

INTERCHANGE MODIFICATION REPORT (IMR)

**I-75 AT SR 121/SR 331 (Williston Road)
FPID: 423071-3**

Alachua County, Florida

Prepared by



Florida Department of Transportation
District Two

July 2021

Interchange Modification Report (IMR)



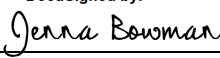



I-75 at SR 121 (Williston Rd) Interchange Improvements

FPID: 423071-3

Florida Department of Transportation Determination of Safety, Operational and Engineering Acceptability

Acceptance of this document indicates successful completion of the review and determination of safety, operational and engineering acceptability of the Interchange Access Request. Approval of the access request is contingent upon compliance with applicable Federal requirements, specifically the National Environmental Policy Act (NEPA) or Department's Project Development and Environment (PD&E) Procedures. Completion of the NEPA/PD&E process is considered approval of the project location design concept described in the environmental document.

Requestor	<div style="text-align: center;"> <p>DocuSigned by:</p>  </div> <hr style="border: 0; border-top: 1px solid black; margin: 5px 0;"/> <div style="text-align: center;"> <p>David Tyler, P.E., AICP District Two</p> </div>	<p>7/21/2021 11:10 AM EDT</p> <hr style="border: 0; border-top: 1px solid black; margin: 5px 0;"/> <p>Date</p>
Interchange Review Coordinator	<div style="text-align: center;"> <p>DocuSigned by:</p>  </div> <hr style="border: 0; border-top: 1px solid black; margin: 5px 0;"/> <div style="text-align: center;"> <p>David Tyler, P.E., AICP District Two</p> </div>	<p>7/21/2021 11:10 AM EDT</p> <hr style="border: 0; border-top: 1px solid black; margin: 5px 0;"/> <p>Date</p>
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SYSTEMS IMPLEMENTATION OFFICE
QUALITY CONTROL CERTIFICATION FOR INTERCHANGE ACCESS REQUEST SUBMITTAL

Submittal Date: 7/21/2021

FM Number: 423071-3

Project Title: I-75 at SR 121/331 (Williston Road)

District: Two

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Document Type: MLOU IJR IMR IOAR OTHER (Specify)


Status of Document (Only complete documents will be submitted for review; however, depending on the complexity of the project, interim reviews may be submitted as agreed upon in the MLOU)

Quality Control (QC) Statement

This document has been prepared following FDOT Procedure Topic No. 525-030-160 (New or Modified Interchanges) and complies with the FHWA two policy requirements. Appropriate District level quality control reviews have been conducted and all comments and issues have been resolved to their satisfaction. A record of all comments and responses provided during QC review is available in the project file or Electronic Review Comments (ERC) system.

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Date: 7/21/2021 | 11:10 AM EDT

IRC DocuSigned by:

[SIGNATURE]

Date: 7/21/2021 | 11:10 AM EDT

Professional Engineer Certification

I hereby certify that I am a registered professional engineer in the State of Florida practicing engineering for the Florida Department of Transportation and that I have supervised the preparation of and approve the analysis, findings, options, conclusions, and technical advice hereby reported for:

PROJECT: Interchange Modification Report (IMR)
I-75 at SR 121 Interchange Improvements
Financial Project Identification: 423071-3
Federal Aid Project: NA
Alachua County, FL

This report provides preliminary engineering analysis for the proposed interchange improvements at I-75 and SR 121. any engineering analysis, documents conclusions, or recommendations relied upon from other professional sources or provided by others are referenced accordingly in the following report.

FLORIDA REGISTERED ENGINEER



EXECUTIVE SUMMARY

The purpose of the study is to complete an Interchange Modification Report (IMR) to determine what improvements can be programmed to improve traffic operations and safety at the I-75 at SR 121/331 interchange. The IMR will identify and evaluate improvements to the interstate mainline, ramps, ramp termini intersections and cross street at the interchange of I-75 and SR 121/331. The primary purpose of the project is to alleviate existing and future traffic congestion at the interchange. Recent studies completed in the region such as the I-75 Master Plan and I-75 North Sketch Interstate Plan identified operational deficiencies at ramps and the terminal intersections and the need for improvements.

A Methodology Letter of Understanding (MLOU) was prepared to document the methodology for the analysis and evaluation of this IMR. The MLOU was approved by the Florida Department of Transportation (FDOT) District 2 Interchange Review Coordinator (IRC) and FDOT Central Office in April 2021. The primary basis for traffic projections in this IMR are existing field traffic counts and the latest version of the Alachua County/Gainesville MTPO model (Gainesville model) with base year 2015 and horizon year 2045. The analysis years for this study include Existing Year 2020, Opening Year 2025, and Design Year 2045. The operational analysis for this study was performed using Highway Capacity Manual (HCM) procedures.

Two alternatives are evaluated in this IMR: The No Build Alternative and the Build Alternative. The following describes the improvements proposed with the Build Alternative:

Build Alternative

- Develop three lanes of capacity on eastbound and westbound SR 121/331 between I-75 southbound exit ramp intersection and SW 34th Street.
- Add a directional exit ramp located in the southeast quadrant to serve the northbound I-75 to eastbound SR 121 movement.
- The southbound off ramp terminal is modified to remove the southern leg of the intersection from the signalized intersection.
- The eastbound inside through lane on SR121/331 will drop and become an exclusive left-turn lane to access I-75 northbound.
- Additional southbound right turn at the SW 34th Street and SR 121/331 intersection will be added as well as a westbound through lane.

The Build Alternative should improve traffic operations with no negative impacts to operations or the environment in the study area.

Additionally, the Build Alternative will improve safety within the vicinity of the interchange by reducing crashes caused by congestion along SR 121/331.

In conclusion, the Build Alternative is recommended as the preferred alternative for this project. The Build Alternative is the best performing alternative and provides long term operational and safety benefits. Additionally, the northbound (NB) deceleration auxiliary lane off ramp for the Build Alternative can be extended along I-75 without the need to widen the existing bridge over SR 121, providing additional peak event (holidays, gameday) vehicle storage, reducing the potential for backups on mainline I-75.

This IMR has been developed in accordance with the FDOT Policy No. 000-525-015 (Approval of New or Modified Access to Limited Access Highways on the State Highway System (SHS)), FDOT Procedure No. 525-030-160 (New or Modified Interchanges and Procedure No. 525-030-120 (Project Traffic Forecasting).

E.1. Compliance with FHWA General Requirements

The following requirements serve as the primary decision criteria used in approval of interchange modification projects. Responses to each of the FHWA two policy points are provided to show that the proposed modification for the I-75 at SR 121 interchange is viable based on the conceptual analysis performed to date. These two policy points and the responses are as follows:

E.1.1. Proposal does not adversely impact operational safety of the existing freeway

An operational and safety analysis has concluded that the proposed change in access does not have a significant adverse impact on the safety and operation of the Interstate facility (which includes mainline lanes, existing, new, or modified ramps, ramp intersections with crossroad) or on the local street network based on both the current and the planned future traffic projections. The analysis shall, particularly in urbanized areas, include at least the first adjacent existing or proposed interchange on either side of the proposed change in access (23 CFR 625.2(a), 655.603(d) and 771.111(f)). The crossroads and the local street network, to at least the first major intersection on either side of the proposed change in access, shall be included in this analysis to the extent necessary to fully evaluate the safety and operational impacts that the proposed change in access and other transportation improvements may have on the local street network (23 CFR 625.2(a) and 655.603(d)). Requests for a proposed change in access must include a description and assessment of the impacts and ability of the proposed changes to safely and efficiently collect, distribute and accommodate traffic on the interstate facility, ramps, intersection of ramps with crossroad, and local street network (23 CFR 625.2(a) and 655.603(d)). Each request must also include a conceptual plan of the type and location of the signs proposed to support each design alternative (23 U.S.C. 109(d) and 23 CFR 655.603(d)).

An operational and safety analysis performed for the Preferred Build Alternative demonstrated improved traffic operations that decrease delays and improve level of service (LOS). The safety analysis performed for this IMR showed that there are safety concerns within the study area. The crash rates along I-75 at SR 121/331 within the area of influence are higher than the statewide averages for similar facilities. Along SR 121/331 rear end crashes are the predominant crash types in the study area and account for approximately 47 percent of the total crashes. The proposed interchange modifications in this IMR aim to improve traffic flow at intersections and along the local streets. This will reduce congestion related crashes such as rear end collisions and provide safer travel conditions. Crashes are expected to increase slightly by 0.7 crashes/year along the I-75 ramps and 0.4 crashes/year along the mainline but decrease at the ramp terminals by 14.2 crashes/year due to the Build Alternative modifications. Crashes are expected to increase slightly by 0.7 crashes/year along the I-75 ramps and 0.4 crashes/year along the mainline but decrease at the ramp terminals by 14.2 crashes/year due to the Build Alternative modifications.

The Preferred Build Alternative will improve traffic operations that decrease delays throughout the study area compared to the No-Build Alternative through the Design Year 2045.

E.1.2. A full interchange with all traffic movements at a public road is provided

The proposed access connects to a public road only and will provide for all traffic movements. Less than "full interchanges" may be considered on a case-by-case basis for applications requiring special access, such as managed lanes (e.g., transit or high occupancy vehicle and high occupancy toll lanes) or park and ride lots. The proposed access will be designed to meet or exceed current standards (23 CFR 625.2(a), 625.4(a)(2), and 655.603(d)). In rare instances where all basic movements are not provided by the proposed design, the report should include a full-interchange option with a comparison of the operational and safety analyses to the partial-interchange option. The report should also include the mitigation proposed to compensate for the missing movements, including wayfinding signage, impacts on local intersections, mitigation of driver expectation leading to wrong-way movements on ramps, etc. The report should describe whether future provision of a full interchange is precluded by the proposed design

The proposed improvements to the I-75 at SR 121/331 interchange will provide full access and caters to all traffic movements from SR 121/3131 to and from I-75. The proposed modifications are designed to meet current standards for federal-aid projects on the interstate system and conform to AASHTO design standards.

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1. INTRODUCTION

1.1. Background

The Interstate 75 (I-75) at State Road (SR) 121/331 (Williston Road) interchange serves as an important access point to the City of Gainesville in Alachua County. The I-75 at SR 121/331 interchange also provides primary access to commuters as well as a key access point for trucks serving the area communities. The Florida Department of Transportation (FDOT) District Two evaluated an alternative concept to improve traffic operations and safety at this key interchange. The project covers a portion of the SR 121/331 roadway near the I-75 at SR 121/331 interchange, between SW 41st Boulevard and SW 34th Street. The existing SR 121/331 roadway consists of a four lane urban typical section within the project limits.

The project is included in the Gainesville Metropolitan Transportation Planning Organization (MTPO) Long Range Transportation Plan (LRTP).

The purpose of this Interchange Modification Report (IMR) is to seek approval from the Chief Engineer and FDOT Central Office for the proposed modifications to the access point of I-75 at SR 121/331 in Gainesville, Florida. This IMR has been developed in accordance with the FDOT Policy No. 000-525-015 (Approval of New or Modified Access to Limited Access Highways on the State Highway System (SHS)), FDOT Procedure No. 525-030-160 (New or Modified Interchanges and Procedure No. 525-030-120 (Project Traffic Forecasting).

1.2. Purpose and Need

The purpose of this project is to add capacity and improve traffic operations and safety at the I-75 at SR 121/331 interchange in Alachua County.

The SR 121/331 interchange is a Partial Cloverleaf (Par-Clo) configuration with loop ramps in the northeast (northbound off) and northwest (southbound on) quadrants. FDOT has initiated this study to investigate improvements for the I-75 at SR 121/331 interchange that will help alleviate congestion and improve safety and mobility in the area. It is the last (southernmost) interchange of the four interchanges providing access to the City of Gainesville.

In the year 2019, The I-75 mainline within the project study area carried an estimated Annual Average Daily Traffic (AADT) of 68,000 vehicles south of SR 121/331 interchange and 74,436 vehicles north of SR 121/331 on a six-lane facility. SR 121/331 within the project study area carried an approximate AADT of 10,000 this same year according to Florida Traffic Online (FTO) data. Due to potential traffic volume impacts caused by covid, these volumes were checked against previous years for reasonableness.

If no improvements are made to the interchange, traffic operations and safety within the interchange area will continue to deteriorate as traffic and freight movement to and from the City of Gainesville increases as predicted by regional traffic models and historical trend data.

1.3 Project Location and Area of Influence

The subject interchange is located in Alachua County on the southwestern limits of Gainesville, Florida at Milepost 9.72. The I-75 at SR 121/331 interchange is located approximately 1.3 miles south of the I-75 and Archer Road (SR 24) interchange. The project location of the I-75 at SR 121/331 interchange and the area of influence are shown in **Figure 1-1**. The area of influence for the project includes the following (as shown in **Figure 1-1**):

Mainline I-75:

- 1) Southbound On and Northbound Off Ramps from I-75 at SR 24
- 2) Study Interchange: I-75 at SR 121/331

Arterials:

- 1) SR 121/SR 331 – from SW 41st Boulevard to SW 34th street



LEGEND
● - Study Intersections
■ - Influence Area



I-75 / SR 121

Study Area

Figure 1-1

1.4 Applicant Information

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2. METHODOLOGY

2.1. Overview

A Methodology Letter of Understanding (MLOU) was prepared to document the methodology for the analysis and evaluation of this IMR. The MLOU was approved by the FDOT District 2 Interchange Review Coordinator (IRC) and FDOT Central Office in April 2021. A signed copy of the MLOU is provided in **Appendix A**. The following sections summarize the methodology set forth in the MLOU.

The methodology used for travel demand forecasting and development of design hour traffic is consistent with the FDOT Project Traffic Forecasting Handbook. The primary basis for traffic projections are field collected traffic tube counts and intersection turning movement counts, FTO, and the latest version of the adopted Alachua County/Gainesville MTPO model (Gainesville model) with a base year 2015 and horizon year 2045.

2.2. Analysis Years

The following study years are established for this IMR:

- Existing Year: 2020
- Opening Year: 2025
- Design Year: 2045

A year of failure analysis shall be performed for the Recommended Alternative if there is failing Level of Service (LOS) in the Design Year.

2.3. Area of Influence

The subject interchange is located in Alachua County on the southwestern limits of Gainesville, Florida's urbanized area. As per the requirements in the IARUG, the southern oriented ramps of SR 24 are included in the area of influence along with the I-75 at SR 121/331 study interchange. The interchange is approximately 1.3 miles south of the I-75 at SR 24 interchange. The following major interchanges will be analyzed.

- I-75 at SR 24 Northbound Off/Southbound On Ramps are located at milepost 10.732 and 10.783 respectively (Section No. 26260000). I-75 is an Urban Principal Arterial-Interstate and therefore this interchange is in an urbanized area. The I-75 at SR 24 interchange is 1.3 miles north of the study interchange: I-75 at SR 121/331.
- The I-75 at SR 121/331 interchange is located at milepost 9.72 (Section No. 26260000). I-75 is an Urban Principal Arterial-Interstate. The interchange is approximately 1.3 miles south of SR 24.

The major corridor that will be studied is SR 121/331. SR 121/331 has two functional classifications. To the east of I-75, SR 121/331 is an Urban Principal Arterial-Other, and to the west, SR 121 is an Urban Minor Arterial. The study area along SR 121/331 is from milepost 8.0 to 9.3 (Section No. 26220000).

The area of influence also includes the intersections associated with all study ramps. The intersections and traffic impacts analyzed within the area of influence are listed below.

- Intersections
 - SR 121/331 at I-75 Northbound On and Off Ramps
 - SR 121/331 at I-75 Southbound On and Off Ramps
 - SR 121/331 at SW 34th Street
 - SR 121/331 at SW 41st Boulevard/SW 35th Drive (Stop Controlled)
- Mainline through movements
 - I-75
- Ramp merge and diverge junctions
 - I-75 at SR 121/331
 - I-75 at SR 24 Northbound Off and Southbound On Ramp

2.4. Data Collection

The data sources within the project study area included:

- Field Traffic Counts
- Existing Traffic Data from FTO data source 2015 through 2019
- Environmental Data
- FDOT State Safety Office Map Based Query Tool (SSOGis)
- Existing Plan, Programs, and Project Lists from FDOT and Alachua County

2.5. Base Traffic Data and Traffic Factors

The primary sources of existing traffic for this IMR are field traffic counts, 2015 to 2019 FTO data, and the Gainesville model with base year 2015 and horizon year 2045. 48-hour bi-directional volume counts were collected at locations shown below on Tuesday, December 8th, 2020 and Wednesday, December 9th, 2020:

- I-75 South of SR 121
- I-75 North of SR 121
- I-75 NB On Ramp at SR 121
- I-75 NB Off Ramp at SR 121
- I-75 SB On Ramp at SR 121
- I-75 SB Off Ramp at SR 121
- I-75 NB Off Ramp at SR 24
- I-75 SB On Ramp at SR 24

2.0 METHODOLOGY

I-75 at SR 121/331 IMR

Six-hour intersection turning movement counts (TMCs) were collected on December 8th and December 9th, 2020 on a weekday (Tuesday through Wednesday) from 6:30 to 9:30 for both AM peak period and 4:00 to 7:00 for PM peak period at the following locations:

- SR 121 at SW 34th Street
- SR 121 at I-75 NB Ramps
- SR 121 at I-75 SB Ramps
- SR 121 at SW 41st Boulevard

Information from the 2019 FTO data library was used to supplement the field collected traffic data and also to check reasonableness with previous studies. Adjustments were made if necessary to ensure that turning movement volumes at ramp terminals sum to the peak hour ramp volumes.

The traffic factors used for design traffic development are consistent with recommended ranges identified in the FDOT's Project Traffic Forecasting Handbook and data found in the FTO data library for sites within the project study area. These factors include the Standard K, D, TDaily, and Peak Hour (PHF) Factors.

- The Standard K factor is the proportion of the AADT occurring during the peak hour of the Design Year, depending upon the area type and facility type.
- The D factor is the proportion of the 30th highest hour of the Design Year traveling in the peak direction.
- The TDaily factor is the adjusted, annual daily percentage of truck traffic. The Tf factor is the percentage of truck traffic during the peak hour and can be estimated as half of the TDaily factor.
- The PHF is applied to convert hourly flow to peak 15-minute flow rate for capacity analysis.

2.0 METHODOLOGY**I-75 at SR 121/331 IMR**

The FDOT recommended Standard K value was used for I-75 as well as for SR 24 and SR 121. The traffic factors from the approved MLOU and recommended for use in this IMR are presented in **Table 2-1**:

Table 2-1: Summary of Traffic Factors

Location	Standard K	D	T _(Daily)	DHT	PHF
I-75	9.0%	53.7	21.0	10.5	0.95
SR 331 (East of I-75)	9.0%	53.1	5.8	2.9	0.95
SR 121 (West of I-75)	9.0%	58.0	5.8	2.9	0.95
SR 24	9.0%	53.1	11.1	5.6	0.95

A PHF of 0.95 was used in the operational analysis.

2.6. Use of Department's Adopted Validated Models

Validation of the travel demand model was not performed for this study as the model was not used to develop the future traffic volumes, rather field counts and FTO volumes were used. The model was used rather to confirm the growth rate described in Section 2.7.

2.6.1. Gainesville Model Runs

The Alachua County/Gainesville MTPO model with base year of 2015 and horizon year of 2045 was available at the initiation of this study. Year 2015 and 2045 volumes were obtained from the model for two locations along I-75 mainline – South of SR 121/331 and between SR 121/331 and SR 24 and were used to determine the model predicted growth rates.

2.7. Development of Design Traffic

The 48 hour bi-directional volume counts for Existing Year 2020 were converted to AADT by applying axle and seasonal factors in accordance with FDOT factors obtained from FTO.

The growth rates for the study area were obtained using the regional model and FTO. Year 2015 and 2045 volumes were obtained from the model for two locations along I-75 – South of SR 121/331 and between SR 121/331 and SR 24. The volumes and growth rates are shown in **Table 2-2** below.

Table 2-2: Gainesville MTPO Model Growth Rate – I-75 Mainline

Location	2015	2045	Growth rate
I-75 South of SR 121/331	54,474	81,687	1.36%
I-75 Between SR 121/331 and SR 24	60,068	88,253	1.29%

Source: Alachua/Gainesville MTPO Model

2.0 METHODOLOGY***I-75 at SR 121/331 IMR***

Historical counts from FTO were reviewed to determine the annual growth rate trends using data between 2015 and 2019 for I-75 mainline and SR 121. The growth rates are summarized in **Table 2-3** below.

Table 2-3: FTO Historical Growth Rates

Location	Count Station	2015-2019 Annual Trend Historical Growth Rate	Trend R Square
I-75	269904*	2.98%	79.42%
	260456	7.63%	86.38%
SR 121	265507*	-2.14%	27.17%
	263395	3.85%	90.91%

*FDOT count site outside of the study limits

Based on the review of the count sites with acceptable R Square Values (greater than 75%), the historical growth trend along SR 121 and I-75 shows a significant increase in traffic over the five year period.

After comparing the historical growth rates with the Alachua/Gainesville MTPO model growth rates, a 1.0% compound annual growth rate was applied to estimate future traffic volumes within the study area for this project.

The future traffic volumes were developed by applying the recommended compound annual growth rate as follows. The 1.0% growth rate will be applied to the Existing Year 2020 mainline, ramps and turning movement counts to obtain the Design Year 2045 volumes. The Opening Year 2025 mainline, ramp and turning movement volumes were developed by linear interpolation between the Existing Year 2020 and Design Year 2045 traffic volumes.

2.8. LOS Criteria

FDOT's Level of Service (LOS) targets were evaluated. The term LOS is defined as the system used to determine how well a transportation facility is operating from a traveler's perspective using six designated ranges from "A" (best operations) to "F" (worst operations). The FDOT minimum acceptable operating LOS targets as detailed in the MLOU were used for this IMR. The LOS targets for major roadways analyzed in this IMR are summarized below:

- I-75 Interstate Mainline: LOS D
- Ramp Merge/Diverge: LOS D
- Study Intersections: LOS D

In addition to LOS, density values were evaluated for mainline merge/diverge, delay values were reported for intersections and the 95th percentile queue lengths are reported for turning movements.

2.9. Analysis Procedures

The operational analysis for this study was performed using two procedures: Highway Capacity Manual (HCM) and Synchro. It should be pointed out that these two procedures can produce different analysis results since they incorporate different mathematical principles and models.

The HCM and Synchro methodologies are generally classified as a series of analytical procedures (flow rate variables) that produce deterministic results (no randomness). Each transportation facility (freeway mainline, freeway ramp, signalized intersection, etc.) is analyzed using a unique methodology, which is performed independent of other adjacent facilities

2.9.1. HCM Based Individual Element Analysis Procedure

HCM methodologies were used for the operational analysis of individual roadway elements, i.e., mainline segments and ramp junctions. The operational analysis of the mainline segments and ramp junctions was completed using Highway Capacity Software (HCS7). The operational analysis for the study intersections was completed using Synchro 11 software.

3. EXISTING CONDITIONS

This section provides a discussion and evaluation of the existing conditions within the area of influence for I-75 at SR 121/331 interchange. This discussion includes existing land use data, transportation systems data, existing traffic data, known environmental constraints, and existing operating conditions.

3.1. Existing Land Use

The land use within the study area is primarily commercial and agricultural. There is also some residential and industrial development.

The existing land uses within the area of influence are shown in **Figure 3-1**.

3.2. Existing Transportation Network**3.2.1. Existing Roadway Network**

The existing transportation network within the area of influence consists of a six-lane interstate highway with interchanges at two major arterials. **Table 3-1** summarizes the functional classification and number of lanes for I-75, SR 121/331, and local roads within the project area of influence.

Table 3-1: Functional Classification of Study Area Roadways

Roadway	From	To	Functional Classification	Number of Lanes
I-75	SR 121/331	SR 24	Urban Principal Arterial - Interstate	6
SR 121/331	SW 41 st	I-75	Rural Minor Arterial	4
SR 121/331	I-75	SW 34 th	Urban Principal Arterial – Other	4
SW 34 th Street	SR 121/331	SR 24	Urban Minor Arterial	6
SW 34 th Street	SR 121/331	South	Urban Major Collector	4
SW 41 st Boulevard	SR 121/331	SR 24	Local Road	2
SR 24	I-75 SB on-ramp	I-75 NB off-ramp	Urban Minor Arterial	6

I-75 – I-75 within the study area is primarily a six-lane north-south Urban Principle Arterial Interstate. The median within this section is approximately 15 feet and has a guardrail throughout.

SR 121/331 – SR121/331 (Williston Road) is an Urban Minor Principal-Other consisting of two lanes in each direction east of I-75. West of I-75, SR 121/331 is an Urban Minor Arterial. There is a small concrete median ranging from 5 feet to 15 feet. There is a bike lane on the EB direction beginning east of I-75. There is a sidewalk along the eastbound direction.

SR 24 – Archer Road (SR 24) is an Urban Minor Principal-Other consisting of two lanes in each direction east of I-75. West of I-75 SR 24 is an Urban Minor Arterial. There is a concrete median that is 15 feet wide. There is no bike lane, and there is a sidewalk along the eastbound direction.

3.0 EXISTING CONDITIONS***I-75 at SR 121/331 IMR***

SW 34th Street – SW 34th Street is a six-lane Urban Minor Arterial consisting of three 12 foot lanes in each direction. There are left turn storage bays along the corridor that are 12 feet wide between ramp terminals. SW 34th becomes a four-lane roadway south of SR 121 intersection. There are bike lanes and sidewalks in each direction. The median width varies within project limits.

SW 41st Boulevard – SW 41st Boulevard is a two-lane local road consisting of one 10 foot lane in each direction. There is no median, bike lanes, or sidewalks along this road.

3.2.2. *Alternative Transportation Modes*

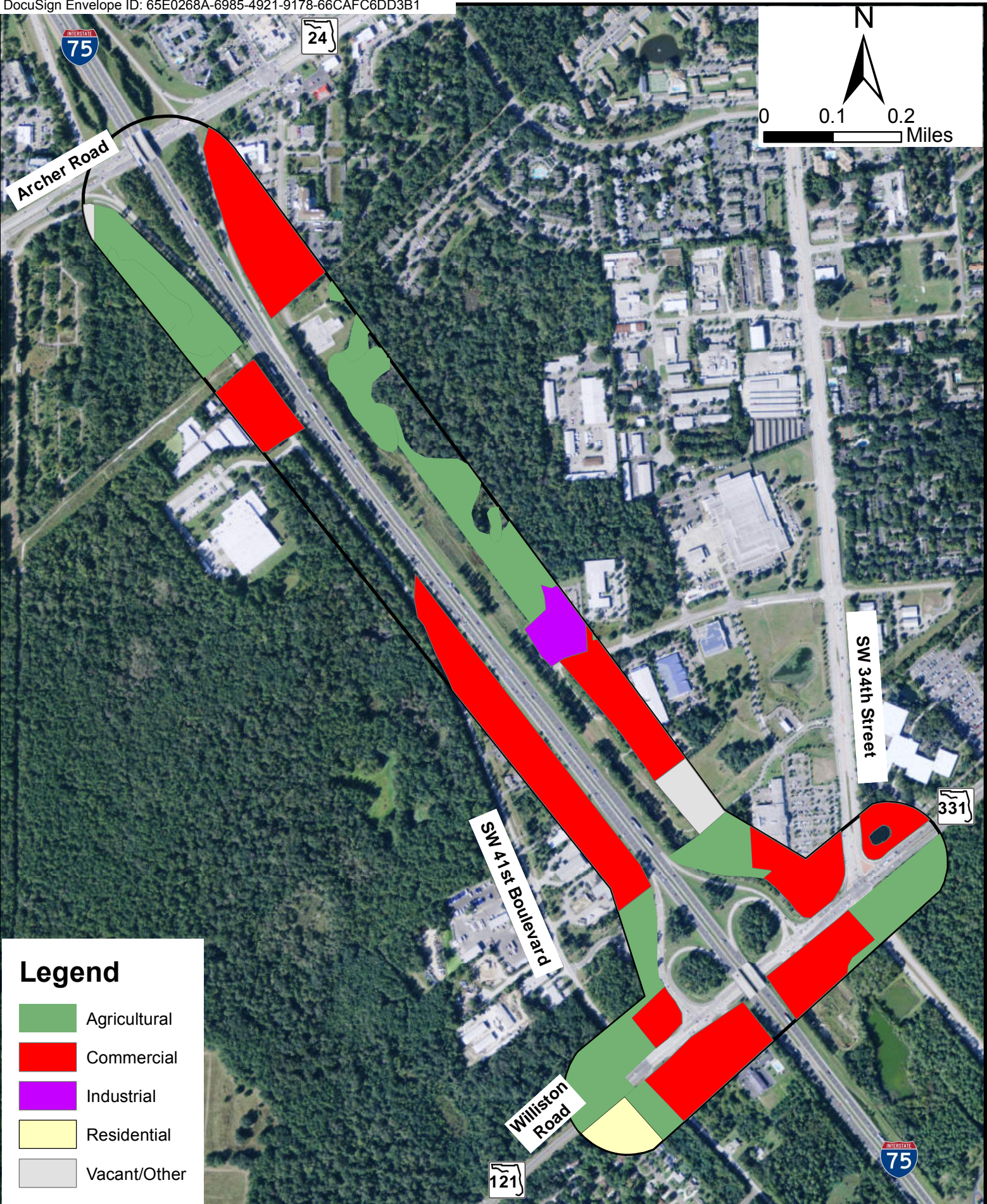
The Gainesville Regional Transit System (RTS) bus line 35 route services Reitz Union to SW 35th Place. This route runs along SR 121/331 west of I-75 along SR 121/331. It does not currently utilize I-75 within the area of influence.

3.2.3. *Existing Interchanges*

There are two existing interchanges within the study area, I-75 at SR 121/331 and I-75 at SR 24. The SR 121/331 interchange is a partial cloverleaf interchange, and SR 24 is a diamond interchange. **Table 3-2** below shows the study interchanges and their spacing.

Table 3-2: Interchange Spacing

Location	Milepost	Spacing Between Interchanges
I-75 at SR 24	11.02	1.3 miles
I-75 at SR 121/331	9.72	



Legend

- Agricultural
- Commercial
- Industrial
- Residential
- Vacant/Other

3.3. Existing Operational Performance

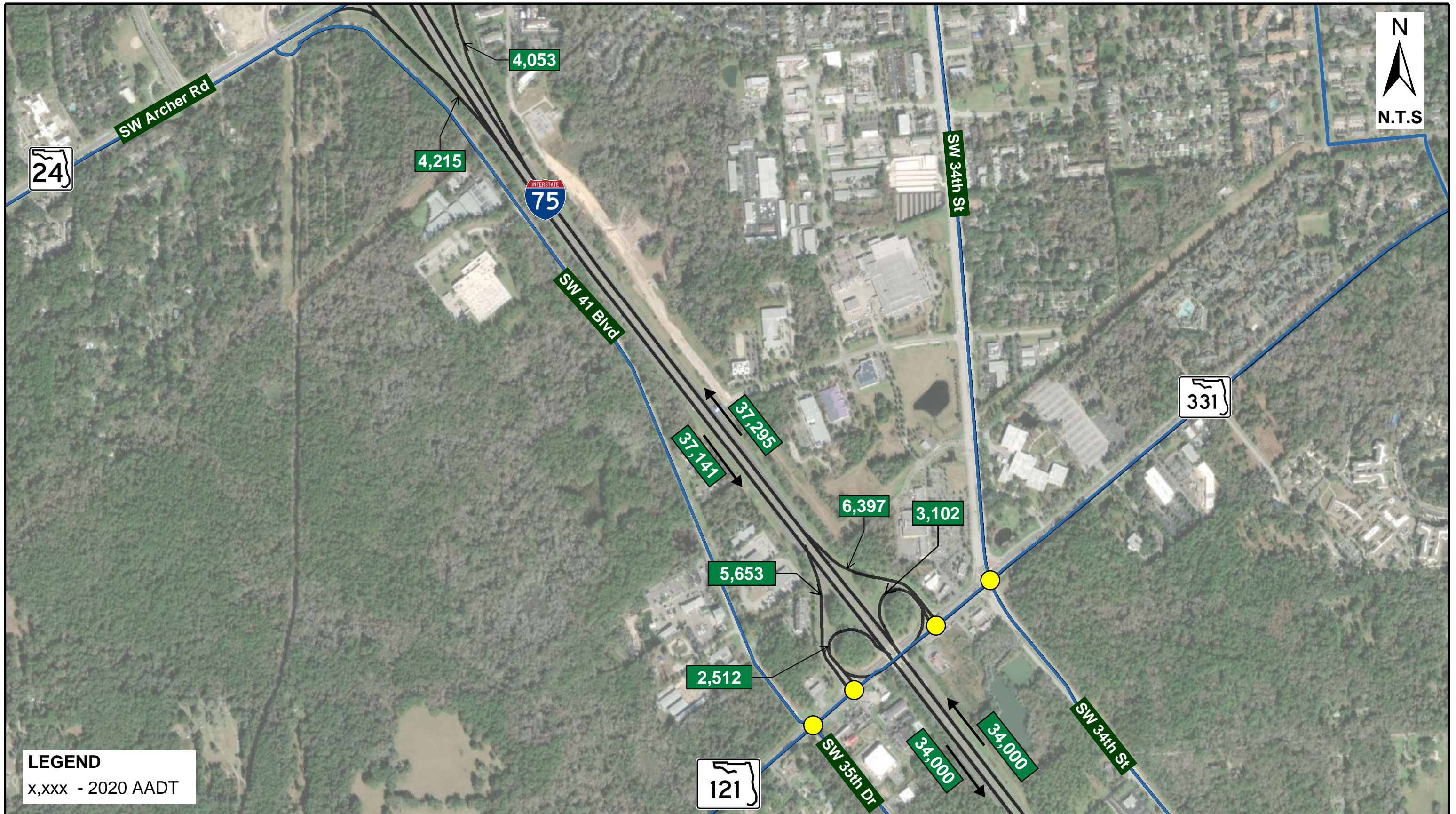
This section summarizes the existing traffic volume and detailed operational and crash analysis performed within the area of influence to assess the existing mobility and safety conditions. I-75 is a six-lane urban principal arterial interstate facility. This facility provides interstate and regional mobility for commuter and freight traffic. SR 121/331 is a four-lane urban principal arterial.

3.3.1. Existing Traffic Data

The intersection turning movement counts were collected on a weekday (Tuesday to Thursday) between 6:30-9:30 a.m., and 4:00-7:00 p.m. All volume counts were adjusted with FDOT axle and season adjustment factors to estimate the 2020 AADTs. Based on recent information available from FTO, volume counts were seasonally adjusted using the seasonal factor of 1.05.

The raw traffic count data including turning movement counts and adjustment factors used in the analysis are provided in **Appendix B**.

AADTs along I-75 were adjusted to attain a balanced flow and is depicted in **Figure 3-2**.



LEGEND
 x,xxx - 2020 AADT



I-75 / SR 121

Existing Year 2020 I-75 Annual Average Daily Traffic (AADT)

Figure 3-2

3.0 EXISTING CONDITIONS

I-75 at SR 121/331 IMR

3.3.2. HCM Based Operational Analysis

A detailed operational analysis for the Existing Year 2020 using HCM 6th edition methodologies was performed for individual roadway elements, i.e., mainline segments, ramp junctions, and study intersections.

HCS7 was used for the operational analysis of mainline segments and ramp junctions. Synchro 11.0 was used for the analysis of study intersections. Documentation for the Existing Conditions operational analysis is provided in **Appendix D**.

Figure 3-3 shows the existing lane configuration of the I-75 mainline, ramps, and study intersections and **Figure 3-4** illustrates the peak hour volumes used for the Existing Year 2020 operational analysis.

Mainline Analysis

The Existing Year 2020 mainline analysis results are summarized in **Table 3-3**. The results of the operational analysis show that all the mainline segments operate at an acceptable LOS in both the AM and PM peak hours. All segments operate at LOS B or better.

Table 3-3: Existing Year 2020 Mainline Capacity Analysis

Freeway Segment	Direction	Number of Lanes	AM Peak Hour			PM Peak Hour		
			Volume	Density ¹	LOS	Volume	Density ¹	LOS
I-75 South of SR 121/331	NB	3	2086	11.6	B	2207	12.3	B
	SB	3	1452	8.1	A	2621	14.6	B
I-75 North of SR 121/331	NB	3	2445	13.6	B	2591	14.4	B
	SB	3	1896	10.5	A	2963	16.5	B

1. Density = passenger cars/mile/lane

Ramp Analysis

The Existing Year 2020 ramp analysis results are summarized in **Table 3-4**. The results of the operational analysis show that all the study ramp junctions operate at an acceptable LOS in 2020. The I-75 on and off ramps were analyzed as a merge and diverge segments respectively.

3.0 EXISTING CONDITIONS**I-75 at SR 121/331 IMR****Table 3-4: Existing Year 2020 Ramp Analysis**

Interchange	Ramp	AM Peak Hour			PM Peak Hour		
		Volume	Density ¹	LOS	Volume	Density ¹	LOS
I-75 at SR 121/331	NB Off	213	13.1	B	192	13.9	B
	NB On	572	18.3	B	576	19.2	B
	SB Off	577	12.2	B	535	18.9	C
	SB On	133	9.6	B	193	17.3	B
I-75 at SR 24	NB Off	297	15.5	B	341	16.4	B
	SB On	219	12.9	B	368	20.7	C

1. Density = passenger cars/mile/lane

Intersection and Queue Analysis

The Existing Year 2020 intersection analysis results are summarized in **Table 3-5**. The intersections were analyzed using field signal timing and phasing plans. No signal optimization was performed when analyzing Existing Year 2020 conditions. In Existing Year 2020, there is one intersection within the study area that operates at an undesirable LOS of F. The SR 121/331 at SW 41st Boulevard intersection operates at LOS F in the PM peak hour, owing to stop control delay at the minor streets. All other intersections operate at an acceptable LOS in both the AM and PM peak hours. The NB Ramp terminal has queue exceeding available storage in the AM and PM peak hours multiple movements.

Table 3-5a: Existing Year 2020 Intersection Analysis

Intersection	AM Peak		PM Peak	
	Delay ¹	LOS	Delay ¹	LOS
SR 121/331 at SW 41 st Boulevard ²	3.8	A	51.6	F
SR 121/331 at SB On/Off Ramps	29.0	C	17.5	B
SR 121/331 at NB On/Off Ramps	22.5	C	21.7	C
SR 121/331 at SW 34 th Street	27.2	C	52.6	D

1. Delay = seconds/vehicle

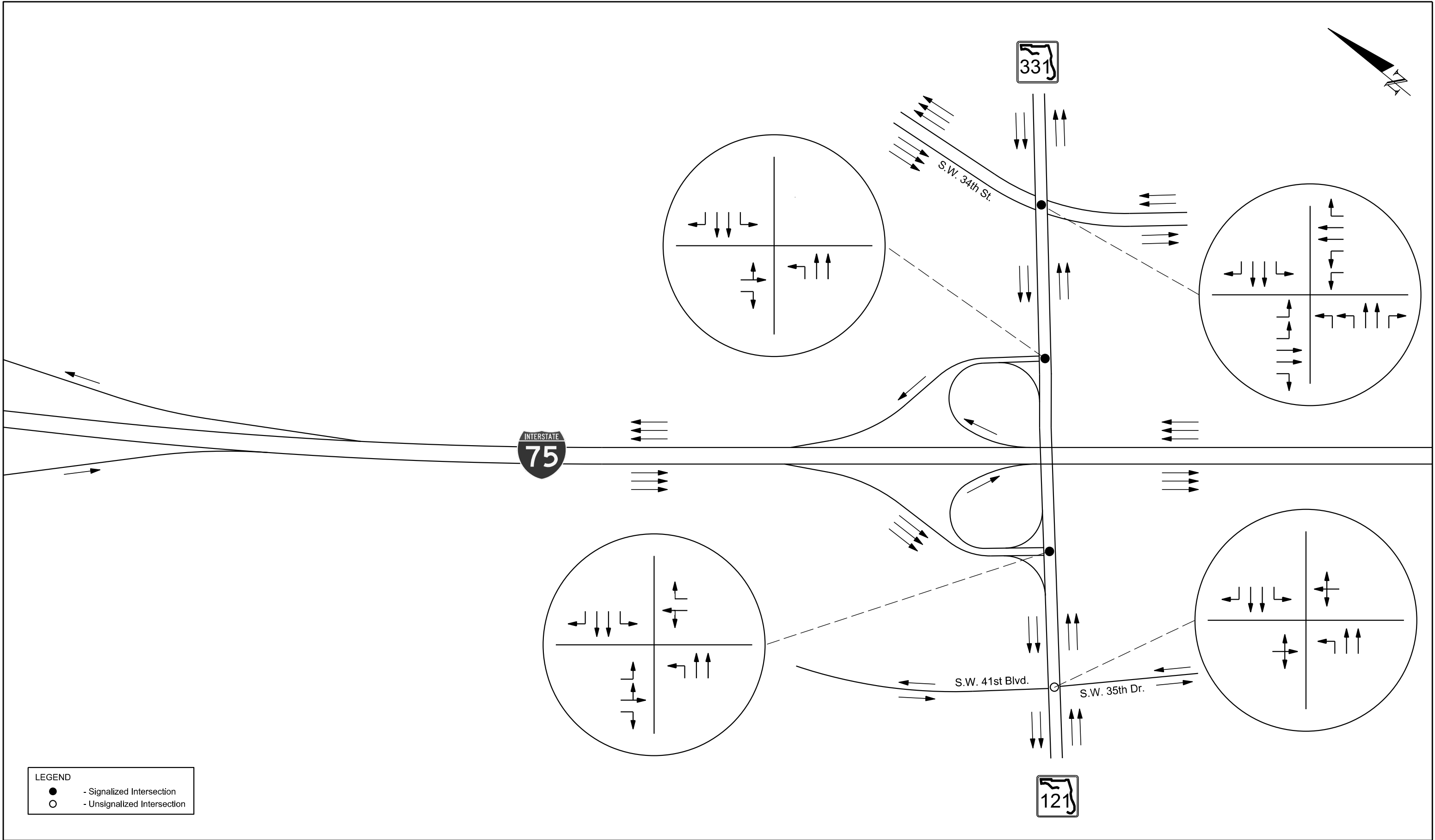
2. SR 121/331 at SW 41st Boulevard = Stop Controlled

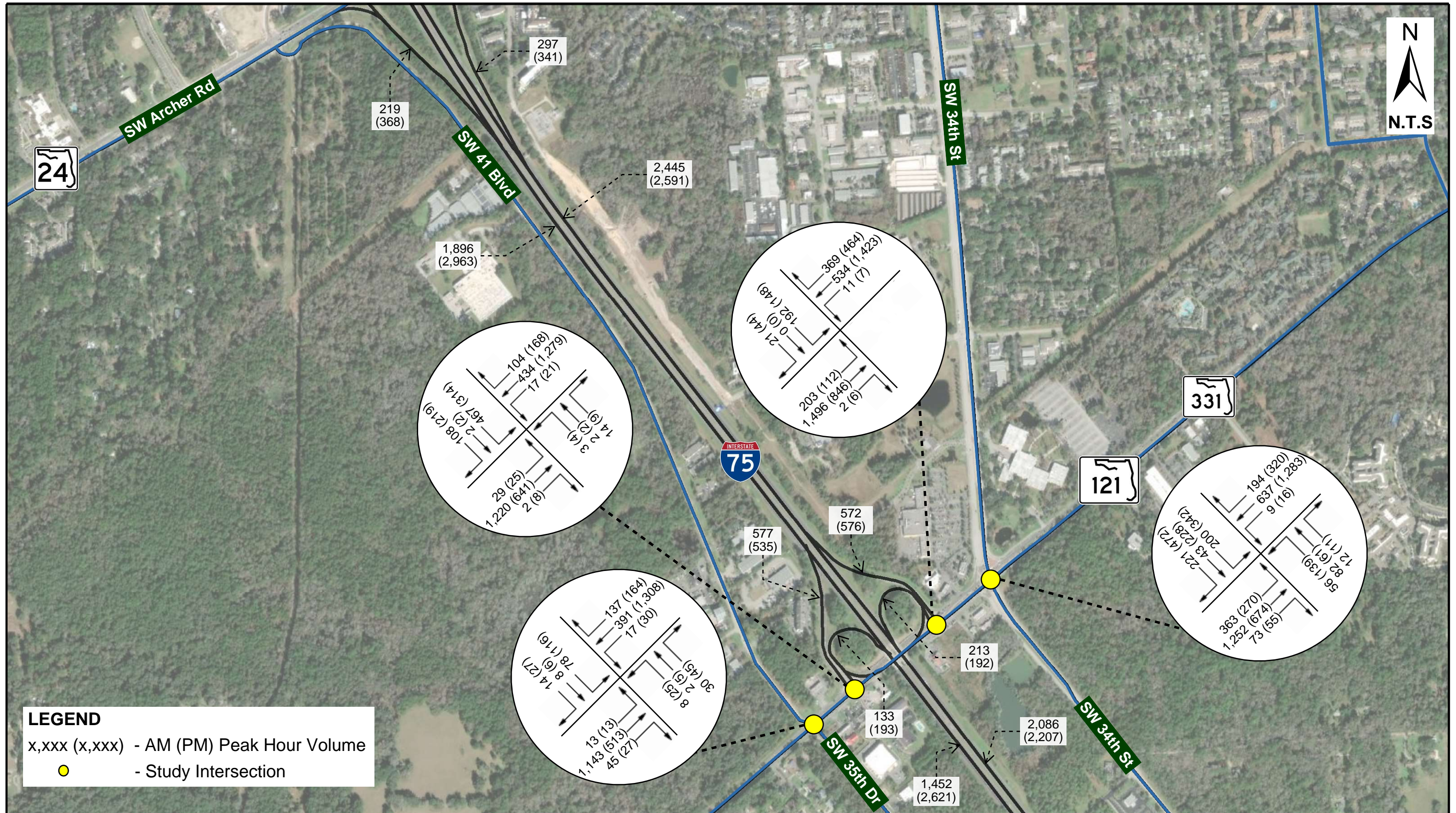
Table 3-5b: Existing Year 2020 Queue Analysis

Intersection	Movement		Available Storage (ft)	95th Percentile Queue Length (ft)	
				AM Peak	PM Peak
SR 121/331 at SB On/Off Ramps	EB	Left	150	31	22
	WB	Left	165	2	m1
	SB	Left	900	365	281
SR 121/331 at NB On/Off Ramps	EB	Left	210	#428	#487
	SB	Left	200	292	257
SR 121/331 at SW 34 th Street	EB	Left (double)	330	238	233
	WB	Left	285	32	24
	NB	Left	370	59	127
	SB	Left	295	162	272

1. m Queue lengths for these lanes are metered by through lane queues at 95th percentile lengths

2. # Queue lengths for these lanes fail to clear in one cycle





FDOT I-75 / SR 121 Existing Year (2020) Peak Hour Volumes **Figure 3-4**

3.4 Crash and Safety Information

A quantitative safety analysis based on the procedures in the HSM was performed as part of the study. Crash data was obtained from the FDOT safety office for the most recent five-year period on the I-75 mainline, I-75 at SR 121/331 interchange and along SR 121/331 within the study area. The data collected included the number, type and location of crashes and the crash severity. Utilizing the information obtained from the crash data, the evaluation identified needs associated with the safety of the existing facility. The study identified the source of the crash data, documented crash rates and compared to the statewide averages for similar corridors. The following MOEs were used to evaluate the safety performance of the No-Build and Build Alternative considered.

- Crash rate
- Crash frequency
- Reduction in crashes

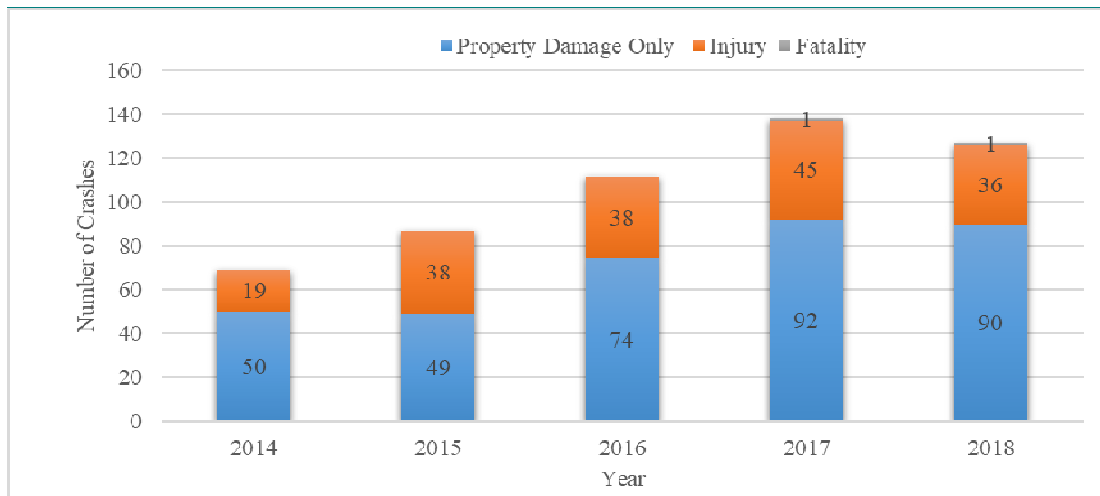
Vehicular crash data along I-75 mainline, study interchange and SR 121/331 within the area of influence were obtained from the FDOT State Safety Office Map Based Query Tool (SSOGis). SSOgis is a database maintained by FDOT for crashes reported along the State Highway System (SHS). The database provides information on various characteristics associated with each crash record including collision type, severity, weather conditions, road surface conditions and date/time information. The crash data was collected for the most recent five years available (2014-2018). The crashes were analyzed to assess safety conditions along the I-75 and SR 121/331 within the project limits. The existing crash analysis performed is consistent with the methods outlined in the Highway Safety Manual (HSM). The raw crash data is provided in **Appendix C**. The following section summarizes the crash analysis performed.

3.4.1 Crash Severity

A safety analysis was conducted for the I-75 from south of the SR 121/331 interchange to the adjacent on and off ramps of S.R. 24 (Archer Road) interchange and for SR 121/331 from SW 41st Boulevard to SW 34th Street. In the recent five year span (2014-2018), this area experienced a total of 533 crashes, of which 2 were fatal and 176 were severe injury crashes. Of these crashes, 66 percent (355 crashes) involved property damage. Both fatal crashes occurred along I-75 and were single vehicle crashes. Of the two fatal crashes, one was an off-road crash attributed to failure to keep in proper lane and the other involved a driver under the influence of alcohol. **Table 3-6** summarizes the crash data for the study area by severity. **Figure 3-5** summarizes the crash severity by year.

3.0 EXISTING CONDITIONS**I-75 at SR 121/331 IMR****Table 3-6 Crash Severity**

Injury Type	2014	2015	2016	2017	2018	Total	Percent of Total
Number of Property Damage Only Crashes	50	49	74	92	90	355	66%
Number of Crashes with Injuries	19	38	38	45	36	176	33%
Number of Crashes with Fatalities	0	0	0	1	1	2	0%
Total	69	87	112	138	127	533	100%
Number of Injuries	29	66	68	76	62	301	
Number of Fatalities	0	0	0	1	1	2	

**Figure 3-5. Crash Severity Distribution by Year****3.4.2 Crash Types**

Crash types within the study area were evaluated to determine the most predominant crash type and its causes. **Table 3-7** summarizes all crash types observed within the study area. Most of the crashes, approximately 47 percent, were rear-end collisions. The high number of rear-end crashes can be attributed to the congestion and stop-and-go conditions experienced by the study area during the peak hours. Other (23 percent), Angle crashes (14 percent) and sideswipe crashes (14 percent) are the second and third most predominant crash types within the study area. Angle crashes are result of failure to yield right of way at a STOP sign or a signal. Sideswipe crashes are a result of lane changing near merge or diverge locations. Other crashes are the result of careless and negligent driver behavior.

3.0 EXISTING CONDITIONS***I-75 at SR 121/331 IMR*****Table 3-7: Crash Type Summary**

Crash Type	Number of Crashes					Total	Percent of Total
	2014	2015	2016	2017	2018		
Front to Rear (Rear End)	37	38	50	65	58	248	47%
Front to Front (Head On)	2	1	2	4	1	10	2%
Angle	12	14	20	11	19	76	14%
Sideswipe, same direction	5	13	12	24	19	73	14%
Sideswipe, opposite direction	0	0	0	0	2	2	0%
Rear to Side	0	1	0	0	0	1	0%
Other	13	20	28	32	28	121	23%
Unknown	0	0	0	2	0	2	0%
Total Crashes	69	87	112	138	127	533	100%

3.4.3 Crash Frequencies and Rates

I-75 mainline from south of the SR 121/331 interchange to the adjacent on and off ramps of S.R. 24 (Archer Road) interchange was segmented into 17 areas including on and off-ramps as presented in **Table 3-8**. The SR 121/331 were segmented into signalized intersections. This was done to further analyze the crash frequencies and rates at different segments along the I-75 and SR 121/331 within the project limits to provide a better understanding of the existing crash patterns. **Table 3-8** provides the existing crash frequencies and rates along the different segments within the study area.

After segmenting the I-75 and SR 121/331, the crash frequency and crash rate were calculated for each segment. The ‘Average Crash Rate Method’ of crash analysis, based on segment length, AADT and number of crashes occurred, was used for calculating the actual crash rate for the roadway segments and the study intersections. The actual crash rate for the study corridors from year 2014 to 2018 was compared with the statewide average crash rate for the same type of facility. Based on the analysis presented in **Table 3-8**, I-75 Southbound at SR 121/331 intersection has the highest crash rate.

3.0 EXISTING CONDITIONS**I-75 at SR 121/331 IMR****Table 3-8: Existing Crash Frequencies and Rates**

Category	Segment	Location ID	Number of Crashes	Daily Entering AADT	Crash Frequency (crashes/year)	Length (mi)	Crash Rate*	Statewide Crash Rate	High Crash Location
I-75	SB On-Ramp from S.R. 24	1	9	4,900	1.8	0.24	0.839	0.00	No
	I-75 SB Merge Area from S.R. 24	2	9	68,000	1.8	0.15	0.097	0.80	No
	I-75 SB between S.R. 24 and S.R. 121	3	13	69,231	2.6	0.57	0.036	0.80	No
	I-75 SB Diverge to S.R. 24	4	12	72,417	2.4	0.13	0.140	0.80	No
	SB Off-Ramp to S.R. 121	5	3	6,067	0.6	0.03	1.806	0.00	No
	I-75 SB between S.R. 121 Ramps	8	8	70,500	1.6	0.12	0.104	0.80	No
	SB On-Ramp from S.R. 121	7	1	2,600	0.2	0.16	0.263	0.00	No
	I-75 SB Merge Area from S.R. 121	9	13	62,072	2.6	0.35	0.066	0.80	No
	I-75 NB South of S.R. 121	10	8	62,054	1.6	0.11	0.128	0.80	No
	I-75 NB Diverge Area to S.R. 121	11	16	62,750	3.2	0.17	0.164	0.80	No
	NB Off-Ramp to S.R. 121	12	21	2,771	4.2	0.11	7.549	0.00	No
	I-75 NB between S.R. 121 Ramps	15	12	68,583	2.4	0.12	0.160	0.80	No
	NB On-Ramp from S.R. 121	14	3	5,800	0.6	0.19	0.298	0.00	No
	I-75 NB Merge Area from S.R. 121	16	33	71,652	6.6	0.32	0.158	0.80	No
I-75 NB between S.R. 24 and S.R. 121	17	9	66,667	1.8	0.3	0.049	0.80	No	
I-75 NB Diverge Area to S.R. 24	18	9	71,500	1.8	0.11	0.125	0.80	No	
SB Off-Ramp to S.R. 24	19	7	4,543	1.4	0.23	0.734	0.00	No	
S.R. 121	S.R. 121 at SW 35th Drive/SW 41st Boulevard	20	31	11,435	6.2	N/A	1.485	3.52	No
	I-75 SB at S.R. 121 Ramp Terminal	6	81	8,591	16.2	N/A	5.166	3.52	Yes
	I-75 NB at S.R. 121 Ramp Terminal	13	69	16,195	13.8	N/A	2.335	3.52	No
	S.R. 121 at SW 34th Street	21	166	26,409	33.2	N/A	3.444	3.52	No

*Intersection: crashes per million entering vehicles; Segment: crashes per million vehicle miles traveled.

3.4. Consistency with Master Plans, LRTP, LFCP, and DRIs

This IMR will consider all programmed and planned roadway improvements in the area. These capacity improvements would be consistent with those specified in the regional transportation plans including the following:

- I-75 Master Plan
- Alachua County Comprehensive Plan 2019-2040
- Gainesville 2045 Cost Feasible and LRTP

The need for improvements identified in this IMR has been identified in the Gainesville 2045 Cost Feasible LRTP.

4. NEED

As a major north-south intercity and regional SIS route, I-75 serves as an integral part of Florida's transportation network. I-75 extends from the Florida-Georgia State line to Southwest Florida. SR 121/331 connects commuters to Gainesville, Florida and is an important arterial.

An increase in traffic demand on I-75 and SR 121/331 interchange is anticipated in future due to planned growth in the area. As a result, additional traffic demand on major arterials within the study area will need to be addressed. **Table 4-1** summarizes the anticipated growth within the study area.

