles	8	--	--	8	--	--
Median Type	<i>Raised curb</i>					
RT Channelized			0			1
Lanes	1	2	0	1	2	1
Configuration	L	T	TR	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)	238	5	238	30	4	43
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	250	5	250	31	4	45
Percent Heavy Vehicles	2	2	2	2	2	50
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			1			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)	198	35		80		255		250
C (m) (veh/h)	364	235						317
v/c	0.54	0.15						0.79
95% queue length	3.11	0.51						6.36
Control Delay (s/veh)	26.1	23.0						48.1
LOS	D	C						E
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	SF/ACE	Intersection	Falls Blvd & US 41
Agency/Co.	ACE	Jurisdiction	D7, FDOT
Date Performed	02/28/2008	Analysis Year	2030 No-Build
Analysis Time Period	AM Peak		

Project Description <i>US 41 PD&amp;E Study</i>	
East/West Street: <i>Falls Blvd</i>	North/South Street: <i>US 41</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	39	2126	43	38	1686	99
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	41	2237	45	40	1774	104
Percent Heavy Vehicles	8	--	--	8	--	--
Median Type	<i>Raised curb</i>					
RT Channelized			0			1
Lanes	1	2	0	0	2	1
Configuration	L	T	TR	LT	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	5	49	34	4	30
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	130	5	51	35	4	31
Percent Heavy Vehicles	2	2	20	2	2	2
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
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	LT		LTR		LT		R
v (veh/h)	41	40		70		135		51
C (m) (veh/h)	322	201		0		0		254
v/c	0.13	0.20						0.20
95% queue length	0.43	0.72						0.73
Control Delay (s/veh)	17.8	27.3						22.7
LOS	C	D		F		F		C
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	SF/ACE	Intersection	Leisey Rd. & US 41
Agency/Co.	ACE	Jurisdiction	FDOT D7
Date Performed	02/28/2008	Analysis Year	2030 No-Build
Analysis Time Period	AM Peak		

Project Description <i>US 41 PD&amp;E Study</i>	
East/West Street: <i>Leisey Rd</i>	North/South Street: <i>US 41</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

### Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	107	2094	81	76	1660	69
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	112	2204	85	80	1747	72
Percent Heavy Vehicles	8	--	--	8	--	--
Median Type	<i>Raised curb</i>					
RT Channelized			0			0
Lanes	1	2	0	0	2	1
Configuration	L	T	TR	LT	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)	87	292	135	64	232	60
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	91	307	142	67	244	63
Percent Heavy Vehicles	2	2	13	2	2	2
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
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	LT		LTR		LT		R
v (veh/h)	112	80		374		398		142
C (m) (veh/h)	309	199						272
v/c	0.36	0.40						0.52
95% queue length	1.60	1.80						2.80
Control Delay (s/veh)	23.1	34.7						31.8
LOS	C	D						D
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	SF/ACE	Intersection	Mirabay Blvd & US 41
Agency/Co.	ACE	Jurisdiction	FDOT D7
Date Performed	02/28/2008	Analysis Year	2030 No-Build
Analysis Time Period	AM Peak		

Project Description <i>US 41 PD&amp;E Study</i>	
East/West Street: <i>Mirabay Blvd</i>	North/South Street: <i>US 41</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	176	2034	141	97	1613	176
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	185	2141	148	102	1697	185
Percent Heavy Vehicles	8	--	--	8	--	--
Median Type	<i>Raised curb</i>					
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)	222	11	222	112	9	77
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	233	11	233	117	9	81
Percent Heavy Vehicles	2	2	2	6	2	17
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	1	1	1	1	1	0
Configuration	L	T	R	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	L	T	R
v (veh/h)	185	102	117		90	233	11	233
C (m) (veh/h)	346	229			0		0	305
v/c	0.53	0.45						0.76
95% queue length	3.00	2.13						5.87
Control Delay (s/veh)	26.7	32.8						46.6
LOS	D	D			F		F	E
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	SF/ACE	Intersection	12th ST & US 41
Agency/Co.	ACE	Jurisdiction	D7, FDOT
Date Performed	02/28/2008	Analysis Year	2030 No-Build
Analysis Time Period	AM Peak		

Project Description <i>US41 PD&amp;E Study</i>	
East/West Street: <i>12th St</i>	North/South Street: <i>US 41</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		1775	16	557	1407	
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	0	1868	16	586	1481	0
Percent Heavy Vehicles	0	--	--	8	--	--
Median Type	<i>Raised curb</i>					
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)				13		442
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	13	0	465
Percent Heavy Vehicles	8	8	0	0	25	3
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)		586	13		465			
C (m) (veh/h)		295			265			
v/c		1.99			1.75			
95% queue length		41.65			30.68			
Control Delay (s/veh)		484.4			387.3			
LOS		F			F			
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	SF/ACE	Intersection	Villemaire Rd. & US 41
Agency/Co.	ACE	Jurisdiction	D7, FDOT
Date Performed	02/28/2008	Analysis Year	2030 No-Build
Analysis Time Period	AM Peak		

Project Description <i>US 41 PD&amp;E Study</i>	
East/West Street: <i>27th Ave/Villemaire</i>	North/South Street: <i>US 41</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

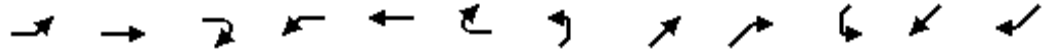
Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	283	1418	16	43	1124	257
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	297	1492	16	45	1183	270
Percent Heavy Vehicles	8	--	--	8	--	--
Median Type	<i>Raised curb</i>					
RT Channelized			0			0
Lanes	1	2	0	1	2	1
Configuration	L	T	TR	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)	325	81	357	13	64	34
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	342	85	375	13	67	35
Percent Heavy Vehicles	33	2	50	50	2	50
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)	297	45		115			802	
C (m) (veh/h)	433	412						
v/c	0.69	0.11						
95% queue length	5.05	0.36						
Control Delay (s/veh)	29.6	14.8						
LOS	D	B						
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

Lanes, Volumes, Timings  
3: 19th Ave NW & US 41

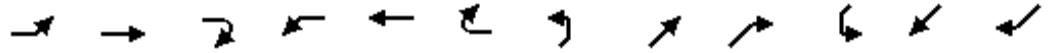
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕		↖	↗	↖	↖	↗	↖	↖	↗	↖
Volume (vph)	189	211	97	154	167	99	77	1477	195	124	1171	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	115		0	265		75	245		110
Storage Lanes	0		0	1		1	1		1	1		1
Taper Length (ft)	25		25	45		25	100		85	165		90
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.974				0.850			0.850			0.850
Flt Protected		0.981		0.950			0.950			0.950		
Satd. Flow (prot)	0	1734	0	1736	1759	1455	1671	3343	1495	1671	3343	1495
Flt Permitted		0.800		0.441			0.166			0.166		
Satd. Flow (perm)	0	1414	0	806	1759	1455	292	3343	1495	292	3343	1495
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27				13			139			158
Link Speed (mph)		45			45			45				45
Link Distance (ft)		2574			261			1429				1291
Travel Time (s)		39.0			4.0			21.7				19.6
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	6%	2%	8%	4%	8%	11%	8%	8%	8%	8%	8%	8%
Adj. Flow (vph)	199	222	102	162	176	104	81	1555	205	131	1233	158
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	523	0	162	176	104	81	1555	205	131	1233	158
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	5	22		22	22	50	22	56	22	22	56	22
Trailing Detector (ft)	0	2		2	2	0	2	50	2	2	50	2
Detector 1 Position(ft)	0	2		2	2	0	2	50	2	2	50	2
Detector 1 Size(ft)	5	20		20	20	50	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm			Perm		Perm	Perm		Perm	Perm		Perm
Protected Phases		8			4			6				2
Permitted Phases	8			4		4	6		6	2		2
Detector Phase	8	8		4	4	4	6	6	6	2	2	2
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	20.0	20.0	20.0	20.0	20.0	20.0
Minimum Split (s)	15.3	15.3		15.3	15.3	15.3	27.0	27.0	27.0	27.0	27.0	27.0
Total Split (s)	21.9	21.9	0.0	21.9	21.9	21.9	28.1	28.1	28.1	28.1	28.1	28.1

Lanes, Volumes, Timings  
3: 19th Ave NW & US 41

6/12/2008

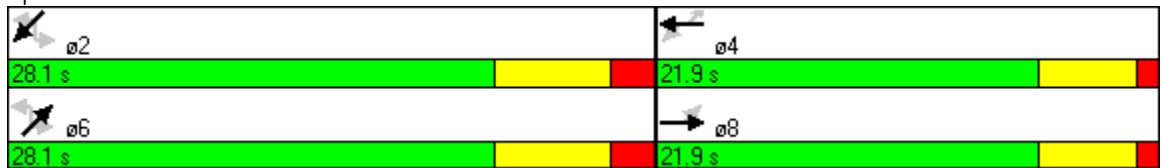


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Total Split (%)	43.8%	43.8%	0.0%	43.8%	43.8%	43.8%	56.2%	56.2%	56.2%	56.2%	56.2%	56.2%
Maximum Green (s)	16.6	16.6		16.6	16.6	16.6	21.1	21.1	21.1	21.1	21.1	21.1
Yellow Time (s)	4.3	4.3		4.3	4.3	4.3	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.3	-1.3	0.0	-1.3	-1.3	0.0	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	5.3	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	4.0	4.0	4.0	4.0	4.0	4.0
Recall Mode	None	None		None	None	None	Min	Min	Min	Min	Min	Min
Act Effect Green (s)		17.9		17.9	17.9	16.6	24.1	24.1	24.1	24.1	24.1	24.1
Actuated g/C Ratio		0.36		0.36	0.36	0.33	0.48	0.48	0.48	0.48	0.48	0.48
v/c Ratio		1.00		0.56	0.28	0.21	0.57	0.97	0.26	0.93	0.77	0.20
Control Delay		59.4		22.4	13.0	12.2	31.5	30.7	3.9	82.3	14.6	2.3
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		59.4		22.4	13.0	12.2	31.5	30.7	3.9	82.3	14.6	2.3
LOS		E		C	B	B	C	C	A	F	B	A
Approach Delay		59.4			16.3			27.8			19.2	
Approach LOS		E			B			C			B	

Intersection Summary

Area Type:	Other
Cycle Length:	50
Actuated Cycle Length:	50
Natural Cycle:	50
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	1.00
Intersection Signal Delay:	27.4
Intersection LOS:	C
Intersection Capacity Utilization:	107.1%
ICU Level of Service:	G
Analysis Period (min):	15

Splits and Phases: 3: 19th Ave NW & US 41





Lanes, Volumes, Timings  
40: Gibsonton DR & US 41

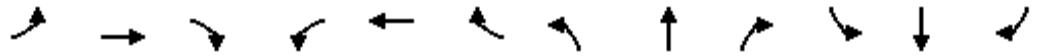
6/12/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↖	↗	↖	↖	↗	↖	↖	↗	↗
Volume (vph)	34	26	43	515	32	463	54	1184	649	584	1493	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	145		0	45		185	385		0
Storage Lanes	0		0	1		1	1		1	1		0
Taper Length (ft)	25		25	50		25	80		105	95		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.944				0.850			0.850		0.996	
Flt Protected		0.984		0.950			0.950			0.950		
Satd. Flow (prot)	0	1504	0	1687	1863	1553	1597	3195	1429	1597	3182	0
Flt Permitted		0.904		0.649			0.088			0.166		
Satd. Flow (perm)	0	1382	0	1152	1863	1553	148	3195	1429	279	3182	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24				88			614		4	
Link Speed (mph)		45			45			50			50	
Link Distance (ft)		807			2578			1316			1994	
Travel Time (s)		12.2			39.1			17.9			27.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	13%	2%	30%	7%	2%	4%	13%	13%	13%	13%	13%	13%
Adj. Flow (vph)	36	27	45	542	34	487	57	1246	683	615	1572	45
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	108	0	542	34	487	57	1246	683	615	1617	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	5	22		22	22	22	22	56	22	22	56	
Trailing Detector (ft)	0	2		2	2	2	2	50	2	2	50	
Detector 1 Position(ft)	0	2		2	2	2	2	50	2	2	50	
Detector 1 Size(ft)	5	20		20	20	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm			Perm		Perm	Perm		Perm	Perm		
Protected Phases		8			4			6			2	
Permitted Phases	8			4		4	6		6	2		
Detector Phase	8	8		4	4	4	6	6	6	2	2	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	20.0	20.0	20.0	20.0	20.0	
Minimum Split (s)	46.3	46.3		44.3	44.3	44.3	31.7	31.7	31.7	25.7	25.7	
Total Split (s)	47.3	47.3	0.0	47.3	47.3	47.3	102.7	102.7	102.7	102.7	102.7	0.0

Lanes, Volumes, Timings  
40: Gibsonton DR & US 41

6/12/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	31.5%	31.5%	0.0%	31.5%	31.5%	31.5%	68.5%	68.5%	68.5%	68.5%	68.5%	0.0%
Maximum Green (s)	42.0	42.0		42.0	42.0	42.0	97.0	97.0	97.0	97.0	97.0	
Yellow Time (s)	4.3	4.3		4.3	4.3	4.3	4.7	4.7	4.7	4.7	4.7	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	-1.3	-1.3	0.0	-1.3	-1.3	-1.3	-1.7	-1.7	-1.7	-1.7	-1.7	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.5	3.5		3.5	3.5	3.5	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Max	Max		Max	Max	Max	Max	Max	Max	Max	Max	Max
Walk Time (s)	12.0	12.0		12.0	12.0	12.0	6.0	6.0	6.0	6.0	6.0	6.0
Flash Dont Walk (s)	29.0	29.0		27.0	27.0	27.0	20.0	20.0	20.0	13.0	13.0	
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0	0	0	0	0
Act Effect Green (s)		43.3		43.3	43.3	43.3	98.7	98.7	98.7	98.7	98.7	
Actuated g/C Ratio		0.29		0.29	0.29	0.29	0.66	0.66	0.66	0.66	0.66	
v/c Ratio		0.26		1.63	0.06	0.95	0.59	0.59	0.59	3.34	0.77	
Control Delay		33.6		330.2	39.2	72.3	43.2	15.8	3.7	1082.7	21.0	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		33.6		330.2	39.2	72.3	43.2	15.8	3.7	1082.7	21.0	
LOS		C		F	D	E	D	B	A	F	C	
Approach Delay		33.6			202.7			12.5			313.6	
Approach LOS		C			F			B			F	

Intersection Summary

Area Type:	Other
Cycle Length:	150
Actuated Cycle Length:	150
Natural Cycle:	150
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	3.34
Intersection Signal Delay:	175.1
Intersection LOS:	F
Intersection Capacity Utilization:	110.3%
ICU Level of Service:	H
Analysis Period (min):	15

Splits and Phases: 40: Gibsonton DR & US 41



## TWO-WAY STOP CONTROL SUMMARY

General Information			Site Information					
Analyst	SF/ACE		Intersection	Nundy Ave & US 41				
Agency/Co.	ACE		Jurisdiction	D7, FDOT				
Date Performed	02/28/2008		Analysis Year	2030 No-Build				
Analysis Time Period	PM Peak							
Project Description							US 41 PD&E Study	
East/West Street:			Nundy Ave		North/South Street:			US 41
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)	27	1621	116	94	2045	54		
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95		
Hourly Flow Rate, HFR (veh/h)	28	1706	122	98	2152	56		
Percent Heavy Vehicles	13	--	--	13	--	--		
Median Type	Raised curb							
RT Channelized			0			0		
Lanes	1	2	0	1	2	0		
Configuration	L	T	TR	L	T	TR		
Upstream Signal		0			1			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	43	4	21	146	5	119		
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95		
Hourly Flow Rate, HFR (veh/h)	45	4	22	153	5	125		
Percent Heavy Vehicles	2	2	2	3	2	15		
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)	28	98		283			71	
C (m) (veh/h)	223	288						
v/c	0.13	0.34						
95% queue length	0.42	1.46						
Control Delay (s/veh)	23.4	23.8						
LOS	C	C						
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

Lanes, Volumes, Timings  
46: Palm Ave. & US 41

6/12/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↙	↘		↙	↕	↘	↙	↕	↘
Volume (vph)	49	4	38	70	5	124	30	1669	56	99	2099	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	115		315	110		0
Storage Lanes	0		0	1		0	1		1	1		0
Taper Length (ft)	25		25	25		25	85		65	170		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.944			0.856				0.850		0.997	
Flt Protected		0.974		0.950			0.950			0.950		
Satd. Flow (prot)	0	1563	0	1289	1595	0	1597	3195	1429	1597	3185	0
Flt Permitted		0.562		0.650			0.046			0.105		
Satd. Flow (perm)	0	902	0	882	1595	0	77	3195	1429	177	3185	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			30				59			3
Link Speed (mph)		25			25			50				50
Link Distance (ft)		140			651			2183				1823
Travel Time (s)		3.8			17.8			29.8				24.9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	20%	2%	2%	40%	2%	2%	13%	13%	13%	13%	13%	13%
Adj. Flow (vph)	52	4	40	74	5	131	32	1757	59	104	2209	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	96	0	74	136	0	32	1757	59	104	2250	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1	1	1		1
Detector Template												
Leading Detector (ft)	5	22		5	22		22	56	22	22		56
Trailing Detector (ft)	0	2		0	2		2	50	2	2		50
Detector 1 Position(ft)	0	2		0	2		2	50	2	2		50
Detector 1 Size(ft)	5	20		5	20		20	6	20	20		6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0		0.0
Turn Type	Perm			Perm			Perm		Perm	Perm		
Protected Phases		8			4			6				2
Permitted Phases	8			4			6		6	2		
Detector Phase	8	8		4	4		6	6	6	2		2
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		20.0	20.0	20.0	20.0		20.0
Minimum Split (s)	46.5	46.5		46.5	46.5		25.7	25.7	25.7	25.7		25.7
Total Split (s)	46.5	46.5	0.0	46.5	46.5	0.0	103.5	103.5	103.5	103.5	103.5	0.0

Lanes, Volumes, Timings  
46: Palm Ave. & US 41

6/12/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	31.0%	31.0%	0.0%	31.0%	31.0%	0.0%	69.0%	69.0%	69.0%	69.0%	69.0%	0.0%
Maximum Green (s)	42.0	42.0		42.0	42.0		97.8	97.8	97.8	97.8	97.8	
Yellow Time (s)	3.5	3.5		3.5	3.5		4.7	4.7	4.7	4.7	4.7	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	-0.5	-0.5	0.0	-0.5	-0.5	0.0	-1.7	-1.7	-1.7	-1.7	-1.7	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		4.0	4.0	4.0	4.0	4.0	
Recall Mode	Min	Min		Min	Min		Min	Min	Min	Min	Min	
Walk Time (s)	12.0	12.0		12.0	12.0		7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)	30.0	30.0		30.0	30.0		13.0	13.0	13.0	13.0	13.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0	0	0	0	
Act Effect Green (s)		16.0		16.0	16.0		99.6	99.6	99.6	99.6	99.6	
Actuated g/C Ratio		0.13		0.13	0.13		0.81	0.81	0.81	0.81	0.81	
v/c Ratio		0.76		0.65	0.59		0.52	0.68	0.05	0.73	0.88	
Control Delay		80.8		76.6	49.4		40.3	7.5	1.0	40.9	14.3	
Queue Delay		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay		80.8		76.6	49.4		40.3	7.5	1.0	40.9	14.3	
LOS		F		E	D		D	A	A	D	B	
Approach Delay		80.8			59.0			7.9			15.5	
Approach LOS		F			E			A			B	

Intersection Summary

Area Type:	Other
Cycle Length:	150
Actuated Cycle Length:	123.6
Natural Cycle:	150
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.88
Intersection Signal Delay:	15.8
Intersection LOS:	B
Intersection Capacity Utilization:	105.9%
ICU Level of Service:	G
Analysis Period (min):	15

Splits and Phases: 46: Palm Ave. & US 41



# Lanes, Volumes, Timings

## 35: Symmes Rd & US 41

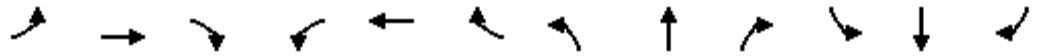
6/12/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↖	↗			↕	↗	↖	↕	
Volume (vph)	4	9	9	210	11	360	11	1390	265	454	1753	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	130		0	0		265	250		0
Storage Lanes	0		0	1		0	0		1	1		0
Taper Length (ft)	25		25	100		25	25		105	170		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95
Fr <sub>t</sub>		0.945			0.855				0.850			
Fl <sub>t</sub> Protected		0.991		0.950						0.950		
Satd. Flow (prot)	0	1744	0	1612	1593	0	0	3195	1429	1597	3195	0
Fl <sub>t</sub> Permitted		0.899		0.743				0.922		0.123		
Satd. Flow (perm)	0	1583	0	1260	1593	0	0	2946	1429	207	3195	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			49				279			
Link Speed (mph)		30			25			50			50	
Link Distance (ft)		1137			2516			948			2183	
Travel Time (s)		25.8			68.6			12.9			29.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	12%	2%	2%	13%	13%	13%	13%	13%	13%
Adj. Flow (vph)	4	9	9	221	12	379	12	1463	279	478	1845	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	22	0	221	391	0	0	1475	279	478	1850	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1	1	1	1	
Detector Template												
Leading Detector (ft)	5	22		5	22		5	56	22	22	56	
Trailing Detector (ft)	0	2		0	2		0	50	2	2	50	
Detector 1 Position(ft)	0	2		0	2		0	50	2	2	50	
Detector 1 Size(ft)	5	20		5	20		5	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Turn Type	Perm			Perm			Perm		Perm	Perm		
Protected Phases		8			4			6			2	
Permitted Phases	8			4			6		6	2		
Detector Phase	8	8		4	4		6	6	6	2	2	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		15.0	15.0	15.0	15.0	15.0	
Minimum Split (s)	15.0	15.0		44.0	44.0		41.0	41.0	41.0	22.0	22.0	
Total Split (s)	49.0	49.0	0.0	49.0	49.0	0.0	96.0	96.0	96.0	96.0	96.0	0.0