Table 4-1: Forecasted Growth in Traffic Volumes

Segment	Existing (2020)	Opening (2025)	Design (2045)
I-75, north of SR 121/331	74,436	78,630	87,200
I-75, south of SR 121/331	68,000	71,840	95,400

The study area has a high volume of heavy trucks. For the purpose of this study, it was assumed that trucks would increase proportionally with overall traffic volumes. The corridor experiences a 21.0% daily truck percentage along I-75. The truck volume will increase proportionally to the vehicular traffic and will result in further deteriorated conditions.

SR 121/331 at SW 34th Street is a major intersection along SR 121/331. It currently is operating at LOS D which is nearing a failing LOS target for an urban area. This intersection needs to be improved to accommodate future traffic that is predicted to grow which would result in degrading operations.

Existing crash data was reviewed from 2014 to 2018 from the FDOT Safety Office. This area experienced a total of 533 crashes, of which 2 were fatal and 176 were severe injury crashes. Of these crashes, 66 percent (355 crashes) involved property damage. Most of the crashes, approximately 47 percent, were rear-end collisions. The high number of rear-end crashes can be attributed to the congestion and stop-and-go conditions experienced by the study area during the peak hours. Other (23 percent), Angle crashes (14 percent) and sideswipe crashes (14 percent) are the second and third most predominant crash types within the study area. Angle crashes are result of failure to yield right of way at a STOP sign or a signal. Sideswipe crashes are a result of lane changing near merge or diverge locations. Other crashes are the result of careless and negligent driver behavior. Modifications to geometry of this interchange will result in improved traffic operations and will result in safer conditions throughout the project study area.

5. NO-BUILD CONDITIONS

This section documents the future conditions within the I-75 at SR 121/331 interchange modification study area of influence for the No-Build Alternative. The No-Build Alternative assumes the existing plus committed roadway network. This section includes a summary of future land use and development plans as well as the transportation improvements programmed for the area roadways. The analysis years considered under the No-Build Alternative are Opening Year 2025 and Design Year 2045. The operational analysis includes the future year daily and peak hour traffic forecasts for the area of influence. The primary objective of this analysis was to establish the No-Build operational conditions along I-75 and at the study interchange and intersections.

5.1. Future Land Use

Land use within the study area of influence is projected to become primarily industrial and commercial. It is expected that there will be some residential growth in the study area as well. Future land use is consistent with the currently adopted land use plans and is shown on **Figure 5-1**.

5.2. Future Transportation Network

The MTPo for the Gainesville Urbanized Area plays a critical role in addressing regional transportation issues, convening stakeholders, and identifying the long-term transportation needs within Alachua County. It also serves as the coordinating forum for all the local governments for matters relating to the maintenance and development of the county's transportation network. Together they establish long-term planning goals and objectives, set priorities, and identify the agency(s) with responsibility for funding and implementing needed transportation improvements.

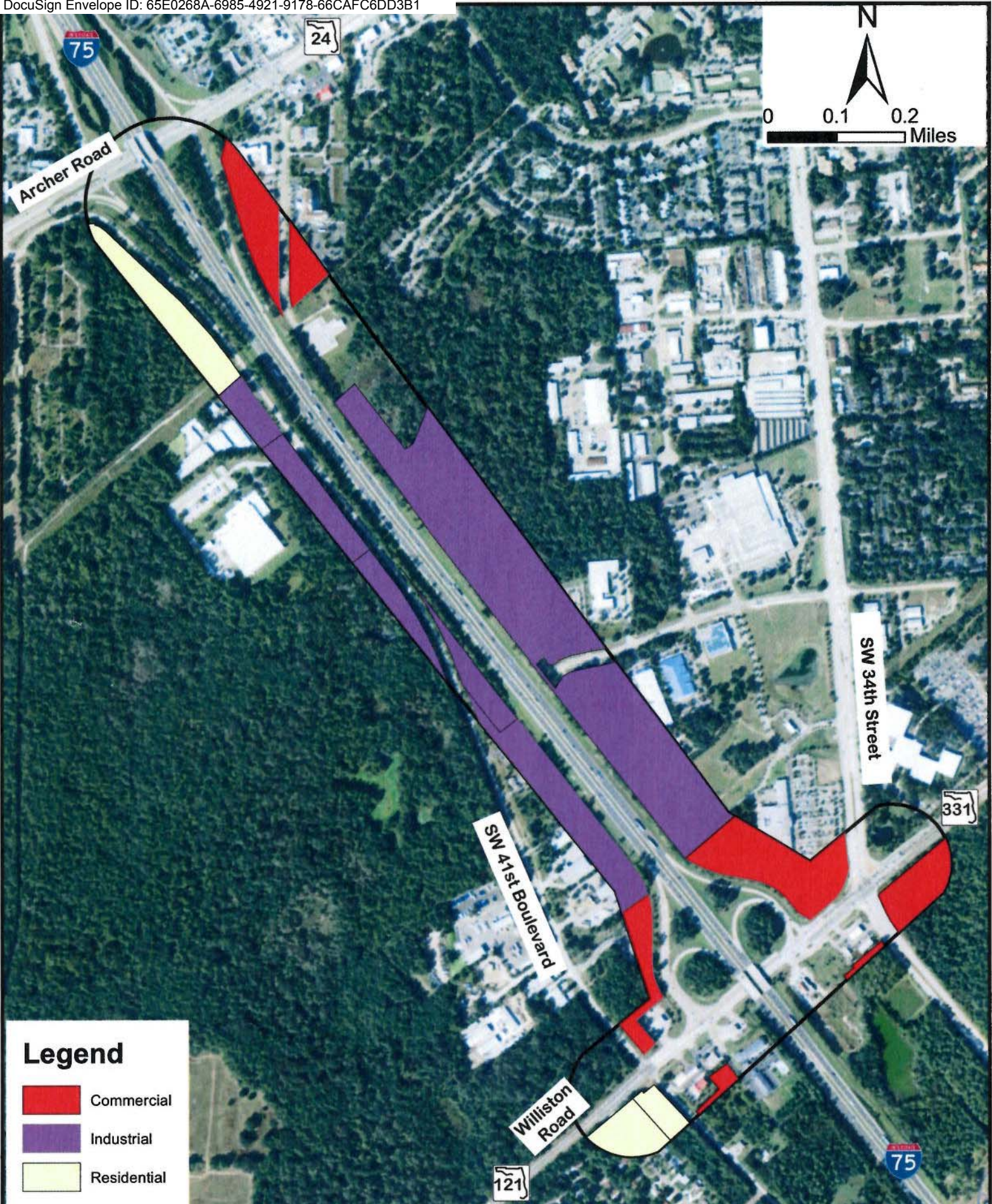
The MTPo for the Gainesville Urbanized Area is also responsible for maintaining the Gainesville model. Updates to the roadway network in the model are based on projects identified in the MTPo's current adopted LRTP Cost Feasible Plan.

Table 5-1 lists the future transportation plans within the area of influence.




Table 5-1: Future Transportation Plans

Roadway Corridor	From	To	Project Description
I-75	Marion County Line	Williston Rd	Managed Lanes
I-75	Williston Rd	NW 39 th Ave	Managed Lanes

There were no future planned developments identified within the study area.



Legend

-  Commercial
-  Industrial
-  Residential

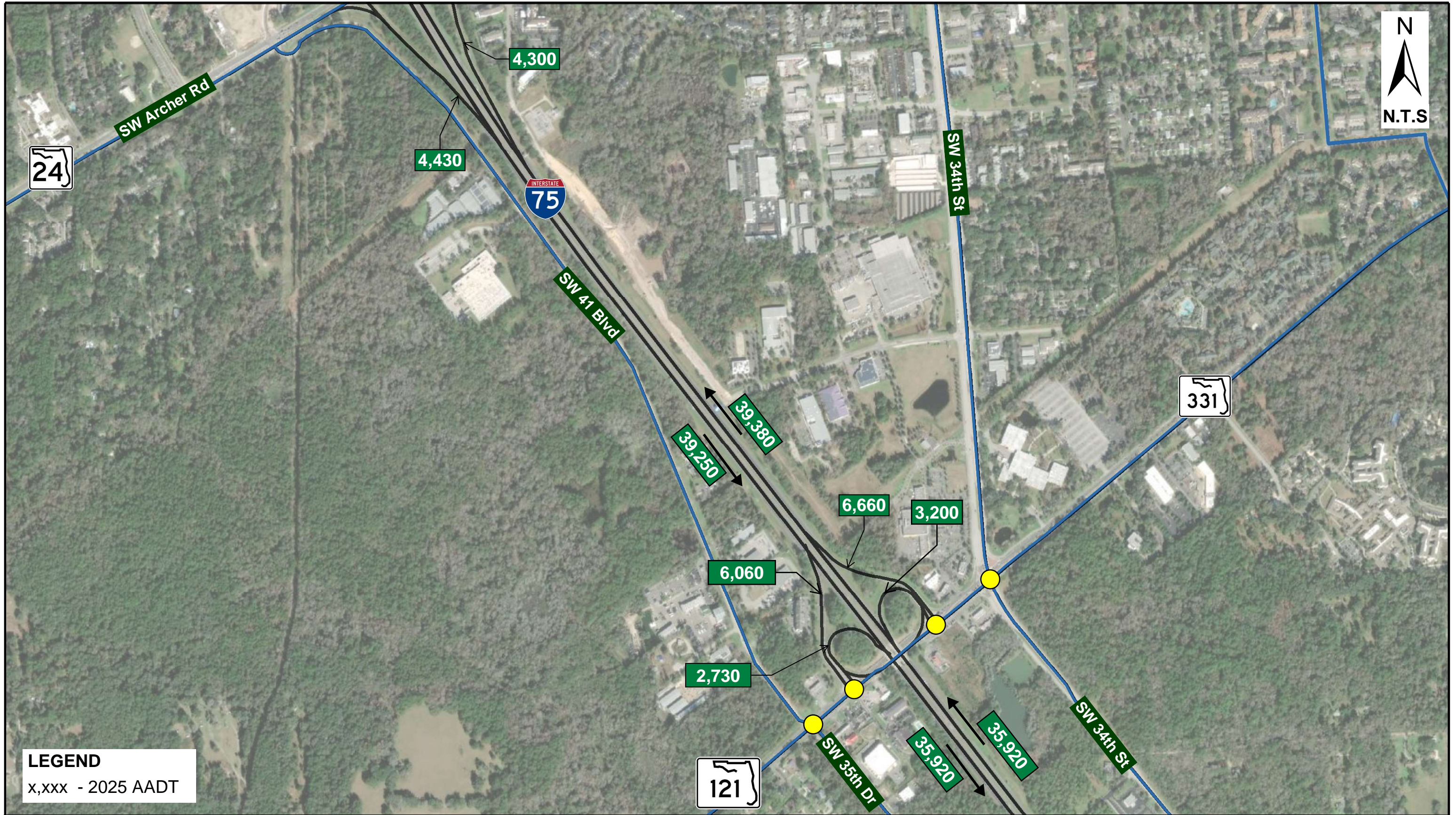


5.3. No-Build Design Traffic

Future traffic volumes were developed by applying a 1.0% growth rate to the existing AADT along I-75 and the on and off ramps to develop future year AADT volumes.

The Opening Year 2025 mainline, ramp and turning movement volumes were developed by linear interpolation between Existing Year 2020 and Design Year 2045 traffic volumes.

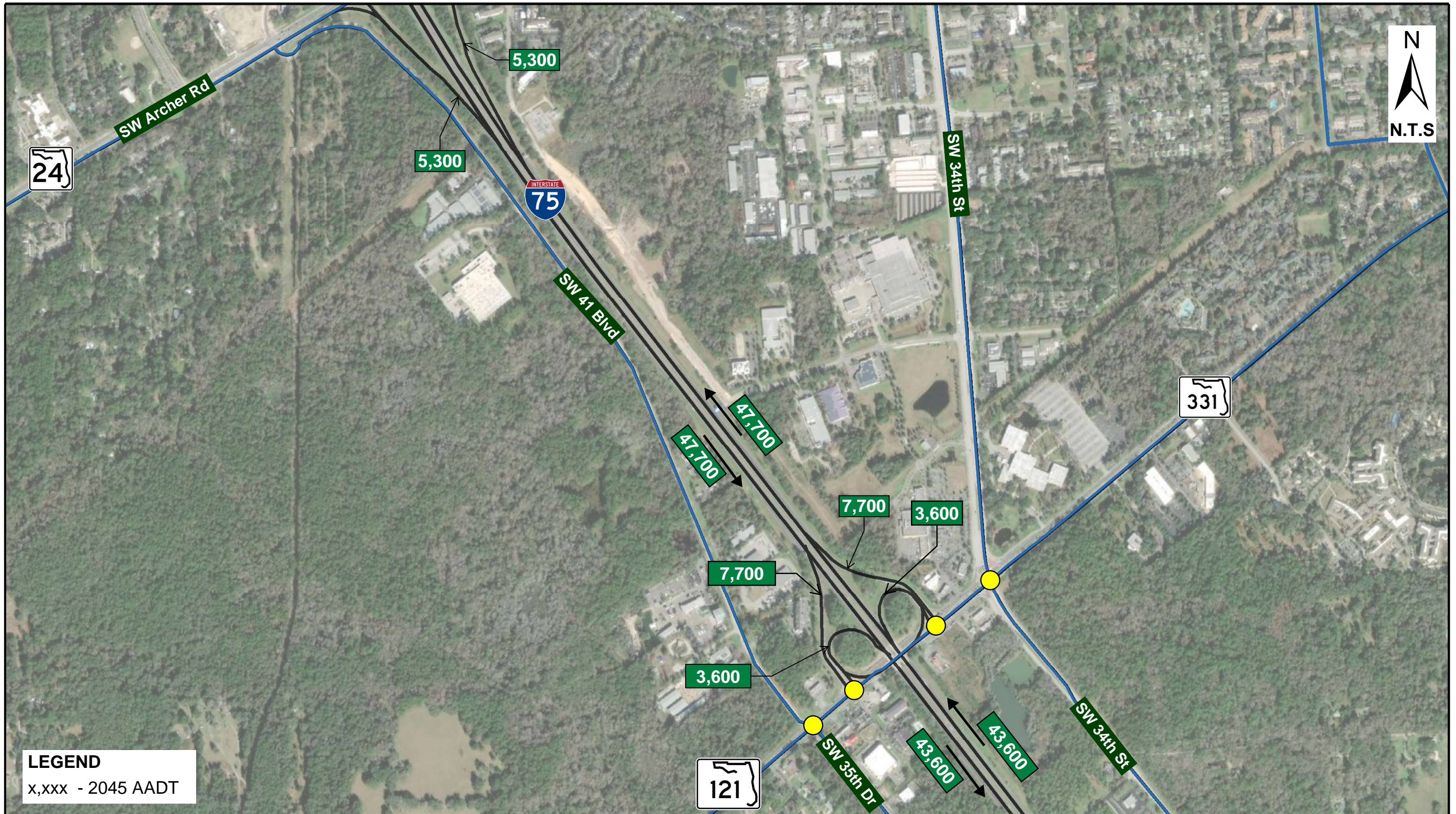
Figures 5-2 through 5-5 shows the projected 2025 and 2045 AADT and DDHVs for the AM and PM peak hours.



I-75 / SR 121

Opening Year (2025) I-75 Annual Average Daily Traffic (AADT)

Figure 5-2





FDOT I-75 / SR 121 Opening Year (2025) Peak Hour Volumes **Figure 5-4**



FDOT I-75 / SR 121 Design Year (2045) Peak Hour Volumes **Figure 5-5**

5.4. No-Build Operational Analysis

An operational analysis was conducted for the No-Build Alternative using HCM 2016 methodologies. HCS7 was used to perform a capacity analysis for the mainline and ramps within the study area. Synchro 11.0 was used to analyze the study intersections. The results of this detailed analysis are presented in the following sections. The No-Build Alternative utilized the lane configurations similar to Existing Conditions as shown in Figure 3-3. Documentation for the No-Build Alternative operational analysis is provided in **Appendix E**.

5.4.1. No-Build Alternative – Opening Year 2025 Analysis**Mainline Analysis**

The Opening Year 2025 No-Build mainline analysis is summarized in **Table 5-2**. I-75 was analyzed as a 6-lane section within the study area. The results of the operational analysis show that all the mainline segments operate at an acceptable LOS in both the AM and PM peak hours. **Figure 5-4** illustrates the peak hour volumes for the 2025 No-Build mainline analysis.

Table 5-2: Opening Year 2025 Mainline Capacity Analysis

Freeway Segment	Direction	Number of Lanes	AM Peak Hour			PM Peak Hour		
			Volume	Density ¹	LOS	Volume	Density ¹	LOS
I-75 South of SR 121/331	NB	3	2510	14.0	B	2500	13.9	B
	SB	3	1890	10.5	A	2940	16.4	B
I-75 North of SR 121/331	NB	3	2880	16.0	B	2990	16.6	B
	SB	3	2320	12.9	B	3290	18.3	C

1. Density = passenger cars/mile/lane

Ramp Analysis

The Opening Year 2025 ramp analysis results are summarized in **Table 5-3**. The results of the operational analysis show that all the study ramp junctions operate at an acceptable LOS under 2025 No-Build conditions. The I-75 on and off ramps were analyzed as a merge and diverge segments respectively.

5.0 No-Build Conditions**I-75 at SR 121/331 IMR****Table 5-3: Opening Year 2025 Ramp Analysis**

Interchange	Ramp	AM Peak Hour			PM Peak Hour		
		Volume	Density ¹	LOS	Volume	Density ¹	LOS
I-75 at SR121/331	NB Off	240	15.8	B	210	15.7	B
	NB On	610	21.3	B	710	22.8	B
	SB Off	590	15.0	B	580	21.0	C
	SB On	170	12.5	B	220	19.5	B
I-75 at SR 24	NB Off	340	24.4	C	360	20.8	C
	SB On	270	15.9	B	390	22.2	C

1. Density = passenger cars/mile/lane

Intersection Analysis

The Opening Year 2025 No-Build intersection analysis results are summarized in Table 5-4a. Signal timings were optimized as part of the analysis. In Opening Year 2025, there is one intersection within the study area that operate at an undesirable LOS of F. The SR 121/331 at SW 41st Boulevard intersection operates at LOS F in the PM peak hour. All other intersections operate at an acceptable LOS in both the 2025 AM and PM peak hours. **Table 5-4b** illustrates the Opening Year 2025 No-Build queuing analysis for the AM and PM peak hours, several movements require multiple signal cycles to clear.

Table 5-4a: Opening Year 2025 Intersection Analysis

Intersection	AM Peak		PM Peak	
	Delay ¹	LOS	Delay ¹	LOS
SR 121/331 at SW 41 st Boulevard ²	5.7	A	68.1	F
SR 121/331 at SB On/Off Ramps	23.9	C	16.1	B
SR 121/331 at NB On/Off Ramps	14.5	B	13.8	B
SR 121/331 at SW 34 th Street	23.3	C	53.2	D

1. Delay = seconds/vehicle

2. SR 121/331 at SW 41st Boulevard = Stop Controlled

5.0 No-Build Conditions**I-75 at SR 121/331 IMR****Table 5-4b: Opening Year 2025 No- Build Queue Analysis**

Intersection	Movement		Available Storage (ft)	95th Percentile Queue Length (ft)	
				AM Peak	PM Peak
SR 121/331 at SB On/Off Ramps	EB	Left	150	27	32
	WB	Left	165	m2	m1
	SB	Left	900	#286	261
SR 121/331 at NB On/Off Ramps	EB	Left	210	m241	212
	SB	Left	200	#240	246
SR 121/331 at SW 34 th Street	EB	Left (double)	330	#238	#249
	WB	Left	285	34	42
	NB	Left	370	45	#154
	SB	Left	295	119	224

m Queue lengths for these lanes metered by through lane queues at 95th percentile lengths

Queue lengths for these lanes fail to clear in one cycle

5.0 No-Build Conditions**I-75 at SR 121/331 IMR****5.4.2. No Build Alternative – Design Year 2045 Analysis****Mainline Analysis**

The Design Year 2045 No-Build mainline analysis is summarized in **Table 5-5**. I-75 was analyzed as a 6-lane section within the study area. The results of the operational analysis show that all the mainline segments operate at an acceptable LOS in both the AM and PM peak hours.

Table 5-5: Design Year 2045 Mainline Capacity Analysis

Freeway Segment	Direction	Number of Lanes	AM Peak Hour			PM Peak Hour		
			Volume	Density ¹	LOS	Volume	Density ¹	LOS
I-75 South of SR 121/331	NB	3	4200	24.1	C	3650	20.5	C
	SB	3	3650	20.5	C	4200	24.1	C
I-75 North of SR 121/331	NB	3	4600	27.1	D	4000	22.7	C
	SB	3	4000	22.7	C	4600	27.1	D

1. Density = passenger cars/mile/lane

Ramp Analysis

The Design Year 2045 ramp analysis results are summarized in **Table 5-6**. The results of the operational analysis show that all the study ramp junctions operate at an acceptable LOS under Design Year 2045 No-Build conditions. The I-75 on and off ramps were analyzed as a merge or diverge segments.

Table 5-6: Design Year 2045 Ramp Analysis

Interchange	Ramp	AM Peak Hour			PM Peak Hour		
		Volume	Density ¹	LOS	Volume	Density ¹	LOS
I-75 at SR 121/331	NB Off	350	26.4	D	300	22.9	D
	NB On	750	34.8	C	750	30.1	C
	SB Off	750	25.6	C	750	29.4	D
	SB On	300	24.7	C	350	29.0	C
I-75 at SR 24	NB Off	500	29.3	D	450	29.1	D
	SB On	450	28.5	D	500	33.5	D

1. Density = passenger cars/mile/lane

Intersection Analysis

The Design Year 2045 No-Build intersection analysis results are summarized in **Table 5-7a**. Signal timings were optimized as part of the analysis. In Design Year 2045, SR 121/331 at SW 41st Boulevard operates at LOS F for both AM and PM and SR 121/331 at SW 34th Street operates at LOS F in the PM peak hour. All other intersections operate at acceptable LOS targets. **Table 5-7a** illustrates the peak hour delays and LOS results for the Design Year 2045 intersections analysis. **Table 5-7b** shows the 95th percentile queue lengths at the study intersections for the Design Year 2045 No-Build Alternative. The queues extend beyond available capacity at several locations and require multiple cycles to clear at multiple locations as shown in the table.

5.0 No-Build Conditions**I-75 at SR 121/331 IMR****Table 5-7a: Design Year 2045 Intersection Analysis**

Intersection	AM Peak		PM Peak	
	Delay ¹	LOS	Delay ¹	LOS
SR 121/331 at SW 41 st Boulevard ²	51.0	F	N/A ³	F
SR 121/331 at SB On/Off Ramps	34.3	C	21.5	C
SR 121/331 at NB On/Off Ramps	22.9	C	34.7	C
SR 121/331 at SW 34 th Street	28.3	C	97.6	F

1. Delay = seconds/vehicle
2. SR 121/331 at SW 41st Boulevard = Stop Controlled
3. Delay was beyond reporting limits of Synchro, stop controlled intersection, high delay on side streets

Table 5-7b: Design Year 2045 No- Build Queue Analysis

Intersection	Movement		Available Storage (ft)	95th Percentile Queue Length (ft)	
				AM Peak	PM Peak
SR 121/331 at SB On/Off Ramps	EB	Left	150	62	101
	WB	Left	165	m2	m2
	SB	Left	900	#448	385
SR 121/331 at NB On/Off Ramps	EB	Left	210	m221	m262
	SB	Left	200	#451	#468
SR 121/331 at SW 34 th Street	EB	Left (double)	330	m205	m#386
	WB	Left	285	36	70
	NB	Left	370	58	#241
	SB	Left	295	#215	320

m Queue lengths for these lanes metered by through lane queues at 95th percentile lengths

Queue lengths for these lanes fail to clear in one cycle at 95th percentile lengths

6. ALTERNATIVES

As part of this IMR, the following alternatives have been considered:

- No-Build Alternative
- Transportation System Management and Operations
- Build Alternative

The alternatives were analyzed to assess their effectiveness in meeting the future travel demand of the area as well as the safety considerations associated with each alternative.

6.1. No-Build Alternative

The No-Build alternative provides a baseline for comparison to all study alternatives. This alternative represents the existing physical and operational conditions within the area of influence including all planned and programmed roadway improvements over the course of the analysis years.

The No-Build Alternative assumes the existing plus committed roadway network and no additional improvements. Improvements within the study area are discussed in Section 5.2. The No-Build Alternative does not satisfy the objectives of this project. The AADTs, design hour volumes, and LOS for the No-Build Alternative are provided in Section 5.

6.2. Transportation System Management and Operations

TSM&O improvements include implementation of non-capacity improvements to enhance traffic flow along the project study area. These improvements include, but are not limited to ramp metering, auxiliary lane additions, intelligent transportation systems deployment, and signal optimization. TSM&O improvements alone would not adequately address the needs for this project and therefore is not considered a viable alternative for the IMR. However, the Build Alternatives analyzed in the IMR incorporate some TSM&O improvements such as signal optimization.

6.3. Build Alternative

The following are the major improvements considered with the Build Alternative:

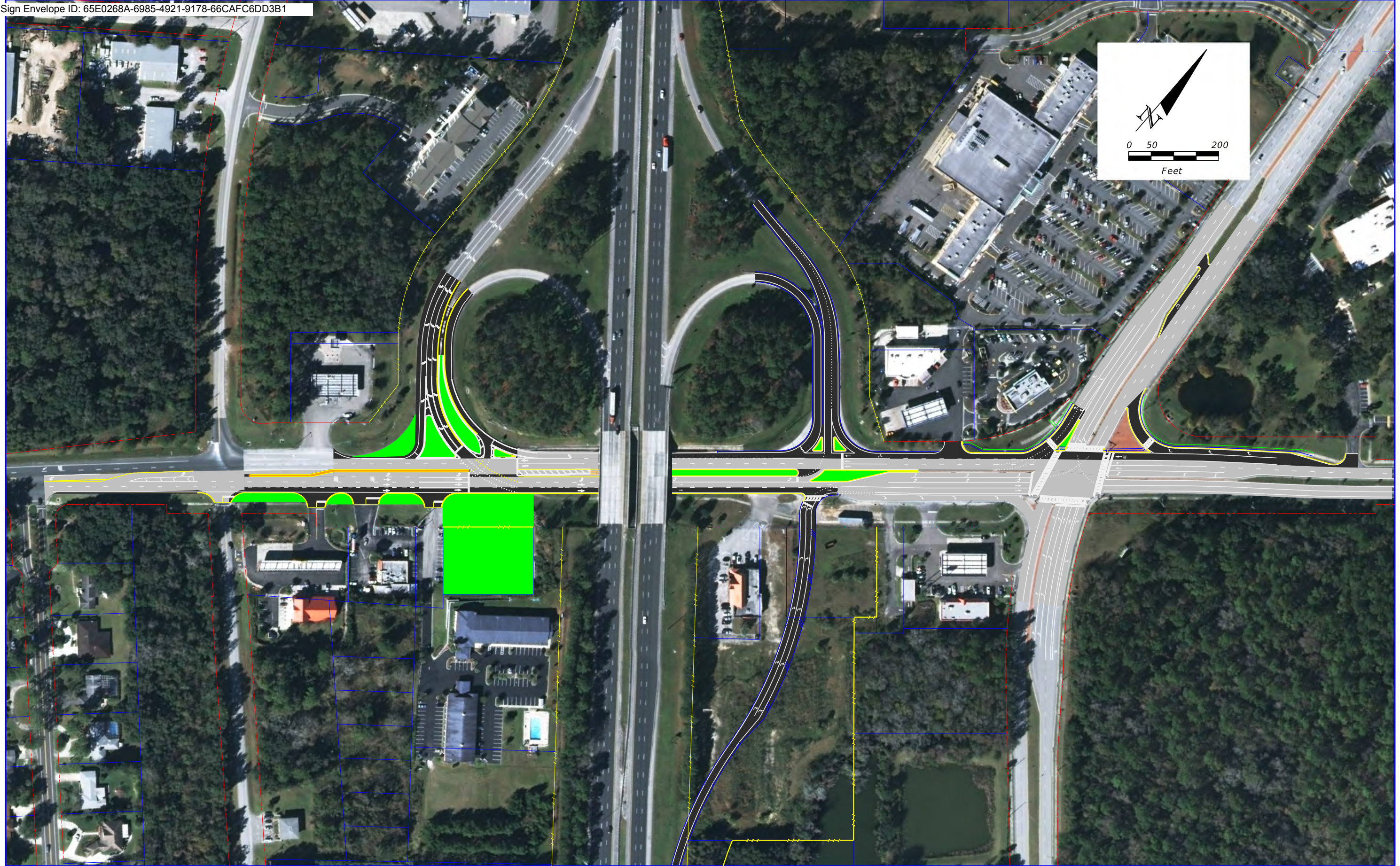
- Develop three lanes of capacity (two through and one aux lane) on eastbound and westbound SR 121/331 between I-75 southbound and northbound ramp terminals.
- Add a directional exit ramp located in the southeast quadrant to serve the northbound I-75 to eastbound SR 121 movement (removes SB left).
- The southbound off ramp terminal is modified to remove the southern leg of the intersection from the signalized intersection.

- The eastbound inside through lane on SR121/331 will drop and become an exclusive left-turn lane to access I-75 northbound.
- Additional southbound right turn at the SW 34th Street and SR 121/331 intersection will be added as well as a westbound through lane.
- Three WB through lanes provided at the SB I-75 ramp terminal.

The Build Alternative interchange concept is shown in **Figures 6-3a and 6-3b**.

6.4. Build Alternative Design Traffic

The Build Alternative Design traffic for future years 2025 and 2045 was developed by redistributing the No-Build traffic at each of the study area signalized intersection based on the geometric configuration. Future Year Build Alternative AM and PM peak hour volumes for 2025 and 2045 are shown in **Figures 6-2 and 6-3**.



REVISIONS	
DATE	DESCRIPTION

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID

Figure 6-1a
Build Alternative

SHEET NO.

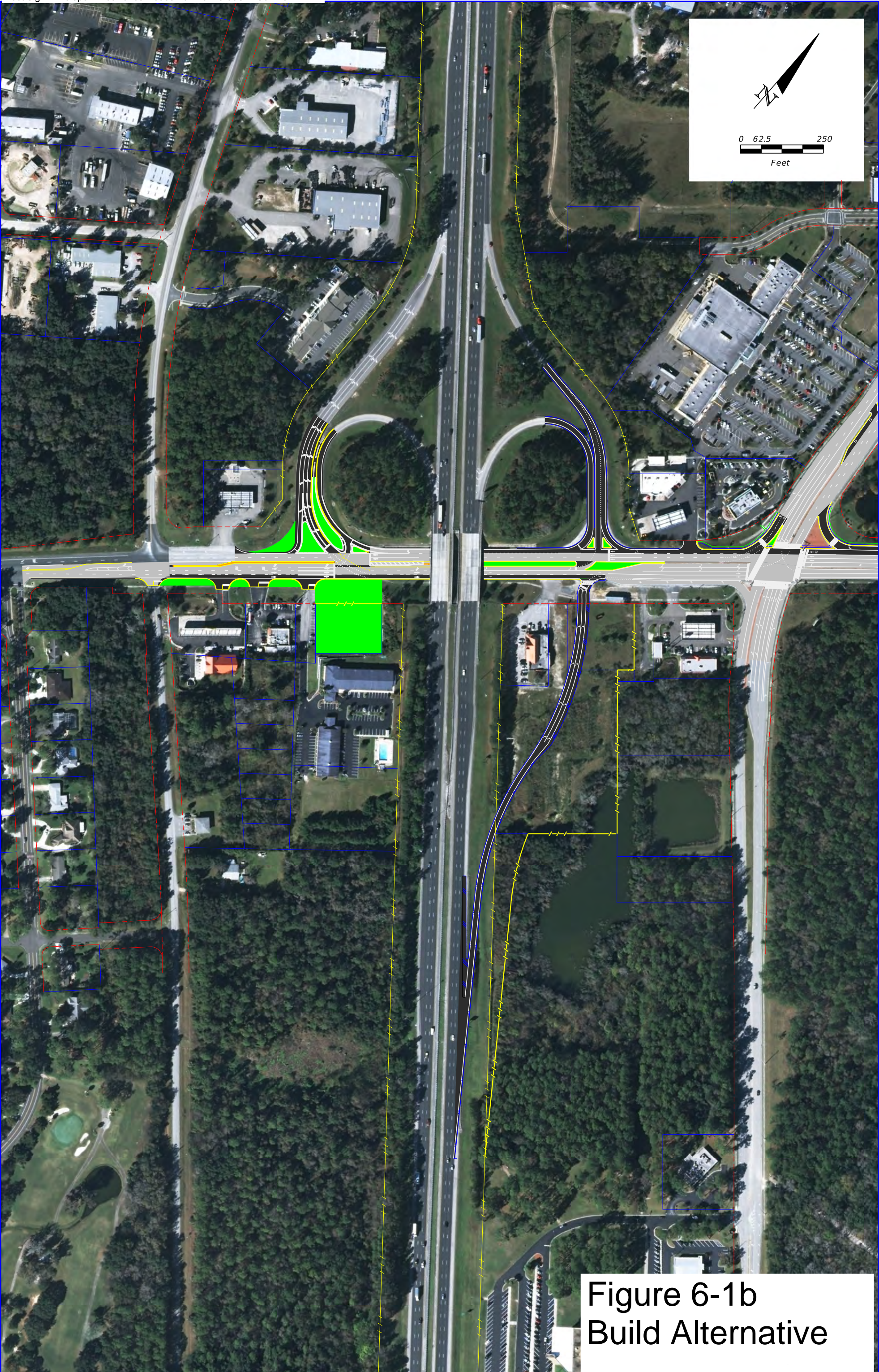


Figure 6-1b
Build Alternative





7. EVALUATION OF ALTERNATIVES

7.1. Introduction

This section discusses the analysis of alternatives based on engineering, and financial factors. The No-Build Alternative was evaluated in Section 5; the Build Alternative is analyzed in this section. A comparison of the No-Build and the Build Alternative is provided in this section. The evaluation criteria are described as follows:

- Conformance with Regional and State Transportation Plans
- Compliance with FHWA Requirements
- Traffic Operational Performance
- Safety Performance
- Achievement of Project Objectives

7.2. Conformance with Local, Regional, and State Transportation Plans

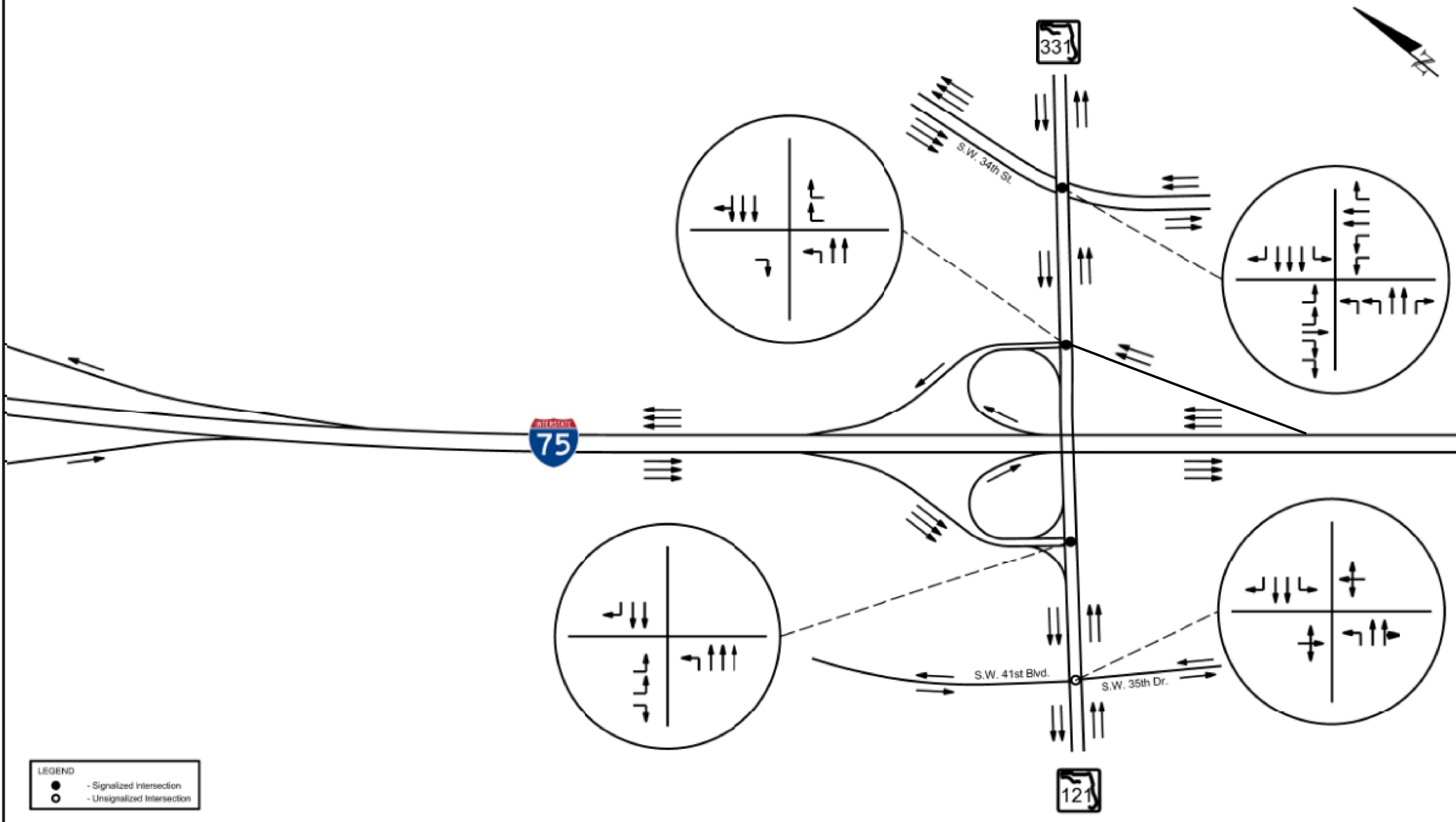
This IMR is consistent with the Gainesville MTPo Transportation Improvement Program (TIP) and the FDOT SIS Plan for the area. The I-75 at SR 121/331 interchange project is listed as one of the cost feasible projects in the 2045 Development of the Cost Feasible Plan.

7.3. Compliance with FHWA Requirements

The Build Alternative concept for I-75 at SR 121/331 interchange complies with all FHWA geometric design criteria and requirements. The proposed interchange will operate at acceptable LOS and will satisfy the mobility requirements for the study area through Design Year 2045.

7.4. HCM Based Build Operational Analysis

An operational analysis was conducted for the Build Alternatives using the HCM 2016 methodologies. The LOS for individual freeway elements was determined using HCS7. Synchro 11.0 was used to analyze the study intersections. The results of this detailed analysis are presented in the following sections. **Figure 7-1** illustrates the mainline, ramp, and study intersection lane configurations for the Build Alternative. The Opening Year 2025 and Design Year 2045 traffic volume information used for the Build Alternative operational analysis are provided in **Figures 6-2** and **6-3**. Documentation for the Build Alternatives analysis is provided in **Appendix D**.



LEGEND
 ● - Signalized Intersection
 ○ - Un-signalized Intersection



7.4.1. Build Alternative – Opening Year 2025 Analysis**Mainline Analysis**

The Opening Year 2025 Build Alternative mainline analysis is summarized in **Table 7-1**. I-75 was analyzed as a 6-lane section within the study area. The results of the operational analysis show that all the mainline segments operate at an acceptable LOS in both the AM and PM peak hours.

Table 7-1: Opening Year 2025 Mainline Capacity Analysis

Freeway Segment	Direction	Number of Lanes	AM Peak Hour			PM Peak Hour		
			Volume	Density ¹	LOS	Volume	Density ¹	LOS
I-75 South of SR 121/331	NB	3	2510	14.0	B	2500	13.9	B
	SB	3	1890	10.5	A	2940	16.4	B
I-75 North of SR 121/331	NB	3	2880	16.0	B	2990	16.6	B
	SB	3	2320	12.9	B	3290	18.3	C

1. Density = passenger cars/mile/lane

Ramp Analysis

The Opening Year 2025 ramp analysis results are summarized in **Table 7-2**. The results of the operational analysis show that all the study ramp junctions operate at an acceptable LOS under Opening Year 2025 Build conditions. The I-75 on and off ramps were analyzed as a merge or diverge segments.

Table 7-2: Opening Year 2025 Ramp Analysis Summary

Interchange	Ramp	AM Peak Hour			PM Peak Hour		
		Volume	Density ¹	LOS	Volume	Density ¹	LOS
I-75 at SR 121/331	NB Off	215	15.7	B	165	15.7	B
	NB On	610	21.3	B	710	22.7	B
	NB Off Loop	25	14.3	B	45	14.5	B
	SB Off	590	15.0	B	580	21.0	C
	SB On	170	12.5	B	220	19.5	B
I-75 at SR 24	NB Off	340	18.3	C	360	19.0	C
	SB On	270	18.0	B	390	23.0	C

1. Density = passenger cars/mile/lane

Intersection Analysis

The Opening Year 2025 Build Alternative intersection analysis results are summarized in **Table 7-3a**. In Opening Year 2025, the Build Alternative has one intersection within the study area that operates at an undesirable LOS F. The SR 121/331 at SW 41st Boulevard intersection operates at LOS F in the PM peak hour. This intersection also operates at LOS F under the No-Build alternative. All other intersections operate at an acceptable LOS in both the 2025 AM and PM peak hours with the Build Alternative. The intersection of SR 121/331 at SW 34th Street operates at acceptable LOS under the Build alternative as compared to LOS E under the No-Build.

Table 7-3a: Opening Year 2025 Intersection Analysis

Intersection	AM Peak		PM Peak	
	Delay ¹	LOS	Delay ¹	LOS
SR 121/331 at SW 41 st Boulevard ²	10.2	B	656.8	F
SR 121/331 at SB On/Off Ramps	12.2	B	13.1	B
SR 121/331 at NB On/Off Ramps	10.7	B	6.5	A
SR 121/331 at SW 34 th Street	25.2	C	31.3	C

1. Delay = seconds/vehicle

2. SR 121/331 at SW 41st Boulevard = Stop Controlled

The Opening Year 2025 Build Alternative queue analysis results are summarized in **Table 7-3b**. The 95th percentile queue results demonstrate adequate storage for all movements in the AM and PM peak hours. Additionally, there is a significant increase in available queue storage provided by the addition of a Northbound off ramp in the southeast quadrant of the interchange. Northbound vehicles utilizing this ramp have no longer compete for available storage from the southbound right turn movement at the same signal thereby having no issues to stack during the red-phase of the signal. The additional storage, would prove beneficial during peak seasonal events, such as University of Florida sporting events and holidays which impact traffic in the Gainesville area significantly.

7.0 EVALUATION OF ALTERNATIVES**I-75 at SR 121/331 IMR****Table 7-3b: Opening Year 2025 Queue Analysis**

Intersection	Movement		Available Storage (ft)	95th Percentile Queue Length (ft)	
				AM Peak	PM Peak
SR 121/331 at SB On/Off Ramps	EB	Left	150	18	20
	SB	Left (Dual)	900	113	172
SR 121/331 at NB On/Off Ramps	EB	Left	210	193	98
	NB	Right (Dual, compare to SB right in No-Build)	500	85	0
SR 121/331 at SW 34 th Street	EB	Left (Dual)	330	163	#195
	WB	Left	285	26	36
	NB	Left (Dual)	370	45	95
	SB	Left	295	#163	173

7.0 EVALUATION OF ALTERNATIVES I-75 at SR 121/331 IMR

7.4.2. Build Alternative – Design Year 2045 Analysis

Mainline Analysis

The Design Year 2045 Build Alternative mainline analysis is summarized in **Table 7-4**. I-75 was analyzed as a 6-lane section within the study area. The results of the operational analysis show that all the mainline segments operate at an acceptable LOS in both the AM and PM peak hours. The mainline analysis remains the same for the Build and No-Build Alternatives as the proposed improvements do not affect the mainline.

Table 7-4: Design Year 2045 Mainline Capacity Analysis

Freeway Segment	Direction	Number of Lanes	AM Peak Hour			PM Peak Hour		
			Volume	Density ¹	LOS	Volume	Density ¹	LOS
I-75 South of SR 121/331	NB	3	4200	24.1	C	3650	20.5	C
	SB	3	3650	20.5	C	4200	24.1	C
I-75 North of SR 121/331	NB	3	4600	27.1	D	4000	22.7	C
	SB	3	4000	22.7	C	4600	27.1	D

1. Density = passenger cars/mile/lane

Ramp Analysis

The Design Year 2045 ramp analysis results are summarized in **Table 7-5**. The results of the operational analysis show that all the study ramp junctions operate at an acceptable LOS under Design Year 2045 Build conditions. The I-75 on and off ramps were analyzed as a merge or diverge segments.

7.0 EVALUATION OF ALTERNATIVES**I-75 at SR 121/331 IMR****Table 7-5: Design Year 2045 Ramp Analysis**

Interchange	Ramp	AM Peak Hour			PM Peak Hour		
		Volume	Density ¹	LOS	Volume	Density ¹	LOS
I-75 at SR 121/331	NB Off	315	26.3	C	235	22.8	C
	NB On	750	34.8	C	750	30.1	C
	NB Off Loop	35	24.5	C	65	20.8	C
	SB Off	750	25.6	C	750	29.4	D
	SB On	300	24.7	C	350	29.0	C
I-75 at SR 24	NB Off	500	29.3	D	450	29.1	D
	SB On	450	28.5	D	500	33.5	D

1. Density = passenger cars/mile/lane

Intersection Analysis

The Design Year 2045 Build Alternative intersection analysis results are summarized in **Table 7-6a**. In Design Year 2045, the Build Alternative has one intersection within the study area that operates at an undesirable LOS (LOS F). The SR 121/331 at SW 41st Boulevard intersection operates at LOS F in the PM Peak hour similar to the No-Build condition. All other intersections operate at an acceptable LOS in both the AM and PM peak hours for the Build Alternative. The SR 121/331 at SW 34th Street intersection improves to acceptable LOS under the Build alternative as compared to LOS F under the No-Build alternative.

7.0 EVALUATION OF ALTERNATIVES**I-75 at SR 121/331 IMR****Table 7-6a: Design Year 2045 Intersection Analysis**

Intersection	AM Peak		PM Peak	
	Delay ¹	LOS	Delay ¹	LOS
SR 121/331 at SW 41 st Boulevard ²	47.1	E	N/A ³	F
SR 121/331 at SB On/Off Ramps	17.7	B	18.5	B
SR 121/331 at NB On/Off Ramps	13.2	B	9.8	A
SR 121/331 at SW 34 th Street	31.9	C	40.4	D

1. Delay = seconds/vehicle

2. SR 121/331 at SW 41st Boulevard = Stop Controlled

3. Delay was beyond reporting limits of Synchro, stop controlled intersection, high delay on side streets

The Design Year 2045 Alternative Build queue analysis results are summarized in **Table 7-6b**. In Design Year 2045, the NB ramps have significantly improved performance when compared to the No Build Alternative. The improved operations can be attributed to the modifications to the signal timings allowed by the addition of a new directional off-ramp that would serve the northbound to eastbound SR 121/331 movement, that eliminated the left turn phase at this signal. Additionally, with this new ramp, there is a significant increase in available queue storage for the northbound to eastbound SR 121/331 movement with the Build Alternative when compared to the No Build Alternative. This additional storage would be beneficial during peak events, such as University of Florida sporting events and holidays which impact traffic in the Gainesville area significantly.

7.0 EVALUATION OF ALTERNATIVES**I-75 at SR 121/331 IMR****Table 7-6b: Design Year 2045 Queue Analysis**

Intersection	Movement		Available Storage (ft)	95th Percentile Queue Length (ft)	
				AM Peak	PM Peak
SR 121/331 at SB On/Off Ramps	EB	Left	150	62	#69
	SB	Left (Dual)	900	277	240
SR 121/331 at NB On/Off Ramps	EB	Left	210	190	m131
	NB	Right (Dual, compare to SB right in No-Build)	500	152	30
SR 121/331 at SW 34 th Street	EB	Left (Dual)	330	225	#258
	WB	Left	285	36	27
	NB	Left (Dual)	370	58	#137
	SB	Left	295	#215	227

7.0 EVALUATION OF ALTERNATIVES

I-75 at SR 121/331 IMR

7.5. Environmental Impacts

The Build Alternative has no significant environmental impacts. The Build Alternative will have some right of way impacts as well as impacts to contamination sites. A detailed environmental analysis will be performed as part of the PD&E study.

7.6. Safety

The crash data evaluated in Section 3.4 showed that the predominant crash type along I-75 in the study area are rear end crashes accounting for 36.6% of the crashes. The predominant crash type along SR 121/331 in Alachua County is rear end crashes accounting for 45.0% of the crashes. From a safety perspective, the recommendations of this study will not have a negative impact and will help in reducing the crashes. The dominant crash types are representative of urban congested conditions along arterials and intersections. The improvements proposed at SR 121/331 at the ramp terminals and SR 121/331 at SW 34th Street intersection will provide better signal operations reducing congestion and queue lengths along SR 121/331, thereby improving safety.

7.6.1 Predictive Safety Analysis

A predictive safety analysis was performed for this project. The predictive safety analysis was performed per the guidelines in the American Association of State Highway and Transportation Officials (AASHTO) HSM and the IARUG Safety Analysis Guidance.

Predictive safety analysis was performed using a quantitative and qualitative approach. Quantitative safety analysis, using the Enhanced Interchange Safety Analysis Tool (ISATe), was performed where applicable in the study area. The quantitative safety analysis was performed for a 20-year design period from 2025 to 2045 for the No-Build and Build Alternatives. For sections where the HSM Part C and CMF methodologies could not be applied, a qualitative safety analysis was performed. The following improvements were analyzed either quantitatively or qualitatively:

- Quantitative
 - The addition of a diverge area along I-75 Northbound
 - Improvements at I-75 Northbound and Southbound ramp terminals
 - The addition of a new I-75 Northbound exit ramp
- Qualitative
 - The addition of one through lane along SR 121/331
 - Improvements at SR 121/331 and SW 34th Street intersection
 - The addition of U-turn along SW 34th Street north of SR 121/331

7.6.2 Quantitative Safety Analysis

A quantitative safety analysis was performed as part of this study, where applicable. To perform the analysis, the ISATe tool was used. The ISATe tool is intended to apply the HSM Part C methodology to freeway facilities, including freeway segments and interchanges in urban and rural areas. ISATe was developed as part of the National Cooperative Highway Research Program (NCHRP) Project 17-45. To perform the safety analysis in ISATe, the study area, where improvements are being recommended, was segmented into homogenous sections. Once the study area was segmented, the applicable inputs were provided to produce a predicted number of crashes for the 2025 to 2045 study period. The total number of crashes were then distributed using the KABCO injury classification scale. The KABCO distribution provided in the FDOT Design Manual (FDM) Chapter 122 was used.

For the safety analysis, the No-Build alternative used the existing roadway. The Build Alternative used the proposed improvements. The No-Build and Build Alternatives predictive crash results were compared to determine the safety benefits of the proposed improvements. Since the Build alternative does require significant changes in the geometric configuration, the predictive safety analysis did not utilize the Empirical-Bayes Method for the No-Build or Build Alternative, as recommended in the Safety Guidance. The following quantitative safety analysis compares the No-Build and Build Alternatives for the I-75 mainline and SR 121/331 interchange improvements. **Appendix G** presents the input data used to perform the analysis and output summary for the No-Build and Build Alternatives.

I-75

Predictive safety analysis was performed for I-75 from south of the SR 121/331 interchange to the adjacent on and off ramps of SR 24 (Archer Road) interchange. The addition of a new NB Off-ramp to SR 121/331 and the new Northbound diverge area were coded for the Build alternative. **Table 7-7a**, presented below, shows the expected crash frequencies for the No-Build and Build Alternatives.

Table 7-7a: Predicted Crash Frequency along I-75 Mainline (Crashes/Year)

Alternative	K	A	B	C	PDO	Total
No-Build	0.2	1.2	3.8	6.9	21.4	33.4
Build	0.2	1.2	3.8	7.0	21.6	33.8
Change	0.0	0.0	0.0	-0.1	-0.2	-0.4

The analysis indicates the new diverge area provided along I-75 should increase the number of crashes along the I-75 mainline by 0.4 crashes/year. This slight increase in crashes is most likely a result of the additional diverge segment as a result of the new northbound exit ramp. However, these increased crashes are less severe and does not cause any injury or loss of life.

I-75 at SR 121/331 Interchange

Predictive safety analysis was performed for I-75 at SR 121/331 interchange. The improvements

to the I-75 northbound and southbound ramp terminals were coded in the Build alternative. **Table 7-7b**, presented below, shows the expected crash frequencies for the No-Build and Build Alternatives for the ramp terminal intersections.

Table 7-7b: Predicted Crash Frequency at the I-75 and SR 121/331 Interchange (Crashes/Year)

Ramp Terminal	Alternative	K	A	B	C	PDO	Total
Northbound Ramp Terminal	No-Build	0.2	0.9	2.8	4.8	13.6	22.2
	Build	0.1	0.5	1.4	2.5	7.1	11.6
	Change	0.1	0.4	1.3	2.3	6.5	10.7
Southbound Ramp Terminal	No-Build	0.1	0.8	2.5	4.3	12.1	19.8
	Build	0.1	0.7	2.0	3.5	10.0	16.3
	Change	0.0	0.1	0.4	0.8	2.1	3.5
Total	No-Build	0.3	1.7	5.2	9.1	25.7	42.1
	Build	0.2	1.1	3.5	6.1	17.0	27.9
	Change	0.1	0.6	1.8	3.1	8.7	14.2

The analysis shows the proposed improvements provided for the northbound and southbound ramp terminals should decrease the number of crashes by 14.2 crashes/year.

I-75 Ramps

Predictive safety analysis was performed for I-75 On and Off-ramps at SR 121 interchange. The new proposed northbound Off-ramp to SR 121 eastbound was coded for the Build Alternative. **Table 7.7c** shows the expected crash frequencies for the No Build and Build Alternative.

Table 7.7c: Predicted Crash Frequency I-75 Ramps (Crashes/Year)

Alternative	K	A	B	C	PDO	Total
No-Build	0.0	0.2	0.8	1.4	4.3	6.7
Build	0.0	0.3	0.8	1.5	4.7	7.4
Change	0.0	0.0	-0.1	-0.1	-0.4	-0.7

The analysis indicates that the proposed exit ramp in the Build Alternative should increase the number of crashes at the I-75 ramps by 0.7 crashes/year. This slight increase in crashes is likely the additional northbound exit ramp.

7.6.3 Qualitative Safety Analysis

The HSM Part C methodology and CMF methodology cannot always account for unique configurations and as a result, quantitative predictive safety analysis cannot be performed. However, to still account for the proposed improvements that cannot be analyzed using HSM Part C or with CMFs, a qualitative safety analysis has been performed for these applicable improvements.

Along SR 121 and the SR 121/331 at SW 34th Street Intersection

The additional through lane along SR 121 will provide additional capacity and improve delay and queues which should result in a reduction of crashes along SR 121. The proposed design modifications will provide additional storage, increase capacity and improve intersection delay and queues at the intersection of SR 121/331 and SW 34th Street. The additional storage and operational improvements should result in a reduction of crashes as a result of reduced congestion.

7.7. Alternatives Comparison

The No-Build and the Build Alternatives were compared and a summary is provided in the sections below.

7.7.1. Planning

This section provides a comparison of planning impacts associated with the No-Build and Build Alternatives. The modified interchange will provide better and safer traffic operations leading to better roadway connectivity.

The Build Alternatives are in conformance with the Gainesville MTPO LRTP. The No-Build Alternative is not in conformance with these plans.

The Build Alternatives (modified I-75 at SR 121/331 interchange) are part of the transportation improvement plans for Alachua County. Special considerations were taken in developing and evaluating the Build Alternative to avoid and minimize the environmental impacts associated with this project to the greatest extent possible.

7.7.2. Operational Comparisons

The Design Year 2045 Intersection Analysis comparison for No-Build and Build Alternatives is shown in **Table 7-8**. For the No-Build Alternative in the PM peak hour, SR 121/331 at SW 41st Boulevard, and SW 34th Street operate below the LOS standard. The LOS of these intersections improved to acceptable standards for all the Build Alternatives except SR 121/331 at SW 41st Boulevard that continues to operate at LOS F. This intersection will operate at acceptable LOS if operated under signal control.

Additionally, in Opening Year 2025 and Design Year 2045, the mainline segments and ramp merge/diverge junctions operate at acceptable LOS for the No-Build and the Build Alternative as documented earlier in the report.

7.0 EVALUATION OF ALTERNATIVES**I-75 at SR 121/331 IMR****Table 7-8: Design Year 2045 Intersection Analysis Comparison**

Alternative	Intersection	AM Peak		PM Peak	
		Delay ¹	LOS	Delay ¹	LOS
No-Build	SR 121/331 at SW 41 st Boulevard ²	51.0	F	N/A ³	F
	SR 121/331 at SB On/Off Ramps	34.3	C	21.5	C
	SR 121/331 at NB On/Off Ramps	22.9	C	34.7	C
	SR 121/331 at SW 34 th Street	28.3	C	97.6	F
Build Alternative	SR 121/331 at SW 41 st Boulevard ²	47.1	E	N/A ³	F
	SR 121/331 at SB On/Off Ramps	17.7	B	18.5	B
	SR 121/331 at NB On/Off Ramps	13.2	B	9.8	A
	SR 121/331 at SW 34 th Street	31.9	C	40.4	D

1. Delay = seconds/vehicle

2. SR 121/331 at SW 41st Boulevard = Stop Controlled

3. Delay was beyond reporting limits of Synchro, stop controlled intersection, high delay on side streets

7.7.3. Project Cost

A Long Range Estimate (LRE) cost was developed for the Build Alternative. Based on the results shown in **Table 7-9**, the construction cost for Build Alternative is \$10,170,976. The detailed LRE can be found in **Appendix H**.

Table 7-9: Build Alternative Long Range Estimate Cost

Cost	Build
Construction Cost	\$7,113,283
MOT (10%)	\$711,329
Mobilization	\$782,461
Subtotal	\$8,607,073
Project Contingency (17%)	\$1,463,202
Total Construction Cost	\$10,170,976
PE Design (15%)	\$1,525,646
CEI (15%)	\$1,525,646
Total Project Cost	\$13,222,268

7.8. Recommended Alternative

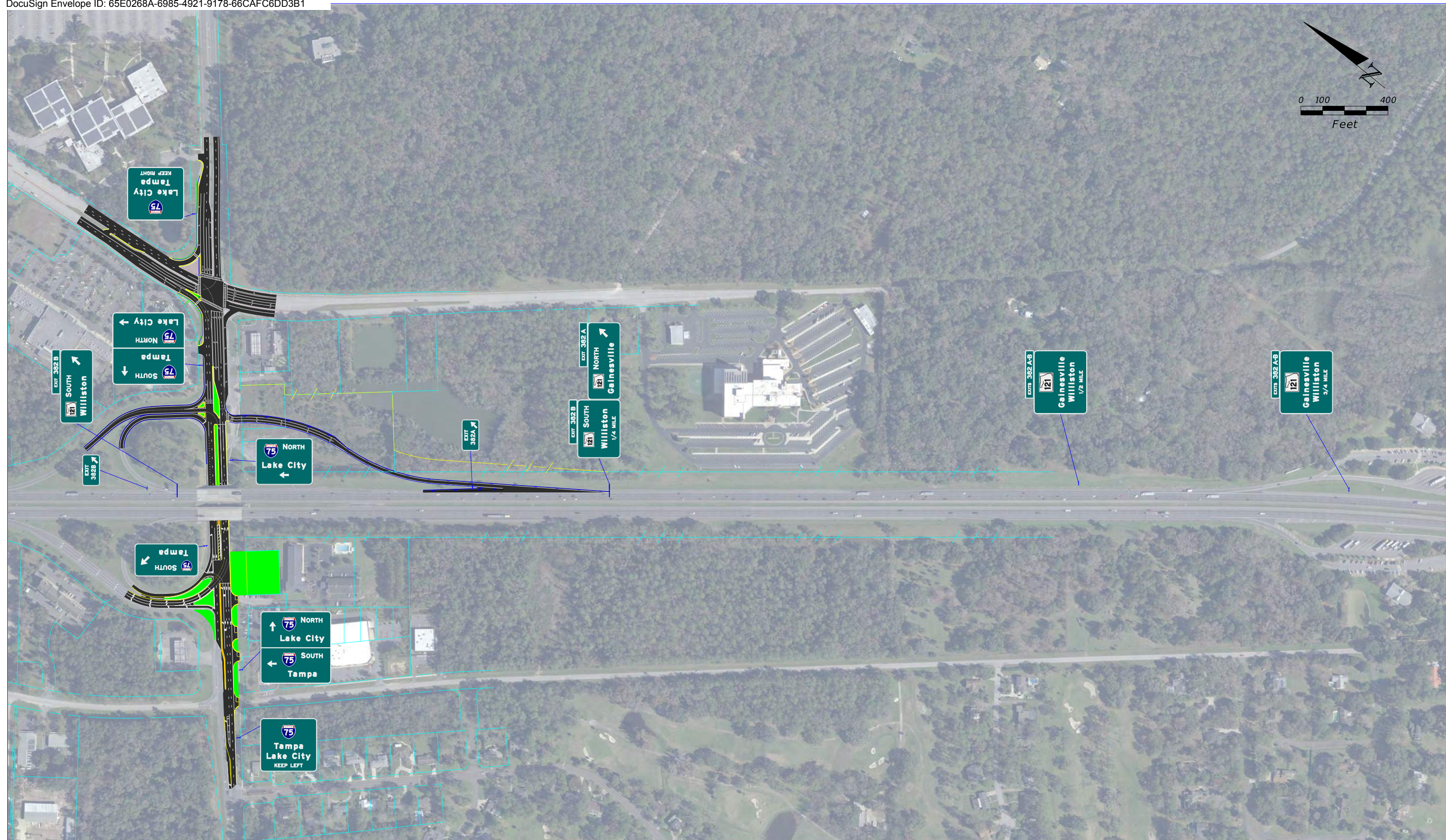
The No-Build Analysis evaluation will not accommodate the travel demand at I-75 at SR 121/331 Interchange. This report supports the conclusion that proposed modifications at the interchange and other roadways within the area of influence for the Build Alternative will benefit both the interstate and regional transportation systems.

The Build Alternative will provide better operations compared to the No-Build Alternative through Design Year 2045 and the proposed modifications as part of this alternative will operate at acceptable LOS except at SR 121/331 at SW 41st Boulevard intersection. This intersection will operate at acceptable LOS if operated under signal control. Any failing movements will be monitored and future projects will be considered to improve operations.

Based on the findings of No-Build and the Build Alternatives analyses, the Build Alternative is recommended as the Preferred Alternative for approval in this study.

7.9. Conceptual Signing Plan

A conceptual signing plan was prepared for the Build Alternative. **Figure 7-2** presents the conceptual signing plan for the proposed modifications within the area of influence.



*I-75 / Williston Road
Interchange Modification Report*

Build Alternative Conceptual Signage Plan

*Figure
7-2*

8. JUSTIFICATION

The proposed improvements at SR 121/331 interchange with I-75 are consistent with the requirements set by the FHWA Access to the Interstate System Policy dated May 22, 2017 and by FDOT Procedure No. 525-030-160. The roadway enhancements in this IMR will provide traffic operations relief, thereby enhance safety within the area of influence. The I-75 at SR 121/331 interchange will operate at an acceptable LOS through the Design Year 2045.

8.1. Compliance with FHWA General Requirements

The following requirements serve as the primary decision criteria used in approval of interchange modification projects. Responses to each of the FHWA two policy points are provided to show that the proposed modification for the I-75 at SR 121 interchange is viable based on the conceptual analysis performed to date. These two policy points and the responses are as follows:

8.1.1 Proposal does not adversely impact operational safety of the existing freeway

An operational and safety analysis has concluded that the proposed change in access does not have a significant adverse impact on the safety and operation of the Interstate facility (which includes mainline lanes, existing, new, or modified ramps, ramp intersections with crossroad) or on the local street network based on both the current and the planned future traffic projections. The analysis shall, particularly in urbanized areas, include at least the first adjacent existing or proposed interchange on either side of the proposed change in access (23 CFR 625.2(a), 655.603(d) and 771.111(f)). The crossroads and the local street network, to at least the first major intersection on either side of the proposed change in access, shall be included in this analysis to the extent necessary to fully evaluate the safety and operational impacts that the proposed change in access and other transportation improvements may have on the local street network (23 CFR 625.2(a) and 655.603(d)). Requests for a proposed change in access must include a description and assessment of the impacts and ability of the proposed changes to safely and efficiently collect, distribute and accommodate traffic on the interstate facility, ramps, intersection of ramps with crossroad, and local street network (23 CFR 625.2(a) and 655.603(d)). Each request must also include a conceptual plan of the type and location of the signs proposed to support each design alternative (23 U.S.C. 109(d) and 23 CFR 655.603(d)).

An operational and safety analysis performed for the Preferred Build Alternative demonstrated improved traffic operations that decrease delays and improve level of service (LOS). The safety analysis performed for this IMR showed that there are safety concerns within the study area. The crash rates along I-75 at SR 121/331 within the area of influence are higher than the statewide averages for similar facilities. Along SR 121/331 rear end crashes are the

8.0 JUSTIFICATION FOR REPORT**I-75 at SR 121/331 IMR**

predominant crash types in the study area and account for approximately 47 percent of the total crashes. The proposed interchange modifications in this IMR aim to improve traffic flow at intersections and along the local streets. This will reduce congestion related crashes such as rear end collisions and provide safer travel conditions. Crashes are expected to increase slightly by 0.7 crashes/year along the I-75 ramps and 0.4 crashes/year along the mainline but decrease at the ramp terminals by 14.2 crashes/year due to the Build Alternative modifications.

The Preferred Build Alternative will improve traffic operations that decrease delays throughout the study area compared to the No-Build Alternative through the Design Year 2045.

8.1.2 A full interchange with all traffic movements at a public road is provided

The proposed access connects to a public road only and will provide for all traffic movements. Less than "full interchanges" may be considered on a case-by-case basis for applications requiring special access, such as managed lanes (e.g., transit or high occupancy vehicle and high occupancy toll lanes) or park and ride lots. The proposed access will be designed to meet or exceed current standards (23 CFR 625.2(a), 625.4(a)(2), and 655.603(d)). In rare instances where all basic movements are not provided by the proposed design, the report should include a full-interchange option with a comparison of the operational and safety analyses to the partial-interchange option. The report should also include the mitigation proposed to compensate for the missing movements, including wayfinding signage, impacts on local intersections, mitigation of driver expectation leading to wrong-way movements on ramps, etc. The report should describe whether future provision of a full interchange is precluded by the proposed design

The proposed improvements to the I-75 at SR 121/331 interchange will provide full access and caters to all traffic movements from SR 121/3131 to and from I-75. The proposed modifications are designed to meet current standards for federal-aid projects on the interstate system and conform to AASHTO design standards.

9. CONCEPTUAL FUNDING PLAN

The improvements proposed as part of the Build Alternative at the SR 121/331 interchange with I-75 are performed under the new Programmatic agreement with FHWA. Therefore, FDOT Central Office will conduct necessary review and assessment of the justification for the proposed improvements. This project is funded for design and Right-of-Way in Fiscal Year (FY) 2021 in FDOT Work Program as Financial Project Identification Number (FIN) 423071-3. The funding for project phases in FDOT Work Program for FY 2021 – FY 2026 is shown in **Table 9-1**.

Table 9-1: Funding for FIN 423071-3 - I-75 at SR 121/331 Interchange Improvements

Fiscal Year	2021	2022	2023	2024	2025	2026
Highways/Preliminary Engineering (On-Going)						
Amount:	\$250,952					
Right of Way						
Amount:	\$2,807,000	\$5,464,475				
Construction Funding: TBD						

Appendices

Appendix A: Methodology Letter of Understanding

Appendix B: Raw Traffic Counts and FDOT Adjustment Factors

Appendix C: Crash Summaries

Appendix D: Existing Year 2020 Operational Analysis

Appendix E: 2025 and 2045 No-Build Operational Analysis

Appendix F: 2025 and 2045 Build Alternative Operational Analysis

Appendix G: ISATe Inputs and Results

Appendix H: Construction Long Range Estimate

Appendix A

Methodology Letter of Understanding

Florida Department of Transportation Interchange Access Request Methodology Letter of Understanding (MLOU)

Type of Request: IJR IMR IOAR SIMR
Type of Process: Programmatic Non-Programmatic




Interstate 75 (I-75) at SR 121 (Williston Road)

FPID: 423071-3

Coordination of assumptions, procedures, data, networks, and outputs for project traffic review during the access request process will be maintained throughout the evaluation process.

Full compliance with all MLOU requirements does not obligate the Acceptance Authorities to accept the IAR.

The Requestor shall inform the approval authorities of any changes to the approved methodology in the MLOU and an amendment shall be prepared if determined to be necessary.

Requestor	<p>DocuSigned by:  718194A7584B44F David Tyler, P.E., AICP District Interchange Review Coordinator, District Two</p>	<p>4/14/2021 11:57 AM EDT Date</p>
Interchange Review Coordinator	<p>DocuSigned by:  718194A7584B44F David Tyler, P.E., AICP District Interchange Review Coordinator, District Two</p>	<p>4/14/2021 11:57 AM EDT Date</p>
Systems Management Administrator	<p>DocuSigned by:  4AD03E6A337F4C1... Jenna Bowman, PE Systems Implementation Office-Central Office</p>	<p>4/14/2021 1:32 PM EDT Date</p>
Federal Highway Administration (if applicable)	<p>N/A</p>	<p>Date</p>

1.0 Project Description

Provide background or supporting information that explains the basis for the request.

The Florida Department of Transportation (FDOT) District Two is conducting an Interchange Access Request Improvements Study for the interchange of I-75 at SR 121 located in the City of Gainesville, Alachua County. The SR 121 interchange is a partial cloverleaf with loop ramps in the northeast and northwest quadrants. FDOT has initiated this interchange improvements study to investigate alternatives for the I-75/SR 121 interchange that will help to alleviate congestion and improve safety and mobility in the area. This is the southernmost interchange, of four interchanges, providing access to the City of Gainesville from I-75.

A. Purpose and Need Statement

Provide the Purpose, the Need, and the Goals and Objectives.

The purpose of the study is to complete an Interchange Modification Report (IMR) to determine what improvements can be programmed to improve traffic operations and safety at this location. The IMR will identify and evaluate improvements to the interstate mainline, interstate ramps, ramp termini intersections and cross street at the interchange of I-75 and SR 121. The primary purpose of the project is to alleviate existing and future traffic congestion at the interchange.

B. Project Location

Provide project description and a map of the IAR project location

The project is located on the southwestern limits of Gainesville, Florida (See Figure 1)

C. Area of Influence

Provide a description of the area of influence along the main line and cross street.

The area of influence (AOI) along I-75 extends from south of the SR 121 interchange to the adjacent on and off ramps of SR 24 (Archer Road) interchange, a distance of approximately 1.5 miles. The AOI on SR 121 includes the signalized intersections at the ramp terminals, the signalized intersection at SW 34th Street, east of the interchange and the unsignalized intersection of SW 41st Boulevard west of the interchange. (See figure 1). The adjacent interchange to the south of the study interchange is over 3 miles away and not included in the AOI due to the substantial distance.

D. Project Schedule

Identify the schedule of production activities consistent with a proposed conceptual funding plan and opening year.

IMR/PD&E	–	Ongoing
Design	–	Ongoing
R/W	–	Begin 2021
Construction	–	Unfunded

2.0 Analysis Years

A. Travel Demand Model

- Base year - 2015
- Horizon year - 2045



B. Traffic Operational Analysis

- Existing year - 2020
- Opening year - 2025
- Design year - 2045

A year of failure analysis shall be performed for Preferred Alternative, in case a failing LOS is obtained in Design Year.

3.0 Alternatives

The No-Build and Build alternatives shall be analyzed in the IAR. Details of all reasonable build alternatives considered, including those eliminated from further considerations, shall be documented. The documentation for the alternatives eliminated can be minimal like a summary of what was considered, reasons for elimination etc. Build Alternatives meeting purpose and need of the project shall have a more detailed description and evaluated in the IAR.

The implementation of TSM&O elements will be incorporated in the IAR Recommended Alternative.

4.0 Data Collection

The type of data that may be used should be identified.

The primary sources of the traffic for this study are field traffic counts and 2019 Florida Traffic Online (FTO).

The intersection turning movement counts (TMCs) were collected at study intersections shown in the AOI figure. The data collection effort was performed on Tuesday, December 8th, 2020 through Wednesday, December 9th, 2020. Concurrently, with the 48-hour classification counts. The traffic data for each intersection include 6-hour TMCs (6:30AM to 9:30AM and 4:00PM to 7:00PM), including heavy vehicle counts.

48-hour vehicle hose counts were conducted using road tubes on the I-75 mainline north and south of the SR 121 Interchange, on all ramps at the interchange (I-75 and SR 121) and on the northbound exit and southbound entrance ramps at the I-75 and SR 24 interchange.

Information from the FTO will also be used to obtain traffic weekly Seasonal Factor (SF) and Axle Correction Factors.

5.0 Travel Demand Forecasting

A. Selected Travel Demand Model(s)

The latest version of the Gainesville Urbanized Area Transportation Study (GUATS) Model with Base Year 2015 and Horizon Year 2045 will be used as a reference to estimate future traffic forecasts for this IMR.

B. Project Traffic Forecast Development Methodology

Describe the methodology and assumptions in developing the future year traffic volumes (AADT and DDHV)

The GUATS is based on the Florida Standard Urban Transportation Modeling Structure (FSUTMS) and is recognized by FDOT District Two as an acceptable travel demand forecasting tool used to develop Design Traffic for several recent improvement projects.

No modifications or validation of the travel demand model were performed as part of this study. The model volumes are shown in Table 1.

Table 1: GUATS Growth Rate – I-75 Mainline

Location	2015	2045	Linear Growth Rate	Compound Growth rate
I-75 South of SR 121 (Williston Rd)	54,474	81,687	1.67%	1.36%
I-75 Between SR 121 (Williston Rd) and SR 24 (Archer Rd)	60,068	88,253	1.56%	1.29%

The Florida Traffic Online source was referenced to determine the growth between 2015 and 2019 for I-75 mainline and interchange ramps. The annual historical growth rates results on I-75 mainline and SR 121 are shown in Table 2.

Table 2: Traffic Counts Growth Rate – I-75 Mainline

Location	FDOT Count Station	2015-2019 Annual Trend Historical Growth Rate	Trend R Square
I-75	269904*	2.98%	79.42%
	260456	7.63%	86.38%
SR 121	265507*	-2.14%	27.17%
	263395	3.85%	90.91%

*FDOT count site outside of the study limits

Based on the review of the count sites with acceptable R Square Values (greater than 75%), the historical growth trend along SR 121 and I-75 shows a significant increase in traffic over the 5 year period.

Based on a comparison of the historical traffic growth and the GUATS model volumes a 1.0% compound annual growth rate will be applied to estimate future traffic volumes within the study area for this project.

The future traffic volumes will be developed by applying the recommended compound annual growth rate as follows. The 1.0% growth rate will be applied to the existing year 2020 mainline, ramps and turning

movement counts to obtain the Design Year 2045 volumes. The Opening Year 2025 mainline, ramp and turning movement volumes will be developed by linear interpolation between the Existing Year 2020 and Design Year 2045 traffic volumes.

C. Validation Methodology

Validation of the travel demand model will not be performed as the model is not used to develop the future traffic volumes as explained in section B.

D. Adjustment Procedures

Growth rate methodology will be used to develop future traffic volumes used in this IMR. Future volumes developed will be documented in the IMR. Any adjustments to the future volumes will be based on the FDOT Project Traffic Forecasting Handbook and NCHRP 255.

E. Traffic Factors

- Utilizing recommended ranges identified in the Project Traffic Forecasting Handbook and Procedure (525-030-120).
- Utilizing other factors, identified below

Roadway	K	D	T	T _f	PHF
I-75	9.0	53.7	21	10.5	0.95
SR 121 (east of I-75)	9.0	53.1	5.8	2.9	0.95
SR 121 (west of I-75)	9.0	58.0	5.8	2.9	0.95
SR 24	9.0	53.1	11.1	5.6	0.95

Source: FDOT Project Forecasting Handbook, FDOT FTO

If any of the above traffic factors are modified during the IAR due to additional information becoming available, then CO will be informed and supporting information will be provided in the IAR.

6.0 Traffic Operational Analysis

The area type, traffic conditions, and analysis tools to be used are summarized in this section.

A. Existing Area Type/Traffic Conditions

Area Type	Conditions	
	Under Saturated	Saturated
Rural	<input type="checkbox"/>	<input type="checkbox"/>
Urban Area/Transitioning Area	<input type="checkbox"/>	<input checked="" type="checkbox"/>

B. Traffic Analysis Software Used

Software		System Component					
		Freeway				Crossroad	
Name	Version	Basic Segment	Weaving	Ramp Merge	Ramp Diverge	Arterials	Intersections
HCS/HCM (HCS7)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Synchro 11	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Corsim	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vissim	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

C. Calibration Methodology

Calibration of the travel demand model will not be performed as the model is not used to develop the future traffic volumes as explained in the previous section.

D. Selection of Measures of Effectiveness (MOE)

The Level of Service criteria for each roadway classification, including mainline, ramps, ramp terminal intersections and the crossroad beyond the interchange ramp terminal intersections are identified below.

- Interstate Mainline - LOS D
- Ramps Merge/Diverge - LOS D
- Signalized Intersections - LOS D

In addition to LOS, density values will be reported for mainline and merge/diverge and delay values will be reported for intersections. 95th percentile queue lengths from Synchro will be reported for turning movements.

7.0 Safety Analysis

- A. *Detailed crash data within the study area will be analyzed and documented. The latest verified five years of crash data shall be used.*
 Years: 2014-2018
 Source: FDOT Safety Office

- B. Crash data will be obtained from the FDOT safety Office for the most recent verified 5-year period on the mainline, interchanges and major cross streets within the area of influence. The data collected shall include the number, type and location of crashes and the crash severity. Actual crash rates along the facility will be compared with the statewide average rates for similar facilities to determine if any “high crash location” exist within the study area.

The historic crash analysis will be used to inform the quantitative safety analysis of the future year alternatives utilizing Highway Safety Manual procedures. The safety analysis for the proposed condition will document how the request will impact the facility’s safety within the projects study area. The quantitative safety analysis will comply with the guidelines of the FDOT Interchange Access Request User’s Guide Safety Analysis Guidance to determine the estimate change in the expected number of crashes due to the proposed modifications of the project.

8.0 Consistency with Other Plans/Projects

- A. This request is included in the Gainesville Metropolitan Planning Organization (MTPo) Long Range Transportation Plan (LRTP).
- B. Where the request is inconsistent with any plan, steps to bring the plan into consistency will be developed.
- C. The operational relationship of this request to the other interchanges will be reviewed and documented. The following other IARs are located within the area of influence, 423071-4: I-75 at SR 24 IOAR, 423071-6: I-75 from South of SR 121 to North of SR 222.

9.0 Environmental Considerations

- A. NEPA approval will be obtained should the IAR study develop a viable alternative.
- B. The IAR will identify environmental considerations that could influence the outcome of the alternative development and selection process.

10.0 Coordination

Yes	No*	N/A*	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	An appropriate effort of coordination will be made with appropriate proposed developments in the area.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Request will identify and include (if applicable) a commitment to complete the other non-interchange/non-intersection improvements that are necessary for the interchange/intersection to function as proposed.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Request will document whether the project requires financial or infrastructure commitments from other agencies, organizations, or private entities.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Request will document any pre-condition contingencies required in regards to the timing of other improvements and their inclusion in a TIP/STIP/LRTP prior to the Interstate access approval (final approval of NEPA document).
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Request will document the funding and phasing.

**Explain if No or Not Applicable (N/A) is checked:*

11.0 Anticipated Design Exceptions and Variations

- Design exceptions/variatioins are not anticipated, but if an exception/variation should arise it will be processed per FHWA and FDOT standards.*
- The following exceptions/variatioins to FDOT, AASHTO or FHWA rules, policies, standards, criteria or procedures have been identified:*

12.0 Conceptual Signing Plan

A conceptual signing and marking plan shall be prepared and included in the access request.

13.0 Access Management Plan

- Access management plan within the area of influence will not be changed by the proposed improvements to the interchange.*
- The improvement will affect access management within the area of influence will be changed. An access management plan will be developed within the area of influence to complement the improvements to the interchange:*

14.0 FHWA Policy Points

The two FHWA policy points will be addressed within the access request.

Appendix B

Raw Traffic Counts and FDOT Adjustment Factors

Peggy Malone & Associates

(888) 247-8602

File Name : 1-I-75 SB Ramps @ SR 121 AM
 Site Code :
 Start Date : 12/8/2020
 Page No : 1

Groups Printed- Cars

Start Time	I75 SB Ramps Southbound					SR 121 Westbound					Driveway Northbound					SR 121 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	12	0	57	0	69	10	60	0	0	70	2	1	0	3	6	0	215	9	0	224	369
06:45 AM	21	0	97	1	119	23	82	7	0	112	1	0	0	0	1	0	265	7	0	272	504
Total	33	0	154	1	188	33	142	7	0	182	3	1	0	3	7	0	480	16	0	496	873
07:00 AM	14	2	100	0	116	25	68	2	0	95	4	1	0	1	6	2	275	8	0	285	502
07:15 AM	23	0	86	0	109	22	99	5	0	126	2	1	0	0	3	0	312	5	0	317	555
07:30 AM	27	0	134	0	161	18	108	5	0	131	3	1	1	0	5	1	324	7	0	332	629
07:45 AM	29	1	140	0	170	25	111	1	0	137	3	0	0	0	3	0	306	8	0	314	624
Total	93	3	460	0	556	90	386	13	0	489	12	3	1	1	17	3	1217	28	0	1248	2310
08:00 AM	22	1	84	0	107	17	98	6	0	121	6	0	1	0	7	1	252	8	0	261	496
08:15 AM	33	0	64	0	97	18	100	3	0	121	4	0	0	0	4	1	198	5	0	204	426
08:30 AM	24	0	85	0	109	21	96	3	0	120	7	0	1	0	8	0	193	4	0	197	434
08:45 AM	28	1	59	0	88	21	83	5	0	109	6	0	0	1	7	1	187	4	0	192	396
Total	107	2	292	0	401	77	377	17	0	471	23	0	2	1	26	3	830	21	0	854	1752
09:00 AM	26	0	52	0	78	20	104	3	0	127	3	0	2	0	5	0	163	3	0	166	376
09:15 AM	14	0	48	0	62	20	82	5	0	107	2	1	1	0	4	2	151	4	0	157	330
Grand Total	273	5	1006	1	1285	240	1091	45	0	1376	43	5	6	5	59	8	2841	72	0	2921	5641
Apprch %	21.2	0.4	78.3	0.1		17.4	79.3	3.3	0		72.9	8.5	10.2	8.5		0.3	97.3	2.5	0		
Total %	4.8	0.1	17.8	0	22.8	4.3	19.3	0.8	0	24.4	0.8	0.1	0.1	0.1	1	0.1	50.4	1.3	0	51.8	

Start Time	I75 SB Ramps Southbound				SR 121 Westbound				Driveway Northbound				SR 121 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	14	2	100	116	25	68	2	95	4	1	0	5	2	275	8	285	501
07:15 AM	23	0	86	109	22	99	5	126	2	1	0	3	0	312	5	317	555
07:30 AM	27	0	134	161	18	108	5	131	3	1	1	5	1	324	7	332	629
07:45 AM	29	1	140	170	25	111	1	137	3	0	0	3	0	306	8	314	624
Total Volume	93	3	460	556	90	386	13	489	12	3	1	16	3	1217	28	1248	2309
% App. Total	16.7	0.5	82.7		18.4	78.9	2.7		75	18.8	6.2		0.2	97.5	2.2		
PHF	.802	.375	.821	.818	.900	.869	.650	.892	.750	.750	.250	.800	.375	.939	.875	.940	.918

Peggy Malone & Associates

(888) 247-8602

File Name : 1-I-75 SB Ramps @ SR 121 AM
 Site Code :
 Start Date : 12/8/2020
 Page No : 1

Groups Printed- Trucks

Start Time	I75 SB Ramps Southbound					SR 121 Westbound					Driveway Northbound					SR 121 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	4	0	4	0	8	5	8	0	0	13	0	0	0	0	0	0	5	1	0	6	27
06:45 AM	1	0	1	0	2	5	6	0	0	11	1	0	0	0	1	0	8	0	0	8	22
Total	5	0	5	0	10	10	14	0	0	24	1	0	0	0	1	0	13	1	0	14	49
07:00 AM	0	0	2	0	2	4	2	0	0	6	0	0	0	0	0	0	8	1	0	9	17
07:15 AM	1	0	1	0	2	3	11	0	0	14	0	0	0	0	0	0	7	0	0	7	23
07:30 AM	1	0	1	0	2	3	8	0	0	11	0	0	0	0	0	0	9	0	0	9	22
07:45 AM	0	0	5	0	5	2	9	0	0	11	0	0	0	0	0	0	7	1	0	8	24
Total	2	0	9	0	11	12	30	0	0	42	0	0	0	0	0	0	31	2	0	33	86
08:00 AM	3	0	5	0	8	2	4	0	0	6	1	0	0	0	1	0	3	0	0	3	18
08:15 AM	1	0	4	0	5	4	15	1	0	20	0	0	0	0	0	0	9	0	0	9	34
08:30 AM	5	0	2	0	7	6	10	0	0	16	0	0	0	0	0	0	7	1	0	8	31
08:45 AM	1	0	2	0	3	8	8	0	0	16	0	0	0	0	0	0	6	3	0	9	28
Total	10	0	13	0	23	20	37	1	0	58	1	0	0	0	1	0	25	4	0	29	111
09:00 AM	1	0	4	0	5	5	8	1	0	14	0	0	0	0	0	0	21	1	0	22	41
09:15 AM	2	0	9	0	11	8	7	0	0	15	0	0	0	0	0	0	15	0	0	15	41
Grand Total	20	0	40	0	60	55	96	2	0	153	2	0	0	0	2	0	105	8	0	113	328
Apprch %	33.3	0	66.7	0		35.9	62.7	1.3	0		100	0	0	0		0	92.9	7.1	0		
Total %	6.1	0	12.2	0	18.3	16.8	29.3	0.6	0	46.6	0.6	0	0	0	0.6	0	32	2.4	0	34.5	

Start Time	I75 SB Ramps Southbound				SR 121 Westbound				Driveway Northbound				SR 121 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	5	0	2	7	6	10	0	16	0	0	0	0	0	7	1	8	31
08:45 AM	1	0	2	3	8	8	0	16	0	0	0	0	0	6	3	9	28
09:00 AM	1	0	4	5	5	8	1	14	0	0	0	0	0	21	1	22	41
09:15 AM	2	0	9	11	8	7	0	15	0	0	0	0	0	15	0	15	41
Total Volume	9	0	17	26	27	33	1	61	0	0	0	0	0	49	5	54	141
% App. Total	34.6	0	65.4		44.3	54.1	1.6		0	0	0		0	90.7	9.3		
PHF	.450	.000	.472	.591	.844	.825	.250	.953	.000	.000	.000	.000	.000	.583	.417	.614	.860

Peggy Malone & Associates

(888) 247-8602

File Name : 1-I-75 SB Ramps @ SR 121 AM
 Site Code :
 Start Date : 12/8/2020
 Page No : 1

Groups Printed- Combined

Start Time	I75 SB Ramps Southbound					SR 121 Westbound					Driveway Northbound					SR 121 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	16	0	61	0	77	15	68	0	0	83	2	1	0	3	6	0	220	10	0	230	396
06:45 AM	22	0	98	1	121	28	88	7	0	123	2	0	0	0	2	0	273	7	0	280	526
Total	38	0	159	1	198	43	156	7	0	206	4	1	0	3	8	0	493	17	0	510	922
07:00 AM	14	2	102	0	118	29	70	2	0	101	4	1	0	1	6	2	283	9	0	294	519
07:15 AM	24	0	87	0	111	25	110	5	0	140	2	1	0	0	3	0	319	5	0	324	578
07:30 AM	28	0	135	0	163	21	116	5	0	142	3	1	1	0	5	1	333	7	0	341	651
07:45 AM	29	1	145	0	175	27	120	1	0	148	3	0	0	0	3	0	313	9	0	322	648
Total	95	3	469	0	567	102	416	13	0	531	12	3	1	1	17	3	1248	30	0	1281	2396
08:00 AM	25	1	89	0	115	19	102	6	0	127	7	0	1	0	8	1	255	8	0	264	514
08:15 AM	34	0	68	0	102	22	115	4	0	141	4	0	0	0	4	1	207	5	0	213	460
08:30 AM	29	0	87	0	116	27	106	3	0	136	7	0	1	0	8	0	200	5	0	205	465
08:45 AM	29	1	61	0	91	29	91	5	0	125	6	0	0	1	7	1	193	7	0	201	424
Total	117	2	305	0	424	97	414	18	0	529	24	0	2	1	27	3	855	25	0	883	1863
09:00 AM	27	0	56	0	83	25	112	4	0	141	3	0	2	0	5	0	184	4	0	188	417
09:15 AM	16	0	57	0	73	28	89	5	0	122	2	1	1	0	4	2	166	4	0	172	371
Grand Total	293	5	1046	1	1345	295	1187	47	0	1529	45	5	6	5	61	8	2946	80	0	3034	5969
Apprch %	21.8	0.4	77.8	0.1		19.3	77.6	3.1	0		73.8	8.2	9.8	8.2		0.3	97.1	2.6	0		
Total %	4.9	0.1	17.5	0	22.5	4.9	19.9	0.8	0	25.6	0.8	0.1	0.1	0.1	1	0.1	49.4	1.3	0	50.8	

Start Time	I75 SB Ramps Southbound				SR 121 Westbound				Driveway Northbound				SR 121 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	14	2	102	118	29	70	2	101	4	1	0	5	2	283	9	294	518
07:15 AM	24	0	87	111	25	110	5	140	2	1	0	3	0	319	5	324	578
07:30 AM	28	0	135	163	21	116	5	142	3	1	1	5	1	333	7	341	651
07:45 AM	29	1	145	175	27	120	1	148	3	0	0	3	0	313	9	322	648
Total Volume	95	3	469	567	102	416	13	531	12	3	1	16	3	1248	30	1281	2395
% App. Total	16.8	0.5	82.7		19.2	78.3	2.4		75	18.8	6.2		0.2	97.4	2.3		
PHF	.819	.375	.809	.810	.879	.867	.650	.897	.750	.750	.250	.800	.375	.937	.833	.939	.920

Peggy Malone & Associates

(888) 247-8602

File Name : 1-I-75 SB Ramps @ SR 121 PM
 Site Code :
 Start Date : 12/8/2020
 Page No : 1

Groups Printed- Cars

Start Time	I75 SB Ramps Southbound					SR 121 Westbound					Driveway Northbound					SR 121 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	52	0	64	0	116	48	256	0	1	305	1	0	1	1	3	2	142	4	0	148	572
04:15 PM	39	0	53	0	92	50	230	2	1	283	2	1	0	1	4	0	143	5	0	148	527
04:30 PM	43	0	60	1	104	37	286	3	0	326	1	0	0	0	1	0	164	3	0	167	598
04:45 PM	48	1	72	0	121	45	295	7	0	347	2	1	1	3	7	2	149	6	0	157	632
Total	182	1	249	1	433	180	1067	12	2	1261	6	2	2	5	15	4	598	18	0	620	2329
05:00 PM	55	0	80	0	135	40	297	7	0	344	4	0	2	1	7	1	173	7	0	181	667
05:15 PM	58	0	75	0	133	36	333	2	0	371	0	0	2	0	2	0	165	5	0	170	676
05:30 PM	57	0	94	0	151	43	322	5	0	370	2	1	0	0	3	4	142	4	0	150	674
05:45 PM	52	0	73	0	125	29	247	5	0	281	1	0	0	0	1	1	150	1	0	152	559
Total	222	0	322	0	544	148	1199	19	0	1366	7	1	4	1	13	6	630	17	0	653	2576
06:00 PM	48	1	52	0	101	29	232	4	0	265	0	0	0	0	0	0	112	10	0	122	488
06:15 PM	44	0	68	1	113	37	172	1	0	210	2	0	0	0	2	1	101	5	0	107	432
06:30 PM	33	0	64	0	97	25	131	8	0	164	0	0	0	0	0	1	111	1	0	113	374
06:45 PM	33	0	38	0	71	22	107	3	0	132	1	1	1	0	3	0	88	6	0	94	300
Total	158	1	222	1	382	113	642	16	0	771	3	1	1	0	5	2	412	22	0	436	1594
Grand Total	562	2	793	2	1359	441	2908	47	2	3398	16	4	7	6	33	12	1640	57	0	1709	6499
Apprch %	41.4	0.1	58.4	0.1		13	85.6	1.4	0.1		48.5	12.1	21.2	18.2		0.7	96	3.3	0		
Total %	8.6	0	12.2	0	20.9	6.8	44.7	0.7	0	52.3	0.2	0.1	0.1	0.1	0.5	0.2	25.2	0.9	0	26.3	

Start Time	I75 SB Ramps Southbound				SR 121 Westbound				Driveway Northbound				SR 121 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	48	1	72	121	45	295	7	347	2	1	1	4	2	149	6	157	629
05:00 PM	55	0	80	135	40	297	7	344	4	0	2	6	1	173	7	181	666
05:15 PM	58	0	75	133	36	333	2	371	0	0	2	2	0	165	5	170	676
05:30 PM	57	0	94	151	43	322	5	370	2	1	0	3	4	142	4	150	674
Total Volume	218	1	321	540	164	1247	21	1432	8	2	5	15	7	629	22	658	2645
% App. Total	40.4	0.2	59.4		11.5	87.1	1.5		53.3	13.3	33.3		1.1	95.6	3.3		
PHF	.940	.250	.854	.894	.911	.936	.750	.965	.500	.500	.625	.625	.438	.909	.786	.909	.978

Peggy Malone & Associates

(888) 247-8602

File Name : 1-I-75 SB Ramps @ SR 121 PM
 Site Code :
 Start Date : 12/8/2020
 Page No : 1

Groups Printed- Trucks

Start Time	I75 SB Ramps Southbound					SR 121 Westbound					Driveway Northbound					SR 121 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	1	0	1	0	2	6	6	0	0	12	0	0	0	0	0	0	6	0	0	6	20
04:15 PM	3	0	2	0	5	4	4	0	0	8	0	0	0	0	0	0	5	0	0	5	18
04:30 PM	0	0	5	0	5	5	10	0	0	15	0	0	0	0	0	0	6	0	0	6	26
04:45 PM	1	0	3	0	4	5	7	0	0	12	0	0	0	0	0	0	3	1	0	4	20
Total	5	0	11	0	16	20	27	0	0	47	0	0	0	0	0	0	20	1	0	21	84
05:00 PM	1	1	4	0	6	2	6	0	0	8	0	0	0	0	0	1	2	0	0	3	17
05:15 PM	6	0	2	0	8	1	8	0	0	9	0	0	0	0	0	0	4	0	0	4	21
05:30 PM	5	0	2	0	7	5	11	0	0	16	0	0	0	0	0	0	3	2	0	5	28
05:45 PM	1	0	1	0	2	3	2	0	0	5	0	1	0	0	1	0	6	0	0	6	14
Total	13	1	9	0	23	11	27	0	0	38	0	1	0	0	1	1	15	2	0	18	80
06:00 PM	3	0	2	0	5	3	3	0	0	6	0	0	0	0	0	0	7	0	0	7	18
06:15 PM	1	0	1	0	2	3	2	0	0	5	0	0	0	0	0	0	2	0	0	2	9
06:30 PM	3	0	3	0	6	2	2	0	0	4	0	0	0	0	0	0	4	0	0	4	14
06:45 PM	0	0	2	0	2	6	3	0	0	9	0	0	0	0	0	0	1	0	0	1	12
Total	7	0	8	0	15	14	10	0	0	24	0	0	0	0	0	0	14	0	0	14	53
Grand Total	25	1	28	0	54	45	64	0	0	109	0	1	0	0	1	1	49	3	0	53	217
Apprch %	46.3	1.9	51.9	0		41.3	58.7	0	0		0	100	0	0		1.9	92.5	5.7	0		
Total %	11.5	0.5	12.9	0	24.9	20.7	29.5	0	0	50.2	0	0.5	0	0	0.5	0.5	22.6	1.4	0	24.4	

Start Time	I75 SB Ramps Southbound				SR 121 Westbound				Driveway Northbound				SR 121 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	1	0	3	4	5	7	0	12	0	0	0	0	0	3	1	4	20
05:00 PM	1	1	4	6	2	6	0	8	0	0	0	0	1	2	0	3	17
05:15 PM	6	0	2	8	1	8	0	9	0	0	0	0	0	4	0	4	21
05:30 PM	5	0	2	7	5	11	0	16	0	0	0	0	0	3	2	5	28
Total Volume	13	1	11	25	13	32	0	45	0	0	0	0	1	12	3	16	86
% App. Total	52	4	44		28.9	71.1	0		0	0	0		6.2	75	18.8		
PHF	.542	.250	.688	.781	.650	.727	.000	.703	.000	.000	.000	.000	.250	.750	.375	.800	.768

Peggy Malone & Associates

(888) 247-8602

File Name : 1-I-75 SB Ramps @ SR 121 PM
 Site Code :
 Start Date : 12/8/2020
 Page No : 1

Groups Printed- Combined

Start Time	I75 SB Ramps Southbound					SR 121 Westbound					Driveway Northbound					SR 121 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	53	0	65	0	118	54	262	0	1	317	1	0	1	1	3	2	148	4	0	154	592
04:15 PM	42	0	55	0	97	54	234	2	1	291	2	1	0	1	4	0	148	5	0	153	545
04:30 PM	43	0	65	1	109	42	296	3	0	341	1	0	0	0	1	0	170	3	0	173	624
04:45 PM	49	1	75	0	125	50	302	7	0	359	2	1	1	3	7	2	152	7	0	161	652
Total	187	1	260	1	449	200	1094	12	2	1308	6	2	2	5	15	4	618	19	0	641	2413
05:00 PM	56	1	84	0	141	42	303	7	0	352	4	0	2	1	7	2	175	7	0	184	684
05:15 PM	64	0	77	0	141	37	341	2	0	380	0	0	2	0	2	0	169	5	0	174	697
05:30 PM	62	0	96	0	158	48	333	5	0	386	2	1	0	0	3	4	145	6	0	155	702
05:45 PM	53	0	74	0	127	32	249	5	0	286	1	1	0	0	2	1	156	1	0	158	573
Total	235	1	331	0	567	159	1226	19	0	1404	7	2	4	1	14	7	645	19	0	671	2656
06:00 PM	51	1	54	0	106	32	235	4	0	271	0	0	0	0	0	0	119	10	0	129	506
06:15 PM	45	0	69	1	115	40	174	1	0	215	2	0	0	0	2	1	103	5	0	109	441
06:30 PM	36	0	67	0	103	27	133	8	0	168	0	0	0	0	0	1	115	1	0	117	388
06:45 PM	33	0	40	0	73	28	110	3	0	141	1	1	1	0	3	0	89	6	0	95	312
Total	165	1	230	1	397	127	652	16	0	795	3	1	1	0	5	2	426	22	0	450	1647
Grand Total	587	3	821	2	1413	486	2972	47	2	3507	16	5	7	6	34	13	1689	60	0	1762	6716
Apprch %	41.5	0.2	58.1	0.1		13.9	84.7	1.3	0.1		47.1	14.7	20.6	17.6		0.7	95.9	3.4	0		
Total %	8.7	0	12.2	0	21	7.2	44.3	0.7	0	52.2	0.2	0.1	0.1	0.1	0.5	0.2	25.1	0.9	0	26.2	

Start Time	I75 SB Ramps Southbound				SR 121 Westbound				Driveway Northbound				SR 121 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	49	1	75	125	50	302	7	359	2	1	1	4	2	152	7	161	649
05:00 PM	56	1	84	141	42	303	7	352	4	0	2	6	2	175	7	184	683
05:15 PM	64	0	77	141	37	341	2	380	0	0	2	2	0	169	5	174	697
05:30 PM	62	0	96	158	48	333	5	386	2	1	0	3	4	145	6	155	702
Total Volume	231	2	332	565	177	1279	21	1477	8	2	5	15	8	641	25	674	2731
% App. Total	40.9	0.4	58.8		12	86.6	1.4		53.3	13.3	33.3		1.2	95.1	3.7		
PHF	.902	.500	.865	.894	.885	.938	.750	.957	.500	.500	.625	.625	.500	.916	.893	.916	.973

Peggy Malone & Associates

(888) 247-8602

File Name : 2- I-75 NB Ramps & SR 121 AM
 Site Code :
 Start Date : 12/8/2020
 Page No : 1

Groups Printed- Cars

Start Time	I75 NB Ramps Southbound					SR 121 Westbound					Driveway Northbound					SR 121 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	1	0	31	0	32	41	68	4	0	113	0	0	0	0	0	1	256	22	0	279	424
06:45 AM	7	0	19	1	27	67	106	1	0	174	0	0	0	0	0	0	325	30	0	355	556
Total	8	0	50	1	59	108	174	5	0	287	0	0	0	0	0	1	581	52	0	634	980
07:00 AM	6	0	31	0	37	64	84	7	0	155	0	0	0	0	0	0	329	41	0	370	562
07:15 AM	4	0	36	0	40	80	122	3	0	205	0	0	0	0	0	1	339	51	0	391	636
07:30 AM	7	0	36	0	43	113	123	4	0	240	0	0	0	0	0	0	418	56	0	474	757
07:45 AM	5	0	36	0	41	101	134	2	0	237	0	0	0	0	0	0	377	55	0	432	710
Total	22	0	139	0	161	358	463	16	0	837	0	0	0	0	0	1	1463	203	0	1667	2665
08:00 AM	1	0	43	0	44	70	117	2	0	189	0	0	0	0	0	1	295	51	0	347	580
08:15 AM	2	0	25	0	27	87	120	4	0	211	0	0	0	0	0	0	240	36	0	276	514
08:30 AM	2	0	38	0	40	78	118	4	0	200	0	0	0	3	3	0	225	46	0	271	514
08:45 AM	4	0	27	0	31	70	105	2	0	177	0	0	0	0	0	0	212	45	0	257	465
Total	9	0	133	0	142	305	460	12	0	777	0	0	0	3	3	1	972	178	0	1151	2073
09:00 AM	5	0	27	0	32	41	123	6	0	170	0	0	0	0	0	2	194	37	0	233	435
09:15 AM	2	0	30	0	32	64	104	7	0	175	0	0	0	0	0	0	159	39	0	198	405
Grand Total	46	0	379	1	426	876	1324	46	0	2246	0	0	0	3	3	5	3369	509	0	3883	6558
Apprch %	10.8	0	89	0.2	6.5	39	58.9	2	0	34.2	0	0	0	100	0	0.1	86.8	13.1	0	59.2	
Total %	0.7	0	5.8	0	6.5	13.4	20.2	0.7	0	34.2	0	0	0	0	0	0.1	51.4	7.8	0	59.2	

Start Time	I75 NB Ramps Southbound				SR 121 Westbound				Driveway Northbound				SR 121 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	4	0	36	40	80	122	3	205	0	0	0	0	1	339	51	391	636
07:30 AM	7	0	36	43	113	123	4	240	0	0	0	0	0	418	56	474	757
07:45 AM	5	0	36	41	101	134	2	237	0	0	0	0	0	377	55	432	710
08:00 AM	1	0	43	44	70	117	2	189	0	0	0	0	1	295	51	347	580
Total Volume	17	0	151	168	364	496	11	871	0	0	0	0	2	1429	213	1644	2683
% App. Total	10.1	0	89.9		41.8	56.9	1.3		0	0	0		0.1	86.9	13		
PHF	.607	.000	.878	.955	.805	.925	.688	.907	.000	.000	.000	.000	.500	.855	.951	.867	.886

Peggy Malone & Associates

(888) 247-8602

File Name : 2- I-75 NB Ramps & SR 121 AM
 Site Code :
 Start Date : 12/8/2020
 Page No : 1

Groups Printed- Trucks

Start Time	I75 NB Ramps Southbound					SR 121 Westbound					Driveway Northbound					SR 121 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	1	0	2	0	3	4	12	0	0	16	0	0	0	0	0	0	7	1	0	8	27
06:45 AM	0	0	5	0	5	2	11	0	0	13	0	0	0	0	0	0	8	1	0	9	27
Total	1	0	7	0	8	6	23	0	0	29	0	0	0	0	0	0	15	2	0	17	54
07:00 AM	0	0	4	0	4	3	6	0	0	9	0	0	0	0	0	0	10	0	0	10	23
07:15 AM	0	0	8	0	8	3	14	0	0	17	0	0	0	0	0	0	7	1	0	8	33
07:30 AM	2	0	6	0	8	5	9	0	0	14	0	0	0	0	0	0	8	1	0	9	31
07:45 AM	0	0	4	0	4	4	10	0	0	14	0	0	0	0	0	0	12	1	0	13	31
Total	2	0	22	0	24	15	39	0	0	54	0	0	0	0	0	0	37	3	0	40	118
08:00 AM	0	0	6	0	6	3	5	0	0	8	0	0	0	0	0	0	9	0	0	9	23
08:15 AM	0	0	1	0	1	2	18	0	0	20	0	0	0	0	0	0	12	0	0	12	33
08:30 AM	3	0	2	0	5	5	14	0	0	19	0	0	0	0	0	0	8	1	0	9	33
08:45 AM	0	0	8	0	8	3	16	0	0	19	0	0	0	0	0	0	8	0	0	8	35
Total	3	0	17	0	20	13	53	0	0	66	0	0	0	0	0	0	37	1	0	38	124
09:00 AM	1	0	3	0	4	5	13	0	0	18	0	0	0	0	0	0	20	5	0	25	47
09:15 AM	0	0	7	0	7	4	15	0	0	19	0	0	0	0	0	0	22	2	0	24	50
Grand Total	7	0	56	0	63	43	143	0	0	186	0	0	0	0	0	0	131	13	0	144	393
Apprch %	11.1	0	88.9	0		23.1	76.9	0	0		0	0	0	0		0	91	9	0		
Total %	1.8	0	14.2	0	16	10.9	36.4	0	0	47.3	0	0	0	0	0	0	33.3	3.3	0	36.6	

Start Time	I75 NB Ramps Southbound				SR 121 Westbound				Driveway Northbound				SR 121 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	3	0	2	5	5	14	0	19	0	0	0	0	0	8	1	9	33
08:45 AM	0	0	8	8	3	16	0	19	0	0	0	0	0	8	0	8	35
09:00 AM	1	0	3	4	5	13	0	18	0	0	0	0	0	20	5	25	47
09:15 AM	0	0	7	7	4	15	0	19	0	0	0	0	0	22	2	24	50
Total Volume	4	0	20	24	17	58	0	75	0	0	0	0	0	58	8	66	165
% App. Total	16.7	0	83.3		22.7	77.3	0		0	0	0		0	87.9	12.1		
PHF	.333	.000	.625	.750	.850	.906	.000	.987	.000	.000	.000	.000	.000	.659	.400	.660	.825

Peggy Malone & Associates

(888) 247-8602

File Name : 2- I-75 NB Ramps & SR 121 AM
 Site Code :
 Start Date : 12/8/2020
 Page No : 1

Groups Printed- Combined

Start Time	I75 NB Ramps Southbound					SR 121 Westbound					Driveway Northbound					SR 121 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	2	0	33	0	35	45	80	4	0	129	0	0	0	0	0	1	263	23	0	287	451
06:45 AM	7	0	24	1	32	69	117	1	0	187	0	0	0	0	0	0	333	31	0	364	583
Total	9	0	57	1	67	114	197	5	0	316	0	0	0	0	0	1	596	54	0	651	1034
07:00 AM	6	0	35	0	41	67	90	7	0	164	0	0	0	0	0	0	339	41	0	380	585
07:15 AM	4	0	44	0	48	83	136	3	0	222	0	0	0	0	0	1	346	52	0	399	669
07:30 AM	9	0	42	0	51	118	132	4	0	254	0	0	0	0	0	0	426	57	0	483	788
07:45 AM	5	0	40	0	45	105	144	2	0	251	0	0	0	0	0	0	389	56	0	445	741
Total	24	0	161	0	185	373	502	16	0	891	0	0	0	0	0	1	1500	206	0	1707	2783
08:00 AM	1	0	49	0	50	73	122	2	0	197	0	0	0	0	0	1	304	51	0	356	603
08:15 AM	2	0	26	0	28	89	138	4	0	231	0	0	0	0	0	0	252	36	0	288	547
08:30 AM	5	0	40	0	45	83	132	4	0	219	0	0	0	3	3	0	233	47	0	280	547
08:45 AM	4	0	35	0	39	73	121	2	0	196	0	0	0	0	0	0	220	45	0	265	500
Total	12	0	150	0	162	318	513	12	0	843	0	0	0	3	3	1	1009	179	0	1189	2197
09:00 AM	6	0	30	0	36	46	136	6	0	188	0	0	0	0	0	2	214	42	0	258	482
09:15 AM	2	0	37	0	39	68	119	7	0	194	0	0	0	0	0	0	181	41	0	222	455
Grand Total	53	0	435	1	489	919	1467	46	0	2432	0	0	0	3	3	5	3500	522	0	4027	6951
Apprch %	10.8	0	89	0.2	489	37.8	60.3	1.9	0	2432	0	0	0	100	3	0.1	86.9	13	0	4027	6951
Total %	0.8	0	6.3	0	7	13.2	21.1	0.7	0	35	0	0	0	0	0	0.1	50.4	7.5	0	57.9	57.9

Start Time	I75 NB Ramps Southbound				SR 121 Westbound				Driveway Northbound				SR 121 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	4	0	44	48	83	136	3	222	0	0	0	0	1	346	52	399	669
07:30 AM	9	0	42	51	118	132	4	254	0	0	0	0	0	426	57	483	788
07:45 AM	5	0	40	45	105	144	2	251	0	0	0	0	0	389	56	445	741
08:00 AM	1	0	49	50	73	122	2	197	0	0	0	0	1	304	51	356	603
Total Volume	19	0	175	194	379	534	11	924	0	0	0	0	2	1465	216	1683	2801
% App. Total	9.8	0	90.2	90.2	41	57.8	1.2	924	0	0	0	0	0.1	87	12.8	1683	2801
PHF	.528	.000	.893	.951	.803	.927	.688	.909	.000	.000	.000	.000	.500	.860	.947	.871	.889

Peggy Malone & Associates

(888) 247-8602

File Name : 2- I-75 NB Ramps & SR 121 PM
 Site Code :
 Start Date : 12/8/2020
 Page No : 1

Groups Printed- Cars

Start Time	I75 NB Ramps Southbound					SR 121 Westbound					Driveway Northbound					SR 121 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	6	0	20	0	26	111	296	5	0	412	1	0	1	0	2	0	164	35	0	199	639
04:15 PM	7	0	25	2	34	103	274	4	0	381	1	0	0	0	1	0	170	28	0	198	614
04:30 PM	20	0	22	0	42	142	303	4	0	449	4	0	0	0	4	6	197	26	0	229	724
04:45 PM	10	0	30	0	40	130	333	3	0	466	2	0	0	2	4	3	198	26	0	227	737
Total	43	0	97	2	142	486	1206	16	0	1708	8	0	1	2	11	9	729	115	0	853	2714
05:00 PM	5	0	27	0	32	150	336	3	0	489	4	0	0	0	4	1	218	41	0	260	785
05:15 PM	11	0	22	0	33	159	351	0	0	510	1	0	1	0	2	0	203	32	0	235	780
05:30 PM	12	0	32	1	45	125	357	1	0	483	0	0	0	1	1	1	221	27	0	249	778
05:45 PM	11	0	35	2	48	126	283	2	0	411	1	0	0	1	2	0	203	24	0	227	688
Total	39	0	116	3	158	560	1327	6	0	1893	6	0	1	2	9	2	845	124	0	971	3031
06:00 PM	9	0	27	0	36	86	258	5	0	349	0	1	1	0	2	0	134	18	0	152	539
06:15 PM	7	0	22	0	29	74	203	2	0	279	1	0	0	0	1	2	150	26	0	178	487
06:30 PM	7	0	25	0	32	59	160	11	0	230	1	1	0	0	2	2	150	22	0	174	438
06:45 PM	1	0	22	0	23	70	129	6	0	205	0	1	0	0	1	0	102	19	0	121	350
Total	24	0	96	0	120	289	750	24	0	1063	2	3	1	0	6	4	536	85	0	625	1814
Grand Total	106	0	309	5	420	1335	3283	46	0	4664	16	3	3	4	26	15	2110	324	0	2449	7559
Apprch %	25.2	0	73.6	1.2		28.6	70.4	1	0		61.5	11.5	11.5	15.4		0.6	86.2	13.2	0		
Total %	1.4	0	4.1	0.1	5.6	17.7	43.4	0.6	0	61.7	0.2	0	0	0.1	0.3	0.2	27.9	4.3	0	32.4	

Start Time	I75 NB Ramps Southbound				SR 121 Westbound				Driveway Northbound				SR 121 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	10	0	30	40	130	333	3	466	2	0	0	2	3	198	26	227	735
05:00 PM	5	0	27	32	150	336	3	489	4	0	0	4	1	218	41	260	785
05:15 PM	11	0	22	33	159	351	0	510	1	0	1	2	0	203	32	235	780
05:30 PM	12	0	32	44	125	357	1	483	0	0	0	0	1	221	27	249	776
Total Volume	38	0	111	149	564	1377	7	1948	7	0	1	8	5	840	126	971	3076
% App. Total	25.5	0	74.5		29	70.7	0.4		87.5	0	12.5		0.5	86.5	13		
PHF	.792	.000	.867	.847	.887	.964	.583	.955	.438	.000	.250	.500	.417	.950	.768	.934	.980

Peggy Malone & Associates

(888) 247-8602

File Name : 2- I-75 NB Ramps & SR 121 PM
 Site Code :
 Start Date : 12/8/2020
 Page No : 1