Lanes, Volumes, Timings  
35: Symmes Rd & US 41

6/12/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	33.8%	33.8%	0.0%	33.8%	33.8%	0.0%	66.2%	66.2%	66.2%	66.2%	66.2%	0.0%
Maximum Green (s)	44.0	44.0		44.0	44.0		89.0	89.0	89.0	89.0	89.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-1.0	-1.0	0.0	-1.0	-1.0	0.0	-3.0	-3.0	-3.0	-3.0	-3.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		4.0	4.0	4.0	4.0	4.0	
Recall Mode	None	None		None	None		Min	Min	Min	Min	Min	
Walk Time (s)				7.0	7.0		7.0	7.0	7.0			
Flash Dont Walk (s)				32.0	32.0		27.0	27.0	27.0			
Pedestrian Calls (#/hr)				0	0		0	0	0			
Act Effect Green (s)		34.9		34.9	34.9		92.3	92.3	92.3	92.3	92.3	
Actuated g/C Ratio		0.26		0.26	0.26		0.68	0.68	0.68	0.68	0.68	
v/c Ratio		0.05		0.68	0.87		0.73	0.26	3.39	0.85		
Control Delay		25.0		56.0	62.3		17.8	1.7	1105.5	22.6		
Queue Delay		0.0		0.0	0.0		0.0	0.0	0.0	0.0		
Total Delay		25.0		56.0	62.3		17.8	1.7	1105.5	22.6		
LOS		C		E	E		B	A	F	C		
Approach Delay		25.0			60.0		15.2				244.9	
Approach LOS		C			E		B				F	

Intersection Summary

Area Type: Other  
 Cycle Length: 145  
 Actuated Cycle Length: 135.2  
 Natural Cycle: 145  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 3.39  
 Intersection Signal Delay: 134.5  
 Intersection Capacity Utilization 120.2%  
 Analysis Period (min) 15  
 Intersection LOS: F  
 ICU Level of Service H

Splits and Phases: 35: Symmes Rd & US 41



## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	SF/ACE	Intersection	Florence ST & US 41
Agency/Co.	ACE	Jurisdiction	D7, FDOT
Date Performed	02/28/2008	Analysis Year	2030 No-Build
Analysis Time Period	PM Peak		

Project Description <i>US 41 PD&amp;E Study</i>	
East/West Street: <i>Florence St</i>	North/South Street: <i>US 41</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	22	1548	17	21	1953	27
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	23	1629	17	22	2055	28
Percent Heavy Vehicles	13	--	--	13	--	--
Median Type	<i>Raised curb</i>					
RT Channelized			0			0
Lanes	1	2	0	1	2	0
Configuration	L	T	TR	L	T	TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	21	9	17	22	11	27
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	22	9	17	23	11	28
Percent Heavy Vehicles	33	2	2	2	2	17
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)	23	22		62			48	
C (m) (veh/h)	226	342		0			0	
v/c	0.10	0.06						
95% queue length	0.34	0.21						
Control Delay (s/veh)	22.7	16.2						
LOS	C	C		F			F	
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						



## TWO-WAY STOP CONTROL SUMMARY

General Information			Site Information					
Analyst	SF/ACE		Intersection	Pembroke Rd & US 41				
Agency/Co.	ACE		Jurisdiction	D7, FDOT				
Date Performed	02/28/2008		Analysis Year	2030 No-Build				
Analysis Time Period	PM Peak							
Project Description							US 41 PD&E Study	
East/West Street:			Pembroke Rd		North/South Street:			US 41
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)	77	1368			1726	103		
Peak-Hour Factor, PHF	0.95	0.95	1.00	1.00	0.95	0.95		
Hourly Flow Rate, HFR (veh/h)	81	1440	0	0	1816	108		
Percent Heavy Vehicles	13	--	--	0	--	--		
Median Type	Raised curb							
RT Channelized			0			1		
Lanes	1	2	0	0	2	1		
Configuration	L	T			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)	130		97					
Peak-Hour Factor, PHF	0.95	1.00	0.95	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	136	0	102	0	0	0		
Percent Heavy Vehicles	27	0	45	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		Y			N			
Storage		5			0			
RT Channelized			1			0		
Lanes	1	0	1	0	0	0		
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)	81					136		102
C (m) (veh/h)	291					9		208
v/c	0.28					15.11		0.49
95% queue length	1.11					18.61		2.44
Control Delay (s/veh)	22.1					7158		37.9
LOS	C					F		E
Approach Delay (s/veh)	--	--				4106		
Approach LOS	--	--				F		

Lanes, Volumes, Timings  
27: Big Bend Rd & US 41

6/12/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	120	206	146	1152	260	506	184	819	914	638	1033	151
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	335		60	585		0	300		395	300		250
Storage Lanes	1		1	2		1	1		1	1		1
Taper Length (ft)	200		25	100		25	235		145	120		215
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1671	1759	1583	3400	1624	1509	1597	3195	1429	3099	3195	1429
Flt Permitted	0.591			0.950			0.263			0.950		
Satd. Flow (perm)	1040	1759	1583	3400	1624	1509	442	3195	1429	3099	3195	1429
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			52			42			26			159
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		714			2546			1241			495	
Travel Time (s)		10.8			38.6			18.8			7.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	8%	8%	2%	3%	17%	7%	13%	13%	13%	13%	13%	13%
Adj. Flow (vph)	126	217	154	1213	274	533	194	862	962	672	1087	159
Shared Lane Traffic (%)												
Lane Group Flow (vph)	126	217	154	1213	274	533	194	862	962	672	1087	159
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	22	22	50	22	22	22	22	56	22	22	56	22
Trailing Detector (ft)	2	2	0	2	2	2	2	50	2	2	50	2
Detector 1 Position(ft)	2	2	0	2	2	2	2	50	2	2	50	2
Detector 1 Size(ft)	20	20	50	20	20	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm		Perm	Prot		pm+ov	Perm		pm+ov	Prot		Perm
Protected Phases		8		7	4	5		6	7	5	2	
Permitted Phases	8		8			4	6		6			2
Detector Phase	8	8	8	7	4	5	6	6	7	5	2	2
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	7.0	10.0	10.0	20.0	20.0	7.0	10.0	20.0	20.0
Minimum Split (s)	15.3	15.3	15.3	12.3	15.3	17.0	27.0	27.0	12.3	17.0	27.0	27.0
Total Split (s)	18.0	18.0	18.0	41.0	59.0	27.0	54.0	54.0	41.0	27.0	81.0	81.0

Lanes, Volumes, Timings  
27: Big Bend Rd & US 41

6/12/2008

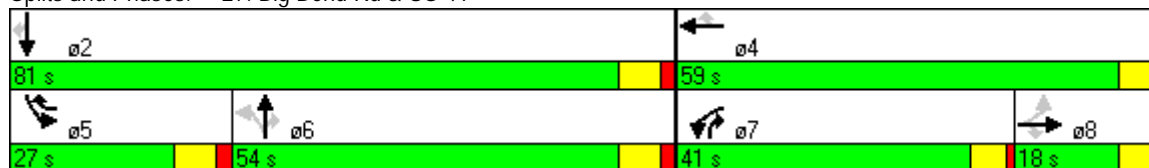


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	12.9%	12.9%	12.9%	29.3%	42.1%	19.3%	38.6%	38.6%	29.3%	19.3%	57.9%	57.9%
Maximum Green (s)	12.7	12.7	12.7	35.7	53.7	20.0	47.0	47.0	35.7	20.0	74.0	74.0
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	5.0	5.0	5.0	4.3	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	2.0	2.0	2.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.3	-1.3	0.0	-1.3	-1.3	-1.3	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0
Total Lost Time (s)	4.0	4.0	5.3	4.0	4.0	5.7	4.0	4.0	2.3	4.0	4.0	4.0
Lead/Lag	Lag	Lag	Lag	Lead		Lead	Lag	Lag	Lead	Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	4.0	5.0	2.0	3.0	3.0	4.0	2.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	Max	Max	None	None	Max	Max
Act Effect Green (s)	14.0	14.0	12.7	37.0	55.0	80.3	50.0	50.0	92.7	23.0	77.0	77.0
Actuated g/C Ratio	0.10	0.10	0.09	0.26	0.39	0.57	0.36	0.36	0.66	0.16	0.55	0.55
v/c Ratio	1.21	1.23	0.81	1.35	0.43	0.60	1.23	0.76	1.01	1.32	0.62	0.19
Control Delay	206.8	194.5	70.6	204.4	33.7	21.3	184.7	44.7	54.4	202.0	23.4	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	206.8	194.5	70.6	204.4	33.7	21.3	184.7	44.7	54.4	202.0	23.4	2.7
LOS	F	F	E	F	C	C	F	D	D	F	C	A
Approach Delay		159.2			132.9			62.8			84.3	
Approach LOS		F			F			E			F	

Intersection Summary

Area Type:	Other
Cycle Length:	140
Actuated Cycle Length:	140
Natural Cycle:	150
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	1.35
Intersection Signal Delay:	98.6
Intersection LOS:	F
Intersection Capacity Utilization:	102.3%
ICU Level of Service:	G
Analysis Period (min):	15

Splits and Phases: 27: Big Bend Rd & US 41

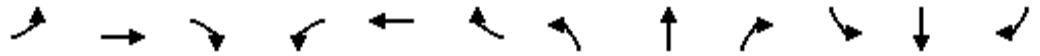


## TWO-WAY STOP CONTROL SUMMARY

General Information			Site Information					
Analyst	SF/ACE		Intersection	Elsberry Rd. & US 41				
Agency/Co.	ACE		Jurisdiction	D7, FDOT				
Date Performed	02/28/2008		Analysis Year	2030 No-Build				
Analysis Time Period	PM Peak							
Project Description US 41 PD&E								
East/West Street: Elsberry Rd			North/South Street: US 41					
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)	26	1733			2186	108		
Peak-Hour Factor, PHF	0.95	0.95	1.00	1.00	0.95	0.95		
Hourly Flow Rate, HFR (veh/h)	27	1824	0	0	2301	113		
Percent Heavy Vehicles	8	--	--	0	--	--		
Median Type	Raised curb							
RT Channelized			0			1		
Lanes	1	2	0	0	2	1		
Configuration	L	T			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)	86		32					
Peak-Hour Factor, PHF	0.95	1.00	0.95	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	90	0	33	0	0	0		
Percent Heavy Vehicles	2	0	2	0	0	0		
Percent Grade (%)		0			0			
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration		LR						
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LR	
v (veh/h)	27						123	
C (m) (veh/h)	197						8	
v/c	0.14						15.38	
95% queue length	0.47						17.08	
Control Delay (s/veh)	26.2						7374	
LOS	D						F	
Approach Delay (s/veh)	--	--					7374	
Approach LOS	--	--					F	

Lanes, Volumes, Timings  
23: Apollo Beach Blvd & US 41

6/12/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	210	369	219	357	465	352	276	1231	283	279	1553	265
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		0	300		300	250		250	200		200
Storage Lanes	1		1	1		2	1		1	1		1
Taper Length (ft)	25		25	50		50	25		25	80		80
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	0.88	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	3433	1863	2787	1671	3343	1495	1671	3343	1495
Flt Permitted	0.325			0.950			0.178			0.195		
Satd. Flow (perm)	605	1863	1583	3433	1863	2787	313	3343	1495	343	3343	1495
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			4			25			190			214
Link Speed (mph)		35			30			55				55
Link Distance (ft)		1891			1237			1484				2559
Travel Time (s)		36.8			28.1			18.4				31.7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	8%	8%	8%	8%	8%	8%
Adj. Flow (vph)	221	388	231	376	489	371	291	1296	298	294	1635	279
Shared Lane Traffic (%)												
Lane Group Flow (vph)	221	388	231	376	489	371	291	1296	298	294	1635	279
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	1	1	1	1	1
Detector Template		Thru		Left	Thru	Right			Right	Left		
Leading Detector (ft)	22	100	22	20	100	20	22	56	20	20	56	22
Trailing Detector (ft)	2	0	2	0	0	0	2	50	0	0	50	2
Detector 1 Position(ft)	2	0	2	0	0	0	2	50	0	0	50	2
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	Perm		Perm	Prot		Prot	Perm		pm+ov	Perm		Perm
Protected Phases		8		7	4	4		6	7		2	
Permitted Phases	8		8				6		6	2		2

Lanes, Volumes, Timings  
23: Apollo Beach Blvd & US 41

6/12/2008

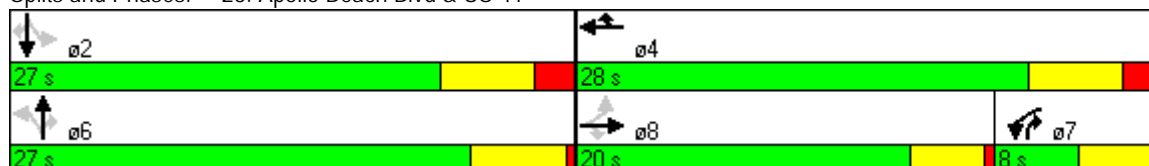


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	8	8	8	7	4	4	6	6	7	2	2	2
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	7.0	7.0	7.0	7.0	4.0	20.0	20.0	20.0
Minimum Split (s)	20.0	20.0	20.0	8.0	13.4	13.4	12.0	12.0	8.0	26.5	26.5	26.5
Total Split (s)	20.0	20.0	20.0	8.0	28.0	28.0	27.0	27.0	8.0	27.0	27.0	27.0
Total Split (%)	36.4%	36.4%	36.4%	14.5%	50.9%	50.9%	49.1%	49.1%	14.5%	49.1%	49.1%	49.1%
Maximum Green (s)	16.0	16.0	16.0	4.0	21.6	21.6	22.0	22.0	4.0	20.5	20.5	20.5
Yellow Time (s)	3.5	3.5	3.5	3.5	4.5	4.5	4.5	4.5	3.5	4.5	4.5	4.5
All-Red Time (s)	0.5	0.5	0.5	0.5	1.9	1.9	0.5	0.5	0.5	2.0	2.0	2.0
Lost Time Adjust (s)	-2.4	0.0	-2.4	0.0	0.0	0.0	-0.5	-0.5	0.0	0.0	-2.5	-2.5
Total Lost Time (s)	1.6	4.0	1.6	4.0	6.4	6.4	4.5	4.5	4.0	6.5	4.0	4.0
Lead/Lag	Lead	Lead	Lead	Lag						Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0	4.0
Recall Mode	None	None	None	None	None	None	None	None	None	Min	Min	Min
Walk Time (s)	5.0	5.0	5.0									
Flash Dont Walk (s)	11.0	11.0	11.0									
Pedestrian Calls (#/hr)	0	0	0									
Act Effect Green (s)	18.4	16.0	18.4	4.0	21.6	21.6	22.5	22.5	31.0	20.5	23.0	23.0
Actuated g/C Ratio	0.33	0.29	0.33	0.07	0.39	0.39	0.41	0.41	0.56	0.37	0.42	0.42
v/c Ratio	1.09	0.72	0.43	1.50	0.67	0.33	2.27	0.95	0.32	2.30	1.17	0.37
Control Delay	116.4	26.9	17.2	272.1	19.2	11.9	615.2	32.6	3.5	625.7	104.1	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	116.4	26.9	17.2	272.1	19.2	11.9	615.2	32.6	3.5	625.7	104.1	4.8
LOS	F	C	B	F	B	B	F	C	A	F	F	A
Approach Delay		47.8			93.9			118.0			161.0	
Approach LOS		D			F			F			F	

Intersection Summary

Area Type:	Other
Cycle Length:	55
Actuated Cycle Length:	55
Natural Cycle:	55
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	2.30
Intersection Signal Delay:	119.0
Intersection LOS:	F
Intersection Capacity Utilization:	110.1%
ICU Level of Service:	H
Analysis Period (min):	15

Splits and Phases: 23: Apollo Beach Blvd & US 41



## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	SF/ACE	Intersection	US 41 & Flamingo DR
Agency/Co.	ACE	Jurisdiction	D7, FDOT
Date Performed	02/28/2008	Analysis Year	2030 No-Build
Analysis Time Period	PM Peak		

Project Description <i>US 41 PD&amp;E Study</i>	
East/West Street: <i>Flamingo Dr</i>	North/South Street: <i>US 41</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	314	1484			1872	341
Peak-Hour Factor, PHF	0.95	0.95	1.00	1.00	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	330	1562	0	0	1970	358
Percent Heavy Vehicles	8	--	--	0	--	--
Median Type	<i>Raised curb</i>					
RT Channelized			0			1
Lanes	1	2	0	0	2	1
Configuration	L	T			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)	270		249			
Peak-Hour Factor, PHF	0.95	1.00	0.95	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	284	0	262	0	0	0
Percent Heavy Vehicles	2	0	6	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			1			0
Lanes	1	0	1	0	0	0
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)	330					284		262
C (m) (veh/h)	269							240
v/c	1.23							1.09
95% queue length	15.57							11.38
Control Delay (s/veh)	169.4							128.9
LOS	F							F
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	SF/ACE	Intersection	Miller Mac Rd & US 41
Agency/Co.	ACE	Jurisdiction	D7, FDOT
Date Performed	02/28/2008	Analysis Year	2030 No-Build
Analysis Time Period	PM Peak		

Project Description <i>US 41 PD&amp;E Study</i>	
East/West Street: <i>Miller Mac Rd</i>	North/South Street: <i>US 41</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	238	1561	30	43	1969	238
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	250	1643	31	45	2072	250
Percent Heavy Vehicles	8	--	--	8	--	--
Median Type	<i>Raised curb</i>					
RT Channelized			0			1
Lanes	1	2	0	1	2	1
Configuration	L	T	TR	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)	189	4	189	38	5	34
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	198	4	198	40	5	35
Percent Heavy Vehicles	2	2	2	2	2	50
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			1			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)	250	45		80		202		198
C (m) (veh/h)	244	353						228
v/c	1.02	0.13						0.87
95% queue length	10.06	0.43						6.94
Control Delay (s/veh)	108.0	16.7						75.1
LOS	F	C						F
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						



## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	SF/ACE	Intersection	Falls Blvd & US 41
Agency/Co.	ACE	Jurisdiction	D7, FDOT
Date Performed	02/28/2008	Analysis Year	2030 No-Build
Analysis Time Period	PM Peak		

Project Description <i>US 41 PD&amp;E Study</i>	
East/West Street: <i>Falls Blvd</i>	North/South Street: <i>US 41</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	49	1686	34	30	2126	124
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	51	1774	35	31	2237	130
Percent Heavy Vehicles	8	--	--	8	--	--
Median Type	<i>Raised curb</i>					
RT Channelized			0			1
Lanes	1	2	0	0	2	1
Configuration	L	T	TR	LT	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)	99	4	39	43	5	38
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	104	4	41	45	5	40
Percent Heavy Vehicles	2	2	20	2	2	2
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
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	LT		LTR		LT		R
v (veh/h)	51	31		90		108		41
C (m) (veh/h)	209	312		0		0		175
v/c	0.24	0.10						0.23
95% queue length	0.93	0.33						0.87
Control Delay (s/veh)	27.7	17.8						31.8
LOS	D	C		F		F		D
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	SF/ACE	Intersection	Leisey Rd. & US 41
Agency/Co.	ACE	Jurisdiction	D7, FDOT
Date Performed	02/28/2008	Analysis Year	2030 No-Build
Analysis Time Period	PM Peak		

Project Description <i>US 41 PD&amp;E Study</i>	
East/West Street: <i>Leisey Rd</i>	North/South Street: <i>US 41</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	135	1660	64	60	2094	87
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	142	1747	67	63	2204	91
Percent Heavy Vehicles	8	--	--	8	--	--
Median Type	<i>Raised curb</i>					
RT Channelized			0			1
Lanes	1	2	0	0	2	1
Configuration	L	T	TR	LT	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)	69	232	107	81	292	76
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	72	244	112	85	307	80
Percent Heavy Vehicles	2	2	13	2	2	2
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			1			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	LT		LTR		LT		R
v (veh/h)	142	63		472		316		112
C (m) (veh/h)	216	310						189
v/c	0.66	0.20						0.59
95% queue length	4.01	0.75						3.26
Control Delay (s/veh)	48.9	19.6						48.5
LOS	E	C						E
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	SF/ACE	Intersection	Mirabay Blvd & US 41
Agency/Co.	ACE	Jurisdiction	D7, FDOT
Date Performed	02/28/2008	Analysis Year	2030 No-Build
Analysis Time Period	PM Peak		

Project Description <i>US 41 PD&amp;E Study</i>	
East/West Street: <i>Mirabay Blvd</i>	North/South Street: <i>US 41</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	222	1613	112	77	2034	222
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	233	1697	117	81	2141	233
Percent Heavy Vehicles	8	--	--	8	--	--
Median Type	<i>Raised curb</i>					
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)	176	9	176	141	11	97
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	185	9	185	148	11	102
Percent Heavy Vehicles	2	2	2	6	2	17
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	1	1	1	1	1	0
Configuration	L	T	R	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	L	T	R
v (veh/h)	233	81	148		113	185	9	185
C (m) (veh/h)	229	346			0		0	217
v/c	1.02	0.23						0.85
95% queue length	9.60	0.89						6.57
Control Delay (s/veh)	109.6	18.6						74.8
LOS	F	C			F		F	F
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	SF/ACE	Intersection	12th ST & US 41
Agency/Co.	ACE	Jurisdiction	D7, FDOT
Date Performed	02/28/2008	Analysis Year	2030 No-Build
Analysis Time Period	PM Peak		