Groups Printed- Trucks

Start Time	I75 NB Ramps Southbound					SR 121 Westbound					Driveway Northbound					SR 121 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	6	0	6	2	12	0	0	14	0	0	0	0	0	0	6	2	0	8	28
04:15 PM	0	0	4	0	4	3	8	1	0	12	0	0	0	0	0	0	8	0	0	8	24
04:30 PM	0	0	4	0	4	4	15	0	0	19	0	0	0	0	0	0	8	1	0	9	32
04:45 PM	0	0	3	0	3	2	13	0	0	15	0	0	0	0	0	0	6	1	0	7	25
Total	0	0	17	0	17	11	48	1	0	60	0	0	0	0	0	0	28	4	0	32	109
05:00 PM	1	0	6	0	7	0	7	0	0	7	0	0	0	0	0	1	5	0	0	6	20
05:15 PM	0	0	6	0	6	1	10	0	0	11	0	0	0	0	0	0	4	2	0	6	23
05:30 PM	0	0	6	0	6	0	16	0	0	16	0	0	0	0	0	0	4	1	0	5	27
05:45 PM	0	0	9	0	9	1	6	0	0	7	0	0	0	0	0	0	4	2	0	6	22
Total	1	0	27	0	28	2	39	0	0	41	0	0	0	0	0	1	17	5	0	23	92
06:00 PM	0	0	4	0	4	2	6	0	0	8	0	0	0	0	0	1	6	1	0	8	20
06:15 PM	0	0	5	0	5	3	5	0	0	8	0	0	0	0	0	0	3	1	0	4	17
06:30 PM	0	0	8	0	8	0	4	0	0	4	0	0	0	0	0	1	5	2	0	8	20
06:45 PM	0	0	7	0	7	0	9	0	0	9	0	0	0	0	0	0	4	0	0	4	20
Total	0	0	24	0	24	5	24	0	0	29	0	0	0	0	0	2	18	4	0	24	77
Grand Total	1	0	68	0	69	18	111	1	0	130	0	0	0	0	0	3	63	13	0	79	278
Apprch %	1.4	0	98.6	0		13.8	85.4	0.8	0		0	0	0	0		3.8	79.7	16.5	0		
Total %	0.4	0	24.5	0	24.8	6.5	39.9	0.4	0	46.8	0	0	0	0	0	1.1	22.7	4.7	0	28.4	

Start Time	I75 NB Ramps Southbound				SR 121 Westbound				Driveway Northbound				SR 121 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	6	6	2	12	0	14	0	0	0	0	0	6	2	8	28
04:15 PM	0	0	4	4	3	8	1	12	0	0	0	0	0	8	0	8	24
04:30 PM	0	0	4	4	4	15	0	19	0	0	0	0	0	8	1	9	32
04:45 PM	0	0	3	3	2	13	0	15	0	0	0	0	0	6	1	7	25
Total Volume	0	0	17	17	11	48	1	60	0	0	0	0	0	28	4	32	109
% App. Total	0	0	100		18.3	80	1.7		0	0	0		0	87.5	12.5		
PHF	.000	.000	.708	.708	.688	.800	.250	.789	.000	.000	.000	.000	.000	.875	.500	.889	.852

Peggy Malone & Associates

(888) 247-8602

File Name : 2- I-75 NB Ramps & SR 121 PM
 Site Code :
 Start Date : 12/8/2020
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Groups Printed- Combined

Start Time	I75 NB Ramps Southbound					SR 121 Westbound					Driveway Northbound					SR 121 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	6	0	26	0	32	113	308	5	0	426	1	0	1	0	2	0	170	37	0	207	667
04:15 PM	7	0	29	2	38	106	282	5	0	393	1	0	0	0	1	0	178	28	0	206	638
04:30 PM	20	0	26	0	46	146	318	4	0	468	4	0	0	0	4	6	205	27	0	238	756
04:45 PM	10	0	33	0	43	132	346	3	0	481	2	0	0	2	4	3	204	27	0	234	762
Total	43	0	114	2	159	497	1254	17	0	1768	8	0	1	2	11	9	757	119	0	885	2823
05:00 PM	6	0	33	0	39	150	343	3	0	496	4	0	0	0	4	2	223	41	0	266	805
05:15 PM	11	0	28	0	39	160	361	0	0	521	1	0	1	0	2	0	207	34	0	241	803
05:30 PM	12	0	38	1	51	125	373	1	0	499	0	0	0	1	1	1	225	28	0	254	805
05:45 PM	11	0	44	2	57	127	289	2	0	418	1	0	0	1	2	0	207	26	0	233	710
Total	40	0	143	3	186	562	1366	6	0	1934	6	0	1	2	9	3	862	129	0	994	3123
06:00 PM	9	0	31	0	40	88	264	5	0	357	0	1	1	0	2	1	140	19	0	160	559
06:15 PM	7	0	27	0	34	77	208	2	0	287	1	0	0	0	1	2	153	27	0	182	504
06:30 PM	7	0	33	0	40	59	164	11	0	234	1	1	0	0	2	3	155	24	0	182	458
06:45 PM	1	0	29	0	30	70	138	6	0	214	0	1	0	0	1	0	106	19	0	125	370
Total	24	0	120	0	144	294	774	24	0	1092	2	3	1	0	6	6	554	89	0	649	1891
Grand Total	107	0	377	5	489	1353	3394	47	0	4794	16	3	3	4	26	18	2173	337	0	2528	7837
Apprch %	21.9	0	77.1	1		28.2	70.8	1	0		61.5	11.5	11.5	15.4		0.7	86	13.3	0		
Total %	1.4	0	4.8	0.1	6.2	17.3	43.3	0.6	0	61.2	0.2	0	0	0.1	0.3	0.2	27.7	4.3	0	32.3	

Start Time	I75 NB Ramps Southbound				SR 121 Westbound				Driveway Northbound				SR 121 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	10	0	33	43	132	346	3	481	2	0	0	2	3	204	27	234	760
05:00 PM	6	0	33	39	150	343	3	496	4	0	0	4	2	223	41	266	805
05:15 PM	11	0	28	39	160	361	0	521	1	0	1	2	0	207	34	241	803
05:30 PM	12	0	38	50	125	373	1	499	0	0	0	0	1	225	28	254	803
Total Volume	39	0	132	171	567	1423	7	1997	7	0	1	8	6	859	130	995	3171
% App. Total	22.8	0	77.2		28.4	71.3	0.4		87.5	0	12.5		0.6	86.3	13.1		
PHF	.813	.000	.868	.855	.886	.954	.583	.958	.438	.000	.250	.500	.500	.954	.793	.935	.985

Peggy Malone & Associates

(888) 247-8602

File Name : 3- SR 121_SW 34th St & SR 331 AM
 Site Code :
 Start Date : 12/8/2020
 Page No : 1

Groups Printed- Cars

Start Time	SR 121 Southbound					SR 331 Westbound					SR 121 Northbound					SR 331 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	23	6	27	0	56	29	93	0	0	122	1	19	1	0	21	3	225	62	0	290	489
06:45 AM	42	3	19	0	64	31	122	1	1	155	3	10	9	0	22	5	253	86	0	344	585
Total	65	9	46	0	120	60	215	1	1	277	4	29	10	0	43	8	478	148	0	634	1074
07:00 AM	52	8	52	0	112	36	108	2	0	146	5	17	17	0	39	7	251	90	1	349	646
07:15 AM	49	12	33	1	95	49	138	1	0	188	0	26	7	0	33	13	266	84	1	364	680
07:30 AM	53	8	51	2	114	38	169	0	0	207	5	19	13	0	37	15	360	89	0	464	822
07:45 AM	62	9	64	0	135	45	149	7	0	201	2	20	15	0	37	23	294	97	0	414	787
Total	216	37	200	3	456	168	564	10	0	742	12	82	52	0	146	58	1171	360	2	1591	2935
08:00 AM	47	14	50	1	112	51	126	1	1	179	4	17	20	0	41	17	225	74	0	316	648
08:15 AM	41	8	34	1	84	32	150	3	1	186	3	26	16	0	45	16	205	68	1	290	605
08:30 AM	46	12	31	0	89	27	140	2	0	169	1	17	14	0	32	14	172	79	0	265	555
08:45 AM	44	12	43	0	99	36	120	2	2	160	4	15	20	0	39	5	148	65	1	219	517
Total	178	46	158	2	384	146	536	8	4	694	12	75	70	0	157	52	750	286	2	1090	2325
09:00 AM	49	7	45	0	101	36	113	1	0	150	2	14	14	0	30	8	136	66	0	210	491
09:15 AM	43	9	39	0	91	39	116	1	0	156	0	18	18	0	36	8	134	52	0	194	477
Grand Total	551	108	488	5	1152	449	1544	21	5	2019	30	218	164	0	412	134	2669	912	4	3719	7302
Apprch %	47.8	9.4	42.4	0.4		22.2	76.5	1	0.2		7.3	52.9	39.8	0		3.6	71.8	24.5	0.1		
Total %	7.5	1.5	6.7	0.1	15.8	6.1	21.1	0.3	0.1	27.6	0.4	3	2.2	0	5.6	1.8	36.6	12.5	0.1	50.9	

Start Time	SR 121 Southbound				SR 331 Westbound				SR 121 Northbound				SR 331 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	49	12	33	94	49	138	1	188	0	26	7	33	13	266	84	363	678
07:30 AM	53	8	51	112	38	169	0	207	5	19	13	37	15	360	89	464	820
07:45 AM	62	9	64	135	45	149	7	201	2	20	15	37	23	294	97	414	787
08:00 AM	47	14	50	111	51	126	1	178	4	17	20	41	17	225	74	316	646
Total Volume	211	43	198	452	183	582	9	774	11	82	55	148	68	1145	344	1557	2931
% App. Total	46.7	9.5	43.8		23.6	75.2	1.2		7.4	55.4	37.2		4.4	73.5	22.1		
PHF	.851	.768	.773	.837	.897	.861	.321	.935	.550	.788	.688	.902	.739	.795	.887	.839	.894

Peggy Malone & Associates

(888) 247-8602

File Name : 3- SR 121_SW 34th St & SR 331 AM
 Site Code :
 Start Date : 12/8/2020
 Page No : 1

Groups Printed- Trucks

Start Time	SR 121 Southbound					SR 331 Westbound					SR 121 Northbound					SR 331 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	1	0	2	0	3	2	13	0	0	15	0	0	1	0	1	1	9	1	0	11	30
06:45 AM	2	0	1	0	3	3	11	0	0	14	0	0	1	0	1	0	12	1	0	13	31
Total	3	0	3	0	6	5	24	0	0	29	0	0	2	0	2	1	21	2	0	24	61
07:00 AM	1	0	1	0	2	2	8	0	0	10	0	0	0	0	0	0	10	0	0	10	22
07:15 AM	6	0	1	0	7	4	12	0	0	16	0	0	0	0	0	0	14	1	0	15	38
07:30 AM	4	0	0	0	4	2	13	0	0	15	0	0	0	0	0	2	11	0	0	13	32
07:45 AM	0	0	0	0	0	4	15	0	0	19	0	0	0	0	0	0	15	1	0	16	35
Total	11	0	2	0	13	12	48	0	0	60	0	0	0	0	0	2	50	2	0	54	127
08:00 AM	0	0	1	0	1	1	10	0	0	11	1	0	1	0	2	0	13	1	0	14	28
08:15 AM	3	0	1	0	4	3	13	0	0	16	0	0	3	0	3	0	14	0	0	14	37
08:30 AM	4	0	0	0	4	5	14	1	0	20	0	1	0	0	1	0	9	1	0	10	35
08:45 AM	2	0	1	0	3	2	15	1	0	18	0	2	1	0	3	0	12	0	0	12	36
Total	9	0	3	0	12	11	52	2	0	65	1	3	5	0	9	0	48	2	0	50	136
09:00 AM	2	0	2	0	4	2	14	0	0	16	0	1	0	0	1	0	25	1	0	26	47
09:15 AM	4	0	0	0	4	1	16	0	0	17	0	0	0	0	0	0	27	3	0	30	51
Grand Total	29	0	10	0	39	31	154	2	0	187	1	4	7	0	12	3	171	10	0	184	422
Apprch %	74.4	0	25.6	0		16.6	82.4	1.1	0		8.3	33.3	58.3	0		1.6	92.9	5.4	0		
Total %	6.9	0	2.4	0	9.2	7.3	36.5	0.5	0	44.3	0.2	0.9	1.7	0	2.8	0.7	40.5	2.4	0	43.6	

Start Time	SR 121 Southbound				SR 331 Westbound				SR 121 Northbound				SR 331 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	4	0	0	4	5	14	1	20	0	1	0	1	0	9	1	10	35
08:45 AM	2	0	1	3	2	15	1	18	0	2	1	3	0	12	0	12	36
09:00 AM	2	0	2	4	2	14	0	16	0	1	0	1	0	25	1	26	47
09:15 AM	4	0	0	4	1	16	0	17	0	0	0	0	0	27	3	30	51
Total Volume	12	0	3	15	10	59	2	71	0	4	1	5	0	73	5	78	169
% App. Total	80	0	20		14.1	83.1	2.8		0	80	20		0	93.6	6.4		
PHF	.750	.000	.375	.938	.500	.922	.500	.888	.000	.500	.250	.417	.000	.676	.417	.650	.828

Peggy Malone & Associates

(888) 247-8602

File Name : 3- SR 121_SW 34th St & SR 331 AM
 Site Code :
 Start Date : 12/8/2020
 Page No : 1

Groups Printed- Combined

Start Time	SR 121 Southbound					SR 331 Westbound					SR 121 Northbound					SR 331 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	24	6	29	0	59	31	106	0	0	137	1	19	2	0	22	4	234	63	0	301	519
06:45 AM	44	3	20	0	67	34	133	1	1	169	3	10	10	0	23	5	265	87	0	357	616
Total	68	9	49	0	126	65	239	1	1	306	4	29	12	0	45	9	499	150	0	658	1135
07:00 AM	53	8	53	0	114	38	116	2	0	156	5	17	17	0	39	7	261	90	1	359	668
07:15 AM	55	12	34	1	102	53	150	1	0	204	0	26	7	0	33	13	280	85	1	379	718
07:30 AM	57	8	51	2	118	40	182	0	0	222	5	19	13	0	37	17	371	89	0	477	854
07:45 AM	62	9	64	0	135	49	164	7	0	220	2	20	15	0	37	23	309	98	0	430	822
Total	227	37	202	3	469	180	612	10	0	802	12	82	52	0	146	60	1221	362	2	1645	3062
08:00 AM	47	14	51	1	113	52	136	1	1	190	5	17	21	0	43	17	238	75	0	330	676
08:15 AM	44	8	35	1	88	35	163	3	1	202	3	26	19	0	48	16	219	68	1	304	642
08:30 AM	50	12	31	0	93	32	154	3	0	189	1	18	14	0	33	14	181	80	0	275	590
08:45 AM	46	12	44	0	102	38	135	3	2	178	4	17	21	0	42	5	160	65	1	231	553
Total	187	46	161	2	396	157	588	10	4	759	13	78	75	0	166	52	798	288	2	1140	2461
09:00 AM	51	7	47	0	105	38	127	1	0	166	2	15	14	0	31	8	161	67	0	236	538
09:15 AM	47	9	39	0	95	40	132	1	0	173	0	18	18	0	36	8	161	55	0	224	528
Grand Total	580	108	498	5	1191	480	1698	23	5	2206	31	222	171	0	424	137	2840	922	4	3903	7724
Apprch %	48.7	9.1	41.8	0.4		21.8	77	1	0.2		7.3	52.4	40.3	0		3.5	72.8	23.6	0.1		
Total %	7.5	1.4	6.4	0.1	15.4	6.2	22	0.3	0.1	28.6	0.4	2.9	2.2	0	5.5	1.8	36.8	11.9	0.1	50.5	

Start Time	SR 121 Southbound				SR 331 Westbound				SR 121 Northbound				SR 331 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	55	12	34	101	53	150	1	204	0	26	7	33	13	280	85	378	716
07:30 AM	57	8	51	116	40	182	0	222	5	19	13	37	17	371	89	477	852
07:45 AM	62	9	64	135	49	164	7	220	2	20	15	37	23	309	98	430	822
08:00 AM	47	14	51	112	52	136	1	189	5	17	21	43	17	238	75	330	674
Total Volume	221	43	200	464	194	632	9	835	12	82	56	150	70	1198	347	1615	3064
% App. Total	47.6	9.3	43.1		23.2	75.7	1.1		8	54.7	37.3		4.3	74.2	21.5		
PHF	.891	.768	.781	.859	.915	.868	.321	.940	.600	.788	.667	.872	.761	.807	.885	.846	.899

Peggy Malone & Associates

(888) 247-8602

File Name : 3- SR 121_SW 34th St & SR 331 PM
 Site Code :
 Start Date : 12/8/2020
 Page No : 1

Groups Printed- Cars

Start Time	SR 121 Southbound					SR 331 Westbound					SR 121 Northbound					SR 331 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	116	46	88	0	250	69	263	4	0	336	3	14	21	0	38	8	130	52	2	192	816
04:15 PM	102	41	96	1	240	73	258	4	0	335	5	16	21	0	42	6	139	55	0	200	817
04:30 PM	124	48	74	0	246	70	297	5	0	372	4	14	30	0	48	11	164	50	0	225	891
04:45 PM	109	52	80	1	242	68	320	4	1	393	3	14	25	0	42	11	167	58	0	236	913
Total	451	187	338	2	978	280	1138	17	1	1436	15	58	97	0	170	36	600	215	2	853	3437
05:00 PM	120	57	88	0	265	81	307	8	0	396	4	15	40	0	59	20	142	76	1	239	959
05:15 PM	118	72	86	0	276	81	310	3	0	394	2	18	42	0	62	7	153	69	2	231	963
05:30 PM	115	46	83	1	245	79	319	0	1	399	2	11	31	0	44	15	151	55	0	221	909
05:45 PM	134	35	91	0	260	81	244	4	0	329	0	22	25	0	47	4	148	72	0	224	860
Total	487	210	348	1	1046	322	1180	15	1	1518	8	66	138	0	212	46	594	272	3	915	3691
06:00 PM	107	29	71	0	207	65	221	2	0	288	0	14	15	0	29	7	106	62	0	175	699
06:15 PM	79	28	63	0	170	78	183	1	0	262	2	12	14	0	28	7	120	45	0	172	632
06:30 PM	72	15	72	1	160	54	134	0	1	189	3	10	11	0	24	12	122	61	0	195	568
06:45 PM	65	17	66	1	149	50	132	0	0	182	1	15	7	0	23	3	81	43	1	128	482
Total	323	89	272	2	686	247	670	3	1	921	6	51	47	0	104	29	429	211	1	670	2381
Grand Total	1261	486	958	5	2710	849	2988	35	3	3875	29	175	282	0	486	111	1623	698	6	2438	9509
Apprch %	46.5	17.9	35.4	0.2		21.9	77.1	0.9	0.1		6	36	58	0		4.6	66.6	28.6	0.2		
Total %	13.3	5.1	10.1	0.1	28.5	8.9	31.4	0.4	0	40.8	0.3	1.8	3	0	5.1	1.2	17.1	7.3	0.1	25.6	

Start Time	SR 121 Southbound				SR 331 Westbound				SR 121 Northbound				SR 331 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	109	52	80	241	68	320	4	392	3	14	25	42	11	167	58	236	911
05:00 PM	120	57	88	265	81	307	8	396	4	15	40	59	20	142	76	238	958
05:15 PM	118	72	86	276	81	310	3	394	2	18	42	62	7	153	69	229	961
05:30 PM	115	46	83	244	79	319	0	398	2	11	31	44	15	151	55	221	907
Total Volume	462	227	337	1026	309	1256	15	1580	11	58	138	207	53	613	258	924	3737
% App. Total	45	22.1	32.8		19.6	79.5	0.9		5.3	28	66.7		5.7	66.3	27.9		
PHF	.963	.788	.957	.929	.954	.981	.469	.992	.688	.806	.821	.835	.663	.918	.849	.971	.972

Peggy Malone & Associates

(888) 247-8602

File Name : 3- SR 121_SW 34th St & SR 331 PM
 Site Code :
 Start Date : 12/8/2020
 Page No : 1

Groups Printed- Trucks

Start Time	SR 121 Southbound					SR 331 Westbound					SR 121 Northbound					SR 331 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	6	0	4	0	10	4	9	0	0	13	0	0	1	0	1	0	13	1	0	14	38
04:15 PM	1	1	0	0	2	2	11	0	0	13	0	0	0	0	0	0	12	1	0	13	28
04:30 PM	4	0	3	0	7	3	13	0	0	16	0	0	0	0	0	0	12	2	0	14	37
04:45 PM	4	0	1	0	5	2	11	0	0	13	0	0	0	0	0	1	8	0	0	9	27
Total	15	1	8	0	24	11	44	0	0	55	0	0	1	0	1	1	45	4	0	50	130
05:00 PM	0	1	0	0	1	4	4	1	0	9	0	0	0	0	0	0	11	0	0	11	21
05:15 PM	1	0	3	0	4	3	9	0	0	12	0	2	1	0	3	0	9	0	0	9	28
05:30 PM	5	0	1	0	6	2	10	0	0	12	0	1	0	0	1	0	8	2	0	10	29
05:45 PM	0	1	3	0	4	1	6	0	0	7	0	0	0	0	0	1	8	0	0	9	20
Total	6	2	7	0	15	10	29	1	0	40	0	3	1	0	4	1	36	2	0	39	98
06:00 PM	2	0	2	0	4	2	6	0	0	8	1	0	0	0	1	0	8	2	0	10	23
06:15 PM	1	0	1	0	2	2	5	0	0	7	0	1	0	0	1	0	8	0	0	8	18
06:30 PM	4	0	2	0	6	3	1	0	0	4	0	0	0	0	0	0	12	1	0	13	23
06:45 PM	3	0	0	0	3	2	7	0	0	9	0	0	0	0	0	0	10	1	0	11	23
Total	10	0	5	0	15	9	19	0	0	28	1	1	0	0	2	0	38	4	0	42	87
Grand Total	31	3	20	0	54	30	92	1	0	123	1	4	2	0	7	2	119	10	0	131	315
Apprch %	57.4	5.6	37	0		24.4	74.8	0.8	0		14.3	57.1	28.6	0		1.5	90.8	7.6	0		
Total %	9.8	1	6.3	0	17.1	9.5	29.2	0.3	0	39	0.3	1.3	0.6	0	2.2	0.6	37.8	3.2	0	41.6	

Start Time	SR 121 Southbound				SR 331 Westbound				SR 121 Northbound				SR 331 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	6	0	4	10	4	9	0	13	0	0	1	1	0	13	1	14	38
04:15 PM	1	1	0	2	2	11	0	13	0	0	0	0	0	12	1	13	28
04:30 PM	4	0	3	7	3	13	0	16	0	0	0	0	0	12	2	14	37
04:45 PM	4	0	1	5	2	11	0	13	0	0	0	0	1	8	0	9	27
Total Volume	15	1	8	24	11	44	0	55	0	0	1	1	1	45	4	50	130
% App. Total	62.5	4.2	33.3		20	80	0		0	0	100		2	90	8		
PHF	.625	.250	.500	.600	.688	.846	.000	.859	.000	.000	.250	.250	.250	.865	.500	.893	.855

Peggy Malone & Associates

(888) 247-8602

File Name : 3- SR 121_SW 34th St & SR 331 PM
 Site Code :
 Start Date : 12/8/2020
 Page No : 1

Groups Printed- Combined

Start Time	SR 121 Southbound					SR 331 Westbound					SR 121 Northbound					SR 331 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	122	46	92	0	260	73	272	4	0	349	3	14	22	0	39	8	143	53	2	206	854
04:15 PM	103	42	96	1	242	75	269	4	0	348	5	16	21	0	42	6	151	56	0	213	845
04:30 PM	128	48	77	0	253	73	310	5	0	388	4	14	30	0	48	11	176	52	0	239	928
04:45 PM	113	52	81	1	247	70	331	4	1	406	3	14	25	0	42	12	175	58	0	245	940
Total	466	188	346	2	1002	291	1182	17	1	1491	15	58	98	0	171	37	645	219	2	903	3567
05:00 PM	120	58	88	0	266	85	311	9	0	405	4	15	40	0	59	20	153	76	1	250	980
05:15 PM	119	72	89	0	280	84	319	3	0	406	2	20	43	0	65	7	162	69	2	240	991
05:30 PM	120	46	84	1	251	81	329	0	1	411	2	12	31	0	45	15	159	57	0	231	938
05:45 PM	134	36	94	0	264	82	250	4	0	336	0	22	25	0	47	5	156	72	0	233	880
Total	493	212	355	1	1061	332	1209	16	1	1558	8	69	139	0	216	47	630	274	3	954	3789
06:00 PM	109	29	73	0	211	67	227	2	0	296	1	14	15	0	30	7	114	64	0	185	722
06:15 PM	80	28	64	0	172	80	188	1	0	269	2	13	14	0	29	7	128	45	0	180	650
06:30 PM	76	15	74	1	166	57	135	0	1	193	3	10	11	0	24	12	134	62	0	208	591
06:45 PM	68	17	66	1	152	52	139	0	0	191	1	15	7	0	23	3	91	44	1	139	505
Total	333	89	277	2	701	256	689	3	1	949	7	52	47	0	106	29	467	215	1	712	2468
Grand Total	1292	489	978	5	2764	879	3080	36	3	3998	30	179	284	0	493	113	1742	708	6	2569	9824
Apprch %	46.7	17.7	35.4	0.2		22	77	0.9	0.1		6.1	36.3	57.6	0		4.4	67.8	27.6	0.2		
Total %	13.2	5	10	0.1	28.1	8.9	31.4	0.4	0	40.7	0.3	1.8	2.9	0	5	1.2	17.7	7.2	0.1	26.2	

Start Time	SR 121 Southbound				SR 331 Westbound				SR 121 Northbound				SR 331 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	113	52	81	246	70	331	4	405	3	14	25	42	12	175	58	245	938
05:00 PM	120	58	88	266	85	311	9	405	4	15	40	59	20	153	76	249	979
05:15 PM	119	72	89	280	84	319	3	406	2	20	43	65	7	162	69	238	989
05:30 PM	120	46	84	250	81	329	0	410	2	12	31	45	15	159	57	231	936
Total Volume	472	228	342	1042	320	1290	16	1626	11	61	139	211	54	649	260	963	3842
% App. Total	45.3	21.9	32.8		19.7	79.3	1		5.2	28.9	65.9		5.6	67.4	27		
PHF	.983	.792	.961	.930	.941	.974	.444	.991	.688	.763	.808	.812	.675	.927	.855	.967	.971

Peggy Malone & Associates

(888) 247-8602

File Name : 4 SR 121 & SW 41st Blvd SW 35th Dr AM
 Site Code :
 Start Date : 12/8/2020
 Page No : 1

Groups Printed- Cars

Start Time	SW 41st Blvd Southbound					SR 121 Westbound					SW 35th Dr Northbound					SR 121 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	0	4	9	0	13	17	53	2	0	72	7	3	0	0	10	10	198	4	0	212	307
06:45 AM	1	1	16	0	18	22	78	4	0	104	4	2	0	0	6	10	250	4	0	264	392
Total	1	5	25	0	31	39	131	6	0	176	11	5	0	0	16	20	448	8	0	476	699
07:00 AM	0	1	20	0	21	27	47	2	0	76	4	1	0	0	5	12	252	6	0	270	372
07:15 AM	3	1	16	0	20	27	85	4	0	116	4	0	0	0	4	9	277	2	0	288	428
07:30 AM	2	1	18	0	21	30	96	2	0	128	5	1	1	0	7	10	296	5	0	311	467
07:45 AM	7	1	22	0	30	42	85	7	0	134	8	0	5	0	13	13	281	4	0	298	475
Total	12	4	76	0	92	126	313	15	0	454	21	2	6	0	29	44	1106	17	0	1167	1742
08:00 AM	2	5	17	0	24	27	83	3	0	113	12	1	2	0	15	13	207	2	0	222	374
08:15 AM	2	0	16	0	18	20	103	2	0	125	8	0	4	0	12	11	168	2	0	181	336
08:30 AM	6	2	14	0	22	13	95	6	0	114	6	3	7	0	16	8	175	1	0	184	336
08:45 AM	0	0	6	0	6	19	82	6	0	107	4	1	3	0	8	7	177	1	0	185	306
Total	10	7	53	0	70	79	363	17	0	459	30	5	16	0	51	39	727	6	0	772	1352
09:00 AM	1	1	5	0	7	14	103	4	0	121	6	0	2	0	8	11	143	2	0	156	292
09:15 AM	5	2	14	0	21	17	65	4	0	86	7	0	2	0	9	9	129	2	0	140	256
Grand Total	29	19	173	0	221	275	975	46	0	1296	75	12	26	0	113	123	2553	35	0	2711	4341
Apprch %	13.1	8.6	78.3	0		21.2	75.2	3.5	0		66.4	10.6	23	0		4.5	94.2	1.3	0		
Total %	0.7	0.4	4	0	5.1	6.3	22.5	1.1	0	29.9	1.7	0.3	0.6	0	2.6	2.8	58.8	0.8	0	62.5	

Start Time	SW 41st Blvd Southbound				SR 121 Westbound				SW 35th Dr Northbound				SR 121 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	3	1	16	20	27	85	4	116	4	0	0	4	9	277	2	288	428
07:30 AM	2	1	18	21	30	96	2	128	5	1	1	7	10	296	5	311	467
07:45 AM	7	1	22	30	42	85	7	134	8	0	5	13	13	281	4	298	475
08:00 AM	2	5	17	24	27	83	3	113	12	1	2	15	13	207	2	222	374
Total Volume	14	8	73	95	126	349	16	491	29	2	8	39	45	1061	13	1119	1744
% App. Total	14.7	8.4	76.8		25.7	71.1	3.3		74.4	5.1	20.5		4	94.8	1.2		
PHF	.500	.400	.830	.792	.750	.909	.571	.916	.604	.500	.400	.650	.865	.896	.650	.900	.918

Peggy Malone & Associates

(888) 247-8602

File Name : 4 SR 121 & SW 41st Blvd SW 35th Dr AM
 Site Code :
 Start Date : 12/8/2020
 Page No : 1

Groups Printed- Trucks

Start Time	SW 41st Blvd Southbound					SR 121 Westbound					SW 35th Dr Northbound					SR 121 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	0	0	1	0	1	0	10	0	0	10	0	0	0	0	0	0	5	0	0	5	16
06:45 AM	0	0	1	0	1	0	6	0	0	6	0	0	0	0	0	0	7	0	0	7	14
Total	0	0	2	0	2	0	16	0	0	16	0	0	0	0	0	0	12	0	0	12	30
07:00 AM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	10	0	0	10	13
07:15 AM	0	0	1	0	1	4	8	0	0	12	0	0	0	0	0	0	6	0	0	6	19
07:30 AM	0	0	3	0	3	2	8	0	0	10	0	0	0	0	0	0	7	0	0	7	20
07:45 AM	0	0	1	0	1	0	9	0	0	9	0	0	0	0	0	0	7	0	0	7	17
Total	0	0	5	0	5	6	27	0	0	33	1	0	0	0	1	0	30	0	0	30	69
08:00 AM	0	0	0	0	0	1	5	0	0	6	1	0	0	0	1	0	4	0	0	4	11
08:15 AM	0	0	0	0	0	3	10	0	0	13	0	0	0	0	0	0	9	0	0	9	22
08:30 AM	1	1	1	0	3	1	13	3	0	17	1	0	0	0	1	0	5	0	0	5	26
08:45 AM	0	0	0	0	0	1	7	1	0	9	2	1	1	0	4	0	6	0	0	6	19
Total	1	1	1	0	3	6	35	4	0	45	4	1	1	0	6	0	24	0	0	24	78
09:00 AM	0	0	0	0	0	2	7	0	0	9	0	0	0	0	0	0	20	0	0	20	29
09:15 AM	1	0	3	0	4	2	9	0	0	11	1	0	0	0	1	1	11	0	0	12	28
Grand Total	2	1	11	0	14	16	94	4	0	114	6	1	1	0	8	1	97	0	0	98	234
Apprch %	14.3	7.1	78.6	0		14	82.5	3.5	0		75	12.5	12.5	0		1	99	0	0		
Total %	0.9	0.4	4.7	0	6	6.8	40.2	1.7	0	48.7	2.6	0.4	0.4	0	3.4	0.4	41.5	0	0	41.9	

Start Time	SW 41st Blvd Southbound				SR 121 Westbound				SW 35th Dr Northbound				SR 121 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	1	1	1	3	1	13	3	17	1	0	0	1	0	5	0	5	26
08:45 AM	0	0	0	0	1	7	1	9	2	1	1	4	0	6	0	6	19
09:00 AM	0	0	0	0	2	7	0	9	0	0	0	0	0	20	0	20	29
09:15 AM	1	0	3	4	2	9	0	11	1	0	0	1	1	11	0	12	28
Total Volume	2	1	4	7	6	36	4	46	4	1	1	6	1	42	0	43	102
% App. Total	28.6	14.3	57.1		13	78.3	8.7		66.7	16.7	16.7		2.3	97.7	0		
PHF	.500	.250	.333	.438	.750	.692	.333	.676	.500	.250	.250	.375	.250	.525	.000	.538	.879

Peggy Malone & Associates

(888) 247-8602

File Name : 4 SR 121 & SW 41st Blvd SW 35th Dr AM
 Site Code :
 Start Date : 12/8/2020
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Groups Printed- Combined

Start Time	SW 41st Blvd Southbound					SR 121 Westbound					SW 35th Dr Northbound					SR 121 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	0	4	10	0	14	17	63	2	0	82	7	3	0	0	10	10	203	4	0	217	323
06:45 AM	1	1	17	0	19	22	84	4	0	110	4	2	0	0	6	10	257	4	0	271	406
Total	1	5	27	0	33	39	147	6	0	192	11	5	0	0	16	20	460	8	0	488	729
07:00 AM	0	1	20	0	21	27	49	2	0	78	5	1	0	0	6	12	262	6	0	280	385
07:15 AM	3	1	17	0	21	31	93	4	0	128	4	0	0	0	4	9	283	2	0	294	447
07:30 AM	2	1	21	0	24	32	104	2	0	138	5	1	1	0	7	10	303	5	0	318	487
07:45 AM	7	1	23	0	31	42	94	7	0	143	8	0	5	0	13	13	288	4	0	305	492
Total	12	4	81	0	97	132	340	15	0	487	22	2	6	0	30	44	1136	17	0	1197	1811
08:00 AM	2	5	17	0	24	28	88	3	0	119	13	1	2	0	16	13	211	2	0	226	385
08:15 AM	2	0	16	0	18	23	113	2	0	138	8	0	4	0	12	11	177	2	0	190	358
08:30 AM	7	3	15	0	25	14	108	9	0	131	7	3	7	0	17	8	180	1	0	189	362
08:45 AM	0	0	6	0	6	20	89	7	0	116	6	2	4	0	12	7	183	1	0	191	325
Total	11	8	54	0	73	85	398	21	0	504	34	6	17	0	57	39	751	6	0	796	1430
09:00 AM	1	1	5	0	7	16	110	4	0	130	6	0	2	0	8	11	163	2	0	176	321
09:15 AM	6	2	17	0	25	19	74	4	0	97	8	0	2	0	10	10	140	2	0	152	284
Grand Total	31	20	184	0	235	291	1069	50	0	1410	81	13	27	0	121	124	2650	35	0	2809	4575
Apprch %	13.2	8.5	78.3	0		20.6	75.8	3.5	0		66.9	10.7	22.3	0		4.4	94.3	1.2	0		
Total %	0.7	0.4	4	0	5.1	6.4	23.4	1.1	0	30.8	1.8	0.3	0.6	0	2.6	2.7	57.9	0.8	0	61.4	

Start Time	SW 41st Blvd Southbound				SR 121 Westbound				SW 35th Dr Northbound				SR 121 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	1	20	21	27	49	2	78	5	1	0	6	12	262	6	280	385
07:15 AM	3	1	17	21	31	93	4	128	4	0	0	4	9	283	2	294	447
07:30 AM	2	1	21	24	32	104	2	138	5	1	1	7	10	303	5	318	487
07:45 AM	7	1	23	31	42	94	7	143	8	0	5	13	13	288	4	305	492
Total Volume	12	4	81	97	132	340	15	487	22	2	6	30	44	1136	17	1197	1811
% App. Total	12.4	4.1	83.5		27.1	69.8	3.1		73.3	6.7	20		3.7	94.9	1.4		
PHF	.429	1.00	.880	.782	.786	.817	.536	.851	.688	.500	.300	.577	.846	.937	.708	.941	.920

Peggy Malone & Associates

(888) 247-8602

File Name : 4 SR 121 & SW 41st Blvd SW 35th Dr PM
 Site Code :
 Start Date : 12/8/2020
 Page No : 1

Groups Printed- Cars

Start Time	SW 41st Blvd Southbound					SR 121 Westbound					SW 35th Dr Northbound					SR 121 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	8	2	18	0	28	32	259	7	0	298	8	1	7	0	16	7	112	5	0	124	466
04:15 PM	5	2	25	0	32	22	238	6	1	267	9	2	7	0	18	5	101	4	0	110	427
04:30 PM	9	0	33	0	42	33	269	9	0	311	7	2	6	0	15	5	126	5	0	136	504
04:45 PM	6	3	26	0	35	37	287	6	0	330	11	2	2	0	15	9	111	1	0	121	501
Total	28	7	102	0	137	124	1053	28	1	1206	35	7	22	0	64	26	450	15	0	491	1898
05:00 PM	5	0	38	0	43	37	300	7	0	344	10	2	7	0	19	8	113	5	0	126	532
05:15 PM	8	2	27	0	37	28	339	9	0	376	14	0	8	0	22	3	124	2	0	129	564
05:30 PM	8	1	23	0	32	35	322	6	0	363	9	1	8	0	18	7	106	5	0	118	531
05:45 PM	1	3	23	0	27	34	264	11	0	309	7	0	7	0	14	4	117	6	0	127	477
Total	22	6	111	0	139	134	1225	33	0	1392	40	3	30	0	73	22	460	18	0	500	2104
06:00 PM	4	1	18	0	23	22	240	4	0	266	7	0	2	0	9	5	84	5	0	94	392
06:15 PM	4	3	11	0	18	20	171	4	0	195	4	2	7	0	13	5	88	6	0	99	325
06:30 PM	6	2	6	0	14	14	138	3	0	155	8	2	7	0	17	5	86	2	0	93	279
06:45 PM	2	1	26	0	29	7	123	2	0	132	3	0	7	0	10	4	58	2	0	64	235
Total	16	7	61	0	84	63	672	13	0	748	22	4	23	0	49	19	316	15	0	350	1231
Grand Total	66	20	274	0	360	321	2950	74	1	3346	97	14	75	0	186	67	1226	48	0	1341	5233
Apprch %	18.3	5.6	76.1	0		9.6	88.2	2.2	0		52.2	7.5	40.3	0		5	91.4	3.6	0		
Total %	1.3	0.4	5.2	0	6.9	6.1	56.4	1.4	0	63.9	1.9	0.3	1.4	0	3.6	1.3	23.4	0.9	0	25.6	

Start Time	SW 41st Blvd Southbound				SR 121 Westbound				SW 35th Dr Northbound				SR 121 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	6	3	26	35	37	287	6	330	11	2	2	15	9	111	1	121	501
05:00 PM	5	0	38	43	37	300	7	344	10	2	7	19	8	113	5	126	532
05:15 PM	8	2	27	37	28	339	9	376	14	0	8	22	3	124	2	129	564
05:30 PM	8	1	23	32	35	322	6	363	9	1	8	18	7	106	5	118	531
Total Volume	27	6	114	147	137	1248	28	1413	44	5	25	74	27	454	13	494	2128
% App. Total	18.4	4.1	77.6		9.7	88.3	2		59.5	6.8	33.8		5.5	91.9	2.6		
PHF	.844	.500	.750	.855	.926	.920	.778	.939	.786	.625	.781	.841	.750	.915	.650	.957	.943

Peggy Malone & Associates

(888) 247-8602

File Name : 4 SR 121 & SW 41st Blvd SW 35th Dr PM
 Site Code :
 Start Date : 12/8/2020
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Groups Printed- Trucks

Start Time	SW 41st Blvd Southbound					SR 121 Westbound					SW 35th Dr Northbound					SR 121 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	1	0	0	0	1	2	6	0	0	8	1	0	0	0	1	1	5	0	0	6	16
04:15 PM	2	0	0	0	2	4	5	0	0	9	1	0	0	0	1	0	9	1	0	10	22
04:30 PM	0	0	0	0	0	5	5	0	0	10	0	0	0	0	0	0	6	1	0	7	17
04:45 PM	0	0	1	0	1	4	4	0	0	8	0	0	0	0	0	0	3	0	0	3	12
Total	3	0	1	0	4	15	20	0	0	35	2	0	0	0	2	1	23	2	0	26	67
05:00 PM	0	0	0	0	0	2	2	1	0	5	1	0	0	0	1	0	3	0	0	3	9
05:15 PM	0	0	1	0	1	8	4	0	0	12	0	0	0	0	0	0	3	0	0	3	16
05:30 PM	0	0	0	0	0	8	8	0	0	16	0	0	0	0	0	0	3	0	0	3	19
05:45 PM	0	0	1	0	1	2	2	0	0	4	0	0	0	0	0	0	4	0	0	4	9
Total	0	0	2	0	2	20	16	1	0	37	1	0	0	0	1	0	13	0	0	13	53
06:00 PM	0	0	1	0	1	4	2	0	0	6	1	0	0	0	1	0	4	0	0	4	12
06:15 PM	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	2	0	0	2	5
06:30 PM	0	0	1	0	1	3	2	0	0	5	0	0	0	0	0	0	4	0	0	4	10
06:45 PM	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	1	0	0	1	4
Total	0	0	2	0	2	11	6	0	0	17	1	0	0	0	1	0	11	0	0	11	31
Grand Total	3	0	5	0	8	46	42	1	0	89	4	0	0	0	4	1	47	2	0	50	151
Apprch %	37.5	0	62.5	0		51.7	47.2	1.1	0		100	0	0	0		2	94	4	0		
Total %	2	0	3.3	0	5.3	30.5	27.8	0.7	0	58.9	2.6	0	0	0	2.6	0.7	31.1	1.3	0	33.1	

Start Time	SW 41st Blvd Southbound				SR 121 Westbound				SW 35th Dr Northbound				SR 121 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	1	0	0	1	2	6	0	8	1	0	0	1	1	5	0	6	16
04:15 PM	2	0	0	2	4	5	0	9	1	0	0	1	0	9	1	10	22
04:30 PM	0	0	0	0	5	5	0	10	0	0	0	0	0	6	1	7	17
04:45 PM	0	0	1	1	4	4	0	8	0	0	0	0	0	3	0	3	12
Total Volume	3	0	1	4	15	20	0	35	2	0	0	2	1	23	2	26	67
% App. Total	75	0	25		42.9	57.1	0		100	0	0		3.8	88.5	7.7		
PHF	.375	.000	.250	.500	.750	.833	.000	.875	.500	.000	.000	.500	.250	.639	.500	.650	.761

Peggy Malone & Associates

(888) 247-8602

File Name : 4 SR 121 & SW 41st Blvd SW 35th Dr PM
 Site Code :
 Start Date : 12/8/2020
 Page No : 1

Groups Printed- Combined

Start Time	SW 41st Blvd Southbound					SR 121 Westbound					SW 35th Dr Northbound					SR 121 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	9	2	18	0	29	34	265	7	0	306	9	1	7	0	17	8	117	5	0	130	482
04:15 PM	7	2	25	0	34	26	243	6	1	276	10	2	7	0	19	5	110	5	0	120	449
04:30 PM	9	0	33	0	42	38	274	9	0	321	7	2	6	0	15	5	132	6	0	143	521
04:45 PM	6	3	27	0	36	41	291	6	0	338	11	2	2	0	15	9	114	1	0	124	513
Total	31	7	103	0	141	139	1073	28	1	1241	37	7	22	0	66	27	473	17	0	517	1965
05:00 PM	5	0	38	0	43	39	302	8	0	349	11	2	7	0	20	8	116	5	0	129	541
05:15 PM	8	2	28	0	38	36	343	9	0	388	14	0	8	0	22	3	127	2	0	132	580
05:30 PM	8	1	23	0	32	43	330	6	0	379	9	1	8	0	18	7	109	5	0	121	550
05:45 PM	1	3	24	0	28	36	266	11	0	313	7	0	7	0	14	4	121	6	0	131	486
Total	22	6	113	0	141	154	1241	34	0	1429	41	3	30	0	74	22	473	18	0	513	2157
06:00 PM	4	1	19	0	24	26	242	4	0	272	8	0	2	0	10	5	88	5	0	98	404
06:15 PM	4	3	11	0	18	22	172	4	0	198	4	2	7	0	13	5	90	6	0	101	330
06:30 PM	6	2	7	0	15	17	140	3	0	160	8	2	7	0	17	5	90	2	0	97	289
06:45 PM	2	1	26	0	29	9	124	2	0	135	3	0	7	0	10	4	59	2	0	65	239
Total	16	7	63	0	86	74	678	13	0	765	23	4	23	0	50	19	327	15	0	361	1262
Grand Total	69	20	279	0	368	367	2992	75	1	3435	101	14	75	0	190	68	1273	50	0	1391	5384
Apprch %	18.8	5.4	75.8	0		10.7	87.1	2.2	0		53.2	7.4	39.5	0		4.9	91.5	3.6	0		
Total %	1.3	0.4	5.2	0	6.8	6.8	55.6	1.4	0	63.8	1.9	0.3	1.4	0	3.5	1.3	23.6	0.9	0	25.8	

Start Time	SW 41st Blvd Southbound				SR 121 Westbound				SW 35th Dr Northbound				SR 121 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	6	3	27	36	41	291	6	338	11	2	2	15	9	114	1	124	513
05:00 PM	5	0	38	43	39	302	8	349	11	2	7	20	8	116	5	129	541
05:15 PM	8	2	28	38	36	343	9	388	14	0	8	22	3	127	2	132	580
05:30 PM	8	1	23	32	43	330	6	379	9	1	8	18	7	109	5	121	550
Total Volume	27	6	116	149	159	1266	29	1454	45	5	25	75	27	466	13	506	2184
% App. Total	18.1	4	77.9		10.9	87.1	2		60	6.7	33.3		5.3	92.1	2.6		
PHF	.844	.500	.763	.866	.924	.923	.806	.937	.804	.625	.781	.852	.750	.917	.650	.958	.941

Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1
Starting: 12/8/2020

Page: 1

Station #: Site A
Site ID: 000000023848
Loc: SR 24 On Ramp to I75 SB
Direction: SOUTH

File: D1208002.prn
Info: 20-299 MG MAX
GPS: 29.614486,-82.384456

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 1																		
00:15			11	67	10	95									21	162	10	81
00:30			4	67	6	80									10	147	5	74
00:45			4	63	6	94									10	157	5	78
01:00			9	100	2	86									11	186	6	93
01:15			5	79	4	102									9	181	4	90
01:30			8	96	5	101									13	197	6	98
01:45			12	98	7	88									19	186	10	93
02:00			6	101	4	85									10	186	5	93
02:15			2	90	5	85									7	175	4	88
02:30			1	95	1	99									2	194	1	97
02:45			6	89	6	101									12	190	6	95
03:00			8	117	5	91									13	208	6	104
03:15			6	104	1	92									7	196	4	98
03:30			6	124	5	97									11	221	6	110
03:45			2	114	10	110									12	224	6	112
04:00			4	89	10	82									14	171	7	86
04:15			4	107	5	116									9	223	4	112
04:30			11	92	6	104									17	196	8	98
04:45			12	81	8	93									20	174	10	87
05:00			10	87	21	88									31	175	16	88
05:15			24	97	12	85									36	182	18	91
05:30			15	103	12	89									27	192	14	96
05:45			23	76	26	72									49	148	24	74
06:00			23	76	30	74									53	150	26	75
06:15			36	73	24	81									60	154	30	77
06:30			49	73	46	66									95	139	48	70
06:45			47	66	50	63									97	129	48	64
07:00			48	70	42	56									90	126	45	63
07:15			47	56	47	56									94	112	47	56
07:30			54	42	50	41									104	83	52	42
07:45			60	42	62	61									122	103	61	52
08:00			58	37	48	49									106	86	53	43
08:15			73	56	71	41									144	97	72	48
08:30			47	46	54	37									101	83	50	42
08:45			62	31	64	34									126	65	63	32
09:00			40	32	45	33									85	65	42	32
09:15			51	35	59	38									110	73	55	36
09:30			58	28	37	23									95	51	48	26
09:45			53	32	53	15									106	47	53	24
10:00			59	27	62	15									121	42	60	21
10:15			55	15	59	16									114	31	57	16
10:30			59	17	60	20									119	37	60	18
10:45			66	10	54	18									120	28	60	14
11:00			66	11	72	21									138	32	69	16
11:15			68	12	61	17									129	29	64	14
11:30			80	13	67	11									147	24	74	12
11:45			75	13	76	9									151	22	76	11
12:00			89	8	68	9									157	17	78	8

TOTALS			4673		4577										9250		4624		
AM Times			11:15		11:00										11:15		11:15		
AM Peaks			312		276										584		290		
AM PHF			0.88		0.91										0.93		0.93		
PM Times			15:00		15:45										15:00		15:00		
PM Peaks			459		412										849		424		
PM PHF			0.93		0.89										0.95		0.95		

Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1
Starting: 12/8/2020

Page: 1

Station #: Site B
Site ID: 000000023922
Loc: I75 NB Off Ramp to SR 24
Direction: NORTHFile: D1208001.prn
Info: 20-299 MG MAX
GPS: 29.614099,-82.383448

TIME	MON		TUE 8		WED 9		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 1																		
00:15			11	77	14	72									25	149	12	74
00:30			8	78	8	77									16	155	8	78
00:45			5	79	12	73									17	152	8	76
01:00			6	78	0	79									6	157	3	78
01:15			9	72	5	87									14	159	7	80
01:30			8	70	4	71									12	141	6	70
01:45			6	70	4	77									10	147	5	74
02:00			2	73	5	77									7	150	4	75
02:15			9	64	7	57									16	121	8	60
02:30			5	81	3	67									8	148	4	74
02:45			5	80	11	76									16	156	8	78
03:00			6	64	2	73									8	137	4	68
03:15			5	64	5	81									10	145	5	72
03:30			6	69	7	89									13	158	6	79
03:45			6	71	5	64									11	135	6	68
04:00			11	73	6	57									17	130	8	65
04:15			9	74	11	60									20	134	10	67
04:30			5	67	5	67									10	134	5	67
04:45			9	78	10	71									19	149	10	74
05:00			14	74	5	66									19	140	10	70
05:15			5	95	12	71									17	166	8	83
05:30			8	94	10	68									18	162	9	81
05:45			23	59	17	81									40	140	20	70
06:00			26	80	24	80									50	160	25	80
06:15			34	67	34	63									68	130	34	65
06:30			41	60	44	75									85	135	42	68
06:45			62	66	47	52									109	118	54	59
07:00			60	66	66	45									126	111	63	56
07:15			65	39	60	47									125	86	62	43
07:30			74	43	60	52									134	95	67	48
07:45			75	28	82	48									157	76	78	38
08:00			83	35	71	43									154	78	77	39
08:15			49	37	77	33									126	70	63	35
08:30			79	35	60	45									139	80	70	40
08:45			74	46	87	32									161	78	80	39
09:00			93	30	72	42									165	72	82	36
09:15			78	20	64	30									142	50	71	25
09:30			73	44	63	25									136	69	68	34
09:45			86	25	64	20									150	45	75	22
10:00			85	18	68	22									153	40	76	20
10:15			89	19	70	21									159	40	80	20
10:30			84	19	79	16									163	35	82	18
10:45			87	14	93	18									180	32	90	16
11:00			60	14	74	16									134	30	67	15
11:15			74	16	70	12									144	28	72	14
11:30			71	11	90	12									161	23	80	12
11:45			67	15	86	13									153	28	76	14
12:00			79	7	97	13									176	20	88	10

TOTALS			4487		4406										8893		4443	
AM Times			10:00		11:15										10:00		10:00	
AM Peaks			345		343										655		326	
AM PHF			0.97		0.88										0.91		0.91	
PM Times			16:45		14:45										17:15		17:15	
PM Peaks			341		319										628		314	
PM PHF			0.90		0.90										0.95		0.95	

Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1
Starting: 12/8/2020

Page: 1

Station #: Site C
Site ID: 000000010683
Loc: I75 SB Off Ramp to SR 121
Direction: SOUTH

File: D1208003.prn
Info: 20-299 JD MAX
GPS: 29.60382,-82.37500

TIME	MON		TUE 8		WED 9		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 1																		
00:15			12	85	14	76									26	161	13	80
00:30			16	79	11	99									27	178	14	89
00:45			16	83	11	97									27	180	14	90
01:00			14	60	10	90									24	150	12	75
01:15			9	72	11	124									20	196	10	98
01:30			12	59	14	103									26	162	13	81
01:45			5	72	8	87									13	159	6	80
02:00			9	49	8	115									17	164	8	82
02:15			5	28	4	101									9	129	4	64
02:30			4	46	3	88									7	134	4	67
02:45			8	30	11	116									19	146	10	73
03:00			5	71	7	107									12	178	6	89
03:15			9	75	5	83									14	158	7	79
03:30			7	125	10	99									17	224	8	112
03:45			3	100	7	127									10	227	5	114
04:00			10	111	10	101									20	212	10	106
04:15			7	120	15	119									22	239	11	120
04:30			14	111	3	136									17	247	8	124
04:45			5	112	10	130									15	242	8	121
05:00			16	129	17	120									33	249	16	124
05:15			17	156	17	134									34	290	17	145
05:30			17	138	11	151									28	289	14	144
05:45			24	169	25	143									49	312	24	156
06:00			26	122	41	97									67	219	34	110
06:15			45	115	44	102									89	217	44	108
06:30			81	123	72	118									153	241	76	120
06:45			98	97	101	81									199	178	100	89
07:00			119	78	115	78									234	156	117	78
07:15			117	70	95	63									212	133	106	66
07:30			131	74	124	67									255	141	128	70
07:45			167	67	167	68									334	135	167	68
08:00			162	49	155	75									317	124	158	62
08:15			140	58	113	55									253	113	126	56
08:30			116	64	127	54									243	118	122	59
08:45			111	34	107	45									218	79	109	40
09:00			111	41	95	34									206	75	103	38
09:15			82	42	106	53									188	95	94	48
09:30			84	40	82	48									166	88	83	44
09:45			72	27	76	39									148	66	74	33
10:00			90	43	77	37									167	80	84	40
10:15			86	24	79	26									165	50	82	25
10:30			63	29	63	34									126	63	63	32
10:45			60	27	77	23									137	50	68	25
11:00			76	18	83	25									159	43	80	22
11:15			75	17	87	25									162	42	81	21
11:30			80	20	91	21									171	41	86	20
11:45			63	12	66	14									129	26	64	13
12:00			87	24	94	17									181	41	90	20

TOTALS			5981		6424										12405		6201		
AM Times			07:30		07:45										07:30		07:30		
AM Peaks			600		562										1159		578		
AM PHF			0.90		0.84										0.87		0.87		
PM Times			17:00		17:00										17:00		17:00		
PM Peaks			592		548										1140		569		
PM PHF			0.88		0.91										0.91		0.91		

CLASSIFICATION SUMMARY
Tue 12/8/2020

Station #: Site D
 Site ID: 000000003568
 Loc: SR 121 On Ramp to SB I75
 Direction: SOUTH
 Lane: 1

File: D1208004.prn
 Info: 20-299 JD MAX
 GPS: 29.60258,-82.37390

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	5	0	0	0	1	0	0	1	0	0	0	0	0	0	7
00:30	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	5
00:45	0	8	0	0	0	0	0	0	1	0	0	0	0	0	0	9
01:00	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	3
Hour Total	0	18	0	0	0	1	0	1	4	0	0	0	0	0	0	24
01:15	0	3	1	0	0	0	0	0	2	0	0	0	0	0	0	6
01:30	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
01:45	0	3	0	0	0	0	0	0	2	0	0	0	0	0	0	5
02:00	0	2	0	0	0	0	0	1	2	0	0	1	0	0	0	6
Hour Total	0	9	1	0	0	0	0	1	7	0	0	1	0	0	0	19
02:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
02:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	5	2	0	1	0	0	1	0	0	0	0	0	0	0	9
Hour Total	0	10	5	0	1	0	0	1	0	0	0	0	0	0	0	17
03:15	0	0	1	1	1	0	0	0	3	0	0	0	0	0	0	6
03:30	0	4	0	0	0	0	0	0	2	0	0	0	0	0	0	6
03:45	0	5	1	0	0	0	0	0	2	0	0	0	0	0	0	8
04:00	0	5	1	0	0	1	0	0	1	0	0	0	0	0	0	8
Hour Total	0	14	3	1	1	1	0	0	8	0	0	0	0	0	0	28
04:15	0	3	1	0	0	1	0	1	1	0	0	0	0	0	0	7
04:30	0	2	2	0	1	0	0	1	1	0	0	0	0	0	0	7
04:45	0	3	2	0	0	0	0	0	1	0	0	0	0	0	0	6
05:00	0	9	0	0	0	0	0	0	4	0	0	0	0	0	0	13
Hour Total	0	17	5	0	1	1	0	2	7	0	0	0	0	0	0	33
05:15	0	7	2	0	0	0	0	0	4	0	0	0	0	0	0	13
05:30	0	4	0	0	0	0	0	0	4	0	0	0	0	0	0	8
05:45	0	9	1	0	0	1	0	1	2	0	0	0	0	0	0	14
06:00	0	13	3	0	1	0	0	1	4	0	0	0	0	0	0	22
Hour Total	0	33	6	0	1	1	0	2	14	0	0	0	0	0	0	57
06:15	0	16	5	0	2	1	0	0	6	0	0	0	0	0	0	30
06:30	0	16	6	0	0	1	0	0	3	0	0	0	0	0	0	26
06:45	0	15	5	0	2	0	0	0	4	0	0	0	0	0	0	26
07:00	0	25	5	0	0	1	0	0	4	0	0	0	0	0	0	35
Hour Total	0	72	21	0	4	3	0	0	17	0	0	0	0	0	0	117
07:15	0	28	6	0	0	1	0	0	4	0	0	0	0	0	0	39
07:30	0	18	8	0	0	0	0	1	2	0	1	0	0	0	0	30
07:45	0	23	4	0	0	0	0	0	2	0	0	0	0	0	0	29
08:00	0	26	7	0	0	1	0	0	1	0	0	0	0	0	0	35
Hour Total	0	95	25	0	0	2	0	1	9	0	1	0	0	0	0	133
08:15	0	22	3	0	0	0	0	0	2	0	0	0	0	0	0	27
08:30	0	18	7	0	2	0	0	0	1	0	0	0	0	0	0	28
08:45	0	19	8	0	0	0	0	1	4	0	0	0	0	0	0	32
09:00	0	17	10	0	1	0	0	1	7	0	0	0	0	0	0	36
Hour Total	0	76	28	0	3	0	0	2	14	0	0	0	0	0	0	123

CLASSIFICATION SUMMARY
Tue 12/8/2020

Station #: Site D
 Site ID: 000000003568
 Loc: SR 121 On Ramp to SB I75
 Direction: SOUTH
 Lane: 1

File: D1208004.prn
 Info: 20-299 JD MAX
 GPS: 29.60258,-82.37390

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	0	17	5	0	1	0	0	0	5	0	0	0	0	0	0	28
09:30	0	22	1	0	2	0	0	0	7	0	0	0	0	0	0	32
09:45	0	23	6	0	2	0	0	0	4	0	0	0	0	0	0	35
10:00	0	18	4	0	0	1	0	0	5	0	0	0	0	0	0	28
Hour Total	0	80	16	0	5	1	0	0	21	0	0	0	0	0	0	123
10:15	0	22	6	0	0	2	0	0	3	0	0	0	0	0	0	33
10:30	0	30	7	0	0	1	0	0	2	0	0	0	0	0	0	40
10:45	0	27	10	0	2	1	0	0	3	0	0	0	0	0	0	43
11:00	0	14	6	0	1	0	0	0	5	0	0	0	0	0	0	26
Hour Total	0	93	29	0	3	4	0	0	13	0	0	0	0	0	0	142
11:15	0	24	10	0	0	0	0	1	2	0	0	0	0	0	0	37
11:30	0	28	8	0	2	0	0	0	4	0	0	0	0	0	0	42
11:45	0	30	13	0	3	0	0	1	3	0	0	0	0	0	0	50
12:00	0	27	10	0	0	0	0	0	4	0	0	0	0	0	0	41
Hour Total	0	109	41	0	5	0	0	2	13	0	0	0	0	0	0	170
12:15	0	23	9	0	0	1	0	0	2	0	0	0	0	0	0	35
12:30	0	24	8	0	2	1	0	0	3	0	0	0	0	0	0	38
12:45	0	24	6	0	2	0	0	0	3	0	0	0	0	0	0	35
13:00	0	31	8	0	2	0	0	2	5	0	0	0	0	0	0	48
Hour Total	0	102	31	0	6	2	0	2	13	0	0	0	0	0	0	156
13:15	0	31	8	0	2	0	0	0	3	0	0	0	0	0	0	44
13:30	0	36	11	0	0	0	0	2	10	0	0	0	0	0	0	59
13:45	0	30	10	0	1	0	0	0	3	0	0	0	0	0	0	44
14:00	0	28	12	0	0	0	0	0	3	0	0	0	0	0	0	43
Hour Total	0	125	41	0	3	0	0	2	19	0	0	0	0	0	0	190
14:15	0	41	7	0	1	0	0	0	3	0	0	0	0	0	0	52
14:30	0	34	14	0	2	0	0	1	1	0	0	0	1	0	0	53
14:45	0	35	10	0	0	2	0	1	1	0	1	0	1	0	0	51
15:00	0	46	9	0	1	1	0	0	3	0	0	0	0	0	0	60
Hour Total	0	156	40	0	4	3	0	2	8	0	1	0	2	0	0	216
15:15	0	45	16	0	2	1	0	0	2	0	0	1	0	0	0	67
15:30	0	38	15	0	1	1	0	2	3	0	0	0	0	0	0	60
15:45	0	41	20	1	0	0	0	0	3	0	0	0	0	0	0	65
16:00	0	30	9	0	1	0	0	2	8	0	0	0	0	0	0	50
Hour Total	0	154	60	1	4	2	0	4	16	0	0	1	0	0	0	242
16:15	0	48	4	0	4	0	0	1	1	0	0	0	0	0	0	58
16:30	0	42	13	0	1	0	0	0	3	0	0	0	0	0	0	59
16:45	1	31	7	0	3	0	0	1	2	0	0	0	0	0	0	45
17:00	0	42	10	0	0	0	0	1	5	0	0	0	0	0	0	58
Hour Total	1	163	34	0	8	0	0	3	11	0	0	0	0	0	0	220
17:15	0	38	8	0	0	0	0	1	1	0	0	0	0	0	0	48
17:30	0	30	11	0	0	0	0	0	1	0	0	0	0	0	0	42
17:45	0	40	8	0	3	0	0	1	2	0	0	0	0	0	0	54
18:00	0	23	8	0	1	0	0	0	3	0	0	0	0	0	0	35
Hour Total	0	131	35	0	4	0	0	2	7	0	0	0	0	0	0	179

Station #: Site D
Site ID: 000000003568
Loc: SR 121 On Ramp to SB I75
Direction: SOUTH
Lane: 1

File: D1208004.prn
Info: 20-299 JD MAX
GPS: 29.60258,-82.37390

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	1	28	8	0	0	0	0	0	2	0	0	0	0	0	0	39
18:30	0	33	8	0	1	0	0	0	3	0	0	0	0	0	0	45
18:45	0	22	5	0	0	0	0	0	2	0	0	0	0	0	0	29
19:00	0	25	3	0	1	1	0	0	4	0	0	0	0	0	0	34
Hour Total	1	108	24	0	2	1	0	0	11	0	0	0	0	0	0	147
19:15	0	18	5	0	2	0	0	0	4	0	0	0	0	0	0	29
19:30	0	16	5	0	0	0	0	2	2	0	0	1	0	0	0	26
19:45	0	11	3	0	0	0	0	0	2	0	0	0	0	0	0	16
20:00	0	11	3	0	0	0	0	0	4	0	0	0	0	0	0	18
Hour Total	0	56	16	0	2	0	0	2	12	0	0	1	0	0	0	89
20:15	0	16	3	0	0	0	0	0	4	0	0	0	0	0	0	23
20:30	0	10	7	0	0	1	0	0	1	0	0	0	0	0	0	19
20:45	0	8	1	0	1	0	0	0	5	0	0	0	0	0	0	15
21:00	0	19	4	0	0	1	0	0	4	0	0	0	0	0	0	28
Hour Total	0	53	15	0	1	2	0	0	14	0	0	0	0	0	0	85
21:15	0	11	2	0	0	0	0	0	1	0	0	0	0	0	0	14
21:30	0	8	2	0	1	0	0	0	3	0	0	0	0	0	0	14
21:45	1	11	0	0	1	0	0	0	1	0	0	0	0	0	0	14
22:00	0	14	0	0	0	0	0	0	2	0	0	0	0	0	0	16
Hour Total	1	44	4	0	2	0	0	0	7	0	0	0	0	0	0	58
22:15	0	5	2	0	0	0	0	1	3	0	0	0	0	0	0	11
22:30	0	11	0	0	0	0	0	3	1	0	0	1	0	0	0	16
22:45	0	5	1	0	0	0	0	0	3	0	0	0	0	0	0	9
23:00	0	9	1	0	0	0	0	0	2	0	0	0	0	0	0	12
Hour Total	0	30	4	0	0	0	0	4	9	0	0	1	0	0	0	48
23:15	0	7	1	0	0	0	0	0	3	0	0	0	0	0	0	11
23:30	0	6	2	0	0	0	0	0	2	0	0	0	0	0	0	10
23:45	0	6	1	0	0	0	0	0	3	0	0	0	0	0	0	10
24:00	0	4	0	0	1	0	0	0	2	0	0	0	0	0	0	7
Hour Total	0	23	4	0	1	0	0	0	10	0	0	0	0	0	0	38
DAY TOTAL	3	1771	488	2	61	24	0	33	264	0	2	4	2	0	0	2654
PERCENTS	0.1%	66.7%	18.4%	0.1%	2.3%	0.9%	0.0%	1.2%	9.9%	0.0%	0.1%	0.2%	0.1%	0.0%	0.0%	100.0%

Passenger Vehicles 85.2%

Trucks & Buses 14.8%

AM Times	11:15	11:15	02:30	09:00	10:00	03:45	08:45	06:45	01:15	11:15		
AM Peaks	109	41	1	6	5	2	23	1	1	170		
PM Times	16:00	15:00	15:00	15:00	16:00	14:45	15:30	12:45	14:00	14:30	14:00	15:00
PM Peaks	1	170	60	1	9	5	5	21	1	1	2	252

CLASSIFICATION SUMMARY
Wed 12/9/2020

Station #: Site D
 Site ID: 000000003568
 Loc: SR 121 On Ramp to SB I75
 Direction: SOUTH
 Lane: 1

File: D1208004.prn
 Info: 20-299 JD MAX
 GPS: 29.60258,-82.37390

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	3	0	0	0	0	0	0	2	0	0	0	0	0	0	5
00:30	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
00:45	0	7	0	0	0	0	0	0	2	0	0	0	0	0	0	9
01:00	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	3
Hour Total	0	15	2	0	0	0	0	0	6	0	0	0	0	0	0	23
01:15	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	3
01:30	0	6	0	0	0	0	0	1	1	0	0	0	0	0	0	8
01:45	0	5	3	0	0	0	0	0	2	0	0	0	0	0	0	10
02:00	0	5	1	0	0	0	0	1	2	0	0	0	0	0	0	9
Hour Total	0	17	5	0	0	0	0	2	6	0	0	0	0	0	0	30
02:15	0	6	1	0	0	0	0	0	4	0	0	0	0	0	0	11
02:30	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	3
02:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
03:00	0	4	0	0	0	0	0	0	3	0	1	0	0	0	0	8
Hour Total	0	14	2	0	0	0	0	0	9	0	1	0	0	0	0	26
03:15	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	3
03:30	0	3	2	0	0	0	0	0	3	0	0	0	0	0	0	8
03:45	0	4	1	0	0	0	0	0	2	0	0	0	0	0	0	7
04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	9	5	0	1	0	0	0	5	0	0	0	0	0	0	20
04:15	0	4	0	0	1	0	0	1	0	0	0	0	0	0	0	6
04:30	0	1	1	0	0	0	0	2	1	0	0	0	0	0	0	5
04:45	0	3	0	0	1	0	0	0	4	0	0	0	0	0	0	8
05:00	0	1	1	0	0	0	0	0	3	0	0	0	0	0	0	5
Hour Total	0	9	2	0	2	0	0	3	8	0	0	0	0	0	0	24
05:15	0	10	3	0	0	0	0	0	2	0	0	0	0	0	0	15
05:30	0	6	0	0	1	0	0	0	1	0	0	0	0	0	0	8
05:45	0	9	3	0	1	1	0	0	2	0	0	0	0	0	0	16
06:00	0	13	7	0	0	0	0	0	1	0	0	0	0	0	0	21
Hour Total	0	38	13	0	2	1	0	0	6	0	0	0	0	0	0	60
06:15	0	20	6	0	1	1	0	1	2	0	0	0	0	0	0	31
06:30	0	14	4	0	0	0	0	1	4	0	1	0	0	0	0	24
06:45	0	21	7	0	0	1	0	0	2	0	0	0	0	0	0	31
07:00	0	17	3	0	1	0	0	0	4	0	0	0	0	0	0	25
Hour Total	0	72	20	0	2	2	0	2	12	0	1	0	0	0	0	111
07:15	0	22	0	0	1	0	0	0	6	0	0	0	0	0	0	29
07:30	0	22	6	0	0	0	0	2	3	0	0	0	0	0	0	33
07:45	0	28	5	0	0	0	0	0	1	0	0	0	0	0	0	34
08:00	0	24	2	0	0	0	0	0	6	0	0	0	0	0	0	32
Hour Total	0	96	13	0	1	0	0	2	16	0	0	0	0	0	0	128
08:15	0	30	5	0	1	0	0	0	2	0	0	0	0	0	0	38
08:30	0	22	3	0	1	0	0	1	5	0	0	0	0	0	0	32
08:45	0	22	10	0	0	0	0	0	3	0	0	0	0	0	0	35
09:00	0	17	6	0	0	2	0	0	3	0	0	0	0	0	0	28
Hour Total	0	91	24	0	2	2	0	1	13	0	0	0	0	0	0	133

CLASSIFICATION SUMMARY
Wed 12/9/2020

Station #: Site D
 Site ID: 000000003568
 Loc: SR 121 On Ramp to SB I75
 Direction: SOUTH
 Lane: 1

File: D1208004.prn
 Info: 20-299 JD MAX
 GPS: 29.60258,-82.37390

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	0	21	3	0	1	1	0	0	6	0	0	0	0	0	0	32
09:30	0	23	12	0	0	0	0	0	0	0	0	0	0	0	0	35
09:45	0	24	7	0	1	0	0	1	2	0	0	0	0	0	0	35
10:00	0	20	4	0	0	0	0	0	6	0	0	0	0	0	0	30
Hour Total	0	88	26	0	2	1	0	1	14	0	0	0	0	0	0	132
10:15	0	31	4	0	1	0	0	1	3	0	1	0	0	0	0	41
10:30	0	25	13	0	0	0	0	1	3	0	0	0	0	0	0	42
10:45	0	25	13	0	0	0	0	0	1	1	0	0	0	0	0	40
11:00	0	22	10	0	1	0	0	0	3	0	0	0	0	0	0	36
Hour Total	0	103	40	0	2	0	0	2	10	1	1	0	0	0	0	159
11:15	0	21	14	0	0	0	0	1	4	0	0	0	0	0	0	40
11:30	0	27	10	0	1	1	0	1	4	0	1	0	0	0	0	45
11:45	0	30	11	0	0	0	0	0	0	0	0	0	0	0	0	41
12:00	0	32	11	0	2	2	0	0	5	0	0	0	0	0	0	52
Hour Total	0	110	46	0	3	3	0	2	13	0	1	0	0	0	0	178
12:15	0	33	7	0	1	0	0	0	2	0	0	0	0	0	0	43
12:30	0	22	12	0	1	0	0	2	5	0	0	0	0	0	0	42
12:45	0	30	11	0	2	1	0	1	5	0	0	0	0	0	0	50
13:00	0	41	8	0	1	0	0	2	5	0	0	0	0	0	0	57
Hour Total	0	126	38	0	5	1	0	5	17	0	0	0	0	0	0	192
13:15	0	23	15	0	1	0	0	1	1	0	0	0	0	0	0	41
13:30	0	39	5	0	1	0	0	0	5	0	0	0	1	0	0	51
13:45	0	33	10	0	0	0	0	0	1	0	0	0	0	0	0	44
14:00	0	35	11	0	0	1	0	0	2	0	0	0	1	0	0	50
Hour Total	0	130	41	0	2	1	0	1	9	0	0	0	2	0	0	186
14:15	0	37	19	0	1	0	0	0	7	0	0	0	0	0	0	64
14:30	0	42	12	0	1	0	0	0	1	0	0	0	0	0	0	56
14:45	0	38	7	0	4	0	0	0	2	0	0	0	0	0	0	51
15:00	0	30	9	0	1	0	0	2	3	0	0	1	0	0	0	46
Hour Total	0	147	47	0	7	0	0	2	13	0	0	1	0	0	0	217
15:15	0	30	10	0	2	1	0	0	2	0	0	0	0	0	0	45
15:30	0	33	14	0	1	0	0	1	2	0	0	0	0	0	0	51
15:45	0	36	14	0	2	0	0	0	4	0	0	0	0	0	0	56
16:00	0	32	14	0	2	0	0	1	2	0	0	0	0	0	0	51
Hour Total	0	131	52	0	7	1	0	2	10	0	0	0	0	0	0	203
16:15	0	55	11	0	1	0	0	0	5	0	0	0	0	0	0	72
16:30	0	39	11	0	0	0	0	0	1	0	0	0	0	0	0	51
16:45	1	41	10	0	1	0	0	0	1	0	0	0	0	0	0	54
17:00	1	27	8	0	1	0	0	1	4	0	0	0	1	0	0	43
Hour Total	2	162	40	0	3	0	0	1	11	0	0	0	1	0	0	220
17:15	0	35	6	0	1	0	0	1	7	0	0	0	0	0	0	50
17:30	0	29	4	0	1	0	0	0	3	0	0	0	0	0	0	37
17:45	0	39	8	0	3	0	0	1	6	0	0	0	0	0	0	57
18:00	0	34	10	0	0	0	0	1	8	0	0	0	0	0	0	53
Hour Total	0	137	28	0	5	0	0	3	24	0	0	0	0	0	0	197

Station #: Site D
Site ID: 000000003568
Loc: SR 121 On Ramp to SB I75
Direction: SOUTH
Lane: 1

File: D1208004.prn
Info: 20-299 JD MAX
GPS: 29.60258,-82.37390

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	0	32	11	0	0	0	0	1	5	0	0	0	0	0	0	49
18:30	0	27	8	0	1	0	0	1	2	0	0	0	0	0	0	39
18:45	0	26	3	0	0	0	0	0	3	0	0	0	0	0	0	32
19:00	0	14	4	0	0	0	0	0	5	0	0	0	0	0	0	23
Hour Total	0	99	26	0	1	0	0	2	15	0	0	0	0	0	0	143
19:15	0	25	6	0	0	0	0	0	6	0	0	0	0	0	0	37
19:30	0	26	4	0	0	0	0	0	3	0	0	0	0	0	0	33
19:45	0	19	5	0	2	0	0	0	3	0	0	0	0	0	0	29
20:00	0	26	1	0	0	0	0	0	1	0	0	1	0	0	0	29
Hour Total	0	96	16	0	2	0	0	0	13	0	0	1	0	0	0	128
20:15	0	22	2	0	0	0	0	0	2	0	0	0	0	0	0	26
20:30	0	14	3	0	1	0	0	0	2	0	0	0	0	0	0	20
20:45	0	18	1	0	1	0	0	0	4	0	0	0	0	0	0	24
21:00	0	8	1	0	2	0	0	0	1	0	0	0	0	0	0	12
Hour Total	0	62	7	0	4	0	0	0	9	0	0	0	0	0	0	82
21:15	0	14	3	0	0	1	0	0	1	0	0	0	0	0	0	19
21:30	0	11	0	0	0	0	0	0	4	0	0	0	0	0	0	15
21:45	0	14	2	0	0	0	0	0	4	0	0	0	0	0	0	20
22:00	0	10	2	0	1	0	0	0	2	0	0	0	0	0	0	15
Hour Total	0	49	7	0	1	1	0	0	11	0	0	0	0	0	0	69
22:15	0	10	4	0	0	0	0	0	1	0	0	0	0	0	0	15
22:30	0	7	2	0	0	0	0	2	1	0	0	0	0	0	0	12
22:45	0	10	0	0	0	0	0	0	3	0	0	0	0	0	0	13
23:00	0	9	2	0	0	0	0	0	2	0	0	0	0	0	0	13
Hour Total	0	36	8	0	0	0	0	2	7	0	0	0	0	0	0	53
23:15	0	5	0	0	0	0	0	0	2	0	0	0	0	0	0	7
23:30	0	7	1	0	1	0	0	0	3	0	0	0	0	0	0	12
23:45	0	6	0	0	0	0	0	0	3	0	0	0	0	0	0	9
24:00	0	5	0	0	0	0	0	0	1	0	0	0	0	0	0	6
Hour Total	0	23	1	0	1	0	0	0	9	0	0	0	0	0	0	34

DAY TOTAL	2	1860	509	0	55	13	0	33	266	1	4	2	3	0	0	2748
PERCENTS	0.1%	67.7%	18.5%	0.0%	2.0%	0.5%	0.0%	1.2%	9.7%	0.0%	0.1%	0.1%	0.1%	0.0%	0.0%	100.0%

Passenger Vehicles 86.3% Trucks & Buses 13.7%

AM Times	11:15	10:30	05:30	08:30	03:45	08:30	10:00	02:15	11:15	
AM Peaks	110	50	3	3	3	17	1	1	178	
PM Times	16:15	16:00	15:30	14:30	12:15	12:30	17:15	14:15	13:15	15:30
PM Peaks	2	167	53	8	1	6	24	1	2	230

CLASSIFICATION SUMMARY
Wed 12/9/2020

Station #: Site D
Site ID: 000000003568
Loc: SR 121 On Ramp to SB I75
Direction: SOUTH
Lane: 1

File: D1208004.prn
Info: 20-299 JD MAX
GPS: 29.60258,-82.37390

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
=====																
GRAND TOTAL	5	3631	997	2	116	37	0	66	530	1	6	6	5	0	0	5402
PERCENTS	0.1%	67.2%	18.5%	0.0%	2.1%	0.7%	0.0%	1.2%	9.8%	0.0%	0.1%	0.1%	0.1%	0.0%	0.0%	100.0%

Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1
Starting: 12/8/2020

Page: 1

Station #: Site E
Site ID: 000000023856
Loc: I75 NB Off Ramp to SR 121/SR 331
Direction: NORTHFile: D1208005.prn
Info: 20-299 JD MAX
GPS: 29.60292,-82.37391

TIME	MON		TUE 8		WED 9		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 1																		
00:15			12	68	17	36									29	104	14	52
00:30			15	58	11	47									26	105	13	52
00:45			22	49	11	60									33	109	16	54
01:00			8	52	11	53									19	105	10	52
01:15			16	56	13	47									29	103	14	52
01:30			8	49	16	47									24	96	12	48
01:45			20	47	15	55									35	102	18	51
02:00			10	55	9	55									19	110	10	55
02:15			5	49	12	42									17	91	8	46
02:30			6	57	8	36									14	93	7	46
02:45			8	56	8	42									16	98	8	49
03:00			9	37	8	50									17	87	8	44
03:15			14	48	4	44									18	92	9	46
03:30			13	46	10	43									23	89	12	44
03:45			6	48	10	66									16	114	8	57
04:00			14	46	5	46									19	92	10	46
04:15			7	41	14	58									21	99	10	50
04:30			12	47	15	47									27	94	14	47
04:45			14	52	8	63									22	115	11	58
05:00			22	48	13	61									35	109	18	54
05:15			22	49	16	41									38	90	19	45
05:30			22	43	12	42									34	85	17	42
05:45			21	61	25	41									46	102	23	51
06:00			31	65	21	45									52	110	26	55
06:15			36	49	22	49									58	98	29	49
06:30			29	37	46	55									75	92	38	46
06:45			43	53	31	42									74	95	37	48
07:00			39	37	60	39									99	76	50	38
07:15			46	38	49	36									95	74	48	37
07:30			54	48	48	34									102	82	51	41
07:45			63	26	52	35									115	61	58	30
08:00			50	35	66	24									116	59	58	30
08:15			50	25	55	38									105	63	52	32
08:30			38	29	43	20									81	49	40	24
08:45			42	31	58	34									100	65	50	32
09:00			52	28	56	32									108	60	54	30
09:15			39	21	53	22									92	43	46	22
09:30			55	21	54	28									109	49	54	24
09:45			66	24	46	26									112	50	56	25
10:00			62	23	48	21									110	44	55	22
10:15			74	22	49	14									123	36	62	18
10:30			55	17	63	19									118	36	59	18
10:45			43	30	68	13									111	43	56	22
11:00			68	19	55	12									123	31	62	16
11:15			63	20	57	17									120	37	60	18
11:30			52	11	52	18									104	29	52	14
11:45			52	21	63	14									115	35	58	18
12:00			40	13	47	13									87	26	44	13

TOTALS			3453		3355										6808		3407	
AM Times			09:30		10:30										10:15		10:15	
AM Peaks			257		243										475		236	
AM PHF			0.87		0.89										0.97		0.97	
PM Times			12:15		16:15										12:15		12:15	
PM Peaks			227		229										423		210	
PM PHF			0.83		0.91										0.97		0.97	

CLASSIFICATION SUMMARY
Tue 12/8/2020

Station #: Site F
 Site ID: 000000020174
 Loc: SR 121/SR 331 On Ramp to NB I75
 Direction: NORTH
 Lane: 1

File: D1208006.prn
 Info: 20-299 JD MAX
 GPS: 29.60375,-82.37357

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
00:30	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
00:45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
01:00	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
Hour Total	0	28	4	0	0	0	0	0	0	0	0	0	0	0	0	32
01:15	0	6	0	0	0	0	0	0	1	0	0	0	0	0	0	7
01:30	0	3	1	0	1	0	0	0	1	0	0	0	0	0	0	6
01:45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
02:00	0	7	0	0	0	0	0	0	2	0	0	0	0	0	0	9
Hour Total	0	21	2	0	1	0	0	0	4	0	0	0	0	0	0	28
02:15	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	4
02:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
02:45	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
03:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	16	3	0	0	0	0	0	1	0	0	0	0	0	0	20
03:15	0	3	1	0	0	0	0	0	4	0	0	0	0	0	0	8
03:30	0	3	3	0	1	0	0	0	0	0	0	0	0	0	0	7
03:45	0	9	0	0	0	0	0	0	1	0	0	0	0	0	0	10
04:00	0	6	4	0	0	0	0	0	1	0	0	0	0	0	0	11
Hour Total	0	21	8	0	1	0	0	0	6	0	0	0	0	0	0	36
04:15	0	9	4	0	1	0	0	0	1	0	0	0	0	0	0	15
04:30	0	9	1	0	0	0	0	0	1	0	0	0	0	0	0	11
04:45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
05:00	0	11	4	0	0	0	0	0	2	0	0	0	0	0	0	17
Hour Total	0	34	10	0	1	0	0	0	4	0	0	0	0	0	0	49
05:15	0	15	4	0	0	0	0	0	3	0	0	0	0	0	0	22
05:30	0	16	6	0	1	0	0	0	3	0	0	0	0	0	0	26
05:45	0	16	8	0	0	0	0	0	2	0	0	0	0	0	0	26
06:00	0	37	7	0	1	0	0	0	1	0	0	0	0	0	0	46
Hour Total	0	84	25	0	2	0	0	0	9	0	0	0	0	0	0	120
06:15	0	40	4	0	2	0	0	0	2	0	0	0	0	0	0	48
06:30	0	42	16	0	0	0	0	0	0	0	0	0	0	0	0	58
06:45	0	47	16	0	1	0	0	1	2	0	0	2	0	0	0	69
07:00	0	76	25	0	0	1	0	0	2	0	0	0	0	0	0	104
Hour Total	0	205	61	0	3	1	0	1	6	0	0	2	0	0	0	279
07:15	0	87	15	0	0	0	0	0	1	1	0	0	0	0	0	104
07:30	0	116	21	0	3	0	0	0	1	0	0	0	0	0	0	141
07:45	0	131	37	0	0	1	0	2	3	0	0	0	0	0	0	174
08:00	0	118	30	0	0	0	1	0	3	1	0	0	0	0	0	153
Hour Total	0	452	103	0	3	1	1	2	8	2	0	0	0	0	0	572
08:15	0	91	34	0	1	0	0	0	2	1	0	0	0	0	0	129
08:30	1	91	30	0	1	0	0	0	1	0	0	0	0	0	0	124
08:45	0	99	27	0	0	0	1	0	5	0	0	0	0	0	0	132
09:00	0	95	28	0	1	1	0	0	1	0	0	0	0	0	0	126
Hour Total	1	376	119	0	3	1	1	0	9	1	0	0	0	0	0	511

CLASSIFICATION SUMMARY
Tue 12/8/2020

Station #: Site F
 Site ID: 000000020174
 Loc: SR 121/SR 331 On Ramp to NB I75
 Direction: NORTH
 Lane: 1

File: D1208006.prn
 Info: 20-299 JD MAX
 GPS: 29.60375,-82.37357

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	0	63	20	0	1	2	0	2	1	1	0	0	0	0	0	90
09:30	0	77	28	0	0	0	0	0	4	0	0	0	0	0	0	109
09:45	0	69	20	0	1	0	0	0	4	0	0	0	0	0	0	94
10:00	0	55	19	0	1	0	0	0	2	0	0	0	1	0	0	78
Hour Total	0	264	87	0	3	2	0	2	11	1	0	0	1	0	0	371
10:15	0	65	21	0	3	0	0	0	4	0	0	0	0	0	0	93
10:30	0	69	19	0	0	1	0	1	3	0	0	0	0	0	0	93
10:45	0	59	21	0	1	1	0	1	2	0	0	0	0	0	0	85
11:00	0	91	14	0	0	1	0	1	2	0	0	0	0	0	0	109
Hour Total	0	284	75	0	4	3	0	3	11	0	0	0	0	0	0	380
11:15	0	59	28	0	0	0	0	1	2	0	0	0	0	0	0	90
11:30	0	61	27	0	0	2	0	1	3	0	0	0	0	0	0	94
11:45	0	62	17	0	0	0	0	0	3	0	0	0	0	0	0	82
12:00	0	66	23	0	1	0	0	1	3	0	0	0	0	0	0	94
Hour Total	0	248	95	0	1	2	0	3	11	0	0	0	0	0	0	360
12:15	0	73	23	0	1	0	1	0	1	0	0	0	0	0	0	99
12:30	0	67	15	0	4	1	0	0	1	0	0	0	0	0	0	88
12:45	0	88	19	0	2	0	0	0	1	0	0	0	0	0	0	110
13:00	1	68	24	0	1	0	0	0	2	0	0	0	0	0	0	96
Hour Total	1	296	81	0	8	1	1	0	5	0	0	0	0	0	0	393
13:15	0	61	13	0	0	0	0	1	2	0	0	0	0	0	0	77
13:30	0	78	17	0	1	0	1	1	0	0	0	0	0	0	0	98
13:45	0	92	16	0	0	1	0	0	0	0	0	0	0	0	0	109
14:00	0	78	17	0	0	1	0	0	3	0	0	0	0	0	0	99
Hour Total	0	309	63	0	1	2	1	2	5	0	0	0	0	0	0	383
14:15	0	72	15	0	2	0	0	0	3	0	0	0	0	0	0	92
14:30	0	66	14	0	0	0	0	1	3	0	0	0	0	0	0	84
14:45	0	84	17	0	0	0	0	0	3	0	0	0	0	0	0	104
15:00	0	84	18	0	1	0	0	0	2	0	0	0	0	0	0	105
Hour Total	0	306	64	0	3	0	0	1	11	0	0	0	0	0	0	385
15:15	0	93	25	1	0	0	0	1	5	0	0	0	0	0	0	125
15:30	0	108	30	0	0	1	0	1	1	0	0	0	0	0	0	141
15:45	0	122	38	0	0	1	0	0	0	0	0	0	0	0	0	161
16:00	1	115	29	0	2	0	0	1	5	0	0	0	0	0	0	153
Hour Total	1	438	122	1	2	2	0	3	11	0	0	0	0	0	0	580
16:15	0	117	26	1	1	1	0	1	1	0	0	0	0	0	0	148
16:30	1	101	30	0	1	0	0	0	2	0	0	0	0	0	0	135
16:45	0	136	35	0	2	0	0	0	2	0	0	0	0	0	0	175
17:00	0	129	30	0	1	0	0	0	0	0	0	0	0	0	0	160
Hour Total	1	483	121	1	5	1	0	1	5	0	0	0	0	0	0	618
17:15	1	156	37	0	1	0	0	0	0	0	0	0	0	0	0	195
17:30	0	147	39	0	0	0	0	0	3	0	0	0	0	0	0	189
17:45	0	132	21	0	0	1	0	0	0	0	0	0	0	0	0	154
18:00	0	116	28	0	3	0	0	1	2	0	0	0	0	0	0	150
Hour Total	1	551	125	0	4	1	0	1	5	0	0	0	0	0	0	688

CLASSIFICATION SUMMARY
Tue 12/8/2020

Station #: Site F
Site ID: 000000020174
Loc: SR 121/SR 331 On Ramp to NB I75
Direction: NORTH
Lane: 1

File: D1208006.prn
Info: 20-299 JD MAX
GPS: 29.60375,-82.37357

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	1	92	14	0	0	0	0	2	2	0	0	0	0	0	0	111
18:30	0	78	19	0	2	0	0	0	2	0	0	0	0	0	0	101
18:45	0	65	13	0	0	0	0	0	2	0	0	0	0	0	0	80
19:00	0	77	13	0	0	0	0	0	0	0	0	0	0	0	0	90
Hour Total	1	312	59	0	2	0	0	2	6	0	0	0	0	0	0	382
19:15	0	48	12	0	1	0	0	0	0	0	0	0	0	0	0	61
19:30	0	59	7	0	0	0	0	0	1	0	0	0	0	0	0	67
19:45	0	40	3	0	0	0	0	0	1	0	0	0	0	0	0	44
20:00	0	43	13	0	0	0	0	0	0	0	0	0	0	0	0	56
Hour Total	0	190	35	0	1	0	0	0	2	0	0	0	0	0	0	228
20:15	0	36	7	0	0	0	0	0	0	0	0	0	0	0	0	43
20:30	0	40	9	0	0	0	0	0	0	0	0	0	0	0	0	49
20:45	0	34	4	0	0	0	0	0	0	0	0	0	0	0	0	38
21:00	0	31	6	0	2	0	0	0	0	0	0	0	0	0	0	39
Hour Total	0	141	26	0	2	0	0	0	0	0	0	0	0	0	0	169
21:15	0	24	5	0	1	0	0	0	0	0	0	0	0	0	0	30
21:30	0	23	9	0	0	0	0	0	0	0	0	0	0	0	0	32
21:45	0	17	2	0	1	0	0	0	1	0	0	0	0	0	0	21
22:00	0	21	3	0	1	0	0	0	0	0	0	0	0	0	0	25
Hour Total	0	85	19	0	3	0	0	0	1	0	0	0	0	0	0	108
22:15	0	17	3	0	0	0	0	0	0	0	0	0	0	0	0	20
22:30	0	19	2	0	0	0	0	0	0	0	0	0	0	0	0	21
22:45	0	13	3	0	0	0	0	0	0	0	0	0	0	0	0	16
23:00	1	18	4	0	1	0	0	0	0	0	0	0	0	0	0	24
Hour Total	1	67	12	0	1	0	0	0	0	0	0	0	0	0	0	81
23:15	0	17	2	0	0	0	0	0	0	0	0	0	0	0	0	19
23:30	0	9	2	0	1	0	0	0	0	0	0	0	0	0	0	12
23:45	0	9	4	0	0	0	0	0	1	0	0	0	0	0	0	14
24:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	41	9	0	1	0	0	0	1	0	0	0	0	0	0	52
DAY TOTAL	7	5252	1328	2	55	17	4	21	132	4	0	2	1	0	0	6825
PERCENTS	0.1%	77.0%	19.5%	0.0%	0.8%	0.2%	0.1%	0.3%	1.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Passenger Vehicles	96.5%															
Trucks & Buses	3.5%															
AM Times	07:45	07:30	07:45		09:30	10:45	08:00	10:30	09:30	07:15		06:00	09:15			07:30
AM Peaks	1	456	131		5	4	2	4	14	2		2	1			597
PM Times	15:45	16:45	16:45	14:30	12:15	15:30	12:15	15:15	14:30							16:45
PM Peaks	2	568	141	1	8	3	1	3	13							719

CLASSIFICATION SUMMARY
Wed 12/9/2020

Station #: Site F
 Site ID: 000000020174
 Loc: SR 121/SR 331 On Ramp to NB I75
 Direction: NORTH
 Lane: 1

File: D1208006.prn
 Info: 20-299 JD MAX
 GPS: 29.60375,-82.37357

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	12	1	0	0	0	0	1	0	0	0	0	0	0	0	14
00:30	0	7	1	0	1	0	0	0	0	0	0	0	0	0	0	9
00:45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
01:00	0	7	1	0	0	0	0	0	1	0	0	0	0	0	0	9
Hour Total	0	31	4	0	1	0	0	1	1	0	0	0	0	0	0	38
01:15	0	3	1	0	0	0	0	0	1	0	0	0	0	0	0	5
01:30	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	3
01:45	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	4
02:00	0	5	1	0	1	0	0	0	3	0	0	0	0	0	0	10
Hour Total	0	13	2	0	1	0	0	0	6	0	0	0	0	0	0	22
02:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
02:30	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
02:45	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
03:00	0	3	0	0	1	0	0	0	2	0	0	0	0	0	0	6
Hour Total	0	21	0	0	1	0	0	0	2	0	0	0	0	0	0	24
03:15	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
03:30	0	4	1	0	0	0	0	0	1	0	0	0	0	0	0	6
03:45	0	3	2	0	1	0	0	0	1	0	0	0	0	0	0	7
04:00	0	5	0	0	0	0	0	0	1	0	0	0	0	0	0	6
Hour Total	0	18	4	0	1	0	0	0	3	0	0	0	0	0	0	26
04:15	0	2	1	0	1	0	0	0	1	0	0	0	0	0	0	5
04:30	0	8	7	0	1	0	0	0	1	0	0	0	0	0	0	17
04:45	0	15	2	0	0	1	0	0	2	0	0	0	0	0	0	20
05:00	0	10	4	0	0	0	0	0	3	0	0	0	0	0	0	17
Hour Total	0	35	14	0	2	1	0	0	7	0	0	0	0	0	0	59
05:15	0	12	7	0	0	0	0	0	0	0	0	0	0	0	0	19
05:30	0	12	6	0	0	0	0	1	1	0	0	0	0	0	0	20
05:45	0	22	10	0	0	0	0	0	1	0	0	0	0	0	0	33
06:00	0	32	3	1	0	0	0	0	2	0	0	0	0	0	0	38
Hour Total	0	78	26	1	0	0	0	1	4	0	0	0	0	0	0	110
06:15	0	29	5	0	3	0	0	0	0	0	0	0	0	0	0	37
06:30	0	43	18	0	1	0	0	0	3	0	0	0	0	0	0	65
06:45	0	72	12	0	0	0	0	1	2	0	0	0	0	0	0	87
07:00	0	69	18	0	1	0	0	1	1	0	0	0	0	0	0	90
Hour Total	0	213	53	0	5	0	0	2	6	0	0	0	0	0	0	279
07:15	0	98	27	0	1	0	0	1	4	0	0	0	0	0	0	131
07:30	1	105	22	0	0	1	0	0	2	1	0	1	0	0	0	133
07:45	0	143	25	0	0	0	0	0	3	0	0	0	0	0	0	171
08:00	0	126	29	0	2	0	0	1	1	0	0	0	0	0	0	159
Hour Total	1	472	103	0	3	1	0	2	10	1	0	1	0	0	0	594
08:15	0	88	20	0	0	0	0	0	1	1	0	0	0	0	0	110
08:30	1	81	31	0	0	1	0	0	1	0	0	0	0	0	0	115
08:45	0	93	24	0	0	1	0	0	1	0	0	0	0	0	0	119
09:00	0	89	20	0	1	2	0	1	1	0	0	0	0	0	0	114
Hour Total	1	351	95	0	1	4	0	1	4	1	0	0	0	0	0	458

CLASSIFICATION SUMMARY
Wed 12/9/2020

Station #: Site F
 Site ID: 000000020174
 Loc: SR 121/SR 331 On Ramp to NB I75
 Direction: NORTH
 Lane: 1

File: D1208006.prn
 Info: 20-299 JD MAX
 GPS: 29.60375,-82.37357

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	0	76	16	0	1	1	0	1	4	0	0	0	0	0	0	99
09:30	0	66	18	0	1	0	0	0	4	0	0	0	0	0	0	89
09:45	0	70	25	0	2	1	0	2	0	0	0	0	0	0	0	100
10:00	0	65	23	0	1	1	0	0	2	0	0	0	0	0	0	92
Hour Total	0	277	82	0	5	3	0	3	10	0	0	0	0	0	0	380
10:15	0	64	24	0	1	1	0	0	4	2	0	0	0	0	0	96
10:30	0	72	20	0	0	2	0	0	5	0	0	0	0	0	0	99
10:45	0	74	24	0	1	0	0	0	2	0	0	0	0	0	0	101
11:00	0	91	22	0	0	2	0	1	3	0	0	0	0	0	0	119
Hour Total	0	301	90	0	2	5	0	1	14	2	0	0	0	0	0	415
11:15	0	73	21	0	2	0	0	0	3	0	0	0	0	0	0	99
11:30	0	67	19	0	1	0	0	1	6	0	0	0	0	0	0	94
11:45	1	68	21	0	3	1	0	0	4	0	0	0	0	0	0	98
12:00	0	96	18	0	1	0	0	1	2	0	0	0	0	0	0	118
Hour Total	1	304	79	0	7	1	0	2	15	0	0	0	0	0	0	409
12:15	0	70	19	1	1	0	0	0	3	0	0	0	0	0	0	94
12:30	0	76	22	0	1	0	0	0	8	1	0	0	0	0	0	108
12:45	0	78	21	0	0	0	0	0	2	1	0	0	0	0	0	102
13:00	0	64	18	0	0	0	0	1	3	0	0	0	0	0	0	86
Hour Total	0	288	80	1	2	0	0	1	16	2	0	0	0	0	0	390
13:15	0	86	23	0	1	0	0	0	4	0	0	0	0	0	0	114
13:30	0	77	23	0	1	1	0	0	3	0	0	0	0	0	0	105
13:45	1	87	31	0	1	1	0	0	1	0	0	0	0	0	0	122
14:00	0	70	17	0	0	0	0	1	0	0	0	0	0	0	0	88
Hour Total	1	320	94	0	3	2	0	1	8	0	0	0	0	0	0	429
14:15	0	67	19	0	0	0	0	1	2	0	0	0	0	0	0	89
14:30	0	79	24	1	1	0	0	0	2	0	0	0	0	0	0	107
14:45	0	90	19	0	1	0	0	1	0	0	0	0	0	0	0	111
15:00	0	76	27	0	0	0	0	0	2	0	0	0	0	0	0	105
Hour Total	0	312	89	1	2	0	0	2	6	0	0	0	0	0	0	412
15:15	1	110	27	0	1	1	0	2	1	0	0	0	0	0	0	143
15:30	0	115	23	0	1	1	0	0	1	0	0	0	1	0	0	142
15:45	0	102	25	0	1	0	0	0	0	0	0	0	0	0	0	128
16:00	0	110	24	0	1	1	0	1	1	0	0	0	0	0	0	138
Hour Total	1	437	99	0	4	3	0	3	3	0	0	0	1	0	0	551
16:15	1	128	40	0	1	2	0	1	3	0	0	0	0	0	0	176
16:30	1	125	35	0	2	0	0	1	1	0	0	0	0	0	0	165
16:45	0	131	32	0	0	0	0	1	0	0	0	0	0	0	0	164
17:00	0	129	30	0	1	0	0	0	1	0	0	0	0	0	0	161
Hour Total	2	513	137	0	4	2	0	3	5	0	0	0	0	0	0	666
17:15	0	138	39	0	1	0	0	0	2	0	0	0	1	0	0	181
17:30	0	144	31	0	0	0	0	0	0	0	0	0	0	0	0	175
17:45	0	127	33	0	1	0	0	0	4	0	0	0	0	0	0	165
18:00	0	105	22	0	0	1	0	0	1	0	0	1	0	0	0	130
Hour Total	0	514	125	0	2	1	0	0	7	0	0	1	1	0	0	651

Station #: Site F
Site ID: 000000020174
Loc: SR 121/SR 331 On Ramp to NB I75
Direction: NORTH
Lane: 1

File: D1208006.prn
Info: 20-299 JD MAX
GPS: 29.60375,-82.37357

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	0	89	21	0	0	0	0	0	0	0	0	0	0	0	0	110
18:30	0	95	17	0	0	0	0	0	0	0	0	0	0	0	0	112
18:45	0	66	13	0	0	0	0	0	0	0	0	0	1	0	0	80
19:00	0	56	21	0	1	0	0	0	1	0	0	0	0	0	0	79
Hour Total	0	306	72	0	1	0	0	0	1	0	0	0	1	0	0	381
19:15	0	58	16	0	1	0	0	0	2	0	0	0	0	0	0	77
19:30	0	39	12	0	1	0	0	0	0	0	0	0	0	0	0	52
19:45	0	42	6	0	0	0	0	0	0	0	0	0	0	0	0	48
20:00	0	50	5	0	0	0	0	0	0	0	0	0	0	0	0	55
Hour Total	0	189	39	0	2	0	0	0	2	0	0	0	0	0	0	232
20:15	0	39	8	0	0	1	0	0	0	0	0	0	0	0	0	48
20:30	0	43	4	0	0	0	0	0	1	0	0	0	0	0	0	48
20:45	0	28	4	0	0	0	0	0	1	0	0	0	0	0	0	33
21:00	0	29	4	0	1	0	0	0	1	0	0	0	0	0	0	35
Hour Total	0	139	20	0	1	1	0	0	3	0	0	0	0	0	0	164
21:15	0	25	3	0	1	0	0	0	0	0	0	0	0	0	0	29
21:30	0	21	3	0	0	0	0	0	0	0	0	0	0	0	0	24
21:45	0	17	2	0	0	0	0	0	0	0	0	0	0	0	0	19
22:00	0	22	5	0	1	0	0	0	1	0	0	0	0	0	0	29
Hour Total	0	85	13	0	2	0	0	0	1	0	0	0	0	0	0	101
22:15	0	17	1	0	0	0	0	0	0	0	0	0	0	0	0	18
22:30	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	16
22:45	0	15	6	0	1	0	0	0	0	0	0	0	0	0	0	22
23:00	1	20	4	0	0	0	0	0	1	0	0	0	0	0	0	26
Hour Total	1	68	11	0	1	0	0	0	1	0	0	0	0	0	0	82
23:15	0	14	2	0	0	0	0	0	0	0	0	0	0	0	0	16
23:30	0	17	2	0	0	0	0	0	1	0	0	0	0	0	0	20
23:45	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
24:00	0	11	1	0	0	0	0	0	1	0	0	0	0	0	0	13
Hour Total	0	53	5	0	0	0	0	0	2	0	0	0	0	0	0	60

DAY TOTAL	8	5338	1336	3	53	24	0	23	137	6	0	2	3	0	0	6933
PERCENTS	0.1%	77.0%	19.3%	0.0%	0.8%	0.3%	0.0%	0.3%	2.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 96.4% Trucks & Buses 3.6%

AM Times	06:45	07:15	07:45	05:15	11:15	08:30	09:00	11:00	07:30	06:45	07:15	
AM Peaks	1	472	105	1	7	5	4	16	2	1	594	
PM Times	15:45	16:45	16:15	12:15	15:45	15:30	16:00	12:30	12:15	17:15	14:45	17:00
PM Peaks	2	542	137	1	5	4	4	17	2	1	1	682

Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1
Starting: 12/8/2020

Page: 1

Station #: Site G NB
Site ID: 000000108827
Loc: I75 N/o SR 121 (O/M/I)
Direction: NORTH

File: D1207001.prn
Info: 20-299 MG TRS
GPS: 29.610709,-82.381026

TIME	MON		TUE 8		WED 9		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 1																		
00:15			47	200	47	178									94	378	47	189
00:30			42	207	44	195									86	402	43	201
00:45			48	210	49	194									97	404	48	202
01:00			45	194	43	178									88	372	44	186
01:15			41	186	44	197									85	383	42	192
01:30			51	189	37	195									88	384	44	192
01:45			40	194	48	189									88	383	44	192
02:00			45	201	47	182									92	383	46	192
02:15			39	183	35	201									74	384	37	192
02:30			46	190	43	196									89	386	44	193
02:45			43	195	47	204									90	399	45	200
03:00			46	164	43	180									89	344	44	172
03:15			30	176	40	208									70	384	35	192
03:30			41	184	33	199									74	383	37	192
03:45			43	196	47	191									90	387	45	194
04:00			45	182	51	190									96	372	48	186
04:15			50	203	41	191									91	394	46	197
04:30			48	172	50	195									98	367	49	184
04:45			43	203	54	196									97	399	48	200
05:00			64	202	52	179									116	381	58	190
05:15			61	228	58	178									119	406	60	203
05:30			71	201	64	204									135	405	68	202
05:45			89	183	65	208									154	391	77	196
06:00			83	197	76	192									159	389	80	194
06:15			97	163	84	140									181	303	90	152
06:30			129	153	115	176									244	329	122	164
06:45			121	156	121	141									242	297	121	148
07:00			153	145	153	128									306	273	153	136
07:15			160	114	176	132									336	246	168	123
07:30			159	136	148	149									307	285	154	142
07:45			189	109	216	117									405	226	202	113
08:00			190	111	194	113									384	224	192	112
08:15			162	102	175	105									337	207	168	104
08:30			196	103	175	109									371	212	186	106
08:45			171	108	185	95									356	203	178	102
09:00			194	87	192	95									386	182	193	91
09:15			186	74	194	87									380	161	190	80
09:30			188	102	182	72									370	174	185	87
09:45			193	73	184	78									377	151	188	76
10:00			186	73	173	66									359	139	180	70
10:15			201	72	190	63									391	135	196	68
10:30			194	68	193	67									387	135	194	68
10:45			202	51	209	64									411	115	206	58
11:00			199	63	199	64									398	127	199	64
11:15			183	58	191	70									374	128	187	64
11:30			189	53	221	62									410	115	205	58
11:45			161	59	181	69									342	128	171	64
12:00			186	67	223	67									409	134	204	67

TOTALS			12330		12381										24711		12361	
AM Times			10:15		10:45										10:45		10:45	
AM Peaks			796		820										1593		796	
AM PHF			0.99		0.93										0.97		0.97	
PM Times			16:45		14:45										16:45		16:45	
PM Peaks			834		791										1591		794	
PM PHF			0.91		0.95										0.98		0.98	

Station #: Site G NB
Site ID: 000000108827
Loc: I75 N/o SR 121 (O/M/I)
Direction: NORTH

File: D1207001.prn
Info: 20-299 MG TRS
GPS: 29.610709,-82.381026

TIME	MON		TUE 8		WED 9		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 2																		
00:15			32	173	46	181									78	354	39	177
00:30			38	199	42	188									80	387	40	194
00:45			38	199	36	175									74	374	37	187
01:00			30	184	38	213									68	397	34	198
01:15			39	151	26	191									65	342	32	171
01:30			25	178	32	195									57	373	28	186
01:45			43	172	34	196									77	368	38	184
02:00			37	189	29	152									66	341	33	170
02:15			35	172	18	173									53	345	26	172
02:30			20	169	32	159									52	328	26	164
02:45			32	192	26	203									58	395	29	198
03:00			27	197	30	189									57	386	28	193
03:15			24	187	22	184									46	371	23	186
03:30			31	196	22	206									53	402	26	201
03:45			32	190	40	196									72	386	36	193
04:00			36	185	34	160									70	345	35	172
04:15			39	187	29	185									68	372	34	186
04:30			44	182	30	210									74	392	37	196
04:45			36	184	45	180									81	364	40	182
05:00			43	207	35	203									78	410	39	205
05:15			61	201	50	209									111	410	56	205
05:30			71	196	58	208									129	404	64	202
05:45			76	180	85	192									161	372	80	186
06:00			89	184	91	148									180	332	90	166
06:15			99	188	98	173									197	361	98	180
06:30			128	158	123	146									251	304	126	152
06:45			120	138	134	155									254	293	127	146
07:00			163	138	165	136									328	274	164	137
07:15			173	117	174	134									347	251	174	126
07:30			180	123	193	128									373	251	186	126
07:45			208	111	198	125									406	236	203	118
08:00			204	101	205	109									409	210	204	105
08:15			193	107	199	101									392	208	196	104
08:30			184	107	194	105									378	212	189	106
08:45			198	97	204	93									402	190	201	95
09:00			210	71	200	91									410	162	205	81
09:15			184	86	175	78									359	164	180	82
09:30			197	79	148	81									345	160	172	80
09:45			198	94	175	66									373	160	186	80
10:00			182	70	208	69									390	139	195	70
10:15			185	68	188	69									373	137	186	68
10:30			202	53	176	66									378	119	189	60
10:45			191	58	182	56									373	114	186	57
11:00			183	54	152	62									335	116	168	58
11:15			196	54	194	57									390	111	195	56
11:30			183	38	201	50									384	88	192	44
11:45			194	50	182	55									376	105	188	52
12:00			177	37	191	45									368	82	184	41

TOTALS			11961		11935										23896		11942	
AM Times			07:45		08:00										07:45		07:45	
AM Peaks			789		802										1585		792	
AM PHF			0.95		0.98										0.97		0.97	
PM Times			16:45		17:00										17:00		17:00	
PM Peaks			788		812										1596		798	
PM PHF			0.95		0.97										0.97		0.97	

Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 3
Starting: 12/8/2020

Page: 3

Station #: Site G NB
Site ID: 000000108827
Loc: I75 N/o SR 121 (O/M/I)
Direction: NORTH

File: D1207001.prn
Info: 20-299 MG TRS
GPS: 29.610709,-82.381026

TIME	MON		TUE 8		WED 9		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 3																		
00:15			10	126	9	114									19	240	10	120
00:30			18	149	11	105									29	254	14	127
00:45			11	145	12	125									23	270	12	135
01:00			7	127	15	130									22	257	11	128
01:15			10	94	6	108									16	202	8	101
01:30			8	116	7	155									15	271	8	136
01:45			11	112	8	130									19	242	10	121
02:00			9	113	8	119									17	232	8	116
02:15			7	110	4	121									11	231	6	116
02:30			3	105	10	138									13	243	6	122
02:45			4	132	6	124									10	256	5	128
03:00			3	126	5	110									8	236	4	118
03:15			3	98	7	109									10	207	5	104
03:30			8	116	5	126									13	242	6	121
03:45			7	125	5	117									12	242	6	121
04:00			8	107	8	120									16	227	8	114
04:15			9	126	8	126									17	252	8	126
04:30			5	109	11	145									16	254	8	127
04:45			15	127	15	133									30	260	15	130
05:00			13	117	9	121									22	238	11	119
05:15			18	123	11	158									29	281	14	140
05:30			25	150	23	137									48	287	24	144
05:45			22	112	21	134									43	246	22	123
06:00			32	122	34	110									66	232	33	116
06:15			42	109	40	113									82	222	41	111
06:30			54	96	61	100									115	196	58	98
06:45			65	80	64	91									129	171	64	86
07:00			76	56	66	65									142	121	71	60
07:15			78	64	77	67									155	131	78	66
07:30			91	51	111	64									202	115	101	58
07:45			130	45	139	57									269	102	134	51
08:00			129	46	123	48									252	94	126	47
08:15			102	48	115	57									217	105	108	52
08:30			97	46	137	39									234	85	117	42
08:45			115	32	114	33									229	65	114	32
09:00			119	40	124	52									243	92	122	46
09:15			105	23	97	29									202	52	101	26
09:30			119	35	86	25									205	60	102	30
09:45			111	32	123	38									234	70	117	35
10:00			91	29	107	28									198	57	99	28
10:15			96	26	116	28									212	54	106	27
10:30			118	21	129	22									247	43	124	22
10:45			128	20	126	19									254	39	127	20
11:00			111	12	108	27									219	39	110	20
11:15			115	18	131	23									246	41	123	20
11:30			110	9	132	16									242	25	121	12
11:45			108	20	124	22									232	42	116	21
12:00			113	23	136	20									249	43	124	22

TOTALS			6557		6942										13499		6751		
AM Times			10:30		11:15										07:45		07:45		
AM Peaks			472		523										972		485		
AM PHF			0.92		0.96										0.90		0.90		
PM Times			12:15		16:30										16:45		16:45		
PM Peaks			547		557										1066		532		
PM PHF			0.92		0.88										0.93		0.93		

Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1
Starting: 12/8/2020

Page: 1

Station #: Site G SB
Site ID: 000000108828
Loc: I75 N/o SR 121 (O/M/I)
Direction: SOUTH

File: D1207002.prn
Info: 20-299 MG TRS
GPS: 29.610709,-82.381026

TIME	MON		TUE 8		WED 9		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 1																		
00:15			61	161	44	164									105	325	52	162
00:30			59	160	57	193									116	353	58	176
00:45			51	142	61	188									112	330	56	165
01:00			64	126	37	186									101	312	50	156
01:15			44	165	45	177									89	342	44	171
01:30			53	142	47	192									100	334	50	167
01:45			43	153	49	171									92	324	46	162
02:00			47	159	42	186									89	345	44	172
02:15			40	58	53	207									93	265	46	132
02:30			35	102	40	179									75	281	38	140
02:45			53	103	47	194									100	297	50	148
03:00			47	180	44	201									91	381	46	190
03:15			46	211	59	188									105	399	52	200
03:30			63	247	55	209									118	456	59	228
03:45			62	194	55	212									117	406	58	203
04:00			53	209	57	199									110	408	55	204
04:15			48	210	58	211									106	421	53	210
04:30			57	192	67	199									124	391	62	196
04:45			71	184	55	232									126	416	63	208
05:00			65	200	70	180									135	380	68	190
05:15			78	207	73	202									151	409	76	204
05:30			81	229	73	228									154	457	77	228
05:45			73	236	78	205									151	441	76	220
06:00			88	198	91	174									179	372	90	186
06:15			107	198	107	194									214	392	107	196
06:30			136	190	126	187									262	377	131	188
06:45			139	165	139	166									278	331	139	166
07:00			156	154	129	140									285	294	142	147
07:15			156	128	139	139									295	267	148	134
07:30			168	129	183	140									351	269	176	134
07:45			197	135	198	142									395	277	198	138
08:00			185	108	186	136									371	244	186	122
08:15			178	120	185	116									363	236	182	118
08:30			157	124	196	118									353	242	176	121
08:45			162	107	162	123									324	230	162	115
09:00			156	103	158	114									314	217	157	108
09:15			142	108	164	112									306	220	153	110
09:30			149	95	156	92									305	187	152	94
09:45			145	81	148	86									293	167	146	84
10:00			149	89	141	90									290	179	145	90
10:15			138	79	154	75									292	154	146	77
10:30			152	90	166	90									318	180	159	90
10:45			158	91	165	70									323	161	162	80
11:00			156	72	152	81									308	153	154	76
11:15			155	65	159	78									314	143	157	72
11:30			151	64	165	75									316	139	158	70
11:45			159	54	149	54									308	108	154	54
12:00			175	55	166	60									341	115	170	58