Project Description <i>US 41 PD&amp;E Study</i>	
East/West Street: <i>12th St</i>	North/South Street: <i>US 41</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		1407	13	442	1775	
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.95	1.00	0.95
Hourly Flow Rate, HFR (veh/h)	0	1407	13	465	1775	0
Percent Heavy Vehicles	0	--	--	8	--	--
Median Type	<i>Raised curb</i>					
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)				16		557
Peak-Hour Factor, PHF	0.95	0.95	1.00	1.00	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	0	0	0	16	0	586
Percent Heavy Vehicles	8	8	0	0	25	3
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
Lane Configuration		L	L		R		
v (veh/h)		465	16		586		
C (m) (veh/h)		451			377		
v/c		1.03			1.55		
95% queue length		14.11			32.82		
Control Delay (s/veh)		81.2			288.4		
LOS		F			F		
Approach Delay (s/veh)	--	--					
Approach LOS	--	--					

## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	SF/ACE	Intersection	Villemaire Rd. & US 41
Agency/Co.	ACE	Jurisdiction	D7, FDOT
Date Performed	02/28/2008	Analysis Year	2030 No-Build
Analysis Time Period	PM Peak		
Project Description <i>US 41 PD&amp;E Study</i>			
East/West Street: <i>27th Ave/Villemaire Rd</i>		North/South Street: <i>US 41</i>	
Intersection Orientation: <i>North-South</i>		Study Period (hrs): <i>0.25</i>	

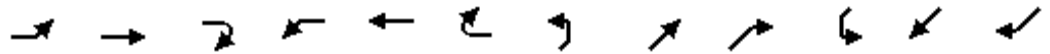
Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	357	1124	13	34	1418	325
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	375	1183	13	35	1492	342
Percent Heavy Vehicles	8	--	--	8	--	--
Median Type	<i>Raised curb</i>					
RT Channelized			0			0
Lanes	1	2	0	1	2	1
Configuration	L	T	TR	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)	257	64	283	16	81	43
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	270	67	297	16	85	45
Percent Heavy Vehicles	33	2	50	50	2	50
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)	375	35		146			634	
C (m) (veh/h)	305	547						
v/c	1.23	0.06						
95% queue length	17.01	0.20						
Control Delay (s/veh)	164.3	12.0						
LOS	F	B						
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

Lanes, Volumes, Timings  
3: 19th Ave NW & US 41

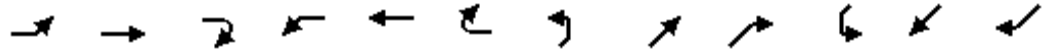
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕		↕	↑	↗	↖	↗	↗	↖	↗	↗
Volume (vph)	150	167	77	195	211	124	97	1171	154	99	1477	189
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	115		0	265		75	245		110
Storage Lanes	0		0	1		1	1		1	1		1
Taper Length (ft)	25		25	45		25	100		85	165		90
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.974				0.850			0.850			0.850
Flt Protected		0.981		0.950			0.950			0.950		
Satd. Flow (prot)	0	1734	0	1736	1759	1455	1671	3343	1495	1671	3343	1495
Flt Permitted		0.761		0.483			0.174			0.174		
Satd. Flow (perm)	0	1345	0	882	1759	1455	306	3343	1495	306	3343	1495
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17				43			162			199
Link Speed (mph)		45			45			45				45
Link Distance (ft)		2574			261			1429				1291
Travel Time (s)		39.0			4.0			21.7				19.6
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	6%	2%	8%	4%	8%	11%	8%	8%	8%	8%	8%	8%
Adj. Flow (vph)	158	176	81	205	222	131	102	1233	162	104	1555	199
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	415	0	205	222	131	102	1233	162	104	1555	199
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	5	22		22	22	50	22	56	22	22	56	22
Trailing Detector (ft)	0	2		2	2	0	2	50	2	2	50	2
Detector 1 Position(ft)	0	2		2	2	0	2	50	2	2	50	2
Detector 1 Size(ft)	5	20		20	20	50	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm			Perm		Perm	Perm		Perm	Perm		Perm
Protected Phases		8			4			6				2
Permitted Phases	8			4		4	6		6	2		2
Detector Phase	8	8		4	4	4	6	6	6	2	2	2
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	20.0	20.0	20.0	20.0	20.0	20.0
Minimum Split (s)	15.3	15.3		15.3	15.3	15.3	27.0	27.0	27.0	27.0	27.0	27.0
Total Split (s)	18.0	18.0	0.0	18.0	18.0	18.0	27.0	27.0	27.0	27.0	27.0	27.0

Lanes, Volumes, Timings  
3: 19th Ave NW & US 41

6/12/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Total Split (%)	40.0%	40.0%	0.0%	40.0%	40.0%	40.0%	60.0%	60.0%	60.0%	60.0%	60.0%	60.0%
Maximum Green (s)	12.7	12.7		12.7	12.7	12.7	20.0	20.0	20.0	20.0	20.0	20.0
Yellow Time (s)	4.3	4.3		4.3	4.3	4.3	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.3	-1.3	0.0	-1.3	-1.3	0.0	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	5.3	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	4.0	4.0	4.0	4.0	4.0	4.0
Recall Mode	None	None		None	None	None	Min	Min	Min	Min	Min	Min
Act Effect Green (s)		14.0		14.0	14.0	12.7	23.0	23.0	23.0	23.0	23.0	23.0
Actuated g/C Ratio		0.31		0.31	0.31	0.28	0.51	0.51	0.51	0.51	0.51	0.51
v/c Ratio		0.97		0.75	0.41	0.30	0.65	0.72	0.19	0.67	0.91	0.23
Control Delay		56.2		35.7	15.0	11.4	35.0	11.6	2.0	36.2	20.9	2.0
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		56.2		35.7	15.0	11.4	35.0	11.6	2.0	36.2	20.9	2.0
LOS		E		D	B	B	C	B	A	D	C	A
Approach Delay		56.2			21.7			12.1			19.7	
Approach LOS		E			C			B			B	

Intersection Summary

Area Type:	Other
Cycle Length:	45
Actuated Cycle Length:	45
Natural Cycle:	45
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.97
Intersection Signal Delay:	20.9
Intersection LOS:	C
Intersection Capacity Utilization:	103.7%
ICU Level of Service:	G
Analysis Period (min):	15

Splits and Phases: 3: 19th Ave NW & US 41



Lanes, Volumes, Timings  
40: Gibsonton DR & US 41

6/12/2008

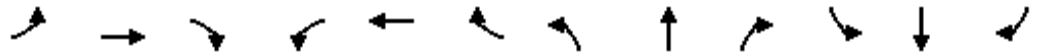


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖↖↖	↖	↖↖	↖	↖↖↖	↖↖	↖↖↖	↖↖↖	↖
Volume (vph)	43	27	70	801	21	590	56	1786	635	468	1415	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		0	300		0	400		185	385		400
Storage Lanes	1		0	3		2	1		2	3		1
Taper Length (ft)	25		25	50		25	80		105	95		25
Lane Util. Factor	1.00	1.00	1.00	0.94	1.00	0.88	1.00	0.91	0.88	0.94	0.91	1.00
Frt		0.891				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1597	1384	0	4757	1863	2733	1597	4590	2515	4505	4590	1429
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1597	1384	0	4757	1863	2733	1597	4590	2515	4505	4590	1429
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		74				544			362			36
Link Speed (mph)		45			45			50				50
Link Distance (ft)		807			1332			1316				1009
Travel Time (s)		12.2			20.2			17.9				13.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	13%	2%	30%	7%	2%	4%	13%	13%	13%	13%	13%	13%
Adj. Flow (vph)	45	28	74	843	22	621	59	1880	668	493	1489	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	45	102	0	843	22	621	59	1880	668	493	1489	36
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			36			36				36
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	5	22		22	22	22	22	56	22	22	56	50
Trailing Detector (ft)	0	2		2	2	2	2	50	2	2	50	0
Detector 1 Position(ft)	0	2		2	2	2	2	50	2	2	50	0
Detector 1 Size(ft)	5	20		20	20	20	20	6	20	20	6	50
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot			Prot		Prot	Prot		Prot	Prot		pm+ov
Protected Phases	3	8		7	4	4	1	6	6	5	2	3
Permitted Phases												2
Detector Phase	3	8		7	4	4	1	6	6	5	2	3
Switch Phase												
Minimum Initial (s)	4.0	10.0		7.0	10.0	10.0	4.0	10.0	10.0	7.0	20.0	4.0
Minimum Split (s)	8.0	28.3		12.7	46.3	46.3	8.0	49.0	49.0	12.7	25.7	8.0
Total Split (s)	9.0	28.3	0.0	27.1	46.4	46.4	16.6	52.6	52.6	22.0	58.0	9.0



Lanes, Volumes, Timings  
40: Gibsonton DR & US 41

6/12/2008

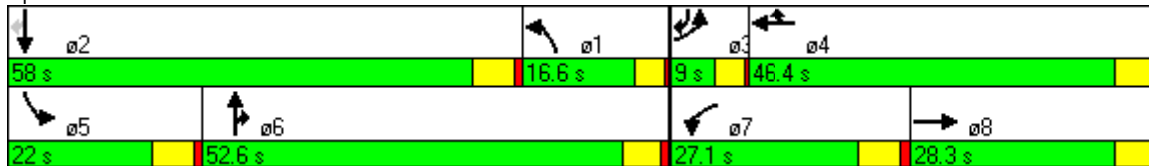


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	6.9%	21.8%	0.0%	20.8%	35.7%	35.7%	12.8%	40.5%	40.5%	16.9%	44.6%	6.9%
Maximum Green (s)	5.0	23.0		21.4	41.1	41.1	12.6	47.3	47.3	16.3	52.3	5.0
Yellow Time (s)	3.5	4.3		4.7	4.3	4.3	3.5	4.3	4.3	4.7	4.7	3.5
All-Red Time (s)	0.5	1.0		1.0	1.0	1.0	0.5	1.0	1.0	1.0	1.0	0.5
Lost Time Adjust (s)	-1.3	-1.3	0.0	-1.3	-1.3	-1.3	-1.7	-1.7	-1.7	-1.7	-1.7	0.0
Total Lost Time (s)	2.7	4.0	4.0	4.4	4.0	4.0	2.3	3.6	3.6	4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.5		2.5	3.5	3.5	3.0	3.5	3.5	2.5	3.0	3.0
Recall Mode	None	Min		Max	Min	Min	None	Max	Max	Max	Max	None
Walk Time (s)					12.0	12.0		12.0	12.0		6.0	
Flash Dont Walk (s)					27.0	27.0		27.0	27.0		13.0	
Pedestrian Calls (#/hr)					0	0		0	0		0	
Act Effect Green (s)	6.3	12.4		22.7	32.3	32.3	13.0	49.0	49.0	18.0	57.4	63.2
Actuated g/C Ratio	0.05	0.10		0.19	0.27	0.27	0.11	0.41	0.41	0.15	0.49	0.54
v/c Ratio	0.53	0.48		0.92	0.04	0.54	0.34	0.99	0.53	0.72	0.67	0.05
Control Delay	77.2	25.5		63.1	33.0	7.3	53.8	52.3	12.9	54.4	26.1	2.9
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	77.2	25.5		63.1	33.0	7.3	53.8	52.3	12.9	54.4	26.1	2.9
LOS	E	C		E	C	A	D	D	B	D	C	A
Approach Delay		41.3			39.3			42.2			32.6	
Approach LOS		D			D			D			C	

Intersection Summary

Area Type: Other  
 Cycle Length: 130  
 Actuated Cycle Length: 118.1  
 Natural Cycle: 130  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.99  
 Intersection Signal Delay: 38.4  
 Intersection LOS: D  
 Intersection Capacity Utilization 75.3%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 40: Gibsonton DR & US 41



## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	SF/ACE	Intersection	Nundy Ave & US 41
Agency/Co.	ACE	Jurisdiction	D7, FDOT
Date Performed	02/28/2008	Analysis Year	2030 Build
Analysis Time Period	AM Peak		
Project Description <i>US 41 PD&amp;E Study</i>			
East/West Street: <i>Nundy Ave</i>		North/South Street: <i>US 41</i>	
Intersection Orientation: <i>North-South</i>		Study Period (hrs): <i>0.25</i>	

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	21	2494	146	124	1977	47
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	22	2625	153	130	2081	49
Percent Heavy Vehicles	13	--	--	13	--	--
Median Type	<i>Undivided</i>					
RT Channelized			1			0
Lanes	1	2	1	1	2	1
Configuration	L	T	R	L	T	R
Upstream Signal		0			1	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	60	5	27	116	4	99
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	63	5	28	122	4	104
Percent Heavy Vehicles	2	2	2	3	2	15
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)	22	130		230			96	
C (m) (veh/h)	255	134						
v/c	0.09	0.97						
95% queue length	0.28	6.74						
Control Delay (s/veh)	20.4	133.7						
LOS	C	F						
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

Lanes, Volumes, Timings  
46: Palm Ave. & US 41

6/12/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↙	↘		↙	↑↑↑	↘	↙	↑↑↑	↘
Volume (vph)	39	5	30	56	4	99	38	2554	70	124	2020	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	115		315	400		400
Storage Lanes	0		0	1		0	1		1	1		1
Taper Length (ft)	25		25	25		25	85		65	170		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt		0.945			0.856				0.850			0.850
Flt Protected		0.974		0.950			0.950			0.950		
Satd. Flow (prot)	0	1569	0	1289	1595	0	1597	4590	1429	1597	4590	1429
Flt Permitted		0.601		0.698			0.950			0.950		
Satd. Flow (perm)	0	968	0	947	1595	0	1597	4590	1429	1597	4590	1429
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			104				49			52
Link Speed (mph)		25			25			50				50
Link Distance (ft)		140			651			2183				1823
Travel Time (s)		3.8			17.8			29.8				24.9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	20%	2%	2%	40%	2%	2%	13%	13%	13%	13%	13%	13%
Adj. Flow (vph)	41	5	32	59	4	104	40	2688	74	131	2126	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	78	0	59	108	0	40	2688	74	131	2126	52
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24				24
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	5	22		5	22		22	56	22	22	56	22
Trailing Detector (ft)	0	2		0	2		2	50	2	2	50	2
Detector 1 Position(ft)	0	2		0	2		2	50	2	2	50	2
Detector 1 Size(ft)	5	20		5	20		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm			Perm			Prot		Perm	Prot		Perm
Protected Phases		8			4		1	6		5		2
Permitted Phases	8			4					6			2
Detector Phase	8	8		4	4		1	6	6	5		2
Switch Phase												
Minimum Initial (s)	7.0	7.0		10.0	10.0		20.0	10.0	10.0	20.0	20.0	20.0
Minimum Split (s)	13.0	13.0		46.5	46.5		25.7	46.5	46.5	25.7	25.7	25.7
Total Split (s)	46.5	46.5	0.0	46.5	46.5	0.0	25.7	77.8	77.8	25.7	77.8	77.8

Lanes, Volumes, Timings  
46: Palm Ave. & US 41

6/12/2008

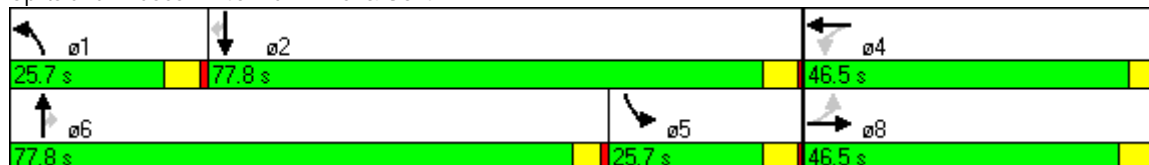


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	31.0%	31.0%	0.0%	31.0%	31.0%	0.0%	17.1%	51.9%	51.9%	17.1%	51.9%	51.9%
Maximum Green (s)	40.8	40.8		42.0	42.0		20.0	73.3	73.3	20.0	72.1	72.1
Yellow Time (s)	4.7	4.7		3.5	3.5		4.7	3.5	3.5	4.7	4.7	4.7
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.5	-0.5	0.0	-0.5	-0.5	0.0	-1.7	-1.7	-1.7	-1.7	-1.7	0.0
Total Lost Time (s)	5.2	5.2	4.0	4.0	4.0	4.0	4.0	2.8	2.8	4.0	4.0	5.7
Lead/Lag							Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?								Yes	Yes			
Vehicle Extension (s)	2.5	2.5		3.0	3.0		4.0	3.0	3.0	4.0	4.0	4.0
Recall Mode	None	None		Min	Min		Min	Min	Min	Min	Min	Min
Walk Time (s)				12.0	12.0		7.0	12.0	12.0	7.0	7.0	7.0
Flash Dont Walk (s)				30.0	30.0		13.0	30.0	30.0	13.0	13.0	13.0
Pedestrian Calls (#/hr)				0	0		0	0	0	0	0	0
Act Effect Green (s)		12.6		13.8	13.8		21.7	75.1	75.1	21.7	73.9	72.2
Actuated g/C Ratio		0.10		0.11	0.11		0.18	0.62	0.62	0.18	0.61	0.59
v/c Ratio		0.64		0.55	0.39		0.14	0.95	0.08	0.46	0.76	0.06
Control Delay		61.5		69.7	14.2		44.8	30.6	4.7	51.3	20.1	3.3
Queue Delay		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		61.5		69.7	14.2		44.8	30.6	4.7	51.3	20.1	3.3
LOS		E		E	B		D	C	A	D	C	A
Approach Delay		61.5			33.8			30.1			21.5	
Approach LOS		E			C			C			C	

Intersection Summary

Area Type:	Other
Cycle Length:	150
Actuated Cycle Length:	121.4
Natural Cycle:	150
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.95
Intersection Signal Delay:	27.0
Intersection LOS:	C
Intersection Capacity Utilization:	87.9%
ICU Level of Service:	E
Analysis Period (min):	15

Splits and Phases: 46: Palm Ave. & US 41



Lanes, Volumes, Timings  
35: Symmes Rd & US 41

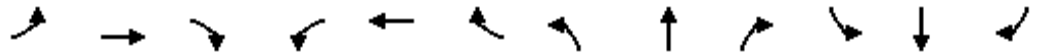
6/12/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↗ ↘	↖		↙	↗ ↘ ↙	↖	↗ ↘	↖ ↗ ↘	
Volume (vph)	5	11	11	265	9	545	9	2202	210	360	1746	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	130		0	400		265	250		0
Storage Lanes	0		0	2		0	1		1	2		0
Taper Length (ft)	25		25	100		25	25		105	170		25
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.91	1.00	0.97	0.91	0.91
Frt		0.944			0.852				0.850			
Flt Protected		0.991		0.950			0.950			0.950		
Satd. Flow (prot)	0	1743	0	3127	1587	0	1597	4590	1429	3099	4590	0
Flt Permitted		0.340		0.950			0.950			0.950		
Satd. Flow (perm)	0	598	0	3127	1587	0	1597	4590	1429	3099	4590	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			472				124			
Link Speed (mph)		30			25			50				50
Link Distance (ft)		1137			934			948				2183
Travel Time (s)		25.8			25.5			12.9				29.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	12%	2%	2%	13%	13%	13%	13%	13%	13%
Adj. Flow (vph)	5	12	12	279	9	574	9	2318	221	379	1838	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	29	0	279	583	0	9	2318	221	379	1842	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24				24
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1	1	1		1
Detector Template												
Leading Detector (ft)	5	22		5	22		5	56	22	22		56
Trailing Detector (ft)	0	2		0	2		0	50	2	2		50
Detector 1 Position(ft)	0	2		0	2		0	50	2	2		50
Detector 1 Size(ft)	5	20		5	20		5	6	20	20		6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0		0.0
Turn Type	Perm			Prot			Prot		Perm	Prot		
Protected Phases		8		7	4		1	6		5		2
Permitted Phases	8								6			
Detector Phase	8	8		7	4		1	6	6	5		2
Switch Phase												
Minimum Initial (s)	10.0	10.0		4.0	10.0		4.0	15.0	15.0	5.0		15.0
Minimum Split (s)	33.0	33.0		8.0	33.0		8.0	44.0	44.0	12.0		22.0
Total Split (s)	33.0	33.0	0.0	12.0	45.0	0.0	11.0	56.0	56.0	39.0	84.0	0.0

Lanes, Volumes, Timings  
35: Symmes Rd & US 41

6/12/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	23.6%	23.6%	0.0%	8.6%	32.1%	0.0%	7.9%	40.0%	40.0%	27.9%	60.0%	0.0%
Maximum Green (s)	28.0	28.0		8.0	40.0		7.0	49.0	49.0	32.0	77.0	
Yellow Time (s)	4.0	4.0		3.5	4.0		3.5	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0		0.5	1.0		0.5	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-1.0	-1.0	0.0	-1.0	-1.0	0.0	-3.0	-3.0	-3.0	-3.0	-3.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	3.0	4.0	4.0	1.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lead		Lag			Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	4.0	4.0	3.0	4.0	
Recall Mode	None	None		None	None		None	Min	Min	None	Min	
Walk Time (s)					7.0			7.0	7.0			
Flash Dont Walk (s)					20.0			27.0	27.0			
Pedestrian Calls (#/hr)					0			0	0			
Act Effct Green (s)		11.7		13.0	20.7		9.3	53.7	53.7	21.6	77.6	
Actuated g/C Ratio		0.11		0.12	0.19		0.09	0.50	0.50	0.20	0.72	
v/c Ratio		0.39		0.74	0.85		0.07	1.02	0.29	0.61	0.56	
Control Delay		51.5		60.9	21.4		54.7	52.5	10.3	45.3	10.4	
Queue Delay		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay		51.5		60.9	21.4		54.7	52.5	10.3	45.3	10.4	
LOS		D		E	C		D	D	B	D	B	
Approach Delay		51.5			34.2			48.9			16.3	
Approach LOS		D			C			D			B	