TOTALS			11880		12505										24385		12189	
AM Times			07:30		07:45										07:45		07:45	
AM Peaks			728		765										1482		739	
AM PHF			0.92		0.97										0.94		0.94	
PM Times			17:00		16:45										15:30		15:30	
PM Peaks			872		842										1691		845	
PM PHF			0.92		0.91										0.93		0.93	

Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 2
Starting: 12/8/2020

Page: 2

Station #: Site G SB
Site ID: 000000108828
Loc: I75 N/o SR 121 (O/M/I)
Direction: SOUTH

File: D1207002.prn
Info: 20-299 MG TRS
GPS: 29.610709,-82.381026

TIME	MON		TUE 8		WED 9		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 2																		
00:15			47	166	39	188									86	354	43	177
00:30			46	167	49	178									95	345	48	172
00:45			46	159	46	199									92	358	46	179
01:00			44	145	42	167									86	312	43	156
01:15			32	170	35	186									67	356	34	178
01:30			34	153	37	187									71	340	36	170
01:45			40	166	45	167									85	333	42	166
02:00			32	161	38	184									70	345	35	172
02:15			31	31	32	187									63	218	32	109
02:30			22	100	36	197									58	297	29	148
02:45			26	127	27	198									53	325	26	162
03:00			35	240	33	227									68	467	34	234
03:15			41	251	33	201									74	452	37	226
03:30			29	258	36	205									65	463	32	232
03:45			37	210	42	251									79	461	40	230
04:00			42	210	43	216									85	426	42	213
04:15			38	205	42	224									80	429	40	214
04:30			49	206	52	208									101	414	50	207
04:45			56	187	39	196									95	383	48	192
05:00			49	196	60	203									109	399	54	200
05:15			65	192	57	221									122	413	61	206
05:30			62	210	69	210									131	420	66	210
05:45			58	198	60	196									118	394	59	197
06:00			83	187	71	194									154	381	77	190
06:15			89	187	95	204									184	391	92	196
06:30			115	171	111	175									226	346	113	173
06:45			112	169	118	171									230	340	115	170
07:00			119	143	113	141									232	284	116	142
07:15			129	130	104	149									233	279	116	140
07:30			131	117	137	137									268	254	134	127
07:45			145	150	144	153									289	303	144	152
08:00			133	124	144	129									277	253	138	126
08:15			156	115	144	108									300	223	150	112
08:30			125	105	128	105									253	210	126	105
08:45			134	110	159	101									293	211	146	106
09:00			113	90	133	93									246	183	123	92
09:15			148	121	127	122									275	243	138	122
09:30			135	100	135	85									270	185	135	92
09:45			145	89	140	114									285	203	142	102
10:00			161	86	148	97									309	183	154	92
10:15			154	71	140	83									294	154	147	77
10:30			146	72	157	97									303	169	152	84
10:45			187	78	167	84									354	162	177	81
11:00			150	63	182	67									332	130	166	65
11:15			137	71	172	68									309	139	154	70
11:30			165	63	155	62									320	125	160	62
11:45			157	60	169	66									326	126	163	63
12:00			156	53	173	61									329	114	164	57

TOTALS			11219		11920										23139		11567		
AM Times			10:00		10:30										10:45		10:45		
AM Peaks			648		678										1315		657		
AM PHF			0.87		0.93										0.93		0.93		
PM Times			15:00		15:45										15:00		15:00		
PM Peaks			959		899										1843		920		
PM PHF			0.93		0.90										0.99		0.99		

Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 3
Starting: 12/8/2020

Page: 3

Station #: Site G SB
Site ID: 000000108828
Loc: I75 N/o SR 121 (O/M/I)
Direction: NORTH

File: D1207002.prn
Info: 20-299 MG TRS
GPS: 29.610709,-82.381026

TIME	MON		TUE 8		WED 9		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 3																		
00:15			15	105	8	98									23	203	12	102
00:30			8	84	12	109									20	193	10	96
00:45			18	102	13	144									31	246	16	123
01:00			8	81	9	110									17	191	8	96
01:15			13	96	16	129									29	225	14	112
01:30			15	96	7	108									22	204	11	102
01:45			7	123	17	121									24	244	12	122
02:00			7	103	9	132									16	235	8	118
02:15			11	10	8	153									19	163	10	82
02:30			5	46	6	134									11	180	6	90
02:45			8	85	12	137									20	222	10	111
03:00			8	238	8	147									16	385	8	192
03:15			4	253	9	153									13	406	6	203
03:30			10	245	7	156									17	401	8	200
03:45			11	153	7	194									18	347	9	174
04:00			8	147	11	164									19	311	10	156
04:15			6	135	9	157									15	292	8	146
04:30			17	134	11	168									28	302	14	151
04:45			21	162	10	147									31	309	16	154
05:00			11	176	16	156									27	332	14	166
05:15			22	166	18	162									40	328	20	164
05:30			16	166	17	193									33	359	16	180
05:45			21	161	23	163									44	324	22	162
06:00			32	126	29	130									61	256	30	128
06:15			40	115	38	152									78	267	39	134
06:30			58	104	49	119									107	223	54	112
06:45			52	102	41	117									93	219	46	110
07:00			53	100	40	89									93	189	46	94
07:15			65	75	60	94									125	169	62	84
07:30			71	69	70	69									141	138	70	69
07:45			81	88	75	83									156	171	78	86
08:00			59	70	61	69									120	139	60	70
08:15			72	46	71	78									143	124	72	62
08:30			66	78	80	72									146	150	73	75
08:45			78	47	84	42									162	89	81	44
09:00			60	44	64	51									124	95	62	48
09:15			64	54	57	65									121	119	60	60
09:30			79	48	75	40									154	88	77	44
09:45			73	33	64	36									137	69	68	34
10:00			61	25	91	40									152	65	76	32
10:15			77	37	68	31									145	68	72	34
10:30			96	32	97	30									193	62	96	31
10:45			96	27	80	33									176	60	88	30
11:00			88	25	97	21									185	46	92	23
11:15			79	28	102	23									181	51	90	26
11:30			85	17	92	32									177	49	88	24
11:45			89	20	87	29									176	49	88	24
12:00			76	12	113	21									189	33	94	16

TOTALS			6509		6949										13458		6726	
AM Times			10:30		11:15										10:30		10:30	
AM Peaks			359		394										735		366	
AM PHF			0.93		0.87										0.95		0.95	
PM Times			15:00		15:45										15:00		15:00	
PM Peaks			889		683										1539		768	
PM PHF			0.88		0.88										0.95		0.95	

Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 1
Starting: 12/8/2020

Page: 1

Station #: Site H
Site ID: 000000012545
Loc: I75 S/o SR 121
Direction: NORTH

File: Site H Total.PRN
Info: 20-299 MG WTX
GPS: 29.592793,-82.364964

TIME	MON		TUE 8		WED 9		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 1																		
00:15			99	483	97	401									196	884	98	442
00:30			95	505	98	422									193	927	96	464
00:45			113	471	98	439									211	910	106	455
01:00			80	453	96	468									176	921	88	460
01:15			92	427	80	442									172	869	86	434
01:30			90	422	83	475									173	897	86	448
01:45			98	418	99	440									197	858	98	429
02:00			91	445	83	401									174	846	87	423
02:15			77	415	70	445									147	860	74	430
02:30			77	435	84	441									161	876	80	438
02:45			78	464	79	475									157	939	78	470
03:00			72	417	77	418									149	835	74	418
03:15			60	359	65	408									125	767	62	384
03:30			75	397	63	429									138	826	69	413
03:45			76	389	88	402									164	791	82	396
04:00			92	358	98	382									190	740	95	370
04:15			90	385	81	386									171	771	86	386
04:30			91	361	91	411									182	772	91	386
04:45			105	412	93	419									198	831	99	416
05:00			119	404	107	405									226	809	113	404
05:15			132	401	114	432									246	833	123	416
05:30			159	406	133	392									292	798	146	399
05:45			175	376	161	392									336	768	168	384
06:00			184	410	188	382									372	792	186	396
06:15			222	387	211	367									433	754	216	377
06:30			268	338	277	352									545	690	272	345
06:45			276	316	268	337									544	653	272	326
07:00			338	272	334	306									672	578	336	289
07:15			342	271	327	287									669	558	334	279
07:30			353	277	361	291									714	568	357	284
07:45			428	240	434	276									862	516	431	258
08:00			411	230	402	234									813	464	406	232
08:15			352	224	424	251									776	475	388	238
08:30			389	235	432	235									821	470	410	235
08:45			433	207	425	207									858	414	429	207
09:00			446	174	443	244									889	418	444	209
09:15			413	174	389	187									802	361	401	180
09:30			455	206	393	179									848	385	424	192
09:45			453	192	422	178									875	370	438	185
10:00			416	166	434	148									850	314	425	157
10:15			450	162	445	177									895	339	448	170
10:30			475	143	451	153									926	296	463	148
10:45			458	134	457	136									915	270	458	135
11:00			444	126	419	136									863	262	432	131
11:15			457	135	456	144									913	279	456	140
11:30			423	100	489	122									912	222	456	111
11:45			447	137	431	144									878	281	439	140
12:00			402	132	496	136									898	268	449	134
TOTALS			26962		27280										54242		27118	
AM Times			10:30		11:15										10:30		10:30	
AM Peaks			1834		1872										3617		1807	
AM PHF			0.97		0.94										0.98		0.98	
PM Times			12:15		13:00										12:15		12:15	
PM Peaks			1912		1825										3642		1820	
PM PHF			0.95		0.96										0.98		0.98	

Peggy Malone and Associates

WEEKLY SUMMARY FOR LANE 2
Starting: 12/8/2020

Page: 2

Station #: Site H
Site ID: 000000012545
Loc: I75 S/o SR 121
Direction: SOUTH

File: Site H Total.PRN
Info: 20-299 MG WTX
GPS: 29.592793,-82.364964

TIME	MON		TUE 8		WED 9		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Lane 2																		
00:15			130	370	93	418									223	788	112	394
00:30			115	368	122	409									237	777	118	388
00:45			108	363	117	483									225	846	112	423
01:00			105	319	114	426									219	745	110	372
01:15			99	402	104	427									203	829	102	414
01:30			92	418	94	437									186	855	93	428
01:45			108	388	119	416									227	804	114	402
02:00			92	408	88	432									180	840	90	420
02:15			81	144	107	512									188	656	94	328
02:30			71	245	86	479									157	724	78	362
02:45			94	314	86	460									180	774	90	387
03:00			109	605	112	473									221	1078	110	539
03:15			98	681	107	514									205	1195	102	598
03:30			104	710	101	509									205	1219	102	610
03:45			127	499	109	560									236	1059	118	530
04:00			98	521	107	527									205	1048	102	524
04:15			117	466	115	520									232	986	116	493
04:30			125	479	140	505									265	984	132	492
04:45			163	471	112	479									275	950	138	475
05:00			131	475	142	485									273	960	136	480
05:15			165	485	156	491									321	976	160	488
05:30			148	496	161	509									309	1005	154	502
05:45			152	492	160	479									312	971	156	486
06:00			199	424	173	446									372	870	186	435
06:15			230	406	228	479									458	885	229	442
06:30			244	392	238	406									482	798	241	399
06:45			228	364	242	401									470	765	235	382
07:00			248	349	200	343									448	692	224	346
07:15			270	313	235	345									505	658	252	329
07:30			279	270	309	320									588	590	294	295
07:45			280	320	308	331									588	651	294	326
08:00			239	259	262	292									501	551	250	276
08:15			308	254	305	293									613	547	306	274
08:30			263	254	310	268									573	522	286	261
08:45			292	234	342	257									634	491	317	246
09:00			268	249	294	247									562	496	281	248
09:15			319	249	273	251									592	500	296	250
09:30			302	214	323	202									625	416	312	208
09:45			329	198	316	221									645	419	322	210
10:00			305	178	326	216									631	394	316	197
10:15			319	195	331	181									650	376	325	188
10:30			389	180	388	209									777	389	388	194
10:45			404	183	375	195									779	378	390	189
11:00			358	164	380	168									738	332	369	166
11:15			331	155	392	162									723	317	362	158
11:30			374	133	377	160									751	293	376	146
11:45			391	140	377	155									768	295	384	148
12:00			377	114	403	144									780	258	390	129
TOTALS			26488		28001										54489		27241	
AM Times			10:30		11:15										11:15		11:15	
AM Peaks			1482		1549										3022		1510	
AM PHF			0.92		0.96										0.97		0.97	
PM Times			15:00		15:30										15:00		15:00	
PM Peaks			2495		2116										4551		2274	
PM PHF			0.88		0.94										0.93		0.93	

FTO

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 2600 ALACHUA COUNTYWIDE

WEEK	DATES	SF	MOCF: 0.97 PSCF
1	01/01/2019 - 01/05/2019	1.05	1.08
2	01/06/2019 - 01/12/2019	1.04	1.07
3	01/13/2019 - 01/19/2019	1.03	1.06
4	01/20/2019 - 01/26/2019	1.02	1.05
5	01/27/2019 - 02/02/2019	1.01	1.04
6	02/03/2019 - 02/09/2019	0.99	1.02
* 7	02/10/2019 - 02/16/2019	0.98	1.01
* 8	02/17/2019 - 02/23/2019	0.97	1.00
* 9	02/24/2019 - 03/02/2019	0.97	1.00
*10	03/03/2019 - 03/09/2019	0.96	0.99
*11	03/10/2019 - 03/16/2019	0.96	0.99
*12	03/17/2019 - 03/23/2019	0.96	0.99
*13	03/24/2019 - 03/30/2019	0.96	0.99
*14	03/31/2019 - 04/06/2019	0.96	0.99
*15	04/07/2019 - 04/13/2019	0.96	0.99
*16	04/14/2019 - 04/20/2019	0.96	0.99
*17	04/21/2019 - 04/27/2019	0.97	1.00
*18	04/28/2019 - 05/04/2019	0.98	1.01
*19	05/05/2019 - 05/11/2019	0.99	1.02
20	05/12/2019 - 05/18/2019	1.00	1.03
21	05/19/2019 - 05/25/2019	1.00	1.03
22	05/26/2019 - 06/01/2019	1.01	1.04
23	06/02/2019 - 06/08/2019	1.02	1.05
24	06/09/2019 - 06/15/2019	1.03	1.06
25	06/16/2019 - 06/22/2019	1.03	1.06
26	06/23/2019 - 06/29/2019	1.04	1.07
27	06/30/2019 - 07/06/2019	1.04	1.07
28	07/07/2019 - 07/13/2019	1.05	1.08
29	07/14/2019 - 07/20/2019	1.06	1.09
30	07/21/2019 - 07/27/2019	1.04	1.07
31	07/28/2019 - 08/03/2019	1.03	1.06
32	08/04/2019 - 08/10/2019	1.01	1.04
33	08/11/2019 - 08/17/2019	1.00	1.03
34	08/18/2019 - 08/24/2019	0.99	1.02
35	08/25/2019 - 08/31/2019	0.99	1.02
36	09/01/2019 - 09/07/2019	0.99	1.02
37	09/08/2019 - 09/14/2019	0.99	1.02
38	09/15/2019 - 09/21/2019	0.99	1.02
39	09/22/2019 - 09/28/2019	0.99	1.02
40	09/29/2019 - 10/05/2019	0.98	1.01
41	10/06/2019 - 10/12/2019	0.98	1.01
42	10/13/2019 - 10/19/2019	0.98	1.01
43	10/20/2019 - 10/26/2019	0.99	1.02
44	10/27/2019 - 11/02/2019	1.00	1.03
45	11/03/2019 - 11/09/2019	1.01	1.04
46	11/10/2019 - 11/16/2019	1.03	1.06
47	11/17/2019 - 11/23/2019	1.03	1.06
48	11/24/2019 - 11/30/2019	1.04	1.07
49	12/01/2019 - 12/07/2019	1.04	1.07
50	12/08/2019 - 12/14/2019	1.05	1.08
51	12/15/2019 - 12/21/2019	1.05	1.08
52	12/22/2019 - 12/28/2019	1.04	1.07
53	12/29/2019 - 12/31/2019	1.03	1.06

* PEAK SEASON

14-FEB-2020 15:39:21

830UPD

2_2600_PKSEASON.TXT

2019 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 26 - ALACHUA

WEEK	DATES	SR222	2601	US441, MARION - SR20	2603	SR329, SR20SR331-121	2604	US27, LEVY CO - SR25	2605
1	01/01/2019 - 01/05/2019		0.98		0.98		0.98		0.91
2	01/06/2019 - 01/12/2019		0.98		0.98		0.98		0.90
3	01/13/2019 - 01/19/2019		0.98		0.98		0.98		0.89
4	01/20/2019 - 01/26/2019		0.98		0.98		0.98		0.89
5	01/27/2019 - 02/02/2019		0.98		0.98		0.98		0.90
6	02/03/2019 - 02/09/2019		0.98		0.98		0.98		0.90
7	02/10/2019 - 02/16/2019		0.98		0.98		0.98		0.90
8	02/17/2019 - 02/23/2019		0.98		0.98		0.98		0.90
9	02/24/2019 - 03/02/2019		0.98		0.98		0.98		0.90
10	03/03/2019 - 03/09/2019		0.98		0.98		0.98		0.90
11	03/10/2019 - 03/16/2019		0.98		0.98		0.98		0.90
12	03/17/2019 - 03/23/2019		0.98		0.98		0.98		0.90
13	03/24/2019 - 03/30/2019		0.98		0.98		0.98		0.90
14	03/31/2019 - 04/06/2019		0.98		0.98		0.98		0.90
15	04/07/2019 - 04/13/2019		0.98		0.98		0.98		0.90
16	04/14/2019 - 04/20/2019		0.98		0.98		0.98		0.90
17	04/21/2019 - 04/27/2019		0.98		0.98		0.98		0.90
18	04/28/2019 - 05/04/2019		0.98		0.98		0.98		0.90
19	05/05/2019 - 05/11/2019		0.98		0.98		0.98		0.90
20	05/12/2019 - 05/18/2019		0.98		0.98		0.98		0.90
21	05/19/2019 - 05/25/2019		0.98		0.98		0.98		0.91
22	05/26/2019 - 06/01/2019		0.98		0.98		0.98		0.92
23	06/02/2019 - 06/08/2019		0.98		0.98		0.98		0.92
24	06/09/2019 - 06/15/2019		0.98		0.98		0.98		0.93
25	06/16/2019 - 06/22/2019		0.98		0.98		0.98		0.92
26	06/23/2019 - 06/29/2019		0.98		0.98		0.98		0.91
27	06/30/2019 - 07/06/2019		0.98		0.98		0.98		0.91
28	07/07/2019 - 07/13/2019		0.98		0.98		0.98		0.90
29	07/14/2019 - 07/20/2019		0.98		0.98		0.98		0.89
30	07/21/2019 - 07/27/2019		0.98		0.98		0.98		0.89
31	07/28/2019 - 08/03/2019		0.98		0.98		0.98		0.90
32	08/04/2019 - 08/10/2019		0.98		0.98		0.98		0.90
33	08/11/2019 - 08/17/2019		0.98		0.98		0.98		0.90
34	08/18/2019 - 08/24/2019		0.98		0.98		0.98		0.90
35	08/25/2019 - 08/31/2019		0.98		0.98		0.98		0.90
36	09/01/2019 - 09/07/2019		0.98		0.98		0.98		0.90
37	09/08/2019 - 09/14/2019		0.98		0.98		0.98		0.90
38	09/15/2019 - 09/21/2019		0.98		0.98		0.98		0.90
39	09/22/2019 - 09/28/2019		0.98		0.98		0.98		0.90
40	09/29/2019 - 10/05/2019		0.98		0.98		0.98		0.90
41	10/06/2019 - 10/12/2019		0.98		0.98		0.98		0.90
42	10/13/2019 - 10/19/2019		0.98		0.98		0.98		0.90
43	10/20/2019 - 10/26/2019		0.98		0.98		0.98		0.90
44	10/27/2019 - 11/02/2019		0.98		0.98		0.98		0.91
45	11/03/2019 - 11/09/2019		0.98		0.98		0.98		0.91
46	11/10/2019 - 11/16/2019		0.98		0.98		0.98		0.91
47	11/17/2019 - 11/23/2019		0.98		0.98		0.98		0.91
48	11/24/2019 - 11/30/2019		0.98		0.98		0.98		0.91
49	12/01/2019 - 12/07/2019		0.98		0.98		0.98		0.91
50	12/08/2019 - 12/14/2019		0.98		0.98		0.98		0.91
51	12/15/2019 - 12/21/2019		0.98		0.98		0.98		0.91
52	12/22/2019 - 12/28/2019		0.98		0.98		0.98		0.90
53	12/29/2019 - 12/31/2019		0.98		0.98		0.98		0.89

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2019 HISTORICAL AADT REPORT

COUNTY: 26 - ALACHUA

SITE: 5507 - SR 121 1 MILE N. OF SW 85TH AVE.

YEAR	AADT		DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
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2019	10000 C	N	0	S	0	9.00	58.00	5.80	
2018	11500 C	N	0	S	0	9.00	57.90	6.00	
2017	12000 C	N	0	S	0	9.00	53.80	6.80	
2016	11000 C	N	0	S	0	9.00	53.60	5.60	
2015	11500 C	N	0	S	0	9.00	57.00	5.20	
2014	10000 C	N		S		9.00	57.40	5.10	
2013	9900 C	N	0	S	0	9.00	57.80	4.70	
2012	7400 C	N	0	S	0	9.00	58.40	5.20	
2011	8800 C	N	0	S	0	9.00	58.80	4.80	
2010	8300 C	N	0	S	0	10.13	59.87	4.80	

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2019 HISTORICAL AADT REPORT

COUNTY: 26 - ALACHUA

SITE: 3395 - SR 331 .5 MI. E OF SR 121

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	29500	C	E 14500		W 15000	9.00	53.10	5.80
2018	29500	C	E 14500		W 15000	9.00	52.70	6.00
2017	28500	C	E 14000		W 14500	9.00	52.70	6.80
2016	26500	C	E 13000		W 13500	9.00	52.80	5.60
2015	26000	C	E 12500		W 13500	9.00	52.70	5.20
2014	26000	C	E 12500		W 13500	9.00	52.60	5.10
2013	23500	C	E 11500		W 12000	9.00	52.70	4.70
2012	24000	C	E 12000		W 12000	9.00	52.50	5.20
2011	23500	C	E 12000		W 11500	9.00	52.90	4.80
2010	25500	C	E 12500		W 13000	9.43	51.94	4.80
2009	24500	C	E 11500		W 13000	9.43	53.42	5.00
2008	25500	C	E 12500		W 13000	9.32	52.55	5.10
2007	27500	C	E 13500		W 14000	9.05	51.52	4.80
2006	27500	C	E 14000		W 13500	9.16	52.08	5.30
2005	27500	C	E 12000		W 15500	9.20	53.00	7.50
2004	28000	C	E 13500		W 14500	9.70	53.70	7.50

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2019 HISTORICAL AADT REPORT

COUNTY: 26 - ALACHUA

SITE: 4011 - RAMP SR 24 TO I-75 SB

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	4400 C	S 4400	0	9.00	99.90	29.40
2018	4100 C	S 4100	0	9.00	99.90	28.10
2017	5600 C	S 5600	0	9.00	99.90	28.30
2016	4500 C	S 4500	0	9.00	99.90	28.20
2015	5700 C	S 5700	0	9.00	99.90	19.70
2014	4400 C	S 4400	0	9.00	99.90	18.50
2013	4300 C	S 4300	0	9.00	99.90	16.30
2012	4400 C	S 4400	0	9.00	99.90	19.00
2011	4200 C	S 4200	0	9.00	99.90	18.00
2010	4100 C	S 4100	0	13.54	99.99	17.80
2009	3800 C	S 3800	0	13.63	99.99	18.20
2008	4000 C	S 4000	0	13.38	99.99	22.00
2007	4200 C	S 4200	0	11.99	99.99	23.50
2006	5200 C	S 5200	0	13.35	99.99	12.80
2005	5500 C	S 5500	0	13.20	99.90	14.90

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2019 HISTORICAL AADT REPORT

COUNTY: 26 - ALACHUA

SITE: 4008 - RAMP I-75 NB TO SR 24

YEAR	AADT		DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	4700 C	N	4700	0	9.00	99.90	29.40
2018	4400 C	N	4400	0	9.00	99.90	28.10
2017	5100 C	N	5100	0	9.00	99.90	28.30
2016	4300 C	N	4300	0	9.00	99.90	28.20
2015	4300 C	N	4300	0	9.00	99.90	19.70
2014	4300 C	N	4300		9.00	99.90	18.50
2013	3800 C	N	3800	0	9.00	99.90	16.30
2012	4400 C	N	4400	0	9.00	99.90	19.00
2011	4300 C	N	4300	0	9.00	99.90	18.00
2010	4300 C	N	4300	0	13.54	99.99	17.80
2009	4500 C	N	4500	0	13.63	99.99	18.20
2008	3900 C	N	3900	0	13.38	99.99	22.00
2007	3900 C	N	3900	0	11.99	99.99	23.50
2006	5000 C	N	5000	0	13.35	99.99	12.80
2005	4800 C	N	4800		13.20	99.90	14.90

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

COUNTY: 26 - ALACHUA

SITE: 4007 - RAMP I-75 SB TO SR 121

YEAR	AADT		DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	6300	C	S 6300	0	9.00	99.90	29.40
2018	6100	C	S 6100	0	9.00	99.90	28.10
2017	6700	C	S 6700	0	9.00	99.90	28.30
2016	5000	C	S 5000	0	9.00	99.90	28.20
2015	6700	C	S 6700	0	9.00	99.90	19.70
2014	5400	C	S 5400	0	9.00	99.90	18.50
2013	5900	C	S 5900	0	9.00	99.90	16.30
2012	6100	C	S 6100	0	9.00	99.90	19.00
2011	5800	C	S 5800	0	9.00	99.90	18.00
2010	6300	C	S 6300	0	13.54	99.99	17.80
2009	4900	C	S 4900	0	13.63	99.99	18.20
2008	5300	C	S 5300	0	13.38	99.99	22.00
2007	6200	C	S 6200	0	11.99	99.99	23.50
2006	6600	C	S 6600	0	13.35	99.99	12.80
2005	7600	C	S 7600	0	13.20	99.90	14.90

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2019 HISTORICAL AADT REPORT

COUNTY: 26 - ALACHUA

SITE: 4006 - RAMP SR 121 TO I-75 SB

YEAR	AADT		DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	2300 C	S	2300	0	9.00	99.90	29.40
2018	2600 C	S	2600	0	9.00	99.90	28.10
2017	2200 C	S	2200	0	9.00	99.90	28.30
2016	2300 C	S	2300	0	9.00	99.90	28.20
2015	2500 C	S	2500	0	9.00	99.90	19.70
2014	2700 C	S	2700		9.00	99.90	18.50
2013	2600 C	S	2600	0	9.00	99.90	16.30
2012	2800 C	S	2800	0	9.00	99.90	19.00
2011	2700 C	S	2700	0	9.00	99.90	18.00
2010	2400 C	S	2400	0	13.54	99.99	17.80
2009	2400 C	S	2400	0	13.63	99.99	18.20
2008	2500 C	S	2500	0	13.38	99.99	22.00
2007	2600 C	S	2600	0	11.99	99.99	23.50
2006	2900 C	S	2900	0	13.35	99.99	12.80
2005	3300 C	S	3300		13.20	99.90	14.90

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

COUNTY: 26 - ALACHUA

SITE: 4004 - RAMP SR 121 TO I-75 NB

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	5700 C	N 5700	0	9.00	99.90	29.40
2018	6700 C	N 6700	0	9.00	99.90	28.10
2017	5900 C	N 5900	0	9.00	99.90	28.30
2016	5200 C	N 5200	0	9.00	99.90	28.20
2015	5600 C	N 5600	0	9.00	99.90	19.70
2014	6200 C	N 6200	0	9.00	99.90	18.50
2013	6900 C	N 6900	0	9.00	99.90	16.30
2012	6400 C	N 6400	0	9.00	99.90	19.00
2011	6300 C	N 6300	0	9.00	99.90	18.00
2010	6800 C	N 6800	0	13.54	99.99	17.80
2009	7500 C	N 7500	0	13.63	99.99	18.20
2008	6700 C	N 6700	0	13.38	99.99	22.00
2007	6800 C	N 6800	0	11.99	99.99	23.50
2006	7200 C	N 7200	0	13.35	99.99	12.80
2005	7900 C	N 7900	0	13.20	99.90	14.90

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2019 HISTORICAL AADT REPORT

COUNTY: 26 - ALACHUA

SITE: 4005 - RAMP I-75 NB TO SR 121

YEAR	AADT		DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	2200	C	N 2200	0	9.00	99.90	29.40
2018	2400	C	N 2400	0	9.00	99.90	28.10
2017	3200	C	N 3200	0	9.00	99.90	28.30
2016	2600	C	N 2600	0	9.00	99.90	28.20
2015	2500	C	N 2500	0	9.00	99.90	19.70
2014	2600	C	N 2600		9.00	99.90	18.50
2013	2200	C	N 2200	0	9.00	99.90	16.30
2012	2800	C	N 2800	0	9.00	99.90	19.00
2011	2500	C	N 2500	0	9.00	99.90	18.00
2010	2700	C	N 2700	0	13.54	99.99	17.80
2009	2900	C	N 2900	0	13.63	99.99	18.20
2008	2800	C	N 2800	0	13.38	99.99	22.00
2007	3100	C	N 3100	0	11.99	99.99	23.50
2006	3100	C	N 3100	0	13.35	99.99	12.80
2005	3000	C	N 3000		13.20	99.90	14.90

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2019 HISTORICAL AADT REPORT

COUNTY: 26 - ALACHUA

SITE: 0456 - I-75 .4 MI. NW OF SR 121

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	83500	C	N 41000		S 42500	9.00	53.60	29.40
2018	79000	C	N 41000		S 38000	9.00	53.80	28.10
2017	73500	C	N 37000		S 36500	9.00	53.50	28.30
2016	63500	C	N 32000		S 31500	9.00	53.60	28.20
2015	67000	C	N 36000		S 31000	9.00	54.60	19.70
2014	65000	C	N 32500		S 32500	9.00	54.90	18.50
2013	61000	C	N 33500		S 27500	9.00	54.90	16.30
2012	57500	C	N 30000		S 27500	9.00	55.10	19.00
2011	62000	F	N 33500		S 28500	9.00	54.60	18.00
2010	62000	C	N 33500		S 28500	13.54	55.72	17.80
2009	59000	C	N 30000		S 29000	13.63	56.44	18.20
2008	64000	C	N 32500		S 31500	13.38	58.31	22.00
2007	73500	C	N 33500		S 40000	11.99	54.75	23.50
2006	59500	C	N 29000		S 30500	13.35	53.71	22.30
2005	59500	C	N 29000		S 30500	13.20	52.70	26.40
2004	44000	C	N 22500		S 21500	13.20	60.20	20.50

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2019 HISTORICAL AADT REPORT

COUNTY: 26 - ALACHUA

SITE: 9904 - SR-93/I-75, 2 MI N OF WACAHOOTA ROAD OP, ALACHUA CO.

YEAR	AADT		DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	70690	C	N 35197	S 35493	10.50	53.70	21.00
2018	68514	C	N 33282	S 35232	9.50	54.90	19.70
2016	70000	F	0	0	10.50	54.90	19.70
2015	66072	C	N 32952	S 33120	10.50	54.90	19.70
2014	62430	C	N 30991	S 31439	10.50	55.30	18.50
2013	60278	C	N 29956	S 30322	10.50	56.00	16.30
2012	58281	C	N 28952	S 29329	10.50	56.20	19.00
2011	59092	C	N 29436	S 29656	10.50	55.90	18.00
2010	61367	C	N 30599	S 30768	12.27	57.24	17.80
2009	61231	C	N 30622	S 30609	12.26	56.74	18.20
2008	60225	C	N 30258	S 29967	11.82	57.94	22.00
2007	64743	C	N 32591	S 32152	10.61	56.38	23.50
2006	67757	C	N 33918	S 33839	11.90	52.80	22.30
2005	65000	F	N	S 32394	12.00	55.10	26.40
2004	63375	C	N 32057	S 31318	11.50	56.30	20.50

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

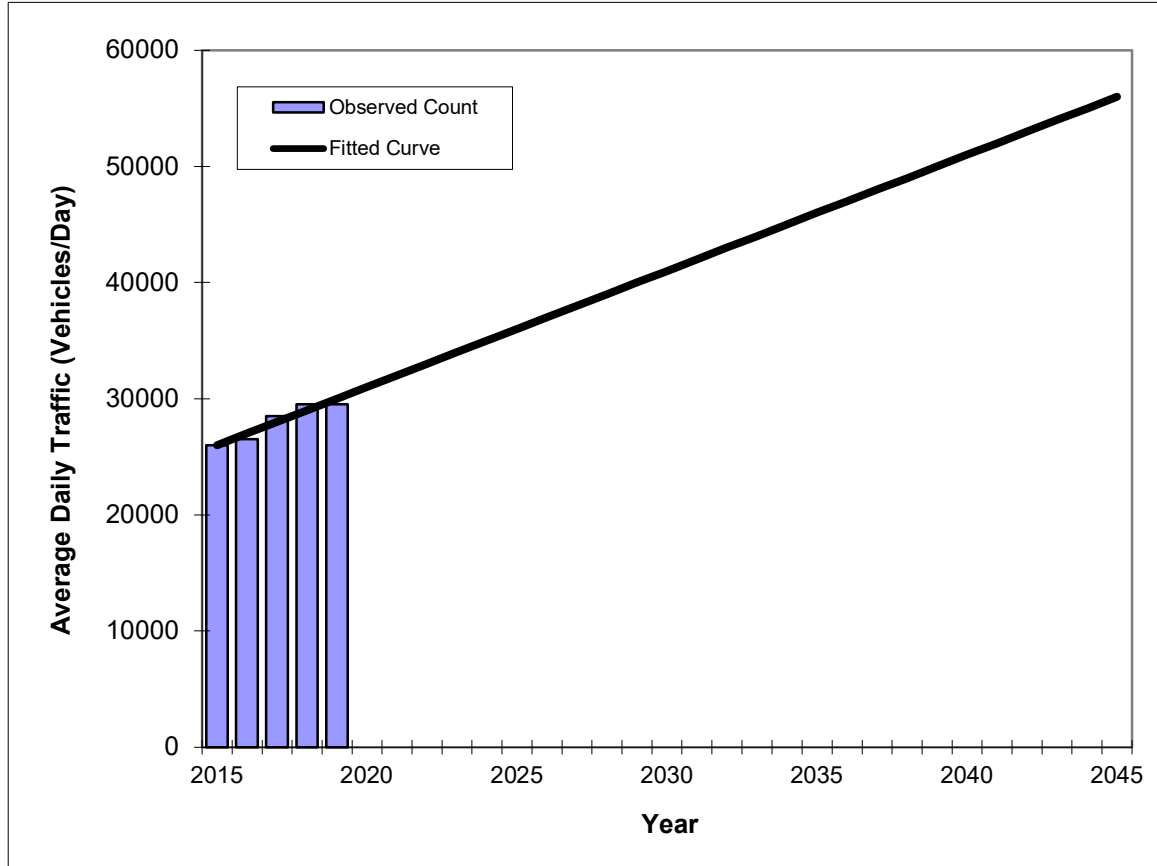
Trend Analysis

Traffic Trends - V2.0

SR 121 -- SR 331 0.5 MI. E OF SR 121

PIN#	973215-1
Location	1

County:	Alachua (26)
Station #:	26-3395
Highway:	SR 121



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	26000	26000
2016	26500	27000
2017	28500	28000
2018	29500	29000
2019	29500	30000
2025 Opening Year Trend		
2025	N/A	36000
2035 Mid-Year Trend		
2035	N/A	46000
2045 Design Year Trend		
2045	N/A	56000
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	1,000
Trend R-squared:	90.91%
Trend Annual Historic Growth Rate:	3.85%
Trend Growth Rate (2019 to Design Year):	3.33%
Printed:	26-Feb-21
Straight Line Growth Option	

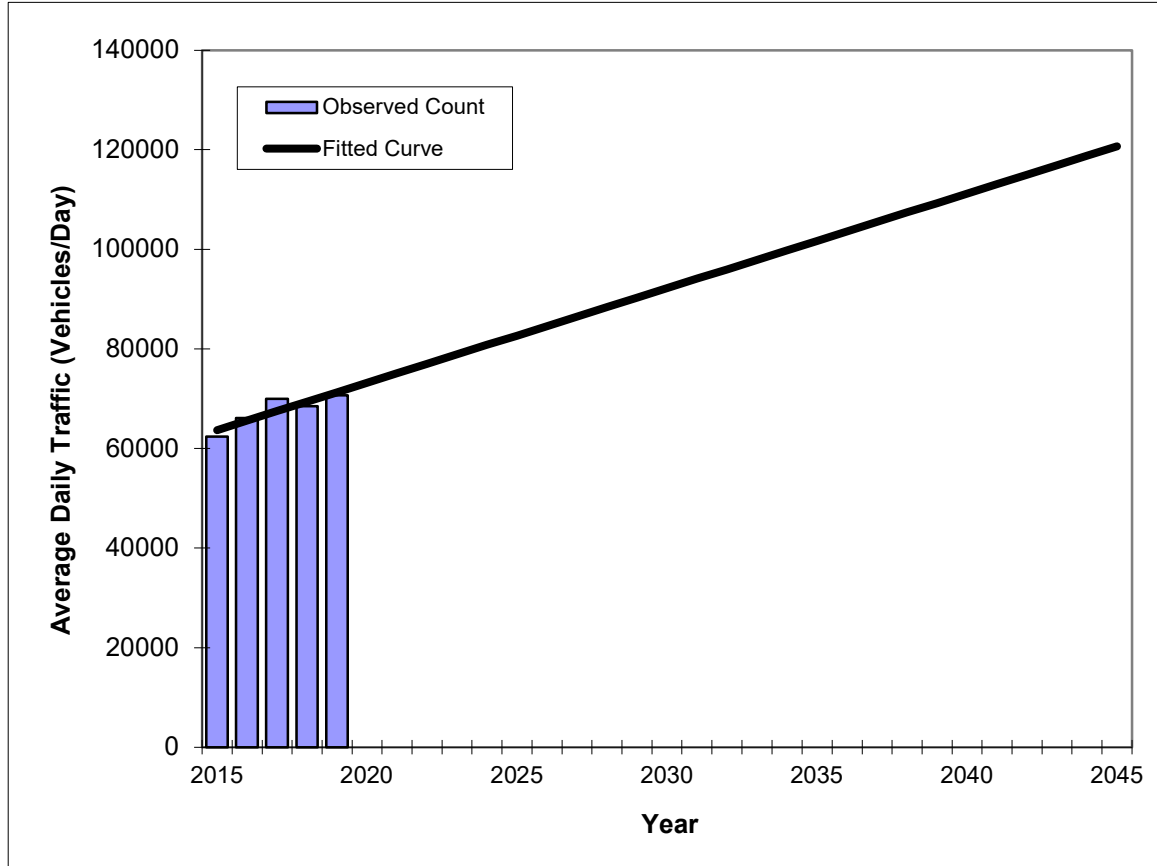
*Axle-Adjusted

Traffic Trends - V2.0

I-75 -- SR-93/I-75, 2 MI N OF WACAHOOTA ROAD OP

PIN#	973215-1
Location	1

County:	Alachua (26)
Station #:	26-9904
Highway:	I-75



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	62400	63700
2016	66100	65600
2017	70000	67500
2018	68500	69400
2019	70700	71300
2025 Opening Year Trend		
2025	N/A	82700
2035 Mid-Year Trend		
2035	N/A	101700
2045 Design Year Trend		
2045	N/A	120700
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	1,900
Trend R-squared:	79.42%
Trend Annual Historic Growth Rate:	2.98%
Trend Growth Rate (2019 to Design Year):	2.66%
Printed:	26-Feb-21
Straight Line Growth Option	

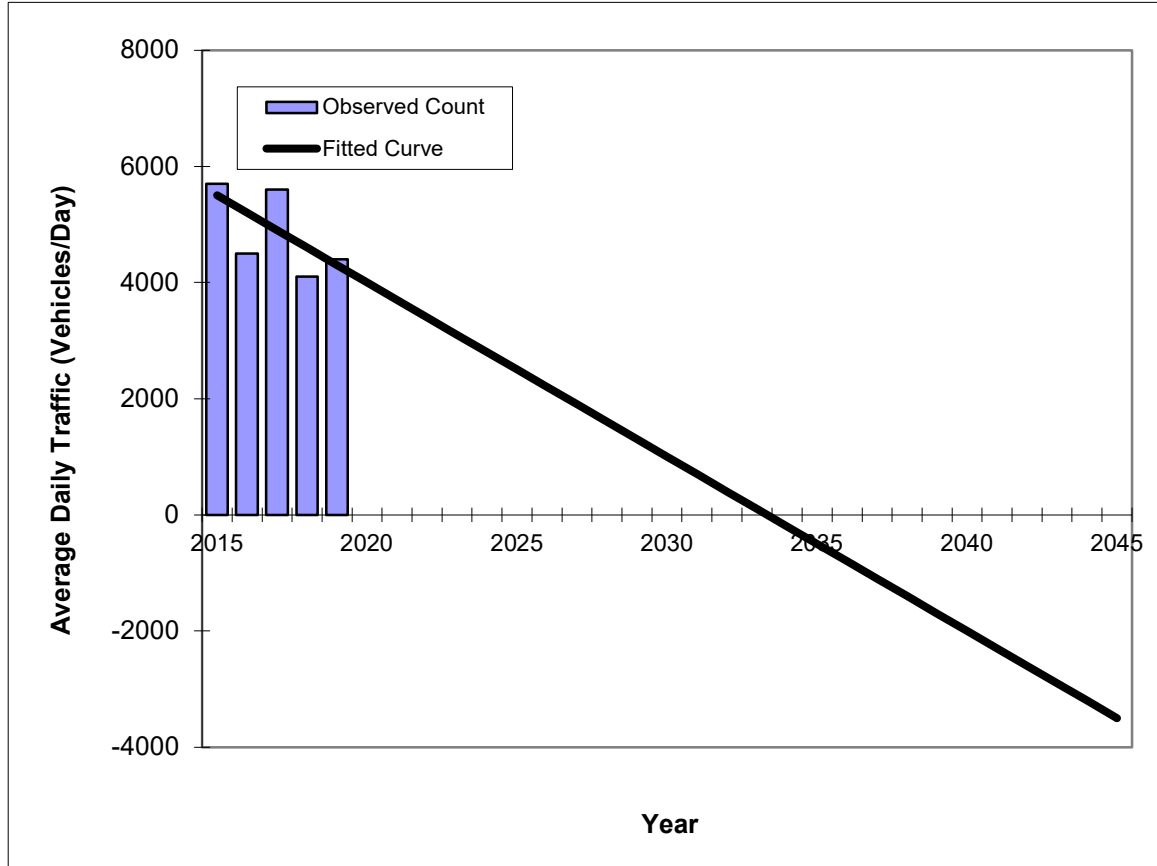
*Axle-Adjusted

Traffic Trends - V2.0

I-75 -- RAMP SR 24 TO I-75 SB

PIN#	973215-1
Location	1

County:	Alachua (26)
Station #:	26-4011
Highway:	I-75



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	5700	5500
2016	4500	5200
2017	5600	4900
2018	4100	4600
2019	4400	4300
2025 Opening Year Trend		
2025	N/A	2500
2035 Mid-Year Trend		
2035	N/A	-500
2045 Design Year Trend		
2045	N/A	-3500
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-300
Trend R-squared:	41.44%
Trend Annual Historic Growth Rate:	-5.45%
Trend Growth Rate (2019 to Design Year):	-6.98%
Printed:	26-Feb-21
Straight Line Growth Option	

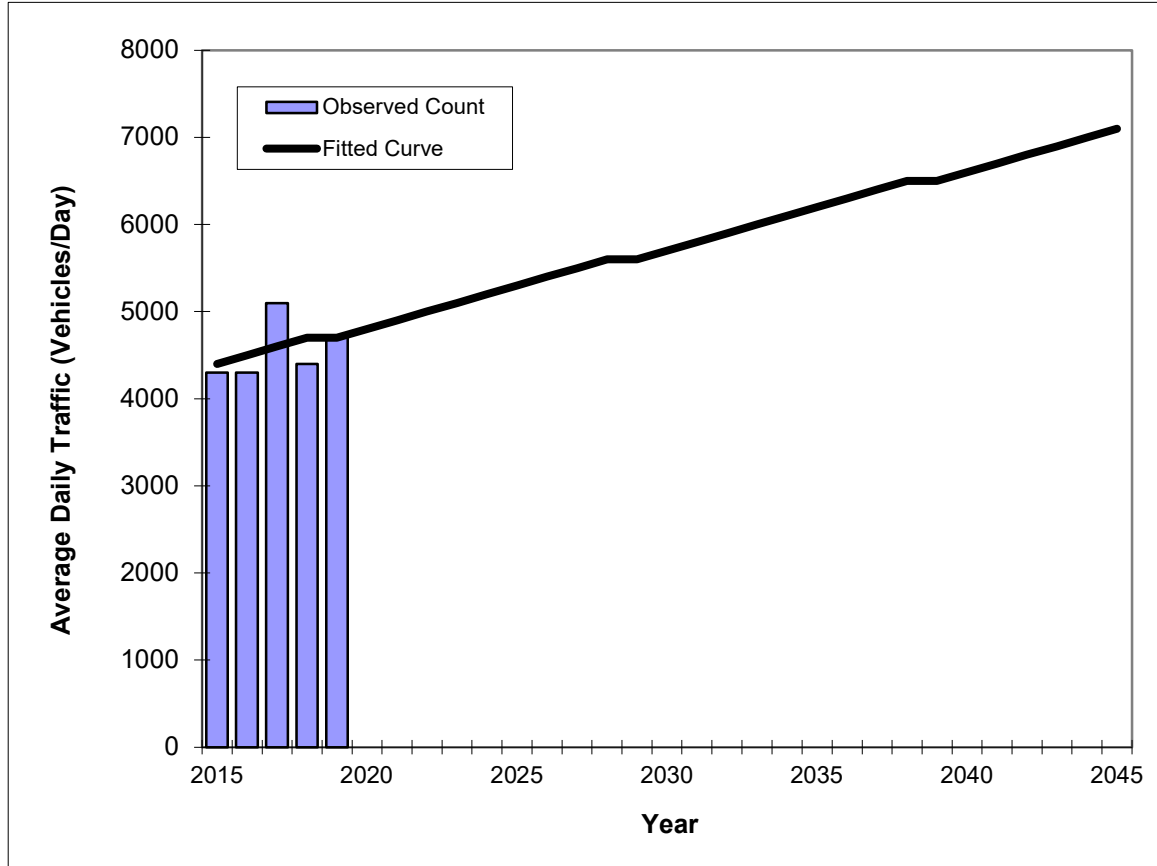
*Axle-Adjusted

Traffic Trends - V2.0

I-75 -- RAMP I-75 NB TO SR 24

PIN#	973215-1
Location	1

County:	Alachua (26)
Station #:	26-4008
Highway:	I-75



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	4300	4400
2016	4300	4500
2017	5100	4600
2018	4400	4700
2019	4700	4700
2025 Opening Year Trend		
2025	N/A	5300
2035 Mid-Year Trend		
2035	N/A	6200
2045 Design Year Trend		
2045	N/A	7100
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	90
Trend R-squared:	17.16%
Trend Annual Historic Growth Rate:	1.70%
Trend Growth Rate (2019 to Design Year):	1.96%
Printed:	26-Feb-21
Straight Line Growth Option	

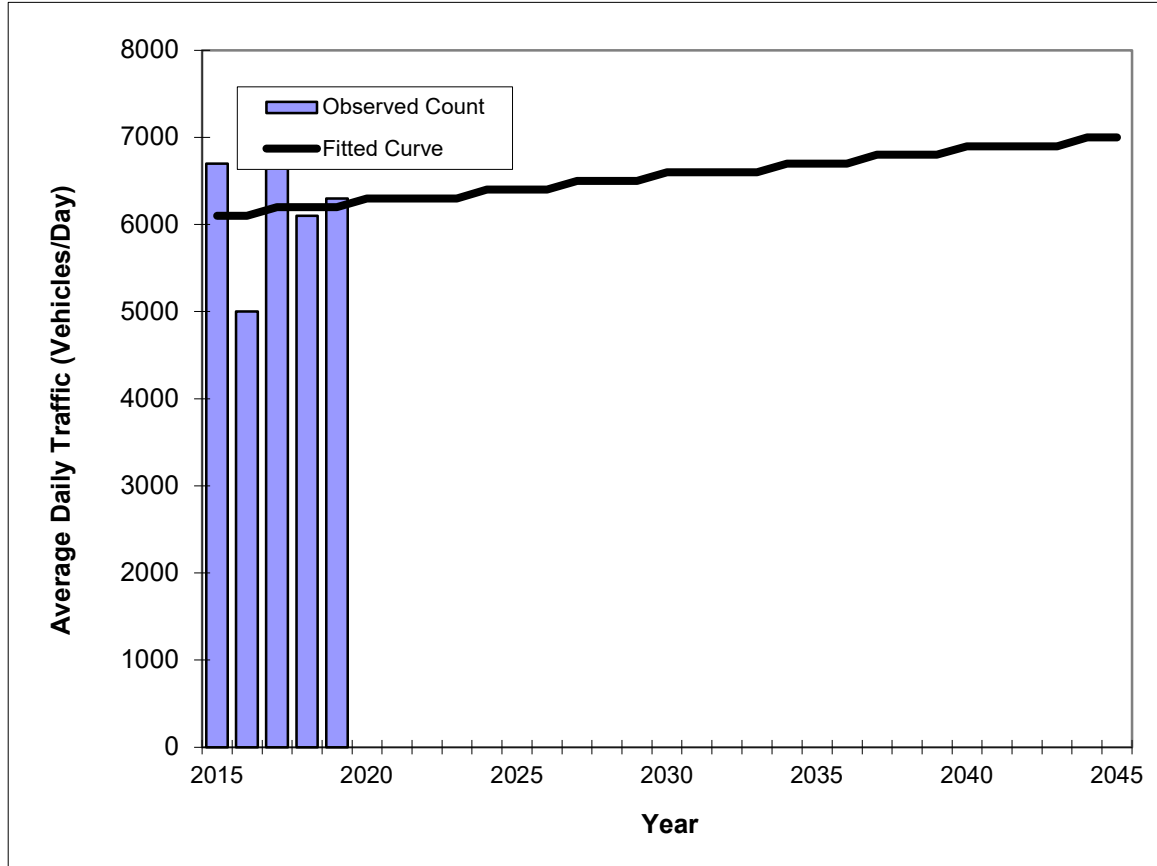
*Axle-Adjusted

Traffic Trends - V2.0

I-75 -- RAMP I-75 SB TO SR 121

PIN#	973215-1
Location	1

County:	Alachua (26)
Station #:	26-4007
Highway:	I-75



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	6700	6100
2016	5000	6100
2017	6700	6200
2018	6100	6200
2019	6300	6200
2025 Opening Year Trend		
2025	N/A	6400
2035 Mid-Year Trend		
2035	N/A	6700
2045 Design Year Trend		
2045	N/A	7000
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	30
Trend R-squared:	0.46%
Trend Annual Historic Growth Rate:	0.41%
Trend Growth Rate (2019 to Design Year):	0.50%
Printed:	26-Feb-21
Straight Line Growth Option	

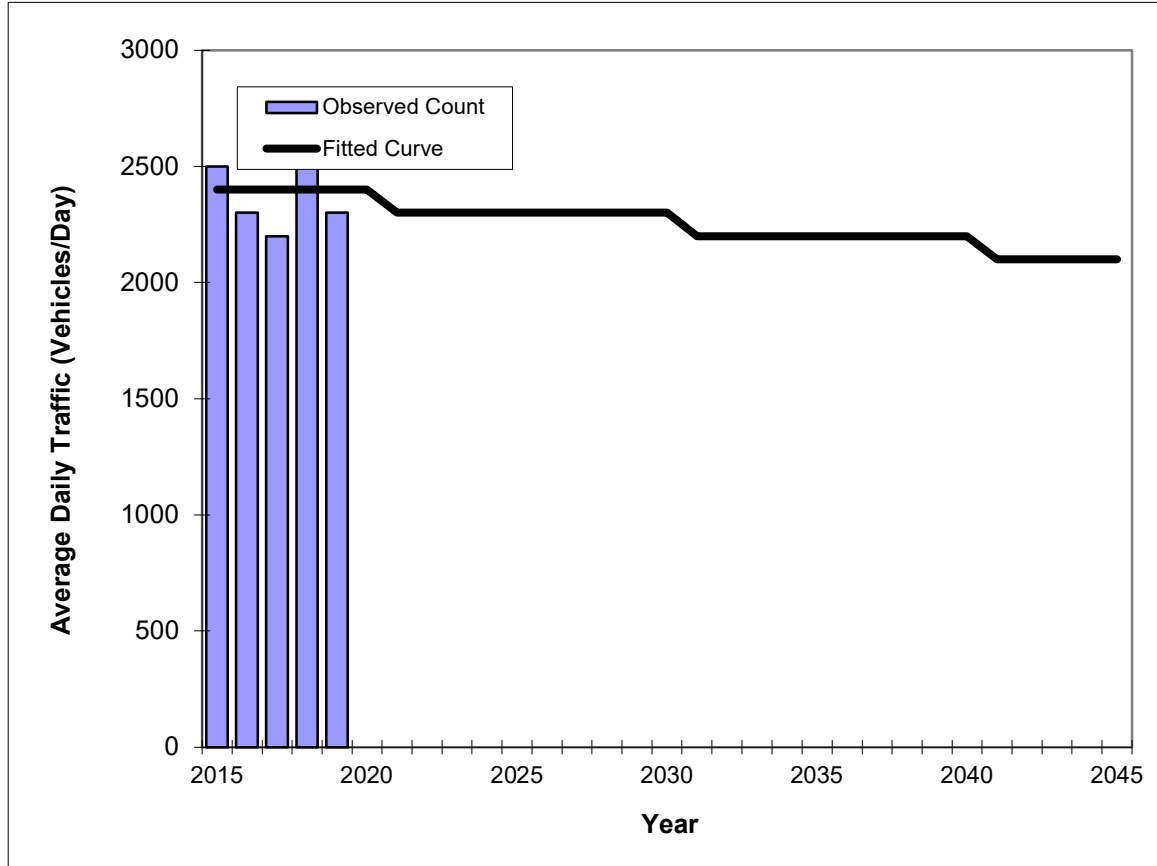
*Axle-Adjusted

Traffic Trends - V2.0

I-75 -- RAMP SR 121 TO I-75 SB

PIN#	973215-1
Location	1

County:	Alachua (26)
Station #:	26-4006
Highway:	I-75



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	2500	2400
2016	2300	2400
2017	2200	2400
2018	2600	2400
2019	2300	2400
2025 Opening Year Trend		
2025	N/A	2300
2035 Mid-Year Trend		
2035	N/A	2200
2045 Design Year Trend		
2045	N/A	2100
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-10
Trend R-squared:	0.93%
Trend Annual Historic Growth Rate:	0.00%
Trend Growth Rate (2019 to Design Year):	-0.48%
Printed:	26-Feb-21
Straight Line Growth Option	

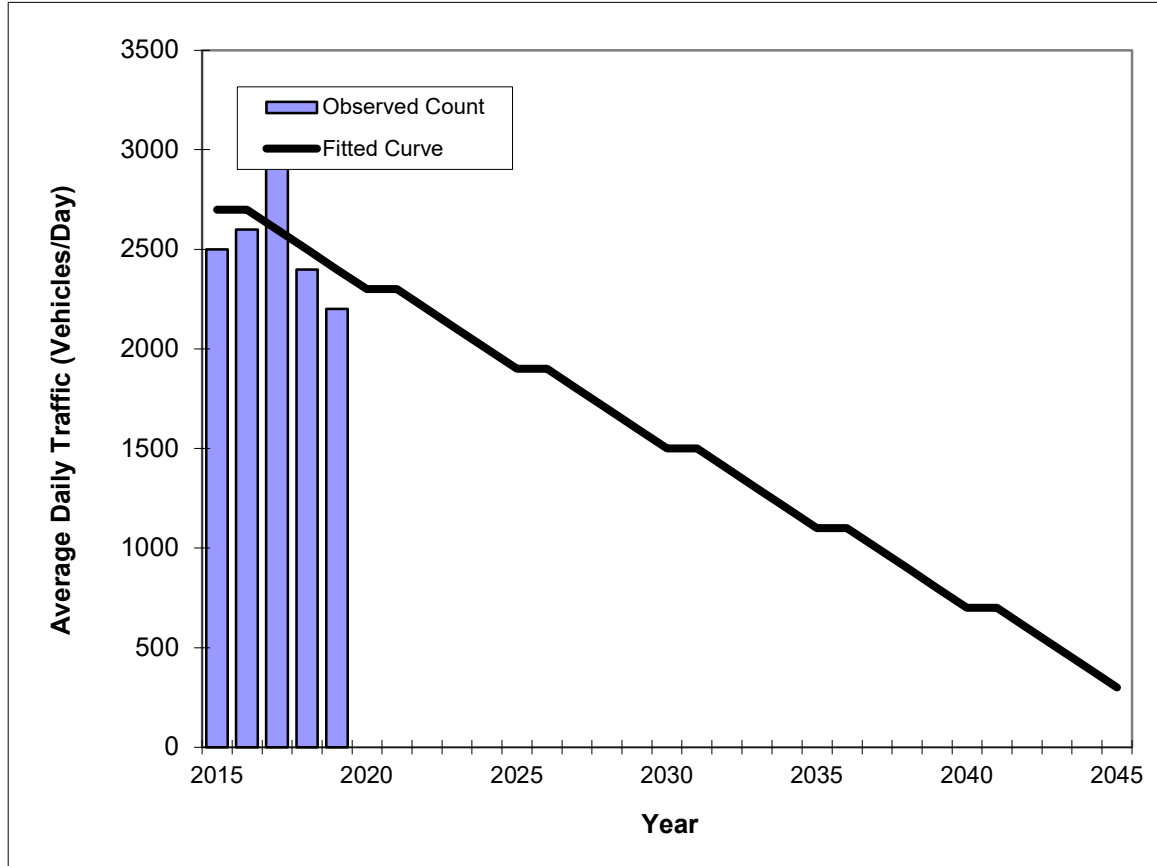
*Axle-Adjusted

Traffic Trends - V2.0

I-75 -- RAMP I-75 NB TO SR 121

PIN#	973215-1
Location	1

County:	Alachua (26)
Station #:	26-4005
Highway:	I-75



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	2500	2700
2016	2600	2700
2017	3200	2600
2018	2400	2500
2019	2200	2400
2025 Opening Year Trend		
2025	N/A	1900
2035 Mid-Year Trend		
2035	N/A	1100
2045 Design Year Trend		
2045	N/A	300
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-80
Trend R-squared:	11.27%
Trend Annual Historic Growth Rate:	-2.78%
Trend Growth Rate (2019 to Design Year):	-3.37%
Printed:	26-Feb-21
Straight Line Growth Option	

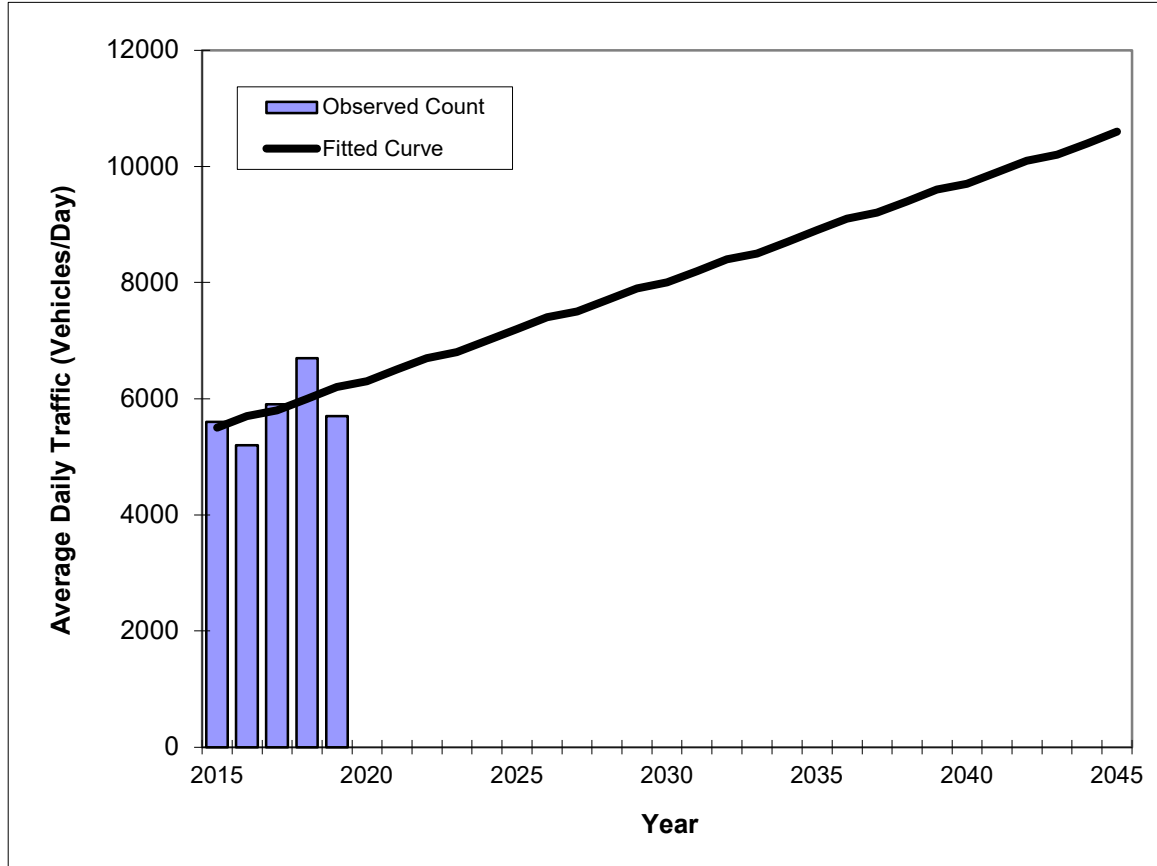
*Axle-Adjusted

Traffic Trends - V2.0

I-75 -- RAMP SR 121 TO I-75 NB

PIN#	973215-1
Location	1

County:	Alachua (26)
Station #:	26-4004
Highway:	I-75



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	5600	5500
2016	5200	5700
2017	5900	5800
2018	6700	6000
2019	5700	6200
2025 Opening Year Trend		
2025	N/A	7200
2035 Mid-Year Trend		
2035	N/A	8900
2045 Design Year Trend		
2045	N/A	10600
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	170
Trend R-squared:	23.53%
Trend Annual Historic Growth Rate:	3.18%
Trend Growth Rate (2019 to Design Year):	2.73%
Printed:	26-Feb-21
Straight Line Growth Option	

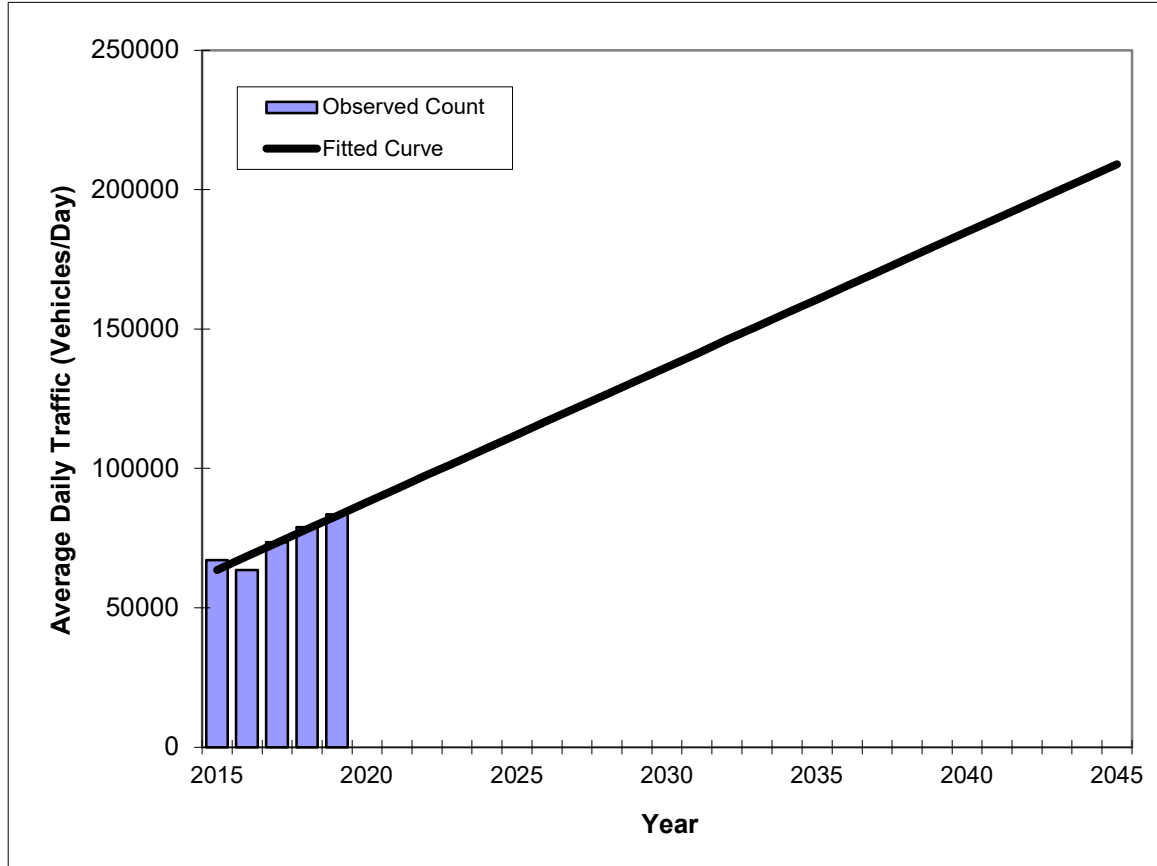
*Axle-Adjusted

Traffic Trends - V2.0

I-75 -- I-75 .4 MI. NW OF SR 121

PIN#	973215-1
Location	1

County:	Alachua (26)
Station #:	26-0456
Highway:	I-75



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	67000	63600
2016	63500	68500
2017	73500	73300
2018	79000	78200
2019	83500	83000
2025 Opening Year Trend		
2025	N/A	112100
2035 Mid-Year Trend		
2035	N/A	160600
2045 Design Year Trend		
2045	N/A	209100
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	4,850
Trend R-squared:	86.38%
Trend Annual Historic Growth Rate:	7.63%
Trend Growth Rate (2019 to Design Year):	5.84%
Printed:	26-Feb-21
Straight Line Growth Option	

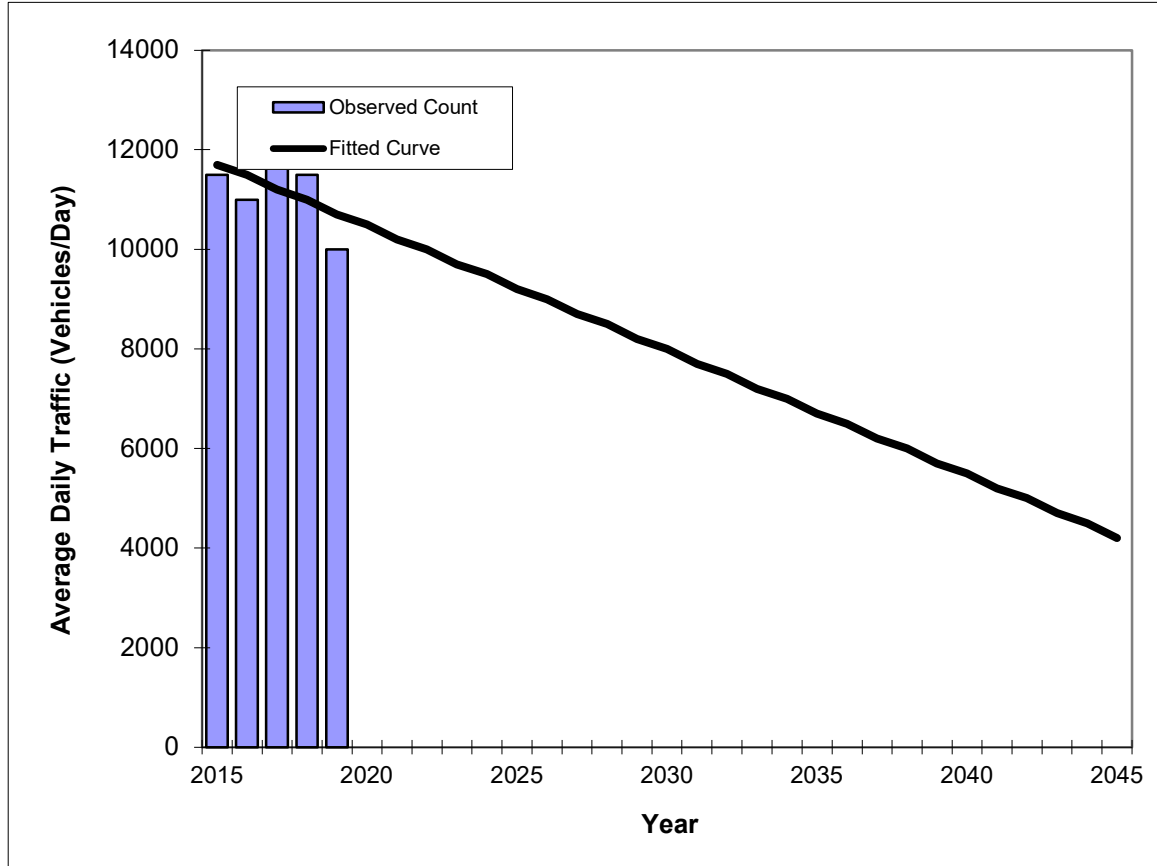
*Axle-Adjusted

Traffic Trends - V2.0

SR 121 -- SR 121 1 MILE N. OF SW 85TH AVE.

PIN#	973215-1
Location	1

County:	Alachua (26)
Station #:	26-3395
Highway:	SR 121



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	11500	11700
2016	11000	11500
2017	12000	11200
2018	11500	11000
2019	10000	10700
2025 Opening Year Trend		
2025	N/A	9200
2035 Mid-Year Trend		
2035	N/A	6700
2045 Design Year Trend		
2045	N/A	4200
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-250
Trend R-squared:	27.17%
Trend Annual Historic Growth Rate:	-2.14%
Trend Growth Rate (2019 to Design Year):	-2.34%
Printed:	26-Feb-21
Straight Line Growth Option	

*Axle-Adjusted

Appendix C

Crash Summaries

ON_ROADWAY	INT_ROADWA	ROADWAYID	LOCMP	NEAREST_NO	STATE_ROAD	US_ROAD_NU	ACCSIDRD	ACCLANE	TRAVDIR	CRRATECD	DHSRDSYS	JCT_CD	FRST_HARM	INTCT_TYP	TYPESHLD	SKID_NUMBE
SR 121	I 75	26220000	8	00011	SR 121		L	1	E	23	03	02	01	03	03	30
I 75	ARCHER RD SW	26260015	0	02172	SR 93	I 75	L	X	S	08	01	14	01	01	01	0
SR 93	SR 121	26260015	0	02172	SR 93	I 75	L	X	S	08	03	03	01	01	02	0
I 75	ARCHER RD	26260015	0	02172	SR 93	I 75	L	X	W	08	01	14	01	04	02	0
I 75	SR 24	26260000	10	00495	SR 93	I 75	R	3	N	01	01	01	01	01	01	36
I 75	SR 121	26260000	9	00463	SR 93	I 75	M	M	N	01	01	01	02	01	01	36
I 75	SR 24	26260015	0	02745	SR 93	I 75	L	X	S	08	01	14	01	01	01	0
I 75	ARCHER RD	26260049	0	02735	SR 93	I 75	L	X	S	08	01	01	01	04	02	0
SR 93	SR 121	26260017	0	00463	SR 93	I 75	R	X	S	08	01	01	01	01	01	0
I 75	SR 121	26260000	10	01537	SR 93	I 75	R	2	N	01	01	01	01	01	01	36
SR 93	SR 121	26260000	9	00463	SR 93	I 75	R	2	N	01	01	01	01	01	01	36
I 75	SR 121	26260015	0	00495	SR 93	I 75	L	X	S	08	01	01	02	01	01	0
SR 331	SR 121	26220000	9	00012	SR 121		I	M	E	23	03	02	01	02	03	40
WILLISTON RD SW	I 75	26220000	8	00011	SR 121		R	2	E	23	03	01	01	01	03	30
WILLISTON RD	34TH ST SW	26220000	9	00012	SR 331		L	2	W	20	05	02	01	02	01	40
I 75	SR 121	26260015	0	02172	SR 93	I 75	L	X	S	08	01	01	01	01	01	0
WILLISTON RD	34TH ST SW	26220000	9	00012	SR 121		R	1	E	23	03	02	01	02	03	40
I 75	SR 121	26260017	0	00463	SR 93	I 75	R	X	N	08	01	14	03	01	01	0
SR 93	SR 121	26260017	0	02798	SR 93	I 75	R	X	N	08	01	01	01	01	01	0
I 75	SR 121	26260017	0	02798	SR 93	I 75	R	X	N	08	01	14	03	01	01	0
34TH ST SW	WILLISTON RD	26250000	0	00012	SR 121		L	R	W	20	03	02	01	01	03	43
I 75	SR 121	26260000	9	00496	SR 93	I 75	L	4	S	01	01	01	01	01	01	36
SR 93	SR 121	26260015	0	02172	SR 93	I 75	L	X	S	08	01	03	01	04	02	0
34TH ST SW	WILLISTON RD	26250000	0	00012	SR 121		L	R	S	20	03	03	01	02	03	43
I 75	SR 331	26260000	9	00462	SR 93	I 75	L	3	S	01	01	01	01	01	01	36
I 75	SR 121	26260000	10	01537	SR 93	I 75	R	2	N	01	01	01	01	01	01	36
I 75	SR 121	26260000	10	01537	SR 93	I 75	L	2	S	01	01	01	01	01	01	36
SR 93	SR 121	26260015	0	00495	SR 93	I 75	L	X	S	08	01	01	03	01	02	0
SR 121	34TH ST SW	26220000	9	00012	SR 121		L	L	E	23	03	03	01	02	03	40
34TH ST SW	WILLISTON RD	26250000	0	02624	SR 121		R	A	N	20	03	01	01	01	03	43
34TH ST SW	WILLISTON RD	26250000	0	02624	SR 121		R	A	W	20	03	03	01	02	03	43
SR 331	SR 121	26220000	9	00012	SR 121		R	1	E	23	03	02	01	02	03	40
I 75	SR 24	26260015	0	02172	SR 93	I 75	L	X	S	08	01	03	01	77	02	0
I 75	SR 121	26260017	0	00010	SR 93	I 75	R	X	S	08	01	01	01	01	01	0
SR 93	SR 24	26260050	0	01537	SR 93	I 75	R	X	N	08	01	01	01	01	01	0
I 75	SR 24	26260000	10	01537	SR 93	I 75	R	3	N	01	01	01	01	01	01	36
I 75	SR 121	26260000	9	00463	SR 93	I 75	R	3	N	01	01	01	01	01	01	36
WILLISTON RD SW	I 75	26220000	8	00011	SR 121		L	2	E	23	03	02	01	03	01	30
WILLISTON RD SW	I 75	26220000	8	00011	SR 121		L	2	N	23	03	02	01	04	03	30
I 75	SR 121	26260015	0	02172	SR 93	I 75	L	X	S	08	01	14	01	04	03	0
I 75	SR 24	26260015	0	02172	SR 93	I 75	L	X	S	08	01	03	01	03	01	0
I 75	SR 331	26260000	9	00462	SR 93	I 75	M	M	N	01	01	01	04	01	01	36
SR 93	SR 121	26260016	0	00009	SR 93	I 75	L	X	E	08	03	02	01	02	03	0
SR 93	SR 121	26260000	9	00495	SR 93	I 75	R	3	N	01	01	01	01	01	01	36
SR 121	34TH ST SW	26220000	9	00012	SR 121		L	2	W	23	04	01	01	01	02	40
SR 93	SR 331	26260017	0	02798	SR 93	I 75	R	X	N	08	01	01	01	01	03	0
SR 93	SR 121	26260018	0	00011	SR 93	I 75	R	X	W	08	01	01	04	01	02	0
I 75	ARCHER RD	26260015	0	02172	SR 93	I 75	L	X	S	08	01	14	01	03	03	0
34TH ST SW	WILLISTON RD	26250000	0	02624	SR 121		R	A	W	20	03	03	01	02	03	43
SR 331	SR 121	26220000	9	00012	SR 121		L	2	W	23	03	02	01	02	03	40
WILLISTON RD SW	SR 121	26220000	9	00012	SR 121		R	L	E	23	03	03	01	01	03	40
SR 121	WILLISTON RD	26250000	0	02624	SR 121		L	R	S	20	03	03	01	02	03	43
SR 331	SR 121	26220000	9	00012	SR 331		L	2	W	20	03	03	01	02	03	40
34TH ST SW	WILLISTON RD	26250000	0	02624	SR 121		L	R	S	20	03	02	01	02	03	43
34TH ST SW	WILLISTON RD	26250000	0	00012	SR 121		L	R	S	20	03	03	01	01	03	43
WILLISTON RD	34TH ST SW	26220000	9	00012	SR 121		L	2	W	23	05	77	01	02	03	40
SR 121	I 75	26220000	8	00009	SR 121		L	2	E	23	03	02	01	02	01	34
SR 121	I 75	26220000	8	01510	SR 121		R	1	E	23	03	03	01	01	03	34
I 75	SR 121	26260000	10	00495	SR 93	I 75	L	1	S	01	01	01	01	01	01	36
SR 121	35TH DR SW	26220000	8	02142	SR 121		R	1	E	23	03	03	01	02	02	34
I 75	SR 121	26260000	9	00462	SR 93	I 75	L	S	S	01	01	01	03	01	01	36
I 75	SR 121	26260000	10	00495	SR 93	I 75	R	S	N	01	01	01	03	01	01	36
I 75	SR 121	26260017	0	00463	SR 93	I 75	R	X	N	08	01	14	03	01	02	0
SR 93	SR 121	26260000	9	00495	SR 93	I 75	I	M	S	01	03	02	01	02	03	36
I 75	SR 24	26260000	10	01537	SR 93	I 75	L	S	S	01	01	01	01	01	01	36
I 75	SR 121	26260017	0	00463	SR 93	I 75	R	X	E	08	01	01	01	01	01	0
I 75	SR 121	26260000	9	00495	SR 93	I 75	R	2	N	01	01	01	01	01	01	36
I 75	SR 121	26260000	9	00495	SR 93	I 75	M	M	N	01	01	01	01	01	01	36
I 75	SR 121	26260000	9	00496	SR 93	I 75	L	1	S	01	01	01	01	01	01	36
SR 93	SR 121	26260015	0	02172	SR 93	I 75	L	X	S	08	01	14	01	01	03	0
SR 93	SR 24	26260000	10	00495	SR 93	I 75	L	2	S	01	01	01	01	01	01	36

FUNCLASS	RCI_SHOULD	RCI_SHOU_1	RCI_SHOU_2	RCI_SHOU_3	RCI_SHOU_4	RCI_SHOU_5	RCI_AVG_PE	AVERAGE_DA	AADT_SOURC	SPEED_LIMI	INJSEVER	ALCINVCD	SITELOCA	LGHT_COND	EVNT_WTHR	RD_SRFC_CO	TRAF_WAY_C
14	PAVED	4	LAWN	7		0	4	26000	RCI	45	2	0	02	01	03	02	04
	CURB&GUTTER	2	LAWN	4		0	16	5400	RCI		1	0	08	01	01	01	05
	CURB&GUTTER	2	LAWN	4		0	16	5400	RCI		2	0	08	01	01	01	05
	CURB&GUTTER	2	LAWN	4		0	16	5400	RCI		1	0	08	01	01	01	04
11	PAVED WARN	10	LAWN	8		0	16	65000	RCI	70	1	0	01	01	01	01	04
11	PAVED WARN	10	LAWN	8		0	16	65000	RCI	70	3	0	01	05	03	02	04
	PAVED	4	LAWN	4		0	16	5400	RCI		2	0	08	01	02	01	04
	PAVED	2	LAWN	4		0	16	4400	RCI		3	0	07	01	03	02	04
	PAVED	2	LAWN	4		0	16	2600	RCI		1	1	08	01	01	01	05
11	PAVED WARN	10	LAWN	8		0	16	65000	RCI	70	2	0	01	01	01	01	04
11	PAVED WARN	10	LAWN	8		0	16	65000	RCI	70	1	0	01	05	01	01	04
	PAVED	4	LAWN	4		0	16	5400	RCI		1	0	08	03	01	01	05
14	PAVED	4	LAWN	7		0	4	26000	RCI	45	1	0	02	01	01	01	04
14	PAVED	4	LAWN	7		0	4	26000	RCI	45	1	0	02	01	02	01	04
14	PAVED	4	CURB&GUTTER	2		0	4	26000	RCI	45	2	1	03	04	01	01	04
	CURB&GUTTER	2	LAWN	4		0	16	5400	RCI		3	0	08	01	03	02	05
14	PAVED	4	LAWN	7		0	4	26000	RCI	45	1	0	03	01	01	01	04
	PAVED	2	LAWN	4		0	16	2600	RCI		3	0	08	01	01	01	05
	PAVED	2	LAWN	4		0	16	2600	RCI		3	0	08	04	01	01	05
	PAVED	2	LAWN	4		0	16	2600	RCI		0	0	08	05	01	01	04
16	PAVED	4	CURB&GUTTER	2		0	2	20100	RCI	45	1	0	02	01	01	01	05
11	PAVED WARN	10	LAWN	8		0	16	65000	RCI	70	3	0	01	02	03	02	04
	CURB&GUTTER	2	LAWN	4		0	16	5400	RCI		1	0	08	04	02	02	05
16	PAVED	4	CURB&GUTTER	2		0	2	20100	RCI	45	1	0	02	01	01	01	01
11	PAVED WARN	10	LAWN	8		0	16	62430	RCI	70	1	0	01	01	03	02	04
11	PAVED WARN	10	LAWN	8		0	16	65000	RCI	70	2	0	01	01	03	02	04
11	PAVED WARN	10	LAWN	8		0	16	65000	RCI	70	1	0	01	04	01	01	04
	PAVED	4	LAWN	4		0	16	5400	RCI		1	0	08	01	02	01	04
14	PAVED	4	LAWN	7		0	4	26000	RCI	45	1	0	02	01	01	01	04
16	PAVED	4	CURB&GUTTER	2		0	2	20100	RCI	45	1	0	02	01	01	01	04
16	PAVED	4	CURB&GUTTER	2		0	2	20100	RCI	45	1	0	03	02	01	01	05
14	PAVED	4	LAWN	7		0	4	26000	RCI	45	1	0	02	01	03	02	04
	CURB&GUTTER	2	LAWN	4		0	16	5400	RCI		1	0	08	01	01	01	04
	PAVED	2	LAWN	4		0	16	2600	RCI		2	0	08	01	02	02	05
	PAVED	4	LAWN	4		0	16	4300	RCI		1	0	08	02	01	01	04
11	PAVED WARN	10	LAWN	8		0	16	65000	RCI	70	1	0	01	02	01	01	04
11	PAVED WARN	10	LAWN	8		0	16	65000	RCI	70	1	0	01	01	01	01	04
14	PAVED	4	LAWN	7		0	4	26000	RCI	45	3	0	02	01	01	01	04
14	PAVED	4	LAWN	7		0	4	26000	RCI	45	1	0	02	01	01	01	03
	CURB&GUTTER	2	LAWN	4		0	16	5400	RCI		1	0	08	01	01	01	05
	CURB&GUTTER	2	LAWN	4		0	16	5400	RCI		1	0	08	04	03	02	05
11	PAVED WARN	10	LAWN	8		0	16	62430	RCI	70	1	0	01	01	03	02	04
	PAVED	2	LAWN	4		0	16	2700	RCI		2	0	07	03	01	01	04
11	PAVED WARN	10	LAWN	8		0	16	65000	RCI	70	1	0	01	01	02	02	04
14	PAVED	4	LAWN	7		0	4	26000	RCI	45	3	0	03	01	01	01	04
	PAVED	2	LAWN	4		0	16	2600	RCI		1	0	08	01	02	02	05
	PAVED	2	LAWN	4		0	16	6200	RCI		1	0	07	01	01	01	05
	CURB&GUTTER	2	LAWN	4		0	16	5400	RCI		1	0	08	03	01	01	04
16	PAVED	4	CURB&GUTTER	2		0	2	20100	RCI	45	1	0	03	02	03	02	05
14	PAVED	4	LAWN	7		0	4	26000	RCI	45	1	0	02	04	01	01	04
14	PAVED	4	LAWN	7		0	4	26000	RCI	45	1	0	02	01	02	01	04
16	PAVED	4	CURB&GUTTER	2		0	2	20100	RCI	45	1	0	02	01	01	01	05
14	PAVED	4	CURB&GUTTER	2		0	4	26000	RCI	45	1	0	02	01	01	01	04
16	PAVED	4	CURB&GUTTER	2		0	2	20100	RCI	45	2	0	02	01	01	01	04
16	PAVED	4	CURB&GUTTER	2		0	2	20100	RCI	45	1	0	02	01	01	01	04
14	PAVED	4	LAWN	7		0	4	26000	RCI	45	1	0	02	04	01	01	04
16	PAVED	4	LAWN	7		0	4	10000	RCI	45	1	0	02	04	01	01	04
14	PAVED	4	LAWN	7		0	4	10000	RCI	45	1	0	03	03	02	02	04
11	PAVED WARN	10	LAWN	8		0	16	65000	RCI	70	1	0	01	05	03	02	04
16	PAVED	4	LAWN	7		0	4	10000	RCI	45	2	0	01	01	01	02	04
11	PAVED WARN	10	LAWN	8		0	16	62430	RCI	70	1	1	01	04	02	02	04
11	PAVED WARN	10	LAWN	8		0	18	67000	RCI	70	1	0	01	01	03	02	04
	PAVED	2	LAWN	4		0	18	2500	RCI		3	0	08	01	01	01	05
11	PAVED WARN	10	LAWN	8		0	18	67000	RCI	70	1	0	02	01	01	01	04
11	PAVED WARN	10	LAWN	8		0	18	67000	RCI	70	2	0	01	01	03	02	04
	PAVED	2	LAWN	4		0	18	2500	RCI		3	0	08	01	03	02	05
11	PAVED WARN	10	LAWN	8		0	18	67000	RCI	70	2	0	01	01	02	01	04
11	PAVED WARN	10	LAWN	8		0	18	67000	RCI	70	1	0	01	01	02	01	04
11	PAVED WARN	10	LAWN	8		0	18	67000	RCI	70	2	0	01	01	01	01	04
	CURB&GUTTER	2	LAWN	4		0	18	6700	RCI		1	0	08	01	01	01	05
11	PAVED WARN	10	LAWN	8		0	18	67000	RCI	70	2	0	01	04	02	02	04

D2_FRST_DR	LOC_WTHN_Z	WRK_ZONE_T	WRK_PRSNT	LAW_ENFRC	SCHL_BUS_R	NUMBER_OF	NUMBER_OF1	NUMBER_OF2	NUMBER_OF3	TOTAL_DRIV	NUMBER_OF4	NUMBER_OF5	TOTAL_PERS	WRONGWAY_I	SPEEDING_I
NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2	0	2	2	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2	2	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2	0	2	3	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2	6	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	4	0	4	6	N	N
NOT CODED	00	00	00	00	01	1	0	0	0	1	0	1	1	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	3	0	0	0	2	0	2	4	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	6	0	6	7	N	N
DROVE TOO FAST FOR CONDITIONS	00	00	00	00	01	0	0	0	0	2	0	2	2	N	Y
NO CONTRIBUTING ACTION	00	00	00	00	01	3	0	0	0	2	0	2	3	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	4	0	4	4	N	N
NOT CODED	00	00	00	00	01	0	0	0	0	1	0	1	1	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2	2	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2	2	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	3	0	3	3	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2	0	2	4	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2	4	N	N
NOT CODED	00	00	00	00	01	3	0	0	0	1	0	1	7	N	N
NOT CODED	00	00	00	00	01	1	0	0	0	1	0	1	1	N	N
NOT CODED	00	00	00	00	01	0	0	0	0	0	0	1	0	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2	2	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2	0	2	2	N	N
NOT CODED	00	00	00	00	01	0	0	0	0	1	0	2	1	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2	2	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	1	0	2	1	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	2	0	2	3	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2	3	N	N
NOT CODED	00	00	00	00	01	0	0	0	0	1	0	1	1	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2	2	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2	2	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2	3	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2	2	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2	2	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2	0	2	3	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2	2	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2	3	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2	2	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	2	0	2	2	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2	7	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2	2	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2	2	N	N
NOT CODED	00	00	00	00	01	0	0	0	0	1	0	1	1	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2	0	2	2	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2	4	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	2	0	2	5	N	N
NOT CODED	00	00	00	00	01	0	0	0	0	1	0	1	4	N	N
NOT CODED	00	00	00	00	01	0	0	0	0	1	0	1	4	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	1	0	2	1	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2	4	N	N
OPERATED MV IN CARLESS OR NEGL	00	00	00	00	01	0	0	0	0	2	0	2	2	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2	3	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2	4	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	3	3	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2	0	2	2	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	1	0	2	3	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2	3	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2	2	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2	2	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2	6	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2	0	2	2	N	N
NOT CODED	00	00	00	00	01	0	0	0	0	1	0	1	1	N	Y
NOT CODED	00	00	00	00	01	0	0	0	0	1	0	1	2	N	Y
NOT CODED	00	00	00	00	01	1	0	0	0	1	0	4	1	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2	2	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2	0	2	2	N	N
NOT CODED	00	00	00	00	01	5	0	0	0	1	0	1	5	N	Y
NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	2	0	2	2	N	N
NOT CODED	00	00	00	00	01	0	0	0	0	1	0	1	1	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	2	0	2	8	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2	9	N	N
NOT CODED	00	00	00	00	01	1	0	0	0	1	0	1	1	N	N

WORKZONE_I	COMMERCIAL	INTERSECTI	LANE_DEPAR	MOTORCYCLE	AGGRESSIVE	IMPAIRED_D	IMPAIRED_P	DISTRACTED	IMPAIRED_B	NO_BELT_IN	LATITUDE	LONGITUDE	EXTRACT_DA	SHAPE_1	Location
N	N	Y	N	N	N	N	N	N	N	N	30	-82	03/04/2018		13
N	N	N	N	N	N	N	N	N	N	N	30	-82	03/04/2018		6
N	N	Y	N	N	N	N	N	N	N	N	30	-82	03/04/2018		6
N	N	N	N	N	N	N	N	N	N	N	30	-82	03/04/2018		6
N	N	N	N	N	N	N	N	N	N	N	30	-82	03/04/2018		16
N	N	N	Y	N	N	N	N	N	N	Y	30	-82	03/04/2018		15
N	N	N	N	N	N	N	N	Y	N	N	30	-82	03/04/2018		6
N	Y	N	Y	N	N	N	N	N	N	N	30	-82	03/04/2018		1
N	N	N	N	N	N	Y	N	N	N	N	30	-82	03/04/2018		12
N	N	N	N	N	N	N	N	N	N	N	30	-82	03/04/2018		18
N	Y	N	N	N	N	N	N	N	N	N	30	-82	03/04/2018		15
N	N	N	Y	N	N	N	N	N	N	N	30	-82	03/04/2018		5
N	N	Y	N	N	N	N	N	N	N	N	30	-82	03/04/2018		21
N	N	N	Y	N	N	N	N	N	N	N	30	-82	03/04/2018		21
N	N	Y	N	N	N	Y	N	N	N	N	30	-82	03/04/2018		21
N	N	N	N	N	N	N	N	N	N	N	30	-82	03/04/2018		6
N	Y	Y	N	N	N	N	N	N	N	N	30	-82	03/04/2018		21
N	N	N	Y	N	N	N	N	N	N	N	30	-82	03/04/2018		12
N	N	N	N	N	N	N	N	N	N	N	30	-82	03/04/2018		13
N	N	Y	N	N	N	N	N	N	N	N	30	-82	03/04/2018		21
N	Y	N	Y	N	N	N	N	N	N	Y	30	-82	03/04/2018		9
N	N	Y	N	N	N	N	N	N	N	N	30	-82	03/04/2018		6
N	N	N	Y	N	N	N	N	N	N	N	30	-82	03/04/2018		21
N	N	N	N	N	N	N	N	N	N	N	30	-82	03/04/2018		9
N	N	N	N	N	N	N	N	N	N	N	30	-82	03/04/2018		18
N	N	N	Y	N	N	N	N	N	N	N	30	-82	03/04/2018		2
N	N	N	Y	N	N	N	N	N	N	N	30	-82	03/04/2018		6
N	N	Y	N	N	N	N	N	N	N	N	30	-82	03/04/2018		21
N	N	N	N	N	N	N	N	Y	N	N	30	-82	03/04/2018		21
N	N	Y	N	N	N	N	N	N	N	N	30	-82	03/04/2018		21
N	N	N	N	N	N	N	N	N	N	N	30	-82	03/04/2018		6
N	N	N	N	N	N	N	N	N	N	N	30	-82	03/04/2018		13
N	N	N	N	N	N	N	N	N	N	N	30	-82	03/04/2018		19
N	N	N	N	N	N	N	N	N	N	N	30	-82	03/04/2018		17
N	Y	N	Y	N	N	N	N	N	N	N	30	-82	03/04/2018		15
N	N	Y	N	N	N	N	N	N	N	N	30	-82	03/04/2018		13
N	N	N	N	N	N	N	N	N	N	N	30	-82	03/04/2018		13
N	N	N	N	N	N	N	N	N	N	N	30	-82	03/04/2018		6
N	N	Y	N	N	N	N	N	N	N	N	30	-82	03/04/2018		6
N	N	N	Y	N	N	N	N	N	N	N	30	-82	03/04/2018		11
N	N	Y	N	N	N	N	N	N	N	N	30	-82	03/04/2018		6
N	N	N	N	N	N	N	N	N	N	N	30	-82	03/04/2018		16
N	N	N	N	N	N	N	N	N	N	N	30	-82	03/04/2018		13
N	N	N	Y	N	N	N	N	N	N	N	30	-82	03/04/2018		13
N	N	N	Y	N	N	N	N	Y	N	N	30	-82	03/04/2018		6
N	N	N	Y	N	N	N	N	N	N	N	30	-82	03/04/2018		13
N	N	N	N	N	N	N	N	N	N	N	30	-82	03/04/2018		19
N	N	Y	N	N	N	N	N	N	N	Y	30	-82	03/04/2018		3
N	N	N	Y	N	N	N	N	N	N	N	30	-82	03/04/2018		9
N	N	N	Y	N	N	N	N	N	N	N	30	-82	03/04/2018		16
N	Y	N	Y	N	N	N	N	N	N	N	30	-82	03/04/2018		12
N	N	Y	N	N	N	N	N	N	N	N	30	-82	03/04/2018		15
N	Y	N	Y	N	N	N	N	N	N	Y	30	-82	03/04/2018		3
N	N	N	Y	N	N	N	N	N	N	N	30	-82	03/04/2018		12
N	N	N	N	N	N	N	N	N	N	N	30	-82	03/04/2018		16
N	N	N	Y	N	N	N	N	N	N	N	30	-82	03/04/2018		16
N	N	N	N	N	N	N	N	N	N	N	30	-82	03/04/2018		9
N	N	N	N	N	N	N	N	N	N	N	30	-82	03/04/2018		6
N	N	N	Y	N	N	N	N	N	N	N	30	-82	03/04/2018		4

WILLISTON RD	SR 121	26220000	9 00012	SR 121		R	1	E	23	03	03	01	01	03	40
I 75	WILLISTON RD	26260000	10 00495	SR 93	I 75	L	3	S	01	01	01	01	01	01	36
WILLISTON RD	34TH ST SW	26220000	9 00012	SR 121		R	2	S	23	03	03	01	01	03	40
WILLISTON RD	SR 121	26220000	9 00012	SR 331		L	R	W	20	04	01	01	01	03	40
SR 331	SR 121	26220000	9 00012	SR 121		L	1	W	23	03	02	01	02	03	40
WILLISTON RD SW	34TH ST SW	26220000	9 00012	SR 121		R	2	E	23	03	02	01	02	03	40
SR 331	SR 121	26220000	9 00012	SR 331		L	2	W	20	03	01	01	01	03	40
34TH ST SW	WILLISTON RD	26250000	0 00012	SR 121		L	R	S	20	03	02	01	02	03	43
SR 121	SR 93	26220000	8 02172	SR 121		L	1	N	23	03	02	01	02	03	34
WILLISTON RD SW	34TH ST SW	26220000	9 00012	SR 121		R	2	E	23	03	02	01	02	03	40
34TH ST SW	WILLISTON RD	26250000	0 00012	SR 121		L	A	S	20	03	03	01	01	03	43
WILLISTON RD SW	34TH ST SW	26220000	9 00012	SR 331		L	2	W	20	03	01	01	01	03	40
SR 121	I 75	26220000	8 00009	SR 121		L	1	E	23	03	02	01	02	01	34
I 75	SR 121	26260000	9 02592	SR 93	I 75	R	2	N	01	01	01	01	01	01	36
SR 93	SR 121	26260000	10 00495	SR 93	I 75	L	S	S	01	01	01	03	01	01	36
I 75	SR 121	26260000	9 00464	SR 93	I 75	M	M	N	01	01	01	04	01	01	36
34TH ST SW	WILLISTON RD	26250000	0 02624	SR 121		L	A	S	20	03	03	01	01	03	43
WILLISTON RD	I 75	26220000	8 00011	SR 121		L	2	W	23	03	01	01	02	03	30
SR 331	SR 121	26220000	9 00012	SR 331		L	2	W	20	03	02	01	02	03	40
I 75	WILLISTON RD	26260000	10 01537	SR 93	I 75	R	1	N	01	01	18	01	01	01	36
I 75	SR 24	26260000	10 01537	SR 93	I 75	L	A	S	01	01	01	01	01	01	36
I 75	SR 121	26260000	9 00495	SR 93	I 75	L	2	N	01	01	01	03	01	01	36
I 75	SR 121	26260000	10 00495	SR 93	I 75	M	M	N	01	01	01	04	01	01	36
SR 121	WILLISTON RD	26220000	9 00012	SR 121		R	L	S	23	03	02	01	02	03	40
SR 331	SR 121	26220000	9 00012	SR 331		L	2	W	20	03	01	01	01	03	40
SR 93	MM 383	26260000	10 01537	SR 93	I 75	L	1	S	01	01	01	01	01	01	36
I 75	WILLISTON RD	26260000	9 02592	SR 93	I 75	R	1	N	01	01	01	01	01	02	36
I 75	SR 24	26260000	10 01537	SR 93	I 75	R	2	N	01	01	01	01	01	01	36
I 75	SR 24	26260000	10 00495	SR 93	I 75	M	M	S	01	01	01	04	01	02	36
I 75	SR 121	26260000	9 00463	SR 93	I 75	L	1	S	01	01	01	01	01	01	36
I 75	SR 121	26260017	0 02798	SR 93	I 75	R	X	S	08	01	14	03	01	02	0
I 75	SR 121	26260000	10 00495	SR 93	I 75	R	3	N	01	01	01	01	01	01	36
I 75	SR 121	26260017	0 00010	SR 93	I 75	R	X	N	08	01	14	01	01	01	0
I 75	SR 121	26260015	0 02172	SR 93	I 75	L	X	S	08	01	14	01	01	02	0
I 75	SR 121	26260018	0 02749	SR 93	I 75	R	X	N	08	01	01	01	01	01	0
SR 121	I 75	26220000	8 00011	SR 121		L	1	W	23	03	03	01	03	01	30
SR 121	I 75	26220000	8 00009	SR 121		R	1	E	23	03	02	01	02	01	34
I 75	WILLISTON RD	26260000	9 00463	SR 93	I 75	R	A	N	01	01	01	01	01	01	36
SR 331	34TH ST SW	26220000	9 00012	SR 331		L	1	W	20	03	01	01	01	01	40
WILLISTON RD	I 75	26260018	0 00011	SR 93	I 75	R	X	W	08	03	03	01	01	02	0
WILLISTON RD	34TH ST SW	26220000	9 00012	SR 121		R	2	E	23	03	01	01	01	03	40
WILLISTON RD	34TH ST SW	26220000	9 00012	SR 121		R	1	E	23	03	01	01	01	03	40
WILLISTON RD	I 75	26220000	8 02172	SR 121		L	1	W	23	03	01	01	03	03	34
SR 331	SR 121	26220000	9 00012	SR 331		L	2	W	20	03	01	01	01	03	40
WILLISTON RD	34TH ST SW	26220000	9 00012	SR 121		L	A	W	23	03	02	01	02	03	40
SR 331	SR 121	26220000	9 00012	SR 331		L	1	W	20	03	02	01	02	03	40
I 75	SR 121	26260015	0 02172	SR 93	I 75	L	X	S	08	01	14	01	01	01	0
I 75	SR 121	26260015	0 00495	SR 93	I 75	L	H	S	08	01	14	02	01	02	0
SR 331	SR 121	26220000	9 00012	SR 331		L	2	W	20	03	01	01	01	03	40
WILLISTON RD	I 75	26220000	8 01510	SR 121		R	2	E	23	03	03	01	01	01	34
WILLISTON RD	I 75	26220000	8 02142	SR 121		R	1	E	23	03	03	01	01	01	34
WILLISTON RD	34TH ST SW	26220000	9 00012	SR 331		L	2	W	20	03	01	01	01	03	40
SR 93	SR 121	26260000	9 00463	SR 93	I 75	L	2	W	01	03	02	01	02	03	36
WILLISTON RD	I 75	26220000	8 02172	SR 121		L	1	W	23	03	01	01	01	03	34
SR 331	SR 121	26220000	9 00012	SR 331		L	2	W	20	03	01	01	01	03	40
SR 121	SR 331/WILLISTON RD	26250000	0 02624	SR 121		L	L	S	20	03	01	01	01	03	43
I 75	SR 121	26260000	9 00463	SR 93	I 75	R	3	N	01	01	14	01	01	01	36
SR 331	34TH ST SW	26220000	9 00012	SR 331		L	2	E	20	03	01	01	01	03	40
WILLISTON RD SW	34TH ST SW	26220000	9 00012	SR 331		L	R	W	20	03	03	01	02	03	40
I 75	SR 24	26260000	10 00495	SR 93	I 75	R	3	N	01	01	01	01	01	01	36
WILLISTON RD	34TH ST SW	26220000	9 00012	SR 331		L	2	W	20	03	01	01	01	03	40
SR 93	SR 121	26260000	10 01537	SR 93	I 75	L	2	S	01	01	01	01	01	01	36
I 75	SR 121	26260000	9 00463	SR 93	I 75	R	3	N	01	01	14	01	01	01	36
WILLISTON RD SW	34TH ST SW	26220000	9 00012	SR 121		L	1	W	23	03	03	01	01	03	40
SR 93	SR 121	26260018	0 00011	SR 93	I 75	R	X	N	08	01	14	01	02	01	0
I 75	SR 24	26260015	0 02172	SR 93	I 75	L	X	S	08	03	02	01	02	03	0
I 75	SR 121	26260000	9 00463	SR 93	I 75	R	1	N	01	01	01	01	01	01	36
SR 93	SR 24	26260049	0 01818	SR 93	I 75	L	X	S	08	01	14	01	01	01	0
I 75	SR 121	26260000	9 00495	SR 93	I 75	L	2	S	01	01	01	01	01	01	36
SR 93	SR 121	26260000	9 00463	SR 93	I 75	L	2	S	01	01	01	01	01	01	36
I 75	SR 331	26260017	0 02798	SR 93	I 75	L	X	N	08	01	14	02	01	02	0
SR 331	SR 121	26220000	9 00012	SR 331		L	R	W	20	03	03	01	02	03	40

14	PAVED	4 LAWN	7	0	5 26000	RCI	45	2	0	03	01	01	01	04
11	PAVED WARN	10 LAWN	8	0	18 67000	RCI	70	1	0	01	01	01	01	04
14	PAVED	4 LAWN	7	0	5 26000	RCI	45	2	0	02	01	02	01	04
14	PAVED	4 CURB&GUTTER	2	0	5 26000	RCI	45	1	0	02	04	01	01	04
14	PAVED	4 LAWN	7	0	5 26000	RCI	45	1	0	02	01	03	02	04
14	PAVED	4 LAWN	7	0	5 26000	RCI	45	3	0	02	01	01	01	04
14	PAVED	4 CURB&GUTTER	2	0	5 26000	RCI	45	1	0	01	01	02	01	04
16	PAVED	4 CURB&GUTTER	2	0	2 19400	RCI	45	1	0	02	01	01	01	04
16	PAVED	4 LAWN	7	0	5 11500	RCI	45	3	0	02	01	02	01	02
14	PAVED	4 LAWN	7	0	5 26000	RCI	45	2	0	02	01	02	01	04
16	PAVED	4 CURB&GUTTER	2	0	2 19400	RCI	45	2	0	02	01	02	01	04
14	PAVED	4 CURB&GUTTER	2	0	5 26000	RCI	45	2	0	01	01	02	01	04
16	PAVED	4 LAWN	7	0	5 11500	RCI	45	1	0	02	01	01	01	03
11	PAVED WARN	10 LAWN	8	0	18 66072	RCI	70	1	0	01	01	01	01	04
11	PAVED WARN	10 LAWN	8	0	18 67000	RCI	70	2	0	01	01	03	02	04
11	PAVED WARN	10 LAWN	8	0	18 67000	RCI	70	1	0	01	01	02	01	04
16	PAVED	4 CURB&GUTTER	2	0	2 19400	RCI	45	1	0	02	04	01	01	04
14	PAVED	4 LAWN	7	0	5 26000	RCI	45	3	0	02	01	01	01	04
14	PAVED	4 CURB&GUTTER	2	0	5 26000	RCI	45	3	0	02	01	01	01	04
11	PAVED WARN	10 LAWN	8	0	18 67000	RCI	70	1	0	01	01	01	01	04
11	PAVED WARN	10 LAWN	8	0	18 67000	RCI	70	2	0	01	01	01	01	04
11	PAVED WARN	10 LAWN	8	0	18 67000	RCI	70	1	0	01	01	01	01	04
11	PAVED WARN	10 LAWN	8	0	18 67000	RCI	70	1	0	01	01	01	01	04
11	PAVED WARN	10 LAWN	8	0	18 67000	RCI	70	2	0	01	04	03	02	04
14	PAVED	4 LAWN	7	0	5 26000	RCI	45	1	0	02	01	01	01	04
14	PAVED	4 CURB&GUTTER	2	0	5 26000	RCI	45	3	0	01	01	01	01	04
11	PAVED WARN	10 LAWN	8	0	18 67000	RCI	70	2	0	01	01	03	02	04
11	PAVED WARN	10 LAWN	8	0	18 66072	RCI	70	1	0	01	05	01	01	04
11	PAVED WARN	10 LAWN	8	0	18 67000	RCI	70	1	0	01	01	01	01	04
11	PAVED WARN	10 LAWN	8	0	18 67000	RCI	70	1	0	01	03	03	02	04
11	PAVED WARN	10 LAWN	8	0	18 67000	RCI	70	1	0	01	01	01	01	04
11	PAVED	2 LAWN	4	0	18 2500	RCI		1	0	08	01	02	01	05
11	PAVED WARN	10 LAWN	8	0	18 67000	RCI	70	3	0	01	01	01	01	04
	PAVED	2 LAWN	4	0	18 2500	RCI		2	0	08	01	02	02	05
	CURB&GUTTER	2 LAWN	4	0	18 6700	RCI		1	0	08	01	02	01	05
	PAVED	2 LAWN	4	0	18 5600	RCI		1	0	07	05	01	01	05
14	PAVED	4 LAWN	7	0	5 26000	RCI	45	2	0	03	01	01	01	04
16	PAVED	4 LAWN	7	0	5 11500	RCI	45	1	0	02	01	01	01	03
11	PAVED WARN	10 LAWN	8	0	18 67000	RCI	70	1	0	01	01	02	02	04
14	PAVED	4 CURB&GUTTER	2	0	5 26000	RCI	45	1	0	01	04	01	01	04
	PAVED	2 LAWN	4	0	18 5600	RCI		1	0	07	01	01	01	04
14	PAVED	4 LAWN	7	0	5 26000	RCI	45	1	0	02	01	01	01	04
14	PAVED	4 LAWN	7	0	5 26000	RCI	45	1	0	02	01	02	01	04
16	PAVED	4 LAWN	7	0	5 11500	RCI	45	1	0	02	01	01	01	04
14	PAVED	4 CURB&GUTTER	2	0	5 26000	RCI	45	2	0	01	01	03	02	04
14	PAVED	4 LAWN	7	0	5 26000	RCI	45	2	0	02	01	02	01	04
14	PAVED	4 CURB&GUTTER	2	0	5 26000	RCI	45	1	0	02	01	02	01	01
	CURB&GUTTER	2 LAWN	4	0	18 6700	RCI		1	0	08	01	01	01	05
	PAVED	4 LAWN	4	0	18 6700	RCI		1	0	08	04	03	02	05
14	PAVED	4 CURB&GUTTER	2	0	5 26000	RCI	45	3	0	01	01	03	02	04
14	PAVED	4 LAWN	7	0	5 11500	RCI	45	1	0	03	01	01	01	04
16	PAVED	4 LAWN	7	0	5 11500	RCI	45	2	0	02	01	01	01	04
14	PAVED	4 CURB&GUTTER	2	0	5 26000	RCI	45	1	0	02	01	01	01	04
11	PAVED WARN	10 LAWN	8	0	18 67000	RCI	70	1	0	02	04	01	01	04
16	PAVED	4 LAWN	7	0	5 11500	RCI	45	1	0	01	01	02	01	04
14	PAVED	4 CURB&GUTTER	2	0	4 26000	RCI	45	1	0	01	01	03	02	04
16	PAVED	4 CURB&GUTTER	2	0	2 19400	RCI	45	2	0	02	01	02	01	04
11	PAVED WARN	10 LAWN	8	0	18 67000	RCI	70	2	0	01	04	01	01	04
14	PAVED	4 CURB&GUTTER	2	0	5 26000	RCI	45	1	0	01	01	01	01	04
14	PAVED	4 CURB&GUTTER	2	0	5 26000	RCI	45	1	0	03	01	02	01	04
11	PAVED WARN	10 LAWN	8	0	18 67000	RCI	70	2	0	01	01	03	02	04
14	PAVED	4 CURB&GUTTER	2	0	5 26000	RCI	45	2	0	01	01	01	01	04
11	PAVED WARN	10 LAWN	8	0	18 67000	RCI	70	1	0	01	01	01	01	04
11	PAVED WARN	10 LAWN	8	0	18 67000	RCI	70	2	0	01	01	01	01	04
14	PAVED	4 LAWN	7	0	5 26000	RCI	45	1	0	03	04	03	02	04
	PAVED	2 LAWN	4	0	18 5600	RCI		1	0	07	01	01	01	05
	CURB&GUTTER	2 LAWN	4	0	16 5400	RCI		1	0	08	01	01	01	05
11	PAVED WARN	10 LAWN	8	0	18 67000	RCI	70	1	0	01	01	02	02	04
	PAVED	2 LAWN	4	0	18 5700	RCI		1	0	07	04	01	01	05
11	PAVED WARN	10 LAWN	8	0	18 67000	RCI	70	1	0	01	05	01	01	04
11	PAVED WARN	10 LAWN	8	0	18 67000	RCI	70	1	0	01	01	01	01	04
	PAVED	2 LAWN	4	0	18 2500	RCI		2	0	08	01	01	01	05
14	PAVED	4 CURB&GUTTER	2	0	5 26000	RCI	45	3	0	03	01	01	01	04