Intersection Summary

Area Type:	Other
Cycle Length:	140
Actuated Cycle Length:	108.2
Natural Cycle:	140
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	1.02
Intersection Signal Delay:	33.9
Intersection LOS:	C
Intersection Capacity Utilization:	97.0%
ICU Level of Service:	F
Analysis Period (min):	15

Splits and Phases: 35: Symmes Rd & US 41



## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	SF/ACE	Intersection	Florence ST & US 41
Agency/Co.	ACE	Jurisdiction	D7, FDOT
Date Performed	02/28/2008	Analysis Year	2030 Build
Analysis Time Period	AM Peak		

Project Description <i>US 41 PD&amp;E Study</i>	
East/West Street: <i>Florence St</i>	North/South Street: <i>US 41</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	17	2402	22	32	1904	21
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	17	2528	23	33	2004	22
Percent Heavy Vehicles	13	--	--	13	--	--
Median Type	<i>Undivided</i>					
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)	27	11	22	17	9	26
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	28	11	23	17	9	27
Percent Heavy Vehicles	33	2	2	2	2	17
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)	17	33		53			62	
C (m) (veh/h)	238	144		0			0	
v/c	0.07	0.23						
95% queue length	0.23	0.84						
Control Delay (s/veh)	21.3	37.3						
LOS	C	E		F			F	
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	SF/ACE	Intersection	Pembroke Rd & US 41
Agency/Co.	ACE	Jurisdiction	D7, FDOT
Date Performed	02/28/2008	Analysis Year	2030 Build
Analysis Time Period	AM Peak		

Project Description <i>US 41 PD&amp;E Study</i>	
East/West Street: <i>Pembroke Rd</i>	North/South Street: <i>US 41</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

### Vehicle Volumes and Adjustments

Major Street Movement	Northbound			Southbound		
	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	97	2175			1724	130
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	102	2289	0	0	1814	136
Percent Heavy Vehicles	13	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			1
Lanes	1	2	0	0	2	1
Configuration	L	T			T	R
Upstream Signal		0			0	

Minor Street Movement	Eastbound			Westbound		
	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	103		77			
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	108	0	81	0	0	0
Percent Heavy Vehicles	27	0	45	0	0	0
Percent Grade (%)	0			0		
Flared Approach		Y			N	
Storage		5			0	
RT Channelized			1			0
Lanes	1	0	1	0	0	0
Configuration	L		R			

### Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
	1	4	7	8	9	10	11	12
Movement								
Lane Configuration	L					L		R
v (veh/h)	102					108		81
C (m) (veh/h)	292					3		208
v/c	0.35					36.00		0.39
95% queue length	1.51					15.70		1.73
Control Delay (s/veh)	23.8					18105		32.9
LOS	C					F		D
Approach Delay (s/veh)	--	--				10360		
Approach LOS	--	--				F		



Lanes, Volumes, Timings  
27: Big Bend Rd & US 41

6/12/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	157	260	184	918	206	779	146	1358	1158	618	1077	124
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	335		60	585		1000	300		395	300		250
Storage Lanes	1		0	2		2	1		2	2		1
Taper Length (ft)	200		25	100		25	235		145	120		215
Lane Util. Factor	1.00	0.95	0.95	0.94	1.00	0.88	1.00	0.86	0.88	0.94	0.86	1.00
Frt		0.938				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1671	3209	0	4942	1624	2656	1597	5784	2515	4505	5784	1429
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1671	3209	0	4942	1624	2656	1597	5784	2515	4505	5784	1429
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		133				114			789			131
Link Speed (mph)		45			45			45				45
Link Distance (ft)		714			1320			1010				495
Travel Time (s)		10.8			20.0			15.3				7.5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	8%	8%	2%	3%	17%	7%	13%	13%	13%	13%	13%	13%
Adj. Flow (vph)	165	274	194	966	217	820	154	1429	1219	651	1134	131
Shared Lane Traffic (%)												
Lane Group Flow (vph)	165	468	0	966	217	820	154	1429	1219	651	1134	131
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			36			36				36
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	22	22		22	22	22	22	56	22	22	56	22
Trailing Detector (ft)	2	2		2	2	2	2	50	2	2	50	2
Detector 1 Position(ft)	2	2		2	2	2	2	50	2	2	50	2
Detector 1 Size(ft)	20	20		20	20	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot			Prot		pm+ov	Prot		Prot	Prot		pm+ov
Protected Phases	3	8		7	4	5	1	6	6	5	2	3
Permitted Phases						4						2
Detector Phase	3	8		7	4	5	1	6	6	5	2	3
Switch Phase												
Minimum Initial (s)	9.5	10.0		5.0	10.0	9.5	5.0	12.0	12.0	9.5	20.0	9.5
Minimum Split (s)	16.5	15.3		12.0	15.3	16.5	12.0	19.0	19.0	16.5	27.0	16.5
Total Split (s)	20.0	17.0	0.0	29.0	26.0	31.0	25.0	33.0	33.0	31.0	39.0	20.0

Lanes, Volumes, Timings  
27: Big Bend Rd & US 41

6/12/2008

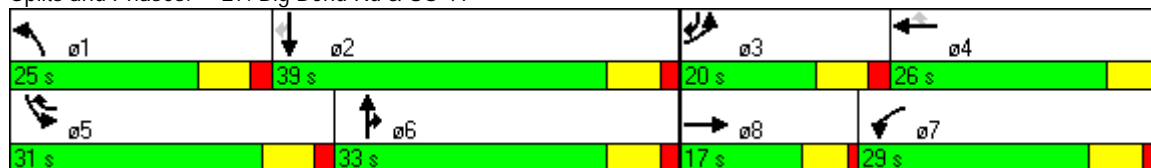


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	18.2%	15.5%	0.0%	26.4%	23.6%	28.2%	22.7%	30.0%	30.0%	28.2%	35.5%	18.2%
Maximum Green (s)	13.0	11.7		22.0	20.7	24.0	18.0	26.0	26.0	24.0	32.0	13.0
Yellow Time (s)	5.0	4.3		5.0	4.3	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	1.0		2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.3	-1.3	0.0	-1.3	-1.3	-1.3	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0
Total Lost Time (s)	5.7	4.0	4.0	5.7	4.0	5.7	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lead		Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	3.0		2.0	5.0	2.0	2.0	3.0	3.0	2.0	3.0	2.0
Recall Mode	None	None		None	None	None	None	Max	Max	None	Max	None
Act Effect Green (s)	13.5	13.0		22.9	22.4	47.8	16.9	29.1	29.1	23.1	35.2	54.5
Actuated g/C Ratio	0.13	0.12		0.22	0.21	0.45	0.16	0.28	0.28	0.22	0.33	0.52
v/c Ratio	0.77	0.92		0.90	0.63	0.65	0.60	0.90	0.97	0.66	0.59	0.16
Control Delay	69.3	57.4		53.2	48.4	21.9	51.7	46.3	32.5	41.3	31.3	3.1
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.3	57.4		53.2	48.4	21.9	51.7	46.3	32.5	41.3	31.3	3.1
LOS	E	E		D	D	C	D	D	C	D	C	A
Approach Delay		60.5			39.9			40.6			32.8	
Approach LOS		E			D			D			C	

Intersection Summary

Area Type:	Other
Cycle Length:	110
Actuated Cycle Length:	105.8
Natural Cycle:	80
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.97
Intersection Signal Delay:	40.1
Intersection LOS:	D
Intersection Capacity Utilization:	75.4%
ICU Level of Service:	D
Analysis Period (min):	15

Splits and Phases: 27: Big Bend Rd & US 41



## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	SF/ACE	Intersection	Elsberry Rd. & US 41
Agency/Co.	ACE	Jurisdiction	D7, FDOT
Date Performed	02/28/2008	Analysis Year	2030 Build
Analysis Time Period	AM Peak		
Project Description <i>US 41 PD&amp;E Study</i>			
East/West Street: <i>Elsberry Rd</i>		North/South Street: <i>US 41</i>	
Intersection Orientation: <i>North-South</i>		Study Period (hrs): <i>0.25</i>	

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	32	2565			2033	86
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	33	2700	0	0	2140	90
Percent Heavy Vehicles	8	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			1
Lanes	1	2	0	0	2	1
Configuration	<i>L</i>	<i>T</i>			<i>T</i>	<i>R</i>
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	108		26			
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	113	0	27	0	0	0
Percent Heavy Vehicles	2	0	2	0	0	0
Percent Grade (%)		0			0	
Flared Approach		<i>N</i>			<i>N</i>	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		<i>LR</i>				

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	<i>L</i>						<i>LR</i>	
v (veh/h)	33						140	
C (m) (veh/h)	229						4	
v/c	0.14						35.00	
95% queue length	0.50						19.67	
Control Delay (s/veh)	23.3						17081	
LOS	<i>C</i>						<i>F</i>	
Approach Delay (s/veh)	--	--					17081	
Approach LOS	--	--					<i>F</i>	

Lanes, Volumes, Timings  
23: Apollo Beach Blvd & US 41

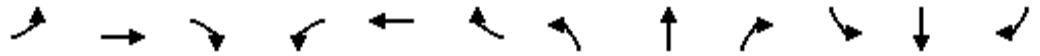
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	265	465	276	326	369	326	219	1872	411	411	1484	210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		300	300		300	250		250	200		200
Storage Lanes	2		1	2		2	2		1	2		1
Taper Length (ft)	25		25	50		50	25		25	80		80
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	0.88	0.97	0.86	1.00	0.97	0.86	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	3433	3539	2787	3242	6052	1495	3242	6052	1495
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	3433	3539	2787	3242	6052	1495	3242	6052	1495
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			10			343			40			77
Link Speed (mph)		35			30			55				55
Link Distance (ft)		1891			1237			1484				1021
Travel Time (s)		36.8			28.1			18.4				12.7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	8%	8%	8%	8%	8%	8%
Adj. Flow (vph)	279	489	291	343	388	343	231	1971	433	433	1562	221
Shared Lane Traffic (%)												
Lane Group Flow (vph)	279	489	291	343	388	343	231	1971	433	433	1562	221
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24				24
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	1	1	1	1	1
Detector Template		Thru		Left	Thru	Right			Right	Left		
Leading Detector (ft)	22	100	22	20	100	20	22	56	20	20	56	22
Trailing Detector (ft)	2	0	2	0	0	0	2	50	0	0	50	2
Detector 1 Position(ft)	2	0	2	0	0	0	2	50	0	0	50	2
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	Prot		pm+ov	Prot		Prot	Prot		pm+ov	Prot		pm+ov
Protected Phases	3	8	1	7	4	4	1	6	7	5	2	3
Permitted Phases			8						6			2

Lanes, Volumes, Timings  
 23: Apollo Beach Blvd & US 41

6/12/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	8	1	7	4	4	1	6	7	5	2	3
Switch Phase												
Minimum Initial (s)	13.5	4.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	13.5	16.5	13.5
Minimum Split (s)	20.0	20.0	13.5	13.4	13.4	13.4	13.5	13.5	13.4	20.0	23.0	20.0
Total Split (s)	20.0	22.0	23.0	21.0	23.0	23.0	23.0	46.0	21.0	31.0	54.0	20.0
Total Split (%)	16.7%	18.3%	19.2%	17.5%	19.2%	19.2%	19.2%	38.3%	17.5%	25.8%	45.0%	16.7%
Maximum Green (s)	13.5	18.0	16.5	14.6	16.6	16.6	16.5	39.5	14.6	24.5	47.5	13.5
Yellow Time (s)	4.5	3.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	0.5	2.0	1.9	1.9	1.9	2.0	2.0	1.9	2.0	2.0	2.0
Lost Time Adjust (s)	-2.4	0.0	-2.4	0.0	0.0	0.0	-0.5	-0.5	0.0	0.0	-2.5	-2.5
Total Lost Time (s)	4.1	4.0	4.1	6.4	6.4	6.4	6.0	6.0	6.4	6.5	4.0	4.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0	4.0
Recall Mode	Min	None	None	None	None	None	None	C-Max	None	Min	C-Min	Min
Walk Time (s)		5.0										
Flash Dont Walk (s)		11.0										
Pedestrian Calls (#/hr)		0										
Act Effct Green (s)	15.9	18.0	38.0	14.3	16.3	16.3	14.1	43.3	63.6	21.5	53.2	73.2
Actuated g/C Ratio	0.13	0.15	0.32	0.12	0.14	0.14	0.12	0.36	0.53	0.18	0.44	0.61
v/c Ratio	0.61	0.92	0.57	0.84	0.80	0.51	0.61	0.90	0.53	0.75	0.58	0.23
Control Delay	55.6	74.1	37.7	70.0	63.9	7.7	49.6	46.8	16.2	55.0	26.5	7.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.6	74.1	37.7	70.0	63.9	7.7	49.6	46.8	16.2	55.0	26.5	7.8
LOS	E	E	D	E	E	A	D	D	B	D	C	A
Approach Delay		59.2			47.9			42.0			30.2	
Approach LOS		E			D			D			C	

Intersection Summary



















Area Type: Other  
 Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.92  
 Intersection Signal Delay: 41.8  
 Intersection LOS: D  
 Intersection Capacity Utilization 80.1%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 23: Apollo Beach Blvd & US 41



Lanes, Volumes, Timings  
22: US 41 & Flamingo DR

6/12/2008

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations	 	  	  		 	
Volume (vph)	279	2175	1724	300	379	352
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220			220	0	0
Storage Lanes	2			0	2	1
Taper Length (ft)	140			150	25	25
Lane Util. Factor	0.97	0.91	0.91	1.00	0.97	1.00
Fr <sub>t</sub>				0.850		0.850
Fl <sub>t</sub> Protected	0.950				0.950	
Satd. Flow (prot)	3242	4803	4803	1495	3433	1524
Fl <sub>t</sub> Permitted	0.950				0.950	
Satd. Flow (perm)	3242	4803	4803	1495	3433	1524
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				118		15
Link Speed (mph)		55	55		25	
Link Distance (ft)		355	1484		717	
Travel Time (s)		4.4	18.4		19.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	8%	8%	8%	8%	2%	6%
Adj. Flow (vph)	294	2289	1815	316	399	371
Shared Lane Traffic (%)						
Lane Group Flow (vph)	294	2289	1815	316	399	371
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		24	24		24	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	1	1	1	1	1
Detector Template						
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	50	50	50	50	50	50
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot			pm+ov		pm+ov
Protected Phases	1	2	2	3	3	1
Permitted Phases				2		3
Detector Phase	1	2	2	3	3	1
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0	20.0	20.0	8.0
Total Split (s)	25.0	73.0	73.0	22.0	22.0	25.0

Lanes, Volumes, Timings  
22: US 41 & Flamingo DR

6/12/2008



Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Total Split (%)	20.8%	60.8%	60.8%	18.3%	18.3%	20.8%
Maximum Green (s)	21.0	69.0	69.0	18.0	18.0	21.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lead	Lead			Lag
Lead-Lag Optimize?	Yes	Yes	Yes			Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Min	C-Min	None	None	None
Walk Time (s)		5.0	5.0	5.0	5.0	
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)		0	0	0	0	
Act Effct Green (s)	20.7	70.0	70.0	91.3	17.3	42.0
Actuated g/C Ratio	0.17	0.58	0.58	0.76	0.14	0.35
v/c Ratio	0.52	0.82	0.65	0.27	0.81	0.68
Control Delay	49.9	10.2	9.2	1.2	63.0	39.1
Queue Delay	0.0	0.1	0.0	0.0	0.0	0.0
Total Delay	49.9	10.3	9.2	1.2	63.0	39.1
LOS	D	B	A	A	E	D
Approach Delay		14.8	8.0		51.5	
Approach LOS		B	A		D	

Intersection Summary

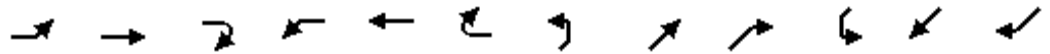
Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	6 (5%), Referenced to phase 2:NBSB, Start of Green
Natural Cycle:	70
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.82
Intersection Signal Delay:	17.3
Intersection LOS:	B
Intersection Capacity Utilization	62.1%
ICU Level of Service	B
Analysis Period (min)	15

Splits and Phases: 22: US 41 & Flamingo DR



Lanes, Volumes, Timings  
19: Miller Mac Rd & US 41

6/12/2008

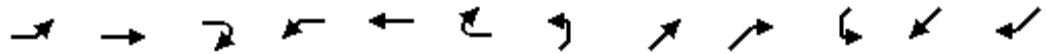


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕	↗		↕		↗	↕↕↕		↗	↕↕↕	↗
Volume (vph)	238	5	238	34	4	49	189	2262	43	39	1793	189
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	250		0	165		100
Storage Lanes	0		1	0		0	1		0	1		1
Taper Length (ft)	25		25	25		25	175		25	80		80
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Frt			0.850		0.924			0.997				0.850
Flt Protected		0.953			0.981		0.950			0.950		
Satd. Flow (prot)	0	1775	1583	0	1334	0	1671	4788	0	1671	4803	1495
Flt Permitted		0.648			0.698		0.950			0.950		
Satd. Flow (perm)	0	1207	1583	0	949	0	1671	4788	0	1671	4803	1495
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			251		52			4				74
Link Speed (mph)		35			35			55				55
Link Distance (ft)		167			784			2380				385
Travel Time (s)		3.3			15.3			29.5				4.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	2%	2%	50%	8%	8%	8%	8%	8%	8%
Adj. Flow (vph)	251	5	251	36	4	52	199	2381	45	41	1887	199
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	256	251	0	92	0	199	2426	0	41	1887	199
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1		1	1		1	1	1
Detector Template												
Leading Detector (ft)	50	50	50	50	50		50	50		50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	50	50	50	50	50		50	50		50	50	50
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Perm		Perm	Perm			Prot			Prot		Perm
Protected Phases		8			4		5	2		1	6	
Permitted Phases	8		8	4								6
Detector Phase	8	8	8	4	4		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0		8.0	20.0		8.0	20.0	20.0
Total Split (s)	35.0	35.0	35.0	35.0	35.0	0.0	31.0	73.0	0.0	12.0	54.0	54.0



Lanes, Volumes, Timings  
19: Miller Mac Rd & US 41

6/12/2008

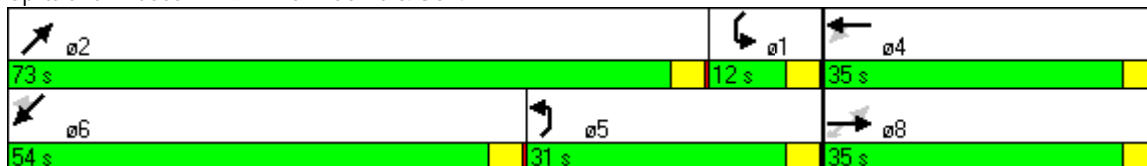


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Total Split (%)	29.2%	29.2%	29.2%	29.2%	29.2%	0.0%	25.8%	60.8%	0.0%	10.0%	45.0%	45.0%
Maximum Green (s)	31.0	31.0	31.0	31.0	31.0		27.0	69.0		8.0	50.0	50.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5		0.5	0.5		0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag							Lag	Lead		Lag	Lead	Lead
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	C-Min		None	C-Min	C-Min
Walk Time (s)	5.0	5.0	5.0	5.0	5.0			5.0			5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0			11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0			0	0
Act Effct Green (s)		28.2	28.2		28.2		22.3	74.4		7.3	57.4	57.4
Actuated g/C Ratio		0.24	0.24		0.24		0.19	0.62		0.06	0.48	0.48
v/c Ratio		0.90	0.45		0.35		0.64	0.82		0.40	0.82	0.26
Control Delay		77.7	7.0		21.6		53.9	22.1		54.8	20.2	8.4
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay		77.7	7.0		21.6		53.9	22.1		54.8	20.2	8.4
LOS		E	A		C		D	C		D	C	A
Approach Delay		42.7			21.6			24.5			19.8	
Approach LOS		D			C			C			B	

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	1 (1%), Referenced to phase 2:NET and 6:SWT, Start of Green
Natural Cycle:	70
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.90
Intersection Signal Delay:	24.3
Intersection LOS:	C
Intersection Capacity Utilization	78.1%
ICU Level of Service	D
Analysis Period (min)	15

Splits and Phases: 19: Miller Mac Rd & US 41



## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	SF/ACE	Intersection	Falls Blvd & US 41
Agency/Co.	ACE	Jurisdiction	D7, FDOT
Date Performed	02/28/2008	Analysis Year	2030 Build
Analysis Time Period	AM Peak		

Project Description <i>US 41 PD&amp;E Study</i>	
East/West Street: <i>Falls Blvd</i>	North/South Street: <i>US 41</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>



























Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	39	2419	43	38	1917	99
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	41	2546	45	40	2017	104
Percent Heavy Vehicles	8	--	--	8	--	--
Median Type	<i>Undivided</i>					
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)	124	5	49	34	4	30
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	130	5	51	35	4	31
Percent Heavy Vehicles	2	2	20	2	2	2
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
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)	41	40		70		135		51
C (m) (veh/h)	257	150		0		0		209
v/c	0.16	0.27						0.24
95% queue length	0.56	1.02						0.93
Control Delay (s/veh)	21.6	37.5						27.7
LOS	C	E		F		F		D
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

Lanes, Volumes, Timings  
15: Leisey Rd. & US 41

6/12/2008

													
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR	
Lane Configurations													
Volume (vph)	87	292	135	69	232	64	107	2348	87	81	1862	69	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	0		0	0		0	565		400	400		505	
Storage Lanes	1		1	0		1	1		1	1		1	
Taper Length (ft)	25		25	25		25	45		25	25		50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00	
Frt			0.850			0.850			0.850			0.850	
Flt Protected	0.950			0.950			0.950			0.950			
Satd. Flow (prot)	1770	1863	1429	1770	1863	1583	1671	4803	1495	1671	4803	1495	
Flt Permitted	0.334			0.253			0.950			0.950			
Satd. Flow (perm)	622	1863	1429	471	1863	1583	1671	4803	1495	1671	4803	1495	
Right Turn on Red			Yes			Yes			Yes			Yes	
Satd. Flow (RTOR)			36			67			92			73	
Link Speed (mph)		30			30			55			55		
Link Distance (ft)		158			680			2829			3466		
Travel Time (s)		3.6			15.5			35.1			43.0		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Heavy Vehicles (%)	2%	2%	13%	2%	2%	2%	8%	8%	8%	8%	8%	8%	
Adj. Flow (vph)	92	307	142	73	244	67	113	2472	92	85	1960	73	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	92	307	142	73	244	67	113	2472	92	85	1960	73	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No	
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right	
Median Width(ft)		12			12			12			12		
Link Offset(ft)		0			0			0			0		
Crosswalk Width(ft)		16			16			16			16		
Two way Left Turn Lane													
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15		9	15		9	15		9	15		9	
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1	
Detector Template													
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	50	50	50	50	50	50	50	50	50	50	50	50	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel													
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	pm+pt		pm+ov	pm+pt		Perm	Prot		Perm	Prot		Perm	
Protected Phases	3	8	1	7	4		1	6		5	2		
Permitted Phases	8		8	4		4		6				2	
Detector Phase	3	8	1	7	4	4	1	6	6	5	2	2	
Switch Phase													
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	8.0	20.0	8.0	8.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0	20.0	
Total Split (s)	8.0	20.0	14.0	8.0	20.0	20.0	14.0	48.0	48.0	14.0	48.0	48.0	

Lanes, Volumes, Timings  
15: Leisey Rd. & US 41

6/12/2008



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Total Split (%)	8.9%	22.2%	15.6%	8.9%	22.2%	22.2%	15.6%	53.3%	53.3%	15.6%	53.3%	53.3%
Maximum Green (s)	4.0	16.0	10.0	4.0	16.0	16.0	10.0	44.0	44.0	10.0	44.0	44.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Walk Time (s)		5.0			5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0			11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0			0	0		0	0		0	0
Act Effect Green (s)	18.8	15.8	29.1	18.8	15.8	15.8	9.2	44.7	44.7	8.7	41.6	41.6
Actuated g/C Ratio	0.22	0.19	0.34	0.22	0.19	0.19	0.11	0.53	0.53	0.10	0.49	0.49
v/c Ratio	0.48	0.88	0.28	0.44	0.70	0.19	0.62	0.98	0.11	0.50	0.83	0.09
Control Delay	35.7	63.8	18.1	34.7	46.6	10.0	54.0	36.3	3.3	48.3	23.0	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.7	63.8	18.1	34.7	46.6	10.0	54.0	36.3	3.3	48.3	23.0	3.6
LOS	D	E	B	C	D	A	D	D	A	D	C	A
Approach Delay		47.1			38.0			35.9			23.3	
Approach LOS		D			D			D			C	

Intersection Summary

























Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	84.9
Natural Cycle:	90
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.98
Intersection Signal Delay:	32.4
Intersection LOS:	C
Intersection Capacity Utilization:	82.4%
ICU Level of Service:	E
Analysis Period (min):	15

Splits and Phases: 15: Leisey Rd. & US 41

ø1	ø2	ø3	ø4
14 s	48 s	8 s	20 s
ø5	ø6	ø7	ø8
14 s	48 s	8 s	20 s

Lanes, Volumes, Timings  
12: Mirabay Blvd & US 41

6/12/2008

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	112	9	77	222	11	222	176	2180	141	97	1729	176
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	505		580	550		580
Storage Lanes	1		1	1		1	2		1	1		1
Taper Length (ft)	25		25	25		25	95		80	50		55
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.91	1.00	1.00	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1703	1863	1380	1770	1863	1583	3242	4803	1495	1671	4803	1495
Flt Permitted	0.750			0.950			0.950			0.950		
Satd. Flow (perm)	1344	1863	1380	1770	1863	1583	3242	4803	1495	1671	4803	1495
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			81			234			148			185
Link Speed (mph)		25			25			55				55
Link Distance (ft)		763			1214			833				2829
Travel Time (s)		20.8			33.1			10.3				35.1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	6%	2%	17%	2%	2%	2%	8%	8%	8%	8%	8%	8%
Adj. Flow (vph)	118	9	81	234	12	234	185	2295	148	102	1820	185
Shared Lane Traffic (%)												
Lane Group Flow (vph)	118	9	81	234	12	234	185	2295	148	102	1820	185
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24				24
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	50	50	50	50	50	50	50	50	50	50	50	50
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt		Perm	Prot		Perm	Prot		pm+ov	Prot		pm+ov
Protected Phases	7	4		3	8		1	6	7	5	2	3
Permitted Phases	4		4			8			6			2
Detector Phase	7	4	4	3	8	8	1	6	7	5	2	3
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	57.0	20.0	23.0	60.0	20.0

Lanes, Volumes, Timings  
12: Mirabay Blvd & US 41

6/12/2008

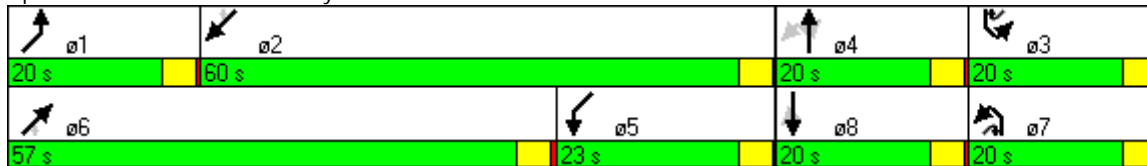


Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Total Split (%)	16.7%	16.7%	16.7%	16.7%	16.7%	16.7%	16.7%	47.5%	16.7%	19.2%	50.0%	16.7%
Maximum Green (s)	16.0	16.0	16.0	16.0	16.0	16.0	16.0	53.0	16.0	19.0	56.0	16.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lead	Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	None	None	None	Min	None
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Act Effect Green (s)	19.0	7.0	7.0	16.4	7.9	7.9	11.2	53.4	70.6	11.8	53.9	71.2
Actuated g/C Ratio	0.19	0.07	0.07	0.16	0.08	0.08	0.11	0.52	0.69	0.12	0.53	0.70
v/c Ratio	0.40	0.07	0.48	0.83	0.08	0.69	0.52	0.92	0.14	0.53	0.72	0.17
Control Delay	38.2	47.8	20.7	67.9	46.0	17.5	49.5	31.0	1.7	53.8	21.5	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.2	47.8	20.7	67.9	46.0	17.5	49.5	31.0	1.7	53.8	21.5	0.9
LOS	D	D	C	E	D	B	D	C	A	D	C	A
Approach Delay		31.8			42.8			30.7			21.2	
Approach LOS		C			D			C			C	

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	102.4
Natural Cycle:	120
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.92
Intersection Signal Delay:	28.1
Intersection LOS:	C
Intersection Capacity Utilization:	76.5%
ICU Level of Service:	D
Analysis Period (min):	15

Splits and Phases: 12: Mirabay Blvd & US 41



Lanes, Volumes, Timings  
60: 12th ST & US 41

6/12/2008



Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	17	450	1997	22	568	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		125	0	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25	25		25	25	
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	1.00
Fr <sub>t</sub>		0.850		0.850		
Fl <sub>t</sub> Protected	0.950				0.950	
Satd. Flow (prot)	1444	1568	4803	1495	1671	0
Fl <sub>t</sub> Permitted	0.950				0.950	
Satd. Flow (perm)	1444	1568	4803	1495	1671	0
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)				8		
Link Speed (mph)	30		55			55
Link Distance (ft)	287		509			653
Travel Time (s)	6.5		6.3			8.1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	25%	3%	8%	8%	8%	8%
Adj. Flow (vph)	18	474	2102	23	598	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	18	474	2102	23	598	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	1	1	1	
Detector Template						
Leading Detector (ft)	50	50	50	50	50	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	50	50	50	50	50	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Turn Type		custom		Perm	Prot	
Protected Phases	7		6		5	
Permitted Phases		5 7		6		
Detector Phase	7	5 7	6	6	5	
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	16.0		20.0	20.0	20.0	
Total Split (s)	16.0	76.0	54.0	54.0	60.0	0.0

# Lanes, Volumes, Timings

## 60: 12th ST & US 41

6/12/2008

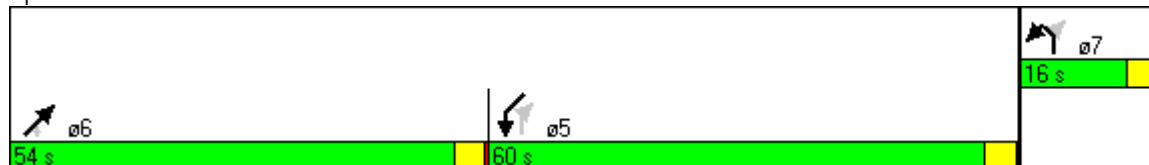


Lane Group	NBL	NBR	NET	NER	SWL	SWT
Total Split (%)	12.3%	58.5%	41.5%	41.5%	46.2%	0.0%
Maximum Green (s)	12.0		50.0	50.0	56.0	
Yellow Time (s)	3.5		3.5	3.5	3.5	
All-Red Time (s)	0.5		0.5	0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag			Lead	Lead	Lag	
Lead-Lag Optimize?			Yes	Yes	Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	Min		C-Max	C-Max	Min	
Act Effect Green (s)	7.9	63.5	58.5	58.5	51.6	
Actuated g/C Ratio	0.06	0.49	0.45	0.45	0.40	
v/c Ratio	0.21	0.62	0.97	0.03	0.90	
Control Delay	62.9	27.7	21.3	1.7	54.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	62.9	27.7	21.3	1.7	54.4	
LOS	E	C	C	A	D	
Approach Delay	28.9		21.1			
Approach LOS	C		C			

### Intersection Summary

Area Type:	Other
Cycle Length:	130
Actuated Cycle Length:	130
Offset:	5 (4%), Referenced to phase 6:NET, Start of Green
Natural Cycle:	110
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.97
Intersection Signal Delay:	28.5
Intersection LOS:	C
Intersection Capacity Utilization:	83.4%
ICU Level of Service:	E
Analysis Period (min):	15

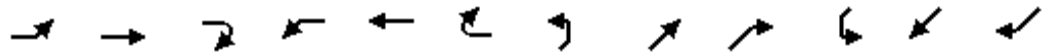
Splits and Phases: 60: 12th ST & US 41





Lanes, Volumes, Timings  
7: Villemare Rd. & US 41

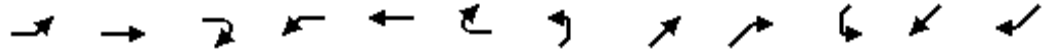
6/12/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	325	81	357	21	64	56	283	1699	27	70	1347	257
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		400	0		0	230		400	260		80
Storage Lanes	2		1	0		0	2		1	1		1
Taper Length (ft)	25		25	25		25	110		85	160		150
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	0.97	0.91	1.00	1.00	0.91	1.00
Frt			0.850		0.946				0.850			0.850
Flt Protected	0.950				0.993		0.950			0.950		
Satd. Flow (prot)	2633	1863	1077	0	1391	0	3242	4803	1495	1671	4803	1495
Flt Permitted	0.950				0.946		0.950			0.950		
Satd. Flow (perm)	2633	1863	1077	0	1326	0	3242	4803	1495	1671	4803	1495
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			4		21				28			120
Link Speed (mph)		25			25			55				55
Link Distance (ft)		2336			897			2702				617
Travel Time (s)		63.7			24.5			33.5				7.6
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	33%	2%	50%	50%	2%	50%	8%	8%	8%	8%	8%	8%
Adj. Flow (vph)	342	85	376	22	67	59	298	1788	28	74	1418	271
Shared Lane Traffic (%)												
Lane Group Flow (vph)	342	85	376	0	148	0	298	1788	28	74	1418	271
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24				24
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1		1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	50	50	50	50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	50	50	50	50	50		50	50	50	50	50	50
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot		pm+ov	Perm			Prot		Perm	Prot		pm+ov
Protected Phases	3	8	1		4		1	6		5	2	3
Permitted Phases			8	4					6			2
Detector Phase	3	8	1	4	4		1	6	6	5	2	3
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	8.0	20.0	20.0		8.0	20.0	20.0	20.0	20.0	8.0
Total Split (s)	22.0	42.0	38.0	20.0	20.0	0.0	38.0	56.0	56.0	32.0	50.0	22.0

Lanes, Volumes, Timings  
7: Villemare Rd. & US 41

6/12/2008

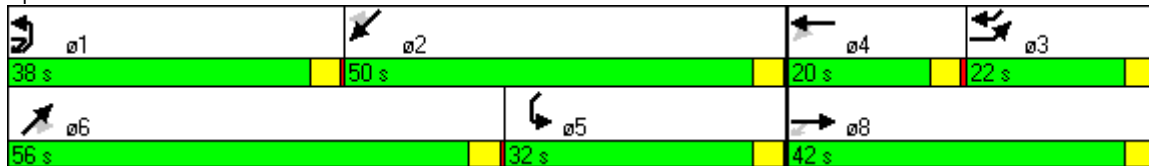


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Total Split (%)	16.9%	32.3%	29.2%	15.4%	15.4%	0.0%	29.2%	43.1%	43.1%	24.6%	38.5%	16.9%
Maximum Green (s)	18.0	38.0	34.0	16.0	16.0		34.0	52.0	52.0	28.0	46.0	18.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5		0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag		Lead	Lead	Lead		Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	C-Min	C-Min	Min	C-Min	None
Walk Time (s)		5.0		5.0	5.0			5.0	5.0	5.0	5.0	
Flash Dont Walk (s)		11.0		11.0	11.0			11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0			0	0	0	0	
Act Effct Green (s)	19.7	40.2	64.4		16.5		20.2	56.1	56.1	21.6	57.6	77.3
Actuated g/C Ratio	0.15	0.31	0.50		0.13		0.16	0.43	0.43	0.17	0.44	0.59
v/c Ratio	0.86	0.15	0.70		0.79		0.59	0.86	0.04	0.27	0.67	0.29
Control Delay	74.3	33.1	32.0		75.3		55.0	39.6	8.3	48.4	31.9	5.0
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.3	33.1	32.0		75.3		55.0	39.6	8.3	48.4	31.9	5.0
LOS	E	C	C		E		D	D	A	D	C	A
Approach Delay		50.1			75.3			41.4			28.4	
Approach LOS		D			E			D			C	

Intersection Summary

Area Type: Other  
 Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 27 (21%), Referenced to phase 2:SWT and 6:NET, Start of Green  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.86  
 Intersection Signal Delay: 39.1  
 Intersection LOS: D  
 Intersection Capacity Utilization 66.1%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 7: Villemare Rd. & US 41



Lanes, Volumes, Timings  
3: 19th Ave NW & US 41

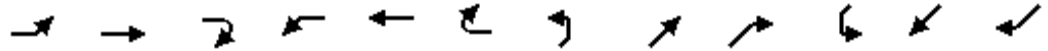
6/12/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕		↕	↑	↗	↖	↗	↗	↖	↗	↗
Volume (vph)	189	211	97	154	167	99	77	1677	195	124	1330	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	115		0	265		75	245		110
Storage Lanes	0		0	1		1	1		1	1		1
Taper Length (ft)	25		25	45		25	100		85	165		90
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt		0.974				0.850			0.850			0.850
Flt Protected		0.981		0.950			0.950			0.950		
Satd. Flow (prot)	0	1734	0	1736	1759	1455	1671	4803	1495	1671	4803	1495
Flt Permitted		0.777		0.438			0.950			0.950		
Satd. Flow (perm)	0	1373	0	800	1759	1455	1671	4803	1495	1671	4803	1495
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20				2			108			139
Link Speed (mph)		45			45			45				45
Link Distance (ft)		2574			261			1429				1291
Travel Time (s)		39.0			4.0			21.7				19.6
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	6%	2%	8%	4%	8%	11%	8%	8%	8%	8%	8%	8%
Adj. Flow (vph)	199	222	102	162	176	104	81	1765	205	131	1400	158
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	523	0	162	176	104	81	1765	205	131	1400	158
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	5	22		22	22	50	22	56	22	22	56	22
Trailing Detector (ft)	0	2		2	2	0	2	50	2	2	50	2
Detector 1 Position(ft)	0	2		2	2	0	2	50	2	2	50	2
Detector 1 Size(ft)	5	20		20	20	50	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm			Perm		pm+ov	Prot		Perm	Prot		Perm
Protected Phases		8			4	5	1	6		5	2	
Permitted Phases	8			4		4			6			2
Detector Phase	8	8		4	4	5	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	20.0	20.0		10.0	10.0	4.0	4.0	10.0	10.0	4.0	20.0	20.0
Minimum Split (s)	27.0	27.0		15.3	15.3	8.0	8.0	15.3	15.3	8.0	27.0	27.0
Total Split (s)	31.0	31.0	0.0	31.0	31.0	9.0	8.0	30.0	30.0	9.0	31.0	31.0

Lanes, Volumes, Timings  
3: 19th Ave NW & US 41

6/12/2008

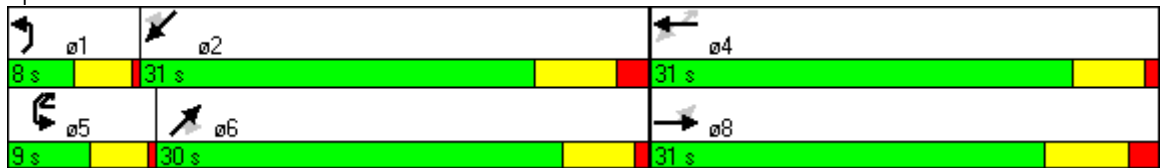


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Total Split (%)	44.3%	44.3%	0.0%	44.3%	44.3%	12.9%	11.4%	42.9%	42.9%	12.9%	44.3%	44.3%
Maximum Green (s)	24.0	24.0		25.7	25.7	5.0	4.0	24.7	24.7	5.0	24.0	24.0
Yellow Time (s)	5.0	5.0		4.3	4.3	3.5	3.5	4.3	4.3	3.5	5.0	5.0
All-Red Time (s)	2.0	2.0		1.0	1.0	0.5	0.5	1.0	1.0	0.5	2.0	2.0
Lost Time Adjust (s)	-1.3	-1.3	0.0	-1.3	-1.3	0.0	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0
Total Lost Time (s)	5.7	5.7	4.0	4.0	4.0	4.0	1.0	2.3	2.3	1.0	4.0	4.0
Lead/Lag							Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	4.0	4.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0
Recall Mode	Min	Min		None	None	None	None	None	None	None	Min	Min
Act Effect Green (s)		25.3		27.0	27.0	36.0	7.0	27.7	27.7	8.0	28.6	28.6
Actuated g/C Ratio		0.36		0.39	0.39	0.51	0.10	0.40	0.40	0.11	0.41	0.41
v/c Ratio		1.03		0.52	0.26	0.14	0.49	0.93	0.31	0.69	0.71	0.23
Control Delay		72.0		24.1	16.0	9.4	40.3	30.8	8.6	50.5	20.3	4.8
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		72.0		24.1	16.0	9.4	40.3	30.8	8.6	50.5	20.3	4.8
LOS		E		C	B	A	D	C	A	D	C	A
Approach Delay		72.0			17.4			28.9			21.2	
Approach LOS		E			B			C			C	

Intersection Summary

Area Type:	Other
Cycle Length:	70
Actuated Cycle Length:	70
Natural Cycle:	70
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	1.03
Intersection Signal Delay:	29.9
Intersection LOS:	C
Intersection Capacity Utilization:	90.3%
ICU Level of Service:	E
Analysis Period (min):	15

Splits and Phases: 3: 19th Ave NW & US 41



Lanes, Volumes, Timings  
40: Gibsonton DR & US 41

6/12/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖↖↖	↖	↖↖	↖	↖↖↖	↖↖	↖↖↖	↖↖↖	↖
Volume (vph)	34	21	56	635	27	468	70	1415	801	590	1786	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		0	300		0	400		185	385		400
Storage Lanes	1		0	3		2	1		2	3		1
Taper Length (ft)	25		25	50		25	80		105	95		25
Lane Util. Factor	1.00	1.00	1.00	0.94	1.00	0.88	1.00	0.91	0.88	0.94	0.91	1.00
Frt		0.891				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1597	1383	0	4757	1863	2733	1597	4590	2515	4505	4590	1429
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1597	1383	0	4757	1863	2733	1597	4590	2515	4505	4590	1429
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		59				493			546			45
Link Speed (mph)		45			45			50				50
Link Distance (ft)		807			1332			1316				1009
Travel Time (s)		12.2			20.2			17.9				13.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	13%	2%	30%	7%	2%	4%	13%	13%	13%	13%	13%	13%
Adj. Flow (vph)	36	22	59	668	28	493	74	1489	843	621	1880	45
Shared Lane Traffic (%)												
Lane Group Flow (vph)	36	81	0	668	28	493	74	1489	843	621	1880	45
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			36			36				36
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	5	22		22	22	22	22	56	22	22	56	50
Trailing Detector (ft)	0	2		2	2	2	2	50	2	2	50	0
Detector 1 Position(ft)	0	2		2	2	2	2	50	2	2	50	0
Detector 1 Size(ft)	5	20		20	20	20	20	6	20	20	6	50
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot			Prot		Prot	Prot		Prot	Prot		pm+ov
Protected Phases	3	8		7	4	4	1	6	6	5	2	3
Permitted Phases												2
Detector Phase	3	8		7	4	4	1	6	6	5	2	3
Switch Phase												
Minimum Initial (s)	4.0	10.0		7.0	10.0	10.0	4.0	10.0	10.0	7.0	20.0	4.0
Minimum Split (s)	8.0	16.7		12.7	30.3	30.3	8.0	49.0	49.0	12.7	25.7	8.0
Total Split (s)	16.7	16.7	0.0	30.0	30.3	30.3	32.0	63.0	63.0	35.0	66.0	16.7

Lanes, Volumes, Timings  
40: Gibsonton DR & US 41

6/12/2008

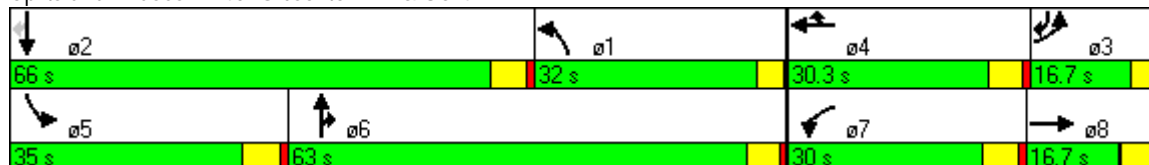


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	11.5%	11.5%	0.0%	20.7%	20.9%	20.9%	22.1%	43.4%	43.4%	24.1%	45.5%	11.5%
Maximum Green (s)	12.7	11.4		24.3	25.0	25.0	28.0	57.7	57.7	29.3	60.3	12.7
Yellow Time (s)	3.5	4.3		4.7	4.3	4.3	3.5	4.3	4.3	4.7	4.7	3.5
All-Red Time (s)	0.5	1.0		1.0	1.0	1.0	0.5	1.0	1.0	1.0	1.0	0.5
Lost Time Adjust (s)	-1.3	-1.3	0.0	-1.3	-1.3	-1.3	-1.7	-1.7	-1.7	-1.7	-1.7	0.0
Total Lost Time (s)	2.7	4.0	4.0	4.4	4.0	4.0	2.3	3.6	3.6	4.0	4.0	4.0
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.5		2.5	3.5	3.5	3.0	3.5	3.5	2.5	3.0	3.0
Recall Mode	None	Min		Max	Min	Min	None	Max	Max	Max	Max	None
Walk Time (s)		0.0			12.0	12.0		12.0	12.0		6.0	
Flash Dont Walk (s)		0.0			13.0	13.0		27.0	27.0		13.0	
Pedestrian Calls (#/hr)		0			0	0		0	0		0	
Act Effect Green (s)	22.4	11.7		25.6	18.5	18.5	29.7	59.4	59.4	31.0	62.0	86.3
Actuated g/C Ratio	0.16	0.08		0.18	0.13	0.13	0.21	0.41	0.41	0.22	0.43	0.60
v/c Ratio	0.14	0.49		0.79	0.12	0.63	0.22	0.78	0.62	0.64	0.95	0.05
Control Delay	51.6	32.9		64.2	61.4	8.8	49.8	40.3	12.8	54.8	50.9	3.1
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.6	32.9		64.2	61.4	8.8	49.8	40.3	12.8	54.8	50.9	3.1
LOS	D	C		E	E	A	D	D	B	D	D	A
Approach Delay		38.7			41.1			31.0			51.0	
Approach LOS		D			D			C			D	

Intersection Summary

Area Type:	Other
Cycle Length:	145
Actuated Cycle Length:	143.7
Natural Cycle:	100
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.95
Intersection Signal Delay:	41.2
Intersection LOS:	D
Intersection Capacity Utilization:	67.3%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 40: Gibsonton DR & US 41



## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	SF/ACE	Intersection	Nundy Ave & US 41
Agency/Co.	ACE	Jurisdiction	D7, FDOT
Date Performed	02/28/2008	Analysis Year	2030 Build
Analysis Time Period	PM Peak		

Project Description <i>US 41 PD&amp;E Study</i>	
East/West Street: <i>Nundy Ave</i>	North/South Street: <i>US 41</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

### Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	27	1977	116	99	2494	60
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	28	2081	122	104	2625	63
Percent Heavy Vehicles	13	--	--	13	--	--
Median Type	<i>Undivided</i>					
RT Channelized			1			0
Lanes	1	2	1	1	2	1
Configuration	L	T	R	L	T	R
Upstream Signal		0			1	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	47	4	21	146	5	124
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	49	4	22	153	5	130
Percent Heavy Vehicles	2	2	2	3	2	15
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)	28	104		288			75	
C (m) (veh/h)	83	226						
v/c	0.34	0.46						
95% queue length	1.29	2.23						
Control Delay (s/veh)	69.0	33.8						
LOS	F	D						
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

Lanes, Volumes, Timings  
46: Palm Ave. & US 41

6/12/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↙	↘		↙	↑↑↑	↘	↙	↑↑↑	↘
Volume (vph)	49	4	38	70	5	124	30	2025	56	99	2548	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	115		315	400		400
Storage Lanes	0		0	1		0	1		1	1		1
Taper Length (ft)	25		25	25		25	85		65	170		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt		0.944			0.856				0.850			0.850
Flt Protected		0.974		0.950			0.950			0.950		
Satd. Flow (prot)	0	1563	0	1289	1595	0	1597	4590	1429	1597	4590	1429
Flt Permitted		0.517		0.669			0.950			0.950		
Satd. Flow (perm)	0	830	0	908	1595	0	1597	4590	1429	1597	4590	1429
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24			131				47			32
Link Speed (mph)		25			25			50				50
Link Distance (ft)		140			651			2183				1823
Travel Time (s)		3.8			17.8			29.8				24.9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	20%	2%	2%	40%	2%	2%	13%	13%	13%	13%	13%	13%
Adj. Flow (vph)	52	4	40	74	5	131	32	2132	59	104	2682	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	96	0	74	136	0	32	2132	59	104	2682	41
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24				24
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	5	22		5	22		22	56	22	22	56	22
Trailing Detector (ft)	0	2		0	2		2	50	2	2	50	2
Detector 1 Position(ft)	0	2		0	2		2	50	2	2	50	2
Detector 1 Size(ft)	5	20		5	20		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm			Perm			Prot		Perm	Prot		Perm
Protected Phases		8			4		1	6		5		2
Permitted Phases	8			4					6			2
Detector Phase	8	8		4	4		1	6	6	5		2
Switch Phase												
Minimum Initial (s)	7.0	7.0		10.0	10.0		20.0	10.0	10.0	20.0	20.0	20.0
Minimum Split (s)	13.0	13.0		46.5	46.5		25.7	46.5	46.5	25.7	25.7	25.7
Total Split (s)	47.5	47.5	0.0	47.5	47.5	0.0	27.0	74.9	74.9	27.6	75.5	75.5



Lanes, Volumes, Timings  
46: Palm Ave. & US 41

6/12/2008

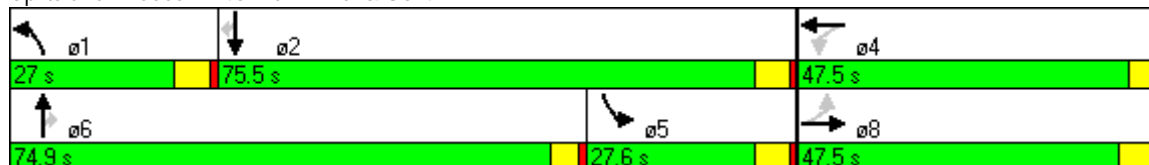


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	31.7%	31.7%	0.0%	31.7%	31.7%	0.0%	18.0%	49.9%	49.9%	18.4%	50.3%	50.3%
Maximum Green (s)	41.8	41.8		43.0	43.0		21.3	70.4	70.4	21.9	69.8	69.8
Yellow Time (s)	4.7	4.7		3.5	3.5		4.7	3.5	3.5	4.7	4.7	4.7
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.5	-0.5	0.0	-0.5	-0.5	0.0	-1.7	-1.7	-1.7	-1.7	-1.7	0.0
Total Lost Time (s)	5.2	5.2	4.0	4.0	4.0	4.0	4.0	2.8	2.8	4.0	4.0	5.7
Lead/Lag							Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?								Yes	Yes			
Vehicle Extension (s)	2.5	2.5		3.0	3.0		4.0	3.0	3.0	4.0	4.0	4.0
Recall Mode	None	None		Min	Min		Min	Min	Min	Min	Min	Min
Walk Time (s)				12.0	12.0		7.0	12.0	12.0	7.0	7.0	7.0
Flash Dont Walk (s)				30.0	30.0		13.0	30.0	30.0	13.0	13.0	13.0
Pedestrian Calls (#/hr)				0	0		0	0	0	0	0	0
Act Effect Green (s)		14.5		15.7	15.7		21.7	63.3	63.3	31.2	71.6	69.9
Actuated g/C Ratio		0.12		0.13	0.13		0.18	0.52	0.52	0.26	0.59	0.58
v/c Ratio		0.79		0.63	0.42		0.11	0.89	0.08	0.25	0.99	0.05
Control Delay		79.6		73.0	12.7		44.6	30.8	4.8	42.7	39.6	5.6
Queue Delay		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		79.6		73.0	12.7		44.6	30.8	4.8	42.7	39.6	5.6
LOS		E		E	B		D	C	A	D	D	A
Approach Delay		79.6			33.9			30.3			39.2	
Approach LOS		E			C			C			D	

Intersection Summary

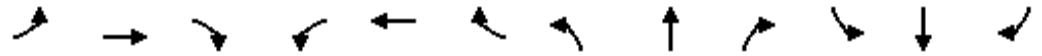
Area Type:	Other
Cycle Length:	150
Actuated Cycle Length:	121
Natural Cycle:	150
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.99
Intersection Signal Delay:	36.1
Intersection LOS:	D
Intersection Capacity Utilization:	94.4%
ICU Level of Service:	F
Analysis Period (min):	15

Splits and Phases: 46: Palm Ave. & US 41



Lanes, Volumes, Timings  
35: Symmes Rd & US 41

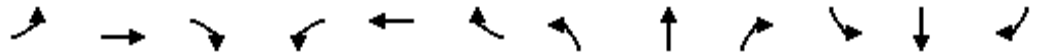
6/12/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕↕	↕		↕	↕↕↕	↕	↕↕	↕↕↕	
Volume (vph)	4	9	9	210	11	360	11	1746	265	454	2202	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	130		0	400		265	250		0
Storage Lanes	0		0	2		0	1		1	2		0
Taper Length (ft)	25		25	100		25	25		105	170		25
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.91	1.00	0.97	0.91	0.91
Frt		0.945			0.855				0.850			
Flt Protected		0.991		0.950			0.950			0.950		
Satd. Flow (prot)	0	1744	0	3127	1593	0	1597	4590	1429	3099	4590	0
Flt Permitted		0.492		0.950			0.950			0.950		
Satd. Flow (perm)	0	866	0	3127	1593	0	1597	4590	1429	3099	4590	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			328				240			
Link Speed (mph)		30			25			50				50
Link Distance (ft)		1137			934			948				2183
Travel Time (s)		25.8			25.5			12.9				29.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	12%	2%	2%	13%	13%	13%	13%	13%	13%
Adj. Flow (vph)	4	9	9	221	12	379	12	1838	279	478	2318	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	22	0	221	391	0	12	1838	279	478	2323	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24				24
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1	1	1	1	
Detector Template												
Leading Detector (ft)	5	22		5	22		5	56	22	22	56	
Trailing Detector (ft)	0	2		0	2		0	50	2	2	50	
Detector 1 Position(ft)	0	2		0	2		0	50	2	2	50	
Detector 1 Size(ft)	5	20		5	20		5	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Turn Type	Perm			Prot			Prot		Perm	Prot		
Protected Phases		8		7	4		1	6		5	2	
Permitted Phases	8								6			
Detector Phase	8	8		7	4		1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	10.0	10.0		4.0	10.0		4.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	41.0	41.0		8.0	44.0		8.0	42.0	42.0	12.0	22.0	
Total Split (s)	41.0	41.0	0.0	8.0	49.0	0.0	8.0	42.0	42.0	19.0	53.0	0.0

Lanes, Volumes, Timings  
35: Symmes Rd & US 41

6/12/2008

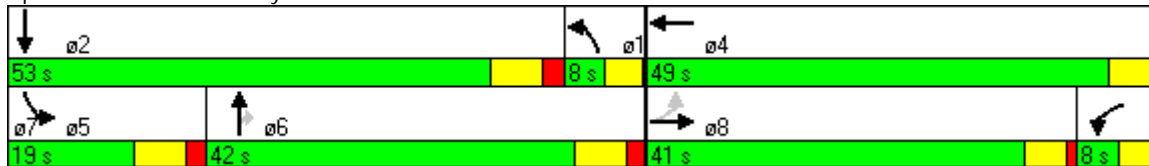


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	37.3%	37.3%	0.0%	7.3%	44.5%	0.0%	7.3%	38.2%	38.2%	17.3%	48.2%	0.0%
Maximum Green (s)	36.0	36.0		4.0	44.0		4.0	35.0	35.0	12.0	46.0	
Yellow Time (s)	4.0	4.0		3.5	4.0		3.5	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0		0.5	1.0		0.5	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-1.0	-1.0	0.0	-1.0	-1.0	0.0	-3.0	-3.0	-3.0	-3.0	-3.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	3.0	4.0	4.0	1.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lead		Lag			Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes					Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	4.0	4.0	3.0	4.0	
Recall Mode	None	None		None	None		None	Min	Min	None	Min	
Walk Time (s)					7.0			7.0	7.0			
Flash Dont Walk (s)					32.0			27.0	27.0			
Pedestrian Calls (#/hr)					0			0	0			
Act Effect Green (s)		11.0		9.6	14.2		7.0	38.1	38.1	15.0	55.7	
Actuated g/C Ratio		0.14		0.12	0.18		0.09	0.48	0.48	0.19	0.70	
v/c Ratio		0.17		0.59	0.71		0.09	0.83	0.34	0.81	0.72	
Control Delay		27.4		45.3	13.8		36.7	23.0	4.3	44.4	10.4	
Queue Delay		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay		27.4		45.3	13.8		36.7	23.0	4.3	44.4	10.4	
LOS		C		D	B		D	C	A	D	B	
Approach Delay		27.4			25.2			20.7			16.2	
Approach LOS		C			C			C			B	

Intersection Summary

Area Type:	Other
Cycle Length:	110
Actuated Cycle Length:	79.4
Natural Cycle:	135
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.83
Intersection Signal Delay:	18.9
Intersection LOS:	B
Intersection Capacity Utilization:	79.5%
ICU Level of Service:	D
Analysis Period (min):	15

Splits and Phases: 35: Symmes Rd & US 41



## TWO-WAY STOP CONTROL SUMMARY

General Information			Site Information					
Analyst	SF/ACE		Intersection	Florence ST & US 41				
Agency/Co.	ACE		Jurisdiction	D7, FDOT				
Date Performed	02/28/2008		Analysis Year	2030 Build				
Analysis Time Period	PM Peak							
Project Description US 41 PD&E Study								
East/West Street: Florence St			North/South Street: US 41					
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)	22	1904	17	26	2402	27		
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95		
Hourly Flow Rate, HFR (veh/h)	23	2004	17	27	2528	28		
Percent Heavy Vehicles	13	--	--	13	--	--		
Median Type	Undivided							
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	9	17	22	11	32		
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95		
Hourly Flow Rate, HFR (veh/h)	22	9	17	23	11	33		
Percent Heavy Vehicles	33	2	2	2	2	17		
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)	23	27	67			48		
C (m) (veh/h)	143	240	0			0		
v/c	0.16	0.11						
95% queue length	0.55	0.38						
Control Delay (s/veh)	34.9	21.9						
LOS	D	C	F			F		
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	SF/ACE	Intersection	Pembroke Rd & US 41
Agency/Co.	ACE	Jurisdiction	D7, FDOT
Date Performed	02/28/2008	Analysis Year	2030 Build
Analysis Time Period	PM Peak		

Project Description <i>US 41 PD&amp;E</i>	
East/West Street: <i>Pembroke Rd</i>	North/South Street: <i>US 41</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

### Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	77	1724			2175	103
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	81	1814	0	0	2289	108
Percent Heavy Vehicles	13	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			1
Lanes	1	2	0	0	2	1
Configuration	L	T			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)	130		97			
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	136	0	102	0	0	0
Percent Heavy Vehicles	27	0	45	0	0	0
Percent Grade (%)	0			0		
Flared Approach		Y			N	
Storage		5			0	
RT Channelized			1			0
Lanes	1	0	1	0	0	0
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)	81					136		102
C (m) (veh/h)	185					2		138
v/c	0.44					68.00		0.74
95% queue length	2.02					19.38		4.33
Control Delay (s/veh)	38.8					33683		82.5
LOS	E					F		F
Approach Delay (s/veh)	--	--				19283		
Approach LOS	--	--				F		

Lanes, Volumes, Timings  
27: Big Bend Rd & US 41

6/12/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↕		↙↘↗	↕	↗↘	↘	↕↕↕	↗↘	↙↘↗	↕↕↕	↗↘
Volume (vph)	124	206	146	1158	260	618	184	1077	918	779	1358	157
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	335		60	585		1000	300		395	300		250
Storage Lanes	1		0	2		2	1		2	2		1
Taper Length (ft)	200		25	100		25	235		145	120		215
Lane Util. Factor	1.00	0.95	0.95	0.94	1.00	0.88	1.00	0.86	0.88	0.94	0.86	1.00
Frt		0.938				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1671	3209	0	4942	1624	2656	1597	5784	2515	4505	5784	1429
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1671	3209	0	4942	1624	2656	1597	5784	2515	4505	5784	1429
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		154				185			864			165
Link Speed (mph)		45			45			45				45
Link Distance (ft)		714			1319			1010				495
Travel Time (s)		10.8			20.0			15.3				7.5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	8%	8%	2%	3%	17%	7%	13%	13%	13%	13%	13%	13%
Adj. Flow (vph)	131	217	154	1219	274	651	194	1134	966	820	1429	165
Shared Lane Traffic (%)												
Lane Group Flow (vph)	131	371	0	1219	274	651	194	1134	966	820	1429	165
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			36			36				36
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	22	22		22	22	22	22	56	22	22	56	22
Trailing Detector (ft)	2	2		2	2	2	2	50	2	2	50	2
Detector 1 Position(ft)	2	2		2	2	2	2	50	2	2	50	2
Detector 1 Size(ft)	20	20		20	20	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot			Prot		pm+ov	Prot		Prot	Prot		pm+ov
Protected Phases	3	8		7	4	5	1	6	6	5	2	3
Permitted Phases						4						2
Detector Phase	3	8		7	4	5	1	6	6	5	2	3
Switch Phase												
Minimum Initial (s)	9.0	9.7		5.0	10.0	9.5	5.0	12.0	12.0	9.5	19.7	9.0
Minimum Split (s)	16.0	15.0		12.0	15.3	16.5	12.0	19.0	19.0	16.5	26.7	16.0
Total Split (s)	16.0	15.0	0.0	28.0	27.0	24.0	20.0	23.0	23.0	24.0	27.0	16.0

Lanes, Volumes, Timings  
27: Big Bend Rd & US 41

6/12/2008

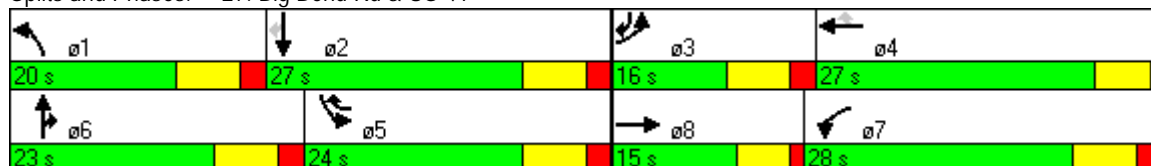


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	17.8%	16.7%	0.0%	31.1%	30.0%	26.7%	22.2%	25.6%	25.6%	26.7%	30.0%	17.8%
Maximum Green (s)	9.0	9.7		21.0	21.7	17.0	13.0	16.0	16.0	17.0	20.0	9.0
Yellow Time (s)	5.0	4.3		5.0	4.3	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	1.0		2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.3	-1.3	0.0	-1.3	-1.3	-1.3	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0
Total Lost Time (s)	5.7	4.0	4.0	5.7	4.0	5.7	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	3.0		2.0	5.0	2.0	2.0	3.0	3.0	2.0	3.0	2.0
Recall Mode	None	None		None	None	None	None	Max	Max	None	Max	None
Act Effect Green (s)	10.3	11.0		22.3	23.0	39.4	15.2	19.0	19.0	19.8	23.6	39.6
Actuated g/C Ratio	0.11	0.12		0.25	0.26	0.44	0.17	0.21	0.21	0.22	0.26	0.44
v/c Ratio	0.69	0.70		0.99	0.66	0.51	0.72	0.93	0.80	0.82	0.94	0.23
Control Delay	57.9	29.9		58.9	38.7	8.0	51.1	48.8	10.1	41.6	46.1	3.5
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.9	29.9		58.9	38.7	8.0	51.1	48.8	10.1	41.6	46.1	3.5
LOS	E	C		E	D	A	D	D	B	D	D	A
Approach Delay		37.2			40.9			32.7			41.7	
Approach LOS		D			D			C			D	

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	89.8
Natural Cycle:	90
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.99
Intersection Signal Delay:	38.3
Intersection LOS:	D
Intersection Capacity Utilization:	76.2%
ICU Level of Service:	D
Analysis Period (min):	15

Splits and Phases: 27: Big Bend Rd & US 41



## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	SF/ACE	Intersection	Elsberry Rd. & US 41
Agency/Co.	ACE	Jurisdiction	D7, FDOT
Date Performed	02/28/2008	Analysis Year	2030 Build
Analysis Time Period	PM Peak		
Project Description <i>US 41 PD&amp;E Study</i>			
East/West Street: <i>Elsberry Rd</i>		North/South Street: <i>US 41</i>	
Intersection Orientation: <i>North-South</i>		Study Period (hrs): <i>0.25</i>	

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	26	2033			2565	108
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	27	2140	0	0	2700	113
Percent Heavy Vehicles	8	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			1
Lanes	1	2	0	0	2	1
Configuration	L	T			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)	86		32			
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	90	0	33	0	0	0
Percent Heavy Vehicles	2	0	2	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LR	
v (veh/h)	27						123	
C (m) (veh/h)	135						3	
v/c	0.20						41.00	
95% queue length	0.71						17.62	
Control Delay (s/veh)	38.2						20361	
LOS	E						F	
Approach Delay (s/veh)	--	--					20361	
Approach LOS	--	--					F	



Lanes, Volumes, Timings  
23: Apollo Beach Blvd & US 41

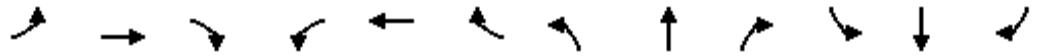
6/12/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	210	369	219	411	465	411	276	1484	326	326	1872	265
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		300	300		300	250		250	200		200
Storage Lanes	2		1	2		2	2		1	2		1
Taper Length (ft)	25		25	50		50	25		25	80		80
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	0.88	0.97	0.86	1.00	0.97	0.86	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	3433	3539	2787	3242	6052	1495	3242	6052	1495
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	3433	3539	2787	3242	6052	1495	3242	6052	1495
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			4			433			61			26
Link Speed (mph)		35			30			55				55
Link Distance (ft)		1891			1237			1484				1021
Travel Time (s)		36.8			28.1			18.4				12.7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	8%	8%	8%	8%	8%	8%
Adj. Flow (vph)	221	388	231	433	489	433	291	1562	343	343	1971	279
Shared Lane Traffic (%)												
Lane Group Flow (vph)	221	388	231	433	489	433	291	1562	343	343	1971	279
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24				24
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	1	1	1	1	1
Detector Template		Thru		Left	Thru	Right			Right		Left	
Leading Detector (ft)	22	100	22	20	100	20	22	56	20	20	56	22
Trailing Detector (ft)	2	0	2	0	0	0	2	50	0	0	50	2
Detector 1 Position(ft)	2	0	2	0	0	0	2	50	0	0	50	2
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	Prot		pm+ov	Prot		Prot	Prot		pm+ov	Prot		pm+ov
Protected Phases	3	8	1	7	4	4	1	6	7	5	2	3
Permitted Phases			8						6			2

Lanes, Volumes, Timings  
23: Apollo Beach Blvd & US 41

6/12/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	8	1	7	4	4	1	6	7	5	2	3
Switch Phase												
Minimum Initial (s)	12.7	4.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	13.5	16.5	12.7
Minimum Split (s)	19.2	20.0	13.5	13.4	13.4	13.4	13.5	13.5	13.4	20.0	23.0	19.2
Total Split (s)	19.2	20.9	17.0	18.1	19.8	19.8	17.0	31.0	18.1	20.0	34.0	19.2
Total Split (%)	21.3%	23.2%	18.9%	20.1%	22.0%	22.0%	18.9%	34.4%	20.1%	22.2%	37.8%	21.3%
Maximum Green (s)	12.7	16.9	10.5	11.7	13.4	13.4	10.5	24.5	11.7	13.5	27.5	12.7
Yellow Time (s)	4.5	3.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	0.5	2.0	1.9	1.9	1.9	2.0	2.0	1.9	2.0	2.0	2.0
Lost Time Adjust (s)	-2.4	0.0	-2.4	0.0	0.0	0.0	-0.5	-0.5	0.0	0.0	-2.5	-2.5
Total Lost Time (s)	4.1	4.0	4.1	6.4	6.4	6.4	6.0	6.0	6.4	6.5	4.0	4.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0	4.0
Recall Mode	Min	None	None	None	None	None	None	C-Max	None	Min	C-Min	Min
Walk Time (s)		5.0										
Flash Dont Walk (s)		11.0										
Pedestrian Calls (#/hr)		0										
Act Effct Green (s)	15.1	16.9	33.7	11.7	13.4	13.4	10.9	25.0	42.7	13.5	30.1	49.3
Actuated g/C Ratio	0.17	0.19	0.37	0.13	0.15	0.15	0.12	0.28	0.47	0.15	0.33	0.55
v/c Ratio	0.38	0.58	0.39	0.97	0.93	0.55	0.74	0.93	0.46	0.71	0.97	0.34
Control Delay	35.6	37.4	22.6	76.6	64.1	6.6	41.8	53.4	22.9	45.2	44.9	11.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.6	37.4	22.6	76.6	64.1	6.6	41.8	53.4	22.9	45.2	44.9	11.5
LOS	D	D	C	E	E	A	D	D	C	D	D	B
Approach Delay		32.9			49.7			47.1			41.3	
Approach LOS		C			D			D			D	

Intersection Summary



















Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 75 (83%), Referenced to phase 2:SBT and 6:NBT, Start of Green  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.97  
 Intersection Signal Delay: 43.7      Intersection LOS: D  
 Intersection Capacity Utilization 75.1%      ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 23: Apollo Beach Blvd & US 41



Lanes, Volumes, Timings  
22: US 41 & Flamingo DR

6/12/2008

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations	 	  	  		 	
Volume (vph)	352	1724	2175	379	300	279
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220			0	0	0
Storage Lanes	2			0	2	1
Taper Length (ft)	140			150	25	25
Lane Util. Factor	0.97	0.91	0.91	1.00	0.97	1.00
Fr <sub>t</sub>				0.850		0.850
Fl <sub>t</sub> Protected	0.950				0.950	
Satd. Flow (prot)	3242	4803	4803	1495	3433	1524
Fl <sub>t</sub> Permitted	0.950				0.950	
Satd. Flow (perm)	3242	4803	4803	1495	3433	1524
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				67		2
Link Speed (mph)		55	55		25	
Link Distance (ft)		389	1484		717	
Travel Time (s)		4.8	18.4		19.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	8%	8%	8%	8%	2%	6%
Adj. Flow (vph)	371	1815	2289	399	316	294
Shared Lane Traffic (%)						
Lane Group Flow (vph)	371	1815	2289	399	316	294
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		24	24		24	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	1	1	1	1	1
Detector Template						
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	50	50	50	50	50	50
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot			pm+ov		pm+ov
Protected Phases	1	2	2	3	3	1
Permitted Phases				2		3
Detector Phase	1	2	2	3	3	1
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	20.0	50.0	50.0	20.0	20.0	20.0

Lanes, Volumes, Timings  
22: US 41 & Flamingo DR

6/12/2008



Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Total Split (%)	22.2%	55.6%	55.6%	22.2%	22.2%	22.2%
Maximum Green (s)	16.0	46.0	46.0	16.0	16.0	16.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag			Lead
Lead-Lag Optimize?	Yes	Yes	Yes			Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	C-Min	C-Min	None	None	Min
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effect Green (s)	14.6	49.5	49.5	67.4	13.8	32.5
Actuated g/C Ratio	0.16	0.55	0.55	0.75	0.15	0.36
v/c Ratio	0.70	0.69	0.87	0.35	0.60	0.53
Control Delay	52.5	8.1	8.2	0.4	40.2	25.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.5	8.1	8.2	0.4	40.2	25.9
LOS	D	A	A	A	D	C
Approach Delay		15.6	7.1		33.3	
Approach LOS		B	A		C	

Intersection Summary

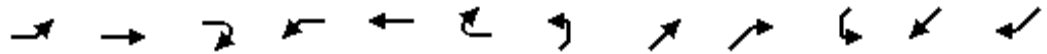
Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	0 (0%), Referenced to phase 2:NBSB, Start of Green
Natural Cycle:	80
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.87
Intersection Signal Delay:	13.4
Intersection LOS:	B
Intersection Capacity Utilization:	70.6%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 22: US 41 & Flamingo DR



Lanes, Volumes, Timings  
19: Miller Mac Rd & US 41

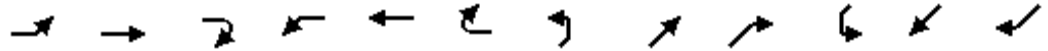
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕	↗		↕		↖	↕↕↕		↖	↕↕↕	↗
Volume (vph)	189	4	189	43	5	39	238	1793	34	49	2262	238
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	250		0	165		100
Storage Lanes	0		1	0		0	1		0	1		1
Taper Length (ft)	25		25	25		25	175		25	80		80
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Frt			0.850		0.939			0.997				0.850
Flt Protected		0.953			0.976		0.950			0.950		
Satd. Flow (prot)	0	1775	1583	0	1409	0	1671	4788	0	1671	4803	1495
Flt Permitted		0.675			0.652		0.950			0.950		
Satd. Flow (perm)	0	1257	1583	0	941	0	1671	4788	0	1671	4803	1495
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			199		40			4				110
Link Speed (mph)		35			35			55				55
Link Distance (ft)		167			784			2380				352
Travel Time (s)		3.3			15.3			29.5				4.4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	2%	2%	50%	8%	8%	8%	8%	8%	8%
Adj. Flow (vph)	199	4	199	45	5	41	251	1887	36	52	2381	251
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	203	199	0	91	0	251	1923	0	52	2381	251
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1		1	1		1	1	1
Detector Template												
Leading Detector (ft)	50	50	50	50	50		50	50		50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	50	50	50	50	50		50	50		50	50	50
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Perm		Perm	Perm			Prot			Prot		Perm
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4		4	8								2
Detector Phase	4	4	4	8	8		1	6		5	2	2
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0		20.0	20.0		20.0	20.0	20.0
Total Split (s)	20.0	20.0	20.0	20.0	20.0	0.0	23.0	50.0	0.0	20.0	47.0	47.0

Lanes, Volumes, Timings  
19: Miller Mac Rd & US 41

6/12/2008

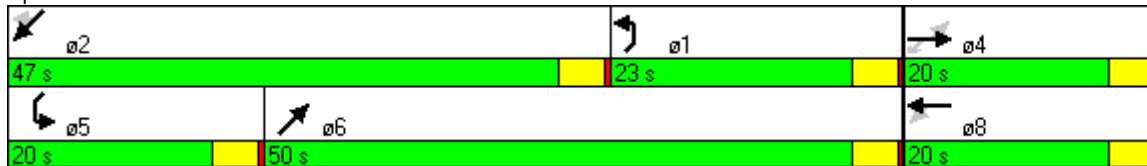


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Total Split (%)	22.2%	22.2%	22.2%	22.2%	22.2%	0.0%	25.6%	55.6%	0.0%	22.2%	52.2%	52.2%
Maximum Green (s)	16.0	16.0	16.0	16.0	16.0		19.0	46.0		16.0	43.0	43.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5		0.5	0.5		0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag							Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		Min	C-Min		Min	C-Min	C-Min
Walk Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0		0	0		0	0	0
Act Effct Green (s)		16.4	16.4		16.4		17.1	53.3		8.2	44.5	44.5
Actuated g/C Ratio		0.18	0.18		0.18		0.19	0.59		0.09	0.49	0.49
v/c Ratio		0.89	0.44		0.45		0.79	0.68		0.34	1.00	0.32
Control Delay		74.4	8.4		27.8		53.2	14.3		41.7	43.7	15.7
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay		74.4	8.4		27.8		53.2	14.3		41.7	43.7	15.7
LOS		E	A		C		D	B		D	D	B
Approach Delay		41.7			27.8			18.8			41.0	
Approach LOS		D			C			B			D	

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	0 (0%), Referenced to phase 2:SWT and 6:NET, Start of Green
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.00
Intersection Signal Delay:	31.8
Intersection LOS:	C
Intersection Capacity Utilization:	84.2%
ICU Level of Service:	E
Analysis Period (min):	15

Splits and Phases: 19: Miller Mac Rd & US 41



## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	SF/ACE	Intersection	Falls Blvd & US 41
Agency/Co.	ACE	Jurisdiction	D7, FDOT
Date Performed	02/28/2008	Analysis Year	2030 Build
Analysis Time Period	PM Peak		

Project Description <i>US 41 PD&amp;E Study</i>	
East/West Street: <i>Falls Blvd</i>	North/South Street: <i>US 41</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

























Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	49	1917	34	30	2419	124
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	51	2017	35	31	2546	130
Percent Heavy Vehicles	8	--	--	8	--	--
Median Type	<i>Undivided</i>					
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)	99	4	39	43	5	38
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	104	4	41	45	5	40
Percent Heavy Vehicles	2	2	20	2	2	2
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
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	31		90		108		41
C (m) (veh/h)	156	249		0		0		136
v/c	0.33	0.12						0.30
95% queue length	1.32	0.42						1.18
Control Delay (s/veh)	38.9	21.5						42.5
LOS	E	C		F		F		E
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

Lanes, Volumes, Timings  
15: Leisey Rd. & US 41

6/12/2008

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	69	232	107	87	292	81	135	1862	69	64	2348	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	565		400	400		505
Storage Lanes	1		1	0		1	1		1	1		1
Taper Length (ft)	25		25	25		25	45		25	25		50
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1429	1770	1863	1583	1671	4803	1495	1671	4803	1495
Flt Permitted	0.248			0.260			0.950			0.950		
Satd. Flow (perm)	462	1863	1429	484	1863	1583	1671	4803	1495	1671	4803	1495
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			21			85			73			92
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		158			680			2829			3466	
Travel Time (s)		3.6			15.5			35.1			43.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	13%	2%	2%	2%	8%	8%	8%	8%	8%	8%
Adj. Flow (vph)	73	244	113	92	307	85	142	1960	73	67	2472	92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	73	244	113	92	307	85	142	1960	73	67	2472	92
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	50	50	50	50	50	50	50	50	50	50	50	50
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt		pm+ov	pm+pt		Perm	Prot		pm+ov	Prot		pm+ov
Protected Phases	3	8	1	7	4		1	6	7	5	2	3
Permitted Phases	8		8	4		4			6			2
Detector Phase	3	8	1	7	4	4	1	6	7	5	2	3
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0	20.0	20.0	20.0	8.0	20.0	20.0	8.0
Total Split (s)	8.0	20.0	20.0	8.0	20.0	20.0	20.0	52.0	8.0	20.0	52.0	8.0



Lanes, Volumes, Timings  
15: Leisey Rd. & US 41

6/12/2008



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Total Split (%)	8.0%	20.0%	20.0%	8.0%	20.0%	20.0%	20.0%	52.0%	8.0%	20.0%	52.0%	8.0%
Maximum Green (s)	4.0	16.0	16.0	4.0	16.0	16.0	16.0	48.0	4.0	16.0	48.0	4.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Walk Time (s)		5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0	0		0	0	0	0		0	0	
Act Effct Green (s)	19.2	15.2	32.0	20.1	17.0	17.0	12.8	53.8	61.9	9.2	48.1	56.1
Actuated g/C Ratio	0.20	0.16	0.33	0.21	0.18	0.18	0.13	0.56	0.64	0.10	0.50	0.58
v/c Ratio	0.50	0.83	0.23	0.59	0.94	0.24	0.64	0.73	0.07	0.42	1.03	0.10
Control Delay	43.1	63.6	19.6	48.9	77.7	10.4	53.1	19.0	2.3	49.3	51.6	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.1	63.6	19.6	48.9	77.7	10.4	53.1	19.0	2.3	49.3	51.6	2.5
LOS	D	E	B	D	E	B	D	B	A	D	D	A
Approach Delay		48.6			60.4			20.7			49.8	
Approach LOS		D			E			C			D	

Intersection Summary

























Area Type:	Other
Cycle Length:	100
Actuated Cycle Length:	96.2
Natural Cycle:	100
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	1.03
Intersection Signal Delay:	39.5
Intersection LOS:	D
Intersection Capacity Utilization:	85.4%
ICU Level of Service:	E
Analysis Period (min):	15

Splits and Phases: 15: Leisey Rd. & US 41

ø1 20 s	ø2 52 s	ø3 8 s	ø4 20 s
ø5 20 s	ø6 52 s	ø7 8 s	ø8 20 s

Lanes, Volumes, Timings  
12: Mirabay Blvd & US 41

6/12/2008

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	141	11	97	176	9	176	222	1729	112	77	2180	222
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	505		580	550		580
Storage Lanes	1		1	1		1	2		1	1		1
Taper Length (ft)	25		25	25		25	95		80	50		55
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.91	1.00	1.00	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1703	1863	1380	1770	1863	1583	3242	4803	1495	1671	4803	1495
Flt Permitted							0.950			0.950		
Satd. Flow (perm)	1792	1863	1380	1863	1863	1583	3242	4803	1495	1671	4803	1495
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			102			164			118			234
Link Speed (mph)		25			25			55				55
Link Distance (ft)		763			1214			846				2829
Travel Time (s)		20.8			33.1			10.5				35.1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	6%	2%	17%	2%	2%	2%	8%	8%	8%	8%	8%	8%
Adj. Flow (vph)	148	12	102	185	9	185	234	1820	118	81	2295	234
Shared Lane Traffic (%)												
Lane Group Flow (vph)	148	12	102	185	9	185	234	1820	118	81	2295	234
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24				24
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	50	50	50	50	50	50	50	50	50	50	50	50
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt		pm+ov	pm+pt		pm+ov	Prot		pm+ov	Prot		pm+ov
Protected Phases	7	4	5	3	8	1	1	6	7	5	2	3
Permitted Phases	4		4	8	8	8			6			2
Detector Phase	7	4	5	3	8	1	1	6	7	5	2	3
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	8.0	20.0	20.0	8.0	8.0	20.0	20.0	8.0	20.0	20.0
Total Split (s)	20.0	20.0	11.0	20.0	20.0	12.0	12.0	49.0	20.0	11.0	48.0	20.0

Lanes, Volumes, Timings  
12: Mirabay Blvd & US 41

6/12/2008



Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Total Split (%)	20.0%	20.0%	11.0%	20.0%	20.0%	12.0%	12.0%	49.0%	20.0%	11.0%	48.0%	20.0%
Maximum Green (s)	16.0	16.0	7.0	16.0	16.0	8.0	8.0	45.0	16.0	7.0	44.0	16.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	Min	None	None	Min	None
Walk Time (s)	5.0	5.0		5.0	5.0			5.0	5.0		5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	0
Act Effect Green (s)	13.9	6.1	8.2	13.8	6.0	9.2	8.0	45.3	61.3	6.9	44.2	60.2
Actuated g/C Ratio	0.18	0.08	0.10	0.17	0.08	0.12	0.10	0.57	0.78	0.09	0.56	0.76
v/c Ratio	0.49	0.08	0.43	0.59	0.06	0.56	0.71	0.66	0.10	0.55	0.85	0.20
Control Delay	34.0	37.6	11.5	37.4	37.6	12.8	49.0	14.0	0.7	52.2	20.1	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.0	37.6	11.5	37.4	37.6	12.8	49.0	14.0	0.7	52.2	20.1	0.8
LOS	C	D	B	D	D	B	D	B	A	D	C	A
Approach Delay		25.4			25.4			17.0			19.3	
Approach LOS		C			C			B			B	

Intersection Summary

Area Type:	Other
Cycle Length:	100
Actuated Cycle Length:	78.9
Natural Cycle:	100
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.85
Intersection Signal Delay:	19.1
Intersection LOS:	B
Intersection Capacity Utilization:	74.9%
ICU Level of Service:	D
Analysis Period (min):	15

Splits and Phases: 12: Mirabay Blvd & US 41

ø1	ø2	ø4	ø3
12 s	48 s	20 s	20 s
ø5	ø6	ø8	ø7
11 s	49 s	20 s	20 s

Lanes, Volumes, Timings  
60: 12th ST & US 41

6/12/2008



Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	22	568	1583	17	450	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		125	0	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25	25		25	25	
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	1.00
Fr <sub>t</sub>		0.850		0.850		
Fl <sub>t</sub> Protected	0.950				0.950	
Satd. Flow (prot)	1444	1568	4803	1495	1671	0
Fl <sub>t</sub> Permitted	0.950				0.950	
Satd. Flow (perm)	1444	1568	4803	1495	1671	0
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		1		11		
Link Speed (mph)	30		55			55
Link Distance (ft)	322		507			640
Travel Time (s)	7.3		6.3			7.9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	25%	3%	8%	8%	8%	8%
Adj. Flow (vph)	23	598	1666	18	474	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	23	598	1666	18	474	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	1	1	1	
Detector Template						
Leading Detector (ft)	50	50	50	50	50	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	50	50	50	50	50	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Turn Type		custom		Perm	Prot	
Protected Phases	7		6		5	
Permitted Phases		5 7		6		
Detector Phase	7	5 7	6	6	5	
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	20.0		20.0	20.0	8.0	
Total Split (s)	20.0	55.0	35.0	35.0	35.0	0.0

# Lanes, Volumes, Timings

## 60: 12th ST & US 41

6/12/2008



Lane Group	NBL	NBR	NET	NER	SWL	SWT
Total Split (%)	22.2%	61.1%	38.9%	38.9%	38.9%	0.0%
Maximum Green (s)	16.0		31.0	31.0	31.0	
Yellow Time (s)	3.5		3.5	3.5	3.5	
All-Red Time (s)	0.5		0.5	0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag			Lead	Lead	Lag	
Lead-Lag Optimize?			Yes	Yes	Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	None		C-Max	C-Max	None	
Walk Time (s)	5.0		5.0	5.0		
Flash Dont Walk (s)	11.0		11.0	11.0		
Pedestrian Calls (#/hr)	0		0	0		
Act Effect Green (s)	10.7	44.9	37.1	37.1	30.2	
Actuated g/C Ratio	0.12	0.50	0.41	0.41	0.34	
v/c Ratio	0.13	0.76	0.84	0.03	0.85	
Control Delay	34.9	24.9	20.2	3.5	43.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	34.9	24.9	20.2	3.5	43.3	
LOS	C	C	C	A	D	
Approach Delay	25.3		20.0			
Approach LOS	C		C			

### Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	0 (0%), Referenced to phase 6:NET, Start of Green
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.85
Intersection Signal Delay:	25.2
Intersection LOS:	C
Intersection Capacity Utilization:	72.4%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 60: 12th ST & US 41



Lanes, Volumes, Timings  
7: Villemare Rd. & US 41

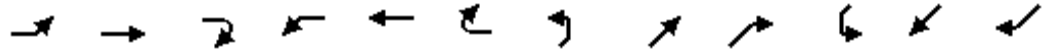
6/12/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	257	64	283	27	81	70	357	1347	21	56	1699	325
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		400	0		0	230		400	260		80
Storage Lanes	2		1	0		0	2		1	1		1
Taper Length (ft)	25		25	25		25	110		85	160		150
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	0.97	0.91	1.00	1.00	0.91	1.00
Frt			0.850		0.947				0.850			0.850
Flt Protected	0.950				0.993		0.950			0.950		
Satd. Flow (prot)	2633	1863	1077	0	1394	0	3242	4803	1495	1671	4803	1495
Flt Permitted	0.950				0.948		0.950			0.950		
Satd. Flow (perm)	2633	1863	1077	0	1331	0	3242	4803	1495	1671	4803	1495
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			298		32				22			136
Link Speed (mph)		25			25			55			55	
Link Distance (ft)		2336			897			2702			619	
Travel Time (s)		63.7			24.5			33.5			7.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	33%	2%	50%	50%	2%	50%	8%	8%	8%	8%	8%	8%
Adj. Flow (vph)	271	67	298	28	85	74	376	1418	22	59	1788	342
Shared Lane Traffic (%)												
Lane Group Flow (vph)	271	67	298	0	187	0	376	1418	22	59	1788	342
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1		1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	50	50	50	50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	50	50	50	50	50		50	50	50	50	50	50
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot		Perm	Perm			Prot		Perm	Prot		Perm
Protected Phases	3	8			4		1	6		5		2
Permitted Phases			8	4					6			2
Detector Phase	3	8	8	4	4		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0	20.0	20.0		20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	14.0	34.0	34.0	20.0	20.0	0.0	20.0	36.0	36.0	20.0	36.0	36.0

Lanes, Volumes, Timings  
7: Villemare Rd. & US 41

6/12/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Total Split (%)	15.6%	37.8%	37.8%	22.2%	22.2%	0.0%	22.2%	40.0%	40.0%	22.2%	40.0%	40.0%
Maximum Green (s)	10.0	30.0	30.0	16.0	16.0		16.0	32.0	32.0	16.0	32.0	32.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5		0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead			Lag			Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None		Min	C-Min	C-Min	Min	C-Min	C-Min
Walk Time (s)		5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0		0	0	0	0	0	0
Act Effect Green (s)	10.0	28.1	28.1		14.1		14.6	41.3	41.3	8.6	35.3	35.3
Actuated g/C Ratio	0.11	0.31	0.31		0.16		0.16	0.46	0.46	0.10	0.39	0.39
v/c Ratio	0.92	0.12	0.55		0.80		0.72	0.64	0.03	0.37	0.95	0.51
Control Delay	78.0	21.7	7.1		54.4		43.8	21.2	7.0	43.9	40.2	16.2
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	78.0	21.7	7.1		54.4		43.8	21.2	7.0	43.9	40.2	16.2
LOS	E	C	A		D		D	C	A	D	D	B
Approach Delay		38.9			54.4		25.7			36.5		
Approach LOS		D			D		C			D		

Intersection Summary

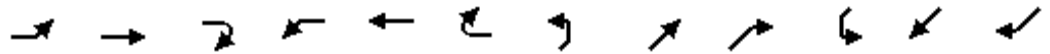
Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	64 (71%), Referenced to phase 2:SWT and 6:NET, Start of Green
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.95
Intersection Signal Delay:	33.5
Intersection LOS:	C
Intersection Capacity Utilization:	73.7%
ICU Level of Service:	D
Analysis Period (min):	15

Splits and Phases: 7: Villemare Rd. & US 41



Lanes, Volumes, Timings  
3: 19th Ave NW & US 41

6/12/2008

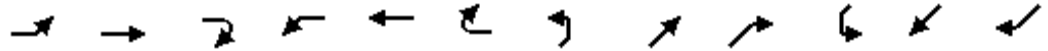


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕		↖	↗	↖	↖	↕↕↕	↖	↖	↕↕↕	↖
Volume (vph)	150	167	77	195	211	124	97	1330	154	99	1677	189
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	115		0	265		75	245		110
Storage Lanes	0		0	1		1	1		1	1		1
Taper Length (ft)	25		25	45		25	100		85	165		90
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt		0.974				0.850			0.850			0.850
Flt Protected		0.981		0.950			0.950			0.950		
Satd. Flow (prot)	0	1734	0	1736	1759	1455	1671	4803	1495	1671	4803	1495
Flt Permitted		0.715		0.484			0.950			0.950		
Satd. Flow (perm)	0	1264	0	884	1759	1455	1671	4803	1495	1671	4803	1495
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20				12			122			153
Link Speed (mph)		45			45			45				45
Link Distance (ft)		2574			261			1429				1291
Travel Time (s)		39.0			4.0			21.7				19.6
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	6%	2%	8%	4%	8%	11%	8%	8%	8%	8%	8%	8%
Adj. Flow (vph)	158	176	81	205	222	131	102	1400	162	104	1765	199
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	415	0	205	222	131	102	1400	162	104	1765	199
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	5	22		22	22	50	22	56	22	22	56	22
Trailing Detector (ft)	0	2		2	2	0	2	50	2	2	50	2
Detector 1 Position(ft)	0	2		2	2	0	2	50	2	2	50	2
Detector 1 Size(ft)	5	20		20	20	50	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm			Perm		pm+ov	Prot		Perm	Prot		Perm
Protected Phases		8			4	5	1	6		5	2	
Permitted Phases	8			4		4			6			2
Detector Phase	8	8		4	4	5	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	20.0	20.0		10.0	10.0	4.0	4.0	10.0	10.0	4.0	20.0	20.0
Minimum Split (s)	27.0	27.0		15.3	15.3	8.0	8.0	15.3	15.3	8.0	27.0	27.0
Total Split (s)	27.0	27.0	0.0	27.0	27.0	8.0	8.0	30.0	30.0	8.0	30.0	30.0



Lanes, Volumes, Timings  
3: 19th Ave NW & US 41

6/12/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Total Split (%)	41.5%	41.5%	0.0%	41.5%	41.5%	12.3%	12.3%	46.2%	46.2%	12.3%	46.2%	46.2%
Maximum Green (s)	20.0	20.0		21.7	21.7	4.0	4.0	24.7	24.7	4.0	23.0	23.0
Yellow Time (s)	5.0	5.0		4.3	4.3	3.5	3.5	4.3	4.3	3.5	5.0	5.0
All-Red Time (s)	2.0	2.0		1.0	1.0	0.5	0.5	1.0	1.0	0.5	2.0	2.0
Lost Time Adjust (s)	-1.3	-1.3	0.0	-1.3	-1.3	0.0	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0
Total Lost Time (s)	5.7	5.7	4.0	4.0	4.0	4.0	1.0	2.3	2.3	1.0	4.0	4.0
Lead/Lag							Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	4.0	4.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0
Recall Mode	Min	Min		None	None	None	None	None	None	None	Min	Min
Act Effect Green (s)		21.4		23.1	23.1	31.1	7.0	27.8	27.8	7.0	26.1	26.1
Actuated g/C Ratio		0.34		0.36	0.36	0.49	0.11	0.44	0.44	0.11	0.41	0.41
v/c Ratio		0.95		0.64	0.35	0.18	0.55	0.67	0.22	0.56	0.89	0.28
Control Delay		55.3		29.0	17.3	9.7	40.6	16.4	5.0	41.3	25.6	5.3
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		55.3		29.0	17.3	9.7	40.6	16.4	5.0	41.3	25.6	5.3
LOS		E		C	B	A	D	B	A	D	C	A
Approach Delay		55.3			19.8			16.8			24.5	
Approach LOS		E			B			B			C	

Intersection Summary

Area Type:	Other
Cycle Length:	65
Actuated Cycle Length:	63.4
Natural Cycle:	65
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.95
Intersection Signal Delay:	23.9
Intersection LOS:	C
Intersection Capacity Utilization:	85.4%
ICU Level of Service:	E
Analysis Period (min):	15

Splits and Phases: 3: 19th Ave NW & US 41



# **APPENDIX J**

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## **ACCESS MANAGEMENT ANALYSIS BUILD SYNCHRO & HCS LOS REPORTS**

## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	SF/ACE	Intersection	US 41 & Flamingo DR
Agency/Co.	ACE	Jurisdiction	D7, FDOT
Date Performed	02/28/2008	Analysis Year	2030 Build
Analysis Time Period	AM Peak		

Project Description <i>US 41 PD&amp;E Study</i>	
East/West Street: <i>Flamingo Dr</i>	North/South Street: <i>US 41</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	279	2175			1724	300
Peak-Hour Factor, PHF	0.95	0.95	1.00	1.00	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	293	2289	0	0	1814	315
Percent Heavy Vehicles	8	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	1	2	0	0	2	1
Configuration	L	T			T	R
Upstream Signal		1			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	379		352			
Peak-Hour Factor, PHF	0.95	1.00	0.95	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	398	0	370	0	0	0
Percent Heavy Vehicles	2	0	6	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			1			0
Lanes	1	0	1	0	0	0
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)	293					398		370
C (m) (veh/h)	232					0		271
v/c	1.26							1.37
95% queue length	14.97							19.49
Control Delay (s/veh)	190.7							222.6
LOS	F					F		F
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	SF/ACE	Intersection	12th ST & US 41
Agency/Co.	ACE	Jurisdiction	D7, FDOT
Date Performed	02/28/2008	Analysis Year	2030 Build
Analysis Time Period	AM Peak		

Project Description <i>US 41 PD&amp;E Study</i>	
East/West Street: <i>12th St</i>	North/South Street: <i>US 41</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		1997	22	350		
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	0	2102	23	368	0	0
Percent Heavy Vehicles	0	--	--	8	--	--
Median Type	<i>Undivided</i>					
RT Channelized			1			0
Lanes	0	2	1	1	0	0
Configuration		T	R	L		
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		450
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	17	0	473
Percent Heavy Vehicles	8	8	0	0	25	3
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)		368	17		473			
C (m) (veh/h)		249	0		274			
v/c		1.48			1.73			
95% queue length		21.34			30.66			
Control Delay (s/veh)		272.5			373.7			
LOS		F	F		F			
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

Lanes, Volumes, Timings  
7: Villemare Rd. & US 41

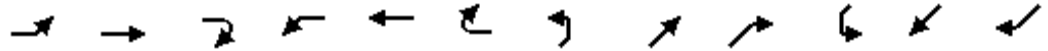
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	325	81	357	21	64	56	283	1699	27	288	1347	257
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		400	0		0	230		400	260		80
Storage Lanes	2		1	0		0	2		1	1		1
Taper Length (ft)	25		25	25		25	110		85	160		150
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	0.97	0.91	1.00	1.00	0.91	1.00
Frt			0.850		0.946				0.850			0.850
Flt Protected	0.950				0.993		0.950			0.950		
Satd. Flow (prot)	2633	1863	1077	0	1391	0	3242	4803	1495	1671	4803	1495
Flt Permitted	0.950				0.947		0.950			0.950		
Satd. Flow (perm)	2633	1863	1077	0	1327	0	3242	4803	1495	1671	4803	1495
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			14		26				28			155
Link Speed (mph)		25			25			55			55	
Link Distance (ft)		2336			897			2702			617	
Travel Time (s)		63.7			24.5			33.5			7.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	33%	2%	50%	50%	2%	50%	8%	8%	8%	8%	8%	8%
Adj. Flow (vph)	342	85	376	22	67	59	298	1788	28	303	1418	271
Shared Lane Traffic (%)												
Lane Group Flow (vph)	342	85	376	0	148	0	298	1788	28	303	1418	271
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1		1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	50	50	50	50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	50	50	50	50	50		50	50	50	50	50	50
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot		pm+ov	Perm			Prot		Perm	Prot		pm+ov
Protected Phases	3	8	1		4		1	6		5	2	3
Permitted Phases			8	4					6			2
Detector Phase	3	8	1	4	4		1	6	6	5	2	3
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	8.0	20.0	20.0		8.0	20.0	20.0	20.0	20.0	8.0
Total Split (s)	14.0	35.0	22.0	21.0	21.0	0.0	22.0	42.0	42.0	33.0	53.0	14.0

Lanes, Volumes, Timings  
7: Villemare Rd. & US 41

6/18/2008

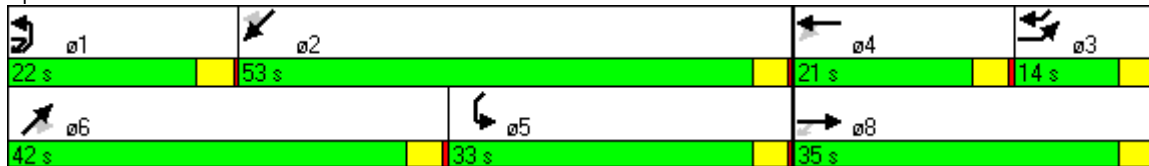


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Total Split (%)	12.7%	31.8%	20.0%	19.1%	19.1%	0.0%	20.0%	38.2%	38.2%	30.0%	48.2%	12.7%
Maximum Green (s)	10.0	31.0	18.0	17.0	17.0		18.0	38.0	38.0	29.0	49.0	10.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5		0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag		Lead	Lead	Lead		Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	Min	Min	Min	Min	None
Walk Time (s)		5.0		5.0	5.0			5.0	5.0	5.0	5.0	
Flash Dont Walk (s)		11.0		11.0	11.0			11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0			0	0	0	0	
Act Effct Green (s)	10.1	27.6	46.2		13.5		14.6	38.3	38.3	22.5	46.2	56.3
Actuated g/C Ratio	0.10	0.27	0.46		0.13		0.15	0.38	0.38	0.22	0.46	0.56
v/c Ratio	1.30	0.17	0.75		0.74		0.63	0.98	0.05	0.81	0.64	0.30
Control Delay	195.9	29.8	32.3		57.3		47.6	48.6	8.9	54.6	23.2	3.7
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	195.9	29.8	32.3		57.3		47.6	48.6	8.9	54.6	23.2	3.7
LOS	F	C	C		E		D	D	A	D	C	A
Approach Delay		101.7			57.3			48.0			25.3	
Approach LOS		F			E			D			C	

Intersection Summary

Area Type:	Other
Cycle Length:	110
Actuated Cycle Length:	100.5
Natural Cycle:	90
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	1.30
Intersection Signal Delay:	47.9
Intersection LOS:	D
Intersection Capacity Utilization	74.7%
ICU Level of Service	D
Analysis Period (min)	15

Splits and Phases: 7: Villemare Rd. & US 41



## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	SF/ACE	Intersection	US 41 & Flamingo DR
Agency/Co.	ACE	Jurisdiction	D7, FDOT
Date Performed	02/28/2008	Analysis Year	2030 Build
Analysis Time Period	PM Peak		

Project Description <i>US 41 PD&amp;E Study</i>	
East/West Street: <i>Flamingo Dr</i>	North/South Street: <i>US 41</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	352	1724			2175	379
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	370	1814	0	0	2289	398
Percent Heavy Vehicles	8	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	1	2	0	0	2	1
Configuration	L	T			T	R
Upstream Signal		1			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	300		279			
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	315	0	293	0	0	0
Percent Heavy Vehicles	2	0	6	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			1			0
Lanes	1	0	1	0	0	0
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)	370					315		293
C (m) (veh/h)	137					0		187
v/c	2.70							1.57
95% queue length	33.29							19.03
Control Delay (s/veh)	836.3							324.5
LOS	F					F		F
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	SF/ACE	Intersection	12th ST & US 41
Agency/Co.	ACE	Jurisdiction	D7, FDOT
Date Performed	02/28/2008	Analysis Year	2030 Build
Analysis Time Period	PM Peak		

Project Description <i>US 41 PD&amp;E Study</i>	
East/West Street: <i>12th St</i>	North/South Street: <i>US 41</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		1583	17	300		
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	0	1666	17	315	0	0
Percent Heavy Vehicles	0	--	--	8	--	--
Median Type	<i>Undivided</i>					
RT Channelized			1			0
Lanes	0	2	1	1	0	0
Configuration		T	R	L		
Upstream Signal		0			0	

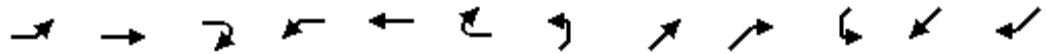
Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				22		568
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	0	0	0	23	0	597
Percent Heavy Vehicles	8	8	0	0	25	3
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT 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)		315	23		597			
C (m) (veh/h)		370	6		367			
v/c		0.85	3.83		1.63			
95% queue length		7.96	4.19		35.12			
Control Delay (s/veh)		50.9	2443		320.3			
LOS		F	F		F			
Approach Delay (s/veh)	--	--	399.1					
Approach LOS	--	--	F					



Lanes, Volumes, Timings  
7: Villemare Rd. & US 41

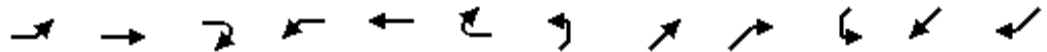
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	257	64	283	27	81	70	357	1347	21	206	1699	325
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		400	0		0	230		400	260		80
Storage Lanes	2		1	0		0	2		1	1		1
Taper Length (ft)	25		25	25		25	110		85	160		150
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	0.97	0.91	1.00	1.00	0.91	1.00
Frt			0.850		0.947				0.850			0.850
Flt Protected	0.950				0.993		0.950			0.950		
Satd. Flow (prot)	2633	1863	1077	0	1394	0	3242	4803	1495	1671	4803	1495
Flt Permitted	0.950				0.948		0.950			0.950		
Satd. Flow (perm)	2633	1863	1077	0	1331	0	3242	4803	1495	1671	4803	1495
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			298		32				22			136
Link Speed (mph)		25			25			55			55	
Link Distance (ft)		2336			897			2702			619	
Travel Time (s)		63.7			24.5			33.5			7.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	33%	2%	50%	50%	2%	50%	8%	8%	8%	8%	8%	8%
Adj. Flow (vph)	271	67	298	28	85	74	376	1418	22	217	1788	342
Shared Lane Traffic (%)												
Lane Group Flow (vph)	271	67	298	0	187	0	376	1418	22	217	1788	342
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1		1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	50	50	50	50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	50	50	50	50	50		50	50	50	50	50	50
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot		Perm	Perm			Prot		Perm	Prot		Perm
Protected Phases	3	8			4		1	6		5	2	
Permitted Phases			8	4					6			2
Detector Phase	3	8	8	4	4		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0	20.0	20.0		20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	14.0	34.0	34.0	20.0	20.0	0.0	20.0	36.0	36.0	20.0	36.0	36.0

Lanes, Volumes, Timings  
7: Villemare Rd. & US 41

6/18/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Total Split (%)	15.6%	37.8%	37.8%	22.2%	22.2%	0.0%	22.2%	40.0%	40.0%	22.2%	40.0%	40.0%
Maximum Green (s)	10.0	30.0	30.0	16.0	16.0		16.0	32.0	32.0	16.0	32.0	32.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5		0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead			Lag			Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None		Min	Min	Min	Min	Min	Min
Walk Time (s)		5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0		0	0	0	0	0	0
Act Effct Green (s)	10.0	27.8	27.8		13.8		14.2	32.0	32.0	14.4	32.2	32.2
Actuated g/C Ratio	0.12	0.32	0.32		0.16		0.16	0.37	0.37	0.17	0.37	0.37
v/c Ratio	0.88	0.11	0.54		0.78		0.70	0.80	0.04	0.78	1.00	0.53
Control Delay	69.2	21.4	7.0		52.1		42.2	29.0	8.3	54.9	49.6	16.6
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.2	21.4	7.0		52.1		42.2	29.0	8.3	54.9	49.6	16.6
LOS	E	C	A		D		D	C	A	D	D	B
Approach Delay		35.0			52.1		31.5				45.3	
Approach LOS		C			D		C				D	

Intersection Summary

Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 86.3  
 Natural Cycle: 90  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 1.00  
 Intersection Signal Delay: 39.2      Intersection LOS: D  
 Intersection Capacity Utilization 73.7%      ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 7: Villemare Rd. & US 41