N	N	Y	N	N	N	N	N	N	N	N	30	-82 03/04/2018	21
N	Y	N	Y	N	N	N	N	N	N	N	30	-82 03/04/2018	3
N	N	Y	N	N	N	N	N	N	N	N	30	-82 03/04/2018	21
N	N	N	N	N	N	N	N	N	N	N	30	-82 03/04/2018	21
N	Y	Y	N	N	N	N	N	Y	N	N	30	-82 03/04/2018	21
N	N	Y	N	N	N	N	N	N	N	N	30	-82 03/04/2018	21
N	N	N	N	N	N	N	N	N	N	N	30	-82 03/04/2018	21
N	N	Y	N	N	N	N	N	Y	N	N	30	-82 03/04/2018	21
N	N	Y	N	N	N	Y	N	N	N	N	30	-82 03/04/2018	6
N	N	Y	N	N	N	N	N	N	N	N	30	-82 03/04/2018	21
N	N	N	N	N	N	N	N	N	N	N	30	-82 03/04/2018	21
N	N	N	N	N	N	N	N	N	N	N	30	-82 03/04/2018	6
N	Y	N	Y	N	N	N	N	N	N	N	30	-82 03/04/2018	11
N	N	N	Y	N	N	N	N	N	N	N	30	-82 03/04/2018	3
N	N	Y	N	N	N	N	N	N	N	N	30	-82 03/04/2018	15
N	N	N	N	N	N	N	N	N	N	N	30	-82 03/04/2018	21
N	N	N	N	N	N	N	N	N	N	N	30	-82 03/04/2018	13
N	N	Y	N	Y	N	N	N	Y	N	N	30	-82 03/04/2018	21
N	N	N	N	N	N	N	N	N	Y	N	30	-82 03/04/2018	18
N	N	N	N	N	N	N	N	N	N	N	30	-82 03/04/2018	3
N	N	N	Y	N	N	N	N	N	N	Y	30	-82 03/04/2018	4
N	N	N	Y	N	N	N	N	N	N	N	30	-82 03/04/2018	16
N	N	Y	N	N	N	N	N	N	N	N	30	-82 03/04/2018	21
N	N	N	N	N	N	N	N	N	N	N	30	-82 03/04/2018	21
N	N	N	N	N	N	N	N	N	N	N	30	-82 03/04/2018	3
N	N	N	N	N	Y	N	N	N	N	N	30	-82 03/04/2018	11
N	N	N	Y	N	N	N	N	N	N	N	30	-82 03/04/2018	17
N	N	N	Y	N	N	N	N	N	N	N	30	-82 03/04/2018	17
N	N	N	Y	N	N	N	N	N	N	N	30	-82 03/04/2018	8
N	N	N	Y	N	N	N	N	N	N	N	30	-82 03/04/2018	13
N	N	N	Y	N	N	N	N	N	N	N	30	-82 03/04/2018	16
N	N	N	Y	N	N	N	N	N	N	N	30	-82 03/04/2018	13
N	Y	N	Y	N	N	N	N	N	N	N	30	-82 03/04/2018	6
N	N	Y	Y	N	N	N	N	N	N	N	30	-82 03/04/2018	14
N	N	Y	N	N	N	N	N	N	Y	N	30	-82 03/04/2018	13
N	N	N	N	N	N	N	N	N	N	N	30	-82 03/04/2018	6
N	N	N	N	N	N	N	N	N	N	N	30	-82 03/04/2018	15
N	N	Y	Y	N	N	N	N	N	N	N	30	-82 03/04/2018	21
N	N	N	N	N	N	N	N	N	N	N	30	-82 03/04/2018	13
N	N	N	N	N	N	N	N	N	Y	N	30	-82 03/04/2018	21
N	N	N	Y	N	N	N	N	N	N	N	30	-82 03/04/2018	21
N	N	N	N	N	N	N	N	N	N	N	30	-82 03/04/2018	6
N	N	N	N	N	N	N	N	N	N	N	30	-82 03/04/2018	21
N	N	Y	N	N	N	N	N	N	N	N	30	-82 03/04/2018	21
N	N	N	N	N	N	N	N	N	N	N	30	-82 03/04/2018	6
N	N	N	N	N	N	N	N	N	N	N	30	-82 03/04/2018	5
N	N	N	Y	N	N	N	N	N	Y	N	30	-82 03/04/2018	21
N	N	N	Y	N	N	N	N	N	N	N	30	-82 03/04/2018	13
N	N	N	Y	N	N	N	N	N	N	N	30	-82 03/04/2018	13
N	N	N	N	N	N	N	N	N	N	N	30	-82 03/04/2018	21
N	N	Y	N	N	N	N	N	N	N	N	30	-82 03/04/2018	8
N	N	N	N	N	N	N	N	N	N	N	30	-82 03/04/2018	6
N	N	N	N	N	N	N	N	N	N	N	30	-82 03/04/2018	21
N	N	N	N	N	N	N	N	Y	N	N	30	-82 03/04/2018	21
N	Y	N	N	N	N	N	N	N	N	N	30	-82 03/04/2018	15
N	N	N	N	N	N	N	N	N	Y	N	30	-82 03/04/2018	21
N	N	Y	N	N	N	N	N	N	N	N	30	-82 03/04/2018	21
N	N	N	N	N	N	N	N	N	N	N	30	-82 03/04/2018	16
N	N	N	N	N	N	N	N	Y	N	N	30	-82 03/04/2018	21
N	Y	N	Y	N	N	N	N	N	N	N	30	-82 03/04/2018	2
N	N	Y	N	Y	N	N	N	N	N	N	30	-82 03/04/2018	15
N	N	N	N	N	N	N	N	N	N	N	30	-82 03/04/2018	21
N	N	N	N	N	N	N	N	N	N	N	30	-82 03/04/2018	13
N	Y	Y	N	N	N	N	N	N	N	N	30	-82 03/04/2018	6
N	N	N	Y	N	N	N	N	N	N	N	30	-82 03/04/2018	15
N	Y	N	N	N	N	N	N	N	N	N	30	-82 03/04/2018	1
N	Y	N	N	N	N	N	N	N	N	Y	30	-82 03/04/2018	4
N	N	N	N	N	N	N	N	N	N	N	30	-82 03/04/2018	8
N	N	N	Y	N	N	N	N	N	N	N	30	-82 03/04/2018	13
N	N	Y	N	N	N	N	N	Y	N	N	30	-82 03/04/2018	21

WILLISTON RD	I 75	26220000	8 02172	SR 121		L	2	W	23	03	02	01	03	03	34
I 75	SR 121	26260000	10 01537	SR 93	I 75	L	2	S	01	01	18	01	01	01	36
I 75	SR 121	26260015	0 02172	SR 93	I 75	L	X	S	08	01	02	01	04	02	0
I 75	SR 121	26260017	0 00010	SR 93	I 75	R	X	S	08	01	02	01	02	01	0
SR 121	SR 93	26220000	8 00009	SR 121		L	2	E	23	03	02	01	02	03	37
WILLISTON RD	34TH ST SW	26220000	8 00011	SR 121		L	2	W	23	03	01	01	01	03	39
I 75	SR 24	26260000	10 00495	SR 93	I 75	M	M	N	01	01	01	04	01	01	36
SR 121	I 75	26260015	0 02172	SR 93	I 75	L	X	W	08	03	02	01	03	03	0
I 75	SR 121	26260017	0 02798	SR 93	I 75	R	X	E	08	05	02	01	03	01	0
I 75	ARCHER RD SW	26260049	0 01818	SR 93	I 75	R	X	N	08	01	01	01	01	01	0
WILLISTON RD	34TH ST SW	26220000	9 00012	SR 121		R	1	E	23	03	01	01	01	03	39
SR 331	SR 121	26220000	9 00012	SR 331		L	1	W	20	03	02	01	01	03	39
WILLISTON RD	34TH ST SW	26220000	9 00012	SR 331		L	2	W	20	03	03	01	02	03	39
SR 331	SR 121	26220000	9 00012	SR 331		L	2	W	20	03	02	01	02	01	39
SR 331	SR 121	26220000	9 00012	SR 121		L	2	S	23	03	02	01	04	03	39
WILLISTON RD	34TH ST SW	26220000	9 00012	SR 121		R	1	E	23	03	02	01	02	03	39
WILLISTON RD SW	41ST BLVD SW	26220000	8 01508	SR 121		L	1	S	23	03	02	01	01	01	43
SR 121	I 75	26220000	8 00011	SR 121		L	2	E	23	03	02	01	02	02	29
SR 121	34TH ST SW	26220000	8 00011	SR 121		R	3	E	23	03	01	01	03	03	39
WILLISTON RD SW	34TH ST SW	26220000	9 00012	SR 331		L	1	W	20	03	01	01	01	03	39
SR 121	SR 331/WILLISTON RD	26250000	0 02625	SR 121		L	L	S	30	03	04	01	01	01	43
SR 121	I 75	26220000	8 00011	SR 121		L	2	E	23	03	02	01	02	03	29
SR 121	SR 331/WILLISTON RD	26250000	0 02624	SR 121		L	L	S	20	03	01	01	02	03	43
SR 121	I 75	26220000	8 00011	SR 121		L	2	E	23	03	01	01	77	01	29
SR 121	SR 93	26220000	8 00011	SR 121		L	1	W	23	03	01	01	01	01	39
WILLISTON RD SW	34TH ST SW	26220000	9 00012	SR 331		L	2	W	20	03	01	01	01	03	39
I 75	SR 121	26260000	9 00495	SR 93	I 75	R	1	S	01	01	01	01	01	02	36
SR 93	SR 24	26260049	0 02735	SR 93	I 75	L	X	N	08	01	14	01	01	02	0
SR 121	I 75	26220000	8 02172	SR 121		L	2	E	23	03	02	01	02	01	37
WILLISTON RD SW	34TH ST SW	26220000	9 00012	SR 331		R	R	W	20	03	04	01	01	01	39
SR 121	I 75	26220000	9 00012	SR 121		L	2	W	23	03	01	01	03	01	39
I 75	SR 24	26260000	10 01537	SR 93	I 75	L	1	S	01	01	01	01	01	01	36
SR 93	SR 121	26260015	0 02172	SR 93	I 75	L	X	N	08	03	02	01	02	03	0
I 75	SR 121	26260017	0 02798	SR 93	I 75	R	X	N	08	01	14	01	01	02	0
WILLISTON RD	34TH ST SW	26220000	9 00012	SR 331		L	2	W	20	03	01	01	01	03	39
SR 121	34TH ST SW	26220000	8 01510	SR 121		L	2	0	23	03	01	01	01	01	29
SR 121	34TH ST SW	26220000	9 00012	SR 121		R	L	E	23	03	01	01	01	01	39
WILLISTON RD SW	34TH ST SW	26220000	9 00012	SR 331		L	2	W	20	03	01	01	01	03	39
I 75	SR 121	26260000	9 00495	SR 93	I 75	L	S	S	01	01	17	01	01	01	36
I 75	ARCHER RD	26260000	10 01537	SR 93	I 75	R	2	N	01	01	01	01	01	01	36
I 75	WILLISTON RD	26260015	0 02172	SR 93	I 75	L	X	S	08	01	01	01	03	01	0
SR 93	SR 121	26260015	0 02172	SR 93	I 75	L	X	S	08	01	02	01	04	02	0
SR 93	SR 121	26260015	0 02745	SR 93	I 75	L	X	S	08	01	03	01	03	03	0
I 75	SR 121	26260015	0 02745	SR 93	I 75	L	X	N	08	01	14	02	01	01	0
I 75	SR 121	26260017	0 02798	SR 93	I 75	R	X	N	08	01	14	02	01	01	0
I 75	SR 121	26260017	0 02798	SR 93	I 75	R	X	N	08	01	14	02	01	02	0
FRED BEAR DR	WILLISTON RD SW	26220000	8 01508	SR 121		T	1	S	23	05	01	01	01	02	43
SR 121	I 75	26220000	8 00010	SR 121		L	2	W	23	03	01	01	04	03	29
SR 121	I 75	26220000	8 00011	SR 121		L	2	W	23	03	03	01	01	02	29
I 75	MM 383	26260000	10 00495	SR 93	I 75	R	2	N	01	01	01	01	01	01	36
SR 93	WILLISTON RD SW	26260000	9 00495	SR 93	I 75	L	3	S	01	01	01	01	01	01	36
I 75	SR 24	26260000	10 01537	SR 93	I 75	M	M	N	01	01	01	02	01	01	36
SR 121	SR 93	26260018	0 02749	SR 93	I 75	R	X	N	08	01	14	01	04	03	0
34TH ST SW	WILLISTON RD	26250000	0 02624	SR 121		L	2	W	20	03	01	01	01	03	43
WILLISTON RD SW	34TH ST SW	26220000	9 00012	SR 331		L	L	E	20	03	02	01	02	03	39
I 75	SR 121	26260018	0 00011	SR 93	I 75	R	X	W	08	03	03	01	01	02	0
34TH ST SW	WILLISTON RD	26250000	0 00012	SR 121		L	R	S	20	03	03	01	01	03	43
SR 331	34TH ST SW	26220000	9 00012	SR 331		L	2	W	20	04	01	01	01	01	39
WILLISTON RD	34TH ST SW	26220000	8 00011	SR 121		L	2	W	23	03	01	01	01	01	29
SR 121	SR 121	26220000	9 00012	SR 121		R	1	E	23	03	02	01	02	03	39
SR 121	SR 121	26220000	9 00012	SR 121		L	A	W	23	05	01	01	01	01	39
WILLISTON RD SW	34TH ST SW	26220000	9 00012	SR 121		R	R	W	23	03	01	01	02	03	39
I 75	SR 121	26260015	0 02172	SR 93	I 75	L	X	S	08	01	14	01	77	02	0
I 75	SR 24	26260000	10 00495	SR 93	I 75	R	2	N	01	01	18	01	01	01	36
I 75	SR 121	26260000	10 01537	SR 93	I 75	L	2	S	01	01	01	01	01	01	36
I 75	SR 121	26260017	0 00463	SR 93	I 75	R	X	N	08	01	01	02	01	02	0
I 75	SR 121	26260017	0 00463	SR 93	I 75	R	X	N	08	01	14	03	01	01	0
34TH ST SW	WILLISTON RD	26250000	0 02624	SR 121		L	L	N	20	03	03	01	01	03	43
SR-331	SW 34TH ST	26220000	9			L	2	E		03	01	01	01	03	0
SR 121	SR 93	26220000	8 02172	SR 121		L	1	S	23	03	02	01	02	03	37
WILLISTON RD SW	34TH ST SW	26220000	9 00012	SR 331		L	1	S	20	03	01	01	01	01	39
WILLISTON RD SW	34TH ST SW	26220000	9 00012	SR 331		L	2	W	20	03	01	01	01	03	39

16	PAVED	4 LAWN	7	0	5 11500	RCI	45	1	0	02	01	02	02	04
11	PAVED WARN	10 LAWN	8	0	19 63500	RCI	70	1	0	01	01	03	02	04
	CURB&GUTTER	2 LAWN	4	0	19 5000	RCI		1	0	08	01	01	01	05
	PAVED	2 LAWN	4	0	19 2600	RCI		1	0	08	05	01	01	04
16	PAVED	4 LAWN	7	0	5 11000	RCI	45	1	0	02	01	01	01	04
14	PAVED	4 LAWN	7	0	5 26500	RCI	45	2	0	01	01	02	01	04
11	PAVED WARN	10 LAWN	8	0	19 63500	RCI	70	1	0	01	01	03	02	04
	CURB&GUTTER	2 LAWN	4	0	19 5000	RCI		1	0	07	01	01	01	04
	PAVED	2 LAWN	4	0	19 2600	RCI		3	0	08	01	01	01	04
	PAVED	2 LAWN	4	0	19 4500	RCI		1	0	07	01	01	01	04
14	PAVED	4 LAWN	7	0	5 26500	RCI	45	1	0	01	04	03	02	04
14	PAVED	4 CURB&GUTTER	2	0	5 26500	RCI	45	1	0	03	01	01	01	04
14	PAVED	4 CURB&GUTTER	2	0	5 26500	RCI	45	1	0	03	01	01	01	04
14	PAVED	4 CURB&GUTTER	2	0	5 26500	RCI	45	1	0	02	04	01	01	01
14	PAVED	4 LAWN	7	0	5 26500	RCI	45	1	0	02	01	01	01	04
14	PAVED	4 LAWN	7	0	5 26500	RCI	45	4	0	02	01	01	01	04
14	PAVED	4 LAWN	7	0	5 26500	RCI	45	1	0	02	01	01	01	04
14	PAVED	4 LAWN	7	0	5 26500	RCI	45	2	0	02	01	01	01	04
14	PAVED	4 LAWN	7	0	5 26500	RCI	45	1	0	03	01	01	01	04
14	PAVED	4 CURB&GUTTER	2	0	5 26500	RCI	45	1	0	01	01	01	01	04
16	PAVED	4 LAWN	7	0	5 11000	RCI	45	1	0	02	01	01	01	04
14	PAVED	4 LAWN	7	0	5 26500	RCI	45	2	0	02	01	01	01	04
14	PAVED	4 LAWN	7	0	5 26500	RCI	45	1	0	03	01	01	01	04
14	PAVED	4 CURB&GUTTER	2	0	5 26500	RCI	45	1	0	01	01	01	01	04
16	PAVED	4 CURB&GUTTER	2	0	2 20000	RCI	45	2	0	01	01	02	01	04
14	PAVED	4 LAWN	7	0	5 26500	RCI	45	2	0	02	04	01	01	04
16	PAVED	4 CURB&GUTTER	2	0	2 20000	RCI	45	1	0	03	01	01	01	03
14	PAVED	4 LAWN	7	0	5 26500	RCI	45	2	0	02	01	01	01	04
14	PAVED	4 LAWN	7	0	5 26500	RCI	45	1	0	03	01	01	01	04
14	PAVED	4 CURB&GUTTER	2	0	5 26500	RCI	45	1	0	01	01	03	02	04
11	PAVED WARN	10 LAWN	8	0	19 63500	RCI	70	2	0	01	01	03	02	04
	PAVED	2 LAWN	4	0	19 4500	RCI		1	0	07	01	02	02	04
16	PAVED	4 LAWN	7	0	5 11000	RCI	45	2	0	02	01	01	01	02
14	PAVED	4 CURB&GUTTER	2	0	5 26500	RCI	45	1	0	04	01	01	01	04
14	PAVED	4 LAWN	7	0	5 26500	RCI	45	1	0	03	01	01	01	04
11	PAVED WARN	10 LAWN	8	0	19 63500	RCI	70	3	0	01	04	01	01	04
	CURB&GUTTER	2 LAWN	4	0	19 5000	RCI		3	0	08	01	02	01	04
	PAVED	2 LAWN	4	0	19 2600	RCI		2	0	08	04	03	02	05
14	PAVED	4 CURB&GUTTER	2	0	5 26500	RCI	45	3	0	01	01	01	01	04
14	PAVED	4 LAWN	7	0	5 11000	RCI	45	1	0	04	04	03	02	00
14	PAVED	4 LAWN	7	0	5 26500	RCI	45	3	0	03	01	01	01	04
14	PAVED	4 CURB&GUTTER	2	0	5 26500	RCI	45	1	0	01	04	03	02	04
11	PAVED WARN	10 LAWN	8	0	19 63500	RCI	70	3	0	03	04	01	01	04
11	PAVED WARN	10 LAWN	8	0	19 63500	RCI	70	3	0	01	01	01	01	04
	CURB&GUTTER	2 LAWN	4	0	19 5000	RCI		2	0	08	01	01	01	05
	CURB&GUTTER	2 LAWN	4	0	19 5000	RCI		2	0	08	01	01	01	05
	CURB&GUTTER	2 LAWN	4	0	19 5000	RCI		1	0	08	01	01	01	05
	PAVED	4 LAWN	4	0	19 5000	RCI		2	0	08	01	01	01	04
	PAVED	2 LAWN	4	0	19 2600	RCI		4	0	07	04	01	01	05
	PAVED	2 LAWN	4	0	19 2600	RCI		3	0	08	02	01	01	05
16	PAVED	4 LAWN	7	0	5 11000	RCI	45	3	0	02	05	01	01	01
14	PAVED	4 LAWN	7	0	5 11000	RCI	45	1	0	03	01	01	01	04
14	PAVED	4 LAWN	7	0	5 26500	RCI	45	1	0	03	04	01	01	04
11	PAVED WARN	10 LAWN	8	0	19 63500	RCI	70	1	0	01	01	02	02	04
11	PAVED WARN	10 LAWN	8	0	19 63500	RCI	70	2	0	01	01	03	02	05
11	PAVED WARN	10 LAWN	8	0	19 63500	RCI	70	1	0	01	04	01	01	04
	PAVED	2 LAWN	4	0	19 5200	RCI		1	0	07	01	01	01	05
16	PAVED	4 CURB&GUTTER	2	0	2 20000	RCI	45	1	0	01	01	01	01	04
14	PAVED	4 CURB&GUTTER	2	0	5 26500	RCI	45	1	0	02	01	01	01	04
	PAVED	2 LAWN	4	0	19 5200	RCI		2	0	07	01	02	01	04
16	PAVED	4 CURB&GUTTER	2	0	2 20000	RCI	45	1	0	03	01	01	01	04
14	PAVED	4 CURB&GUTTER	2	0	5 26500	RCI	45	1	0	03	02	01	01	03
14	PAVED	4 LAWN	7	0	5 26500	RCI	45	1	0	01	01	01	01	04
14	PAVED	4 LAWN	7	0	5 26500	RCI	45	1	0	03	01	01	01	04
14	PAVED	4 LAWN	7	0	5 26500	RCI	45	2	0	02	01	01	01	04
14	PAVED	4 LAWN	7	0	5 26500	RCI	45	1	0	02	01	01	01	04
	CURB&GUTTER	2 LAWN	4	0	19 5000	RCI		1	0	08	01	01	01	05
11	PAVED WARN	10 LAWN	8	0	19 63500	RCI	70	1	0	01	01	01	01	04
11	PAVED WARN	10 LAWN	8	0	19 63500	RCI	70	1	0	01	05	01	01	04
	PAVED	2 LAWN	4	0	19 2600	RCI		4	0	08	05	01	01	04
	PAVED	2 LAWN	4	0	19 2600	RCI		1	0	07	04	02	02	05
16	PAVED	4 CURB&GUTTER	2	0	2 20000	RCI	45	1	0	03	01	02	01	04
	0	0	0	0	0	RCI		2	0	01	04	01	01	04
16	PAVED	4 LAWN	7	0	5 11000	RCI	45	1	0	02	01	01	01	04
14	PAVED	4 CURB&GUTTER	2	0	5 26500	RCI	45	1	0	03	04	01	01	04
14	PAVED	4 CURB&GUTTER	2	0	5 26500	RCI	45	2	0	01	01	03	02	04

SR 331	SR 121	26220000	9 00012	SR 331	L	2	W	20	03	02	01	02	03	39
WILLISTON RD SW	34TH ST SW	26220000	9 00012	SR 121	L	1	W	23	03	02	01	02	03	39
SR 121	I 75	26220000	8 00011	SR 121	L	2	E	23	03	02	01	02	01	29
34TH ST SW	WILLISTON RD	26250000	0 02624	SR 121	R	A	N	20	03	14	01	77	03	43
SR 93	MM 383	26260000	10 00495	SR 93	L	3	S	01	01	01	01	01	01	36
SR 93	SR 121	26260017	0 00463	SR 93	R	X	N	08	01	14	02	04	02	0
SR 121	I 75	26220000	8 00010	SR 121	L	2	W	23	03	02	01	04	03	29
WILLISTON RD SW	34TH ST SW	26220000	9 00012	SR 331	L	R	W	20	03	01	01	01	03	39
WILLISTON RD	34TH ST SW	26220000	9 00012	SR 121	L	R	W	23	03	01	01	01	01	39
WILLISTON RD SW	34TH ST SW	26220000	9 00012	SR 331	L	1	N	20	03	01	01	01	03	39
I 75	SR 121	26260015	0 02172	SR 93	L	X	S	08	01	14	01	01	03	0
I 75	SR 24	26260050	0 01537	SR 93	R	X	N	08	01	01	01	01	01	0
SR 93	SR 24	26260050	0 02736	SR 93	R	X	N	08	01	14	03	04	02	0
SR 93	SR 121	26260017	0 02798	SR 93	R	X	N	08	01	14	01	01	02	0
I 75	SR 121	26260000	10 01537	SR 93	L	1	S	01	01	01	01	01	01	36
I 75	SR 24	26260000	10 01537	SR 93	R	3	N	01	01	01	01	01	01	36
I 75	SR 121	26260017	0 00463	SR 93	R	X	N	08	01	14	02	01	02	0
SR 331	SR 121	26220000	9 00012	SR 121	L	2	W	23	03	02	01	02	03	39
I 75	SR 24	26260000	10 00495	SR 93	R	1	N	01	01	01	01	01	01	36
I 75	SR 24	26260000	10 00495	SR 93	R	3	N	01	01	01	01	01	01	36
SR 331	SR 121	26220000	9 00012	SR 331	M	M	W	20	03	01	02	01	03	39
I 75	ARCHER RD SW	26260050	0 02736	SR 93	R	X	N	08	01	14	01	03	01	0
I 75	WILLISTON RD SW	26260017	0 00463	SR 93	R	X	N	08	01	01	03	01	02	0
SR 121	SR 93	26220000	8 02172	SR 121	L	2	W	23	03	02	01	02	03	37
I 75	SR 121	26260017	0 00463	SR 93	R	X	N	08	01	14	02	01	02	0
SR 93	SR 121	26260017	0 00010	SR 93	R	X	S	08	01	14	01	03	01	0
I 75	SR 121	26260000	10 01537	SR 93	L	1	S	01	01	01	01	01	02	36
I 75	SR 24	26260000	10 00495	SR 93	R	2	N	01	01	01	01	01	01	36
I 75	SR 121	26260017	0 00463	SR 93	R	X	N	08	01	01	02	01	01	0
SR 93	SR 24	26260049	0 01818	SR 93	L	X	S	08	01	14	01	01	01	0
I 75	SR 121	26260017	0 02798	SR 93	R	X	N	08	01	14	03	01	02	0
I 75	SR 24	26260000	9 00463	SR 93	R	3	N	01	01	01	01	01	01	36
I 75	SR 121	26260000	10 01537	SR 93	M	M	N	01	01	01	02	01	01	36
I 75	MM 383	26260000	9 00497	SR 93	R	2	N	01	01	01	01	01	01	36
SR 93	SR 121	26260015	0 02745	SR 93	L	X	S	08	01	14	01	04	02	0
I 75	SR 121	26260000	9 00463	SR 93	L	1	S	01	01	01	01	01	01	36
I 75	SR 121	26260000	10 01537	SR 93	M	M	N	01	01	01	01	01	01	36
I 75	SR 24	26260049	0 02735	SR 93	L	X	S	08	01	14	01	01	01	0
SR 93	SR 24	26260000	10 00495	SR 93	R	3	N	01	03	01	01	01	01	36
WILLISTON RD SW	34TH ST SW	26220000	9 00012	SR 121	L	2	W	23	03	02	01	02	03	39
SR 121	SR 93	26260015	0 02172	SR 93	L	X	E	08	03	02	01	04	02	0
WILLISTON RD SW	34TH ST SW	26220000	8 00011	SR 121	L	2	W	23	03	04	01	01	03	29
WILLISTON RD SW	34TH ST SW	26220000	9 00012	SR 121	L	A	W	23	03	01	01	01	01	39
SR 121	SR 331/WILLISTON RD	26220000	9 00012	SR 121	L	R	S	23	03	01	01	02	03	39
WILLISTON RD SW	34TH ST SW	26220000	9 00012	SR 121	R	2	E	23	03	02	01	02	03	39
SR 121	SR 331/WILLISTON RD	26220000	9 00012	SR 121	L	R	S	23	03	02	01	02	03	39
SR 121	SR 331/WILLISTON RD	26250000	0 02624	SR 121	R	A	N	20	03	03	01	01	03	40
34TH ST SW	WILLISTON RD	26250000	0 02625	SR 121	L	3	S	30	03	01	01	01	01	40
WILLISTON RD SW	34TH ST SW	26220000	9 00012	SR 331	L	2	W	20	03	01	01	01	01	39
WILLISTON RD SW	SR 93	26220000	8 01510	SR 121	R	2	E	23	03	01	01	01	02	37
SR 331	SR 121	26220000	9 00012	SR 121	R	2	N	23	03	02	01	02	03	39
34TH ST SW	WILLISTON RD	26250000	0 02624	SR 121	L	L	S	20	03	01	01	01	03	40
SR 121	WILLISTON RD	26250000	0 02624	SR 121	L	R	S	20	03	01	01	01	03	40
SR 331	SR 121	26220000	9 00012	SR 331	L	2	W	20	03	01	01	01	03	39
WILLISTON RD	34TH ST SW	26220000	9 00012	SR 121	R	1	E	23	03	03	01	01	03	39
WILLISTON RD SW	34TH ST SW	26220000	9 00012	SR 331	L	2	W	20	03	01	01	02	01	39
WILLISTON RD SW	34TH ST SW	26220000	9 00012	SR 121	L	1	W	23	03	02	01	02	03	39
WILLISTON RD	34TH ST SW	26220000	9 00012	SR 121	R	2	W	23	03	01	01	01	01	39
I 75	SR 24	26260000	10 00495	SR 93	R	3	N	01	01	01	01	01	01	36
SR 121	41ST BLVD SW	26220000	8 02172	SR 121	R	1	E	23	03	01	01	01	01	37
WILLISTON RD	34TH ST SW	26220000	9 00012	SR 331	L	1	E	20	03	01	01	02	01	39
I 75	SR 121	26260000	9 00495	SR 93	R	S	N	01	01	01	02	01	01	36
SR 121	SR 93	26220000	8 00009	SR 121	L	1	W	23	03	01	01	01	03	37
SR 93	SR 121	26260017	0 00463	SR 93	R	X	N	08	01	14	02	77	02	0
SR 121	I 75	26220000	8 02142	SR 121	R	2	E	23	03	01	01	01	02	37
SR 93	SR 24	26260000	10 00495	SR 93	L	1	S	01	01	01	01	01	01	36
SR 93	SR 121	26260000	10 00495	SR 93	L	2	S	01	01	01	01	01	01	36
I 75	SR 121	26260000	9 00495	SR 93	R	1	N	01	01	01	01	01	01	36
SR 93	SR 24	26260000	10 00495	SR 93	L	3	S	01	03	01	01	01	01	36
SR 93	SR 24	26260000	10 01537	SR 93	R	3	N	01	01	01	01	01	01	36
I 75	SR 24	26260000	10 00495	SR 93	L	3	S	01	01	01	01	01	01	36
SR 121	WILLISTON RD	26220000	8 00009	SR 121	L	V	S	23	03	01	01	03	03	37

14	PAVED	4 CURB&GUTTER	2	0	5 26500	RCI	45	1	0	03	01	01	01	04
14	PAVED	4 LAWN	7	0	5 26500	RCI	45	1	0	02	01	01	01	04
14	PAVED	4 LAWN	7	0	5 26500	RCI	45	3	0	02	01	01	01	04
16	PAVED	4 CURB&GUTTER	2	0	2 20000	RCI	45	1	0	03	01	01	01	04
11	PAVED WARN	10 LAWN	8	0	19 63500	RCI	70	2	0	01	04	01	01	04
	PAVED	2 LAWN	4	0	19 2600	RCI		2	0	08	04	01	01	05
14	PAVED	4 LAWN	7	0	5 11000	RCI	45	1	0	03	01	01	01	04
14	PAVED	4 CURB&GUTTER	2	0	5 26500	RCI	45	1	0	02	01	01	01	04
14	PAVED	4 LAWN	7	0	5 26500	RCI	45	1	0	01	01	01	01	04
14	PAVED	4 CURB&GUTTER	2	0	5 26500	RCI	45	1	0	01	01	01	01	04
	CURB&GUTTER	2 LAWN	4	0	19 5000	RCI		3	0	07	01	01	01	05
	PAVED	4 LAWN	4	0	19 4300	RCI		1	0	08	04	01	01	04
	PAVED	4 LAWN	4	0	19 4300	RCI		2	0	08	01	02	01	05
	PAVED	2 LAWN	4	0	19 2600	RCI		1	0	08	04	03	02	05
11	PAVED WARN	10 LAWN	8	0	19 63500	RCI	70	1	0	01	01	03	02	04
11	PAVED WARN	10 LAWN	8	0	19 63500	RCI	70	1	0	01	01	01	01	04
	PAVED	2 LAWN	4	0	19 2600	RCI		2	0	08	01	01	01	04
14	PAVED	4 LAWN	7	0	5 26500	RCI	45	1	0	02	01	01	01	04
11	PAVED WARN	10 LAWN	8	0	19 63500	RCI	70	1	0	01	01	03	02	04
11	PAVED WARN	10 LAWN	8	0	19 63500	RCI	70	1	0	01	01	01	01	04
14	PAVED	4 CURB&GUTTER	2	0	5 26500	RCI	45	2	1	01	05	01	01	04
	PAVED	4 LAWN	4	0	19 4300	RCI		1	0	08	04	01	01	04
	PAVED	2 LAWN	4	0	19 2600	RCI		1	0	08	01	02	01	05
16	PAVED	4 LAWN	7	0	5 11000	RCI	45	1	0	02	01	01	01	04
	PAVED	2 LAWN	4	0	19 2600	RCI		1	0	08	01	03	02	05
	PAVED	2 LAWN	4	0	19 2600	RCI		4	0	08	01	01	01	05
11	PAVED WARN	10 LAWN	8	0	19 63500	RCI	70	1	0	01	01	03	02	04
11	PAVED WARN	10 LAWN	8	0	19 63500	RCI	70	1	0	01	01	03	02	04
	PAVED	2 LAWN	4	0	19 2600	RCI		0	0	08	01	01	01	04
	PAVED	2 LAWN	4	0	28 5600	RCI		1	0	07	04	01	01	04
	PAVED	2 LAWN	4	0	28 3200	RCI		1	0	07	01	01	01	05
11	PAVED WARN	10 LAWN	8	0	28 73500	RCI	70	1	0	01	01	01	01	04
11	PAVED WARN	10 LAWN	8	0	28 73500	RCI	70	2	0	01	01	01	01	04
11	PAVED WARN	10 LAWN	8	0	19 57000	RCI	70	1	0	01	01	02	01	04
	PAVED	12 LAWN	4	0	28 6700	RCI		2	0	07	01	02	01	05
11	PAVED WARN	10 LAWN	8	0	28 73500	RCI	70	2	0	01	01	01	01	04
11	PAVED WARN	10 LAWN	8	0	28 73500	RCI	70	1	0	01	05	01	01	04
	PAVED	2 LAWN	4	0	28 5600	RCI		2	0	07	01	02	01	04
11	PAVED WARN	10 LAWN	8	0	28 73500	RCI	70	1	0	01	01	03	02	04
14	PAVED	4 LAWN	7	0	5 28500	RCI	45	2	0	02	01	01	01	04
	PAVED	2 LAWN	4	0	28 6700	RCI		2	0	08	04	01	01	04
14	PAVED	4 LAWN	7	0	5 28500	RCI	45	1	0	04	01	02	01	04
14	PAVED	4 LAWN	7	0	5 28500	RCI	45	1	0	01	01	01	01	04
14	PAVED	4 LAWN	7	0	5 28500	RCI	45	1	0	02	01	01	01	04
14	PAVED	4 LAWN	7	0	5 28500	RCI	45	1	0	02	01	01	01	04
14	PAVED	4 LAWN	7	0	5 28500	RCI	45	1	0	02	01	01	01	04
16	PAVED	4 CURB&GUTTER	2	0	2 22300	RCI	45	1	0	02	01	01	01	04
16	PAVED	4 CURB&GUTTER	2	0	2 22300	RCI	45	2	0	01	01	01	01	04
14	PAVED	4 CURB&GUTTER	2	0	5 28500	RCI	45	1	0	01	01	01	02	04
14	PAVED	4 LAWN	7	0	5 12000	RCI	45	2	0	01	01	01	01	04
14	PAVED	4 LAWN	7	0	5 28500	RCI	45	1	0	02	03	01	01	03
16	PAVED	4 CURB&GUTTER	2	0	2 22300	RCI	45	2	0	02	01	01	01	04
16	PAVED	4 CURB&GUTTER	2	0	2 22300	RCI	45	1	0	02	01	02	01	04
14	PAVED	4 CURB&GUTTER	2	0	5 28500	RCI	45	1	0	01	01	01	01	04
14	PAVED	4 LAWN	7	0	5 28500	RCI	45	1	0	03	01	01	01	04
14	PAVED	4 CURB&GUTTER	2	0	5 28500	RCI	45	3	0	03	01	01	01	04
14	PAVED	4 LAWN	7	0	5 28500	RCI	45	3	0	02	01	01	01	04
14	PAVED	4 LAWN	7	0	5 28500	RCI	45	2	0	01	01	01	01	04
11	PAVED WARN	10 LAWN	8	0	28 73500	RCI	70	1	0	01	04	01	02	04
16	PAVED	4 LAWN	7	0	5 12000	RCI	45	1	0	01	04	01	01	04
14	PAVED	4 CURB&GUTTER	2	0	5 28500	RCI	45	1	0	01	01	02	01	04
11	PAVED WARN	10 LAWN	8	0	28 73500	RCI	70	2	0	01	01	03	02	04
16	PAVED	4 LAWN	7	0	5 12000	RCI	45	1	0	01	04	01	01	04
	PAVED	2 LAWN	4	0	28 3200	RCI		3	0	07	01	01	01	05
16	PAVED	4 LAWN	7	0	5 12000	RCI	45	1	0	01	01	01	01	04
11	PAVED WARN	10 LAWN	8	0	28 73500	RCI	70	1	1	01	01	02	02	04
11	PAVED WARN	10 LAWN	8	0	28 73500	RCI	70	1	0	01	05	01	01	04
11	PAVED WARN	10 LAWN	8	0	28 73500	RCI	70	1	0	01	05	01	01	04
11	PAVED WARN	10 LAWN	8	0	28 73500	RCI	70	1	0	01	02	01	01	04
11	PAVED WARN	10 LAWN	8	0	28 73500	RCI	70	1	0	01	01	01	01	04
11	PAVED WARN	10 LAWN	8	0	28 73500	RCI	70	3	0	01	05	01	01	04
16	PAVED	4 LAWN	7	0	5 12000	RCI	45	2	0	01	01	01	01	04

N	Y	Y	N	N	N	N	N	N	N	N	30	-82 10/28/2018	21
N	N	Y	N	N	N	N	N	N	Y	N	30	-82 10/28/2018	21
N	N	Y	N	N	N	N	N	N	N	N	30	-82 10/28/2018	13
N	N	N	N	N	N	N	N	N	Y	N	30	-82 10/28/2018	21
N	N	N	N	N	N	N	N	N	N	N	30	-82 10/28/2018	3
N	N	N	Y	N	N	N	N	N	N	Y	30	-82 10/28/2018	12
N	N	Y	N	N	N	N	N	N	N	N	30	-82 10/28/2018	13
N	N	N	N	N	N	N	N	N	Y	N	30	-82 10/28/2018	21
N	N	N	Y	N	N	N	N	N	Y	N	30	-82 10/28/2018	21
N	N	N	N	N	N	N	N	N	N	N	30	-82 10/28/2018	21
N	N	N	N	N	N	N	N	N	N	N	30	-82 10/28/2018	6
N	N	N	N	N	N	N	N	N	N	N	30	-82 10/28/2018	19
N	N	N	Y	N	N	N	N	N	N	N	30	-82 10/28/2018	19
N	N	N	N	N	N	N	N	N	N	N	30	-82 10/28/2018	12
N	N	N	Y	N	N	N	N	N	N	N	30	-82 10/28/2018	2
N	N	N	N	N	N	N	N	N	Y	N	30	-82 10/28/2018	17
N	N	N	Y	N	N	N	N	N	N	N	30	-82 10/28/2018	12
N	N	Y	N	N	N	N	N	N	N	N	30	-82 10/28/2018	21
N	N	N	N	N	N	N	N	N	N	N	30	-82 10/28/2018	17
N	N	N	N	N	N	N	N	N	N	N	30	-82 10/28/2018	16
N	N	N	N	N	N	Y	Y	N	N	N	30	-82 10/28/2018	21
N	N	N	N	N	N	N	N	N	N	N	30	-82 10/28/2018	19
N	N	N	Y	N	N	N	N	N	N	N	30	-82 10/28/2018	12
N	N	Y	N	N	N	N	N	N	N	N	30	-82 10/28/2018	6
N	N	N	Y	N	N	N	N	N	N	N	30	-82 10/28/2018	12
N	N	N	N	N	N	N	N	N	N	N	30	-82 10/28/2018	13
N	N	N	Y	N	N	N	N	N	N	N	30	-82 10/28/2018	2
N	N	N	Y	N	N	N	N	N	N	N	30	-82 10/28/2018	16
N	N	N	N	N	N	N	N	N	N	N	30	-82 10/28/2018	12
N	N	Y	N	N	N	N	N	N	N	N	30	-82 10/28/2018	1
N	N	N	N	N	N	N	N	N	N	N	30	-82 12/29/2019	12
N	N	N	Y	N	N	N	N	N	N	N	30	-82 12/29/2019	15
N	N	N	N	N	N	N	N	N	N	N	30	-82 12/29/2019	18
N	N	N	Y	N	N	N	N	N	N	N	30	-82 12/29/2019	11
N	N	N	N	N	N	N	N	N	N	N	30	-82 12/29/2019	6
N	N	N	N	N	N	N	N	N	N	N	30	-82 12/29/2019	8
N	N	N	N	N	N	N	N	N	N	N	30	-82 12/29/2019	18
N	N	N	N	N	N	N	N	N	N	N	30	-82 12/29/2019	1
N	N	N	Y	N	N	N	N	N	N	N	30	-82 12/29/2019	16
N	N	Y	N	N	Y	N	N	N	Y	N	30	-82 12/29/2019	21
N	N	N	N	N	N	N	N	N	N	N	30	-82 12/29/2019	6
N	N	N	N	N	N	N	N	N	N	N	30	-82 12/29/2019	13
N	N	N	Y	N	N	N	N	N	N	N	30	-82 12/29/2019	21
N	N	N	N	N	N	N	N	N	N	N	30	-82 12/29/2019	21
N	N	N	Y	N	N	N	N	N	Y	N	30	-82 12/29/2019	21
N	N	N	N	N	N	N	N	N	N	N	30	-82 12/29/2019	21
N	N	N	N	N	N	N	N	N	Y	N	30	-82 12/29/2019	21
N	N	N	Y	N	N	N	N	N	N	N	30	-82 12/29/2019	21
N	N	N	N	N	N	N	N	N	N	N	30	-82 12/29/2019	21
N	N	N	N	N	N	N	N	N	N	N	30	-82 12/29/2019	21
N	N	Y	N	N	N	N	N	N	Y	N	30	-82 12/29/2019	21
N	N	N	N	N	N	N	N	N	N	N	30	-82 12/29/2019	21
N	N	N	N	N	N	N	N	N	N	N	30	-82 12/29/2019	21
N	N	N	N	N	N	N	N	N	N	N	30	-82 12/29/2019	16
N	N	N	N	N	N	N	N	N	N	N	30	-82 12/29/2019	6
N	N	N	Y	N	N	N	N	N	N	N	30	-82 12/29/2019	21
N	N	N	N	N	N	N	N	N	N	N	30	-82 12/29/2019	16
N	N	N	Y	N	N	N	N	N	N	N	30	-82 12/29/2019	6
N	N	N	Y	N	Y	N	N	N	N	N	30	-82 12/29/2019	12
N	N	N	Y	N	N	N	N	Y	N	N	30	-82 12/29/2019	13
N	N	N	N	N	N	N	N	N	N	N	30	-82 12/29/2019	4
N	N	N	N	N	N	N	N	N	N	N	30	-82 12/29/2019	4
N	N	N	N	N	N	N	N	N	N	N	30	-82 12/29/2019	16
N	N	N	N	N	N	N	N	N	N	N	30	-82 12/29/2019	4
N	N	N	N	N	N	N	N	N	N	N	30	-82 12/29/2019	17
N	Y	N	Y	N	N	N	N	N	N	N	30	-82 12/29/2019	4
N	N	N	Y	N	N	N	N	N	Y	N	30	-82 12/29/2019	6

SR 121	SR 331/WILLISTON RD	26250000	0 02624	SR 121		R	1	N	20	02	01	01	02	01	40
I 75	SR 121	26260000	9 00463	SR 93	I 75	L	1	S	01	01	01	01	01	01	36
I 75	SR 24	26260000	10 01537	SR 93	I 75	R	3	N	01	01	01	01	01	01	36
I 75	SR 121	26260000	9 00462	SR 93	I 75	R	2	N	01	01	01	01	01	01	36
I 75	SR 121	26260000	9 00463	SR 93	I 75	L	3	S	01	01	01	01	01	01	36
I 75	SR 121	26260000	9 00463	SR 93	I 75	R	1	N	01	01	01	01	01	01	36
I 75	SR 24	26260000	10 01537	SR 93	I 75	L	2	S	01	01	01	01	01	01	36
I 75	MILE MARKER #382	26260000	9 00462	SR 93	I 75	L	2	S	01	01	01	01	01	01	36
I 75	SR 24	26260000	10 01537	SR 93	I 75	L	2	S	01	01	01	01	01	01	36
SR 93	SR 24	26260000	10 00495	SR 93	I 75	R	3	N	01	01	01	01	01	01	36
I 75	SR 121	26260018	0 00464	SR 93	I 75	R	X	N	08	01	14	01	01	01	0
WILLISTON RD SW	34TH ST SW	26220000	9 00012	SR 121		R	1	E	23	03	02	01	02	03	39
SR 331	SR 121	26220000	9 00012	SR 331		R	S	E	20	03	01	03	01	03	39
WILLISTON RD SW	34TH ST SW	26220000	9 00012	SR 121		L	2	W	23	03	01	01	01	03	39
WILLISTON RD SW	34TH ST SW	26220000	9 00012	SR 121		L	2	W	23	03	01	01	01	03	39
WILLISTON RD SW	34TH ST SW	26220000	9 00012	SR 121		R	2	W	23	03	01	01	02	03	39
SR 121	I 75	26220000	8 02142	SR 121		L	S	N	23	03	01	02	01	02	37
SR 121	I 75	26220000	8 00011	SR 121		R	L	E	23	03	01	01	03	01	29
SR 121	SR 93	26220000	8 01510	SR 121		L	1	W	23	03	15	01	77	03	37
SR 121	WILLISTON RD	26250000	0 02624	SR 121		L	R	S	20	03	01	01	01	03	40
I 75	WILLISTON RD	26260000	10 00495	SR 93	I 75	L	1	S	01	01	01	01	01	01	36
I 75	SR 24	26260000	10 00495	SR 93	I 75	L	S	S	01	01	01	02	01	01	36
I 75	SR 121	26260017	0 00463	SR 93	I 75	R	X	N	08	01	14	01	77	01	0
SR 121	SR 93	26220000	8 02172	SR 121		L	2	W	23	03	14	01	03	03	37
SR 331	SR 121	26220000	9 00012	SR 121		L	2	S	23	02	02	01	02	03	39
SR 121	SR 331/WILLISTON RD	26220000	9 00012	SR 121		L	L	S	23	03	03	01	02	03	39
WILLISTON RD	34TH ST SW	26220000	9 00012	SR 121		L	1	S	23	04	02	01	02	03	39
I 75	SR 24	26260050	0 02736	SR 93	I 75	R	X	N	08	01	01	01	01	02	0
I 75	SR 121	26260000	9 00462	SR 93	I 75	L	1	S	01	01	01	01	01	01	36
CR-23	SR-331	26717000	2			R	S	S		04	01	02	01	02	0
I 75	SR 121	26260017	0 00463	SR 93	I 75	R	X	N	08	01	01	02	01	02	0
SR 93	SR 121	26260000	10 01537	SR 93	I 75	R	3	N	01	01	14	01	77	01	36
I 75	SR 331	26260015	0 02172	SR 93	I 75	L	X	S	08	01	03	01	03	03	0
I 75	SR 24	26260049	0 02735	SR 93	I 75	L	X	S	08	01	14	01	01	01	0
SR 93	SR 121	26260000	10 01537	SR 93	I 75	M	M	S	01	01	01	02	01	01	36
I 75	SR 121	26260015	0 02745	SR 93	I 75	L	X	S	08	01	02	01	02	01	0
I 75	SR 121	26260000	9 00495	SR 93	I 75	R	3	N	01	01	01	01	01	01	36
SR 93	SR 121	26260016	0 02746	SR 93	I 75	R	X	N	08	02	03	01	04	02	0
WILLISTON RD	34TH ST SW	26220000	9 00012	SR 331		L	2	W	20	03	01	01	01	03	39
WILLISTON RD SW	34TH ST SW	26220000	9 00012	SR 121		R	1	E	23	03	01	01	01	03	39
SR 121	I 75	26220000	8 00011	SR 121		R	2	W	23	03	02	01	02	03	29
I 75	SR 24	26260050	0 02736	SR 93	I 75	R	X	N	08	01	01	01	01	01	0
I 75	SR 121	26260017	0 02798	SR 93	I 75	R	X	N	08	01	14	02	01	03	0
I 75	SR 121	26260015	0 02745	SR 93	I 75	L	X	S	08	01	14	01	02	01	0
I 75	SR 121	26260000	10 01537	SR 93	I 75	L	1	S	01	01	01	01	01	01	36
I 75	SR 121	26260000	10 01537	SR 93	I 75	L	2	S	01	01	01	01	01	01	36
WILLISTON RD	I 75	26260015	0 02172	SR 93	I 75	L	X	W	08	03	14	01	77	01	0
I 75	SR 121	26260017	0 02798	SR 93	I 75	R	X	E	08	01	14	02	01	02	0
WILLISTON RD	SR 121	26220000	9 00012	SR 331		L	2	W	20	03	01	01	01	03	39
WILLISTON RD SW	34TH ST SW	26220000	9 00012	SR 331		R	1	W	20	03	02	01	02	01	39
WILLISTON RD SW	34TH ST SW	26220000	8 00011	SR 121		L	1	W	23	03	01	01	01	01	39
I 75	SR 24	26260000	10 00495	SR 93	I 75	R	2	N	01	01	01	01	01	01	36
I 75	SR 121	26260000	10 01537	SR 93	I 75	M	M	S	01	01	01	01	01	01	36
SR 331	SR 121	26220000	9 00012	SR 331		L	1	S	20	03	01	01	01	03	39
I 75	SR 121	26260000	10 00495	SR 93	I 75	L	S	S	01	01	14	02	01	01	36
SR 93	SR 121	26260015	0 02745	SR 93	I 75	L	X	S	08	01	14	01	02	03	0
SR 93	SR 121	26260017	0 00463	SR 93	I 75	L	X	S	08	01	14	01	04	01	0
I 75	SR 331	26260017	0 00463	SR 93	I 75	R	X	N	08	01	14	01	01	01	0
WILLISTON RD	34TH ST SW	26220000	9 00012	SR 331		R	1	E	20	03	01	01	01	03	39
WILLISTON RD SW	34TH ST SW	26220000	9 00012	SR 331		L	3	W	20	03	01	01	01	03	39
SR 121	SR 93	26220000	8 01510	SR 121		L	2	W	23	03	02	01	02	03	37
SR 121	I 75	26220000	8 00011	SR 121		L	2	E	23	03	02	01	03	01	29
SR 121	34TH ST SW	26220000	9 00012	SR 121		L	S	W	23	03	01	01	01	01	39
SR 331	SR 121	26220000	9 00012	SR 331		L	2	W	20	03	01	01	01	03	39
SR 121	SR 331/WILLISTON RD	26250000	0 02624	SR 121		L	R	S	20	03	01	01	01	01	40
I 75	SR 24	26260000	10 00495	SR 93	I 75	R	2	N	01	01	01	01	01	01	36
I 75	MM 383	26260000	10 00495	SR 93	I 75	R	2	N	01	01	01	01	01	01	36
I 75	SR 121	26260000	9 00496	SR 93	I 75	R	1	N	01	01	01	01	01	01	36
SR 93	MM 382	26260017	0 02798	SR 93	I 75	R	X	S	08	01	14	03	01	02	0
SR 93	SR 331	26260017	0 02798	SR 93	I 75	R	X	E	08	03	14	01	01	03	0
SR 93	SR 24	26260018	0 02749	SR 93	I 75	R	X	W	08	01	14	01	04	03	0
SR 93	SR 121	26260018	0 00464	SR 93	I 75	R	X	N	08	01	14	02	01	01	0

16	PAVED	4 CURB&GUTTER	2	0	2 22300	RCI	45	0	0	01	04	01	01	04
11	PAVED WARN	10 LAWN	8	0	28 73500	RCI	70	1	0	01	01	01	01	04
11	PAVED WARN	10 LAWN	8	0	28 73500	RCI	70	3	0	01	04	01	01	04
11	PAVED WARN	10 LAWN	8	0	19 57000	RCI	70	1	0	01	01	01	01	04
11	PAVED WARN	10 LAWN	8	0	28 73500	RCI	70	2	0	01	01	01	01	04
11	PAVED WARN	10 LAWN	8	0	28 73500	RCI	70	1	0	01	01	01	01	04
11	PAVED WARN	10 LAWN	8	0	28 73500	RCI	70	1	0	01	04	02	01	04
11	PAVED WARN	10 LAWN	8	0	19 57000	RCI	70	1	0	01	01	03	02	04
11	PAVED WARN	10 LAWN	8	0	28 73500	RCI	70	2	0	01	03	01	01	04
11	PAVED WARN	10 LAWN	8	0	28 73500	RCI	70	1	0	01	01	03	02	04
	PAVED	2 LAWN	4	0	28 5900	RCI		1	0	07	01	02	01	04
14	PAVED	4 LAWN	7	0	5 28500	RCI	45	1	0	03	04	03	02	04
14	PAVED	4 CURB&GUTTER	2	0	5 28500	RCI	45	1	0	01	04	03	02	04
14	PAVED	4 LAWN	7	0	5 28500	RCI	45	1	0	01	01	01	01	04
14	PAVED	4 LAWN	7	0	5 28500	RCI	45	1	0	01	01	01	02	04
14	PAVED	4 LAWN	7	0	5 28500	RCI	45	1	0	03	01	01	01	04
16	PAVED	4 LAWN	7	0	5 12000	RCI	45	0	0	02	01	01	01	04
14	PAVED	4 LAWN	7	0	5 28500	RCI	45	3	0	02	01	01	01	04
14	PAVED	4 LAWN	7	0	5 12000	RCI	45	1	0	02	01	02	01	04
16	PAVED	4 CURB&GUTTER	2	0	2 22300	RCI	45	1	0	01	01	01	01	04
11	PAVED WARN	10 LAWN	8	0	28 73500	RCI	70	1	0	01	05	03	02	04
11	PAVED WARN	10 LAWN	8	0	28 73500	RCI	70	2	0	01	05	03	02	04
	PAVED	2 LAWN	4	0	28 3200	RCI		2	0	07	01	01	01	04
16	PAVED	4 LAWN	7	0	5 12000	RCI	45	3	0	02	04	01	01	04
14	PAVED	4 LAWN	7	0	5 28500	RCI	45	4	0	02	01	01	01	04
14	PAVED	4 LAWN	7	0	5 28500	RCI	45	1	0	02	01	03	02	04
14	PAVED	4 LAWN	7	0	5 28500	RCI	45	2	0	02	04	01	01	04
	PAVED	2 LAWN	4	0	28 5100	RCI		1	0	07	01	01	01	05
11	PAVED WARN	10 LAWN	8	0	19 57000	RCI	70	1	0	01	02	01	02	04
		0	0	0	0	RCI		2	3	01	05	01	01	01
	PAVED	2 LAWN	4	0	28 3200	RCI		1	0	08	01	01	01	05
11	PAVED WARN	10 LAWN	8	0	28 73500	RCI	70	1	0	01	01	02	01	04
	PAVED	2 LAWN	4	0	28 6700	RCI		1	0	07	01	02	02	05
	PAVED	2 LAWN	4	0	28 5600	RCI		1	0	07	01	03	02	04
11	PAVED WARN	10 LAWN	8	0	28 73500	RCI	70	1	0	01	01	02	01	04
	PAVED	12 LAWN	4	0	28 6700	RCI		2	0	08	01	01	01	05
11	PAVED WARN	10 LAWN	8	0	28 73500	RCI	70	2	0	01	01	01	01	04
	PAVED	2 LAWN	4	0	28 2200	RCI		1	0	08	01	01	01	04
14	PAVED	4 CURB&GUTTER	2	0	5 28500	RCI	45	1	0	01	01	01	01	04
14	PAVED	4 LAWN	7	0	5 28500	RCI	45	1	0	03	01	01	01	04
14	PAVED	4 LAWN	7	0	5 28500	RCI	45	1	0	02	04	02	02	04
	PAVED	2 LAWN	4	0	28 5100	RCI		3	0	08	01	01	01	05
	PAVED	2 LAWN	4	0	28 3200	RCI		1	0	07	04	01	01	05
	PAVED	12 LAWN	4	0	28 6700	RCI		2	0	08	01	01	01	05
11	PAVED WARN	10 LAWN	8	0	28 73500	RCI	70	1	0	01	01	02	01	04
11	PAVED WARN	10 LAWN	8	0	28 73500	RCI	70	1	0	01	01	02	01	04
	PAVED	2 LAWN	4	0	28 6700	RCI		1	0	07	01	01	01	04
	PAVED	2 LAWN	4	0	28 3200	RCI		1	0	08	01	01	01	04
	PAVED	4 CURB&GUTTER	2	0	5 28500	RCI	45	2	0	01	04	02	01	04
14	PAVED	4 CURB&GUTTER	2	0	5 28500	RCI	45	1	0	02	02	01	01	01
14	PAVED	4 LAWN	7	0	5 28500	RCI	45	1	0	01	01	01	01	04
11	PAVED WARN	10 LAWN	8	0	28 73500	RCI	70	1	0	01	01	01	01	04
11	PAVED WARN	10 LAWN	8	0	28 73500	RCI	70	1	0	01	01	01	01	04
14	PAVED	4 CURB&GUTTER	2	0	5 28500	RCI	45	2	0	01	05	03	02	04
11	PAVED WARN	10 LAWN	8	0	28 73500	RCI	70	3	0	01	01	01	02	04
	PAVED	2 LAWN	4	0	28 6700	RCI		1	0	07	04	01	01	04
	PAVED	2 LAWN	4	0	28 3200	RCI		1	0	07	01	01	01	04
	PAVED	2 LAWN	4	0	28 3200	RCI		1	0	07	01	01	01	05
14	PAVED	4 CURB&GUTTER	2	0	5 28500	RCI	45	1	0	01	01	01	01	04
14	PAVED	4 CURB&GUTTER	2	0	5 28500	RCI	45	1	0	01	01	02	01	04
14	PAVED	4 LAWN	7	0	5 12000	RCI	45	2	0	02	04	01	01	04
14	PAVED	4 LAWN	7	0	5 28500	RCI	45	1	0	02	03	01	01	04
14	PAVED	4 LAWN	7	0	5 28500	RCI	45	2	0	01	01	03	02	04
14	PAVED	4 CURB&GUTTER	2	0	5 28500	RCI	45	1	0	01	01	01	01	03
16	PAVED	4 CURB&GUTTER	2	0	2 22300	RCI	45	2	0	02	01	03	02	04
11	PAVED WARN	10 LAWN	8	0	28 73500	RCI	70	2	0	01	05	04	01	04
11	PAVED WARN	10 LAWN	8	0	28 73500	RCI	70	1	0	01	05	02	01	04
11	PAVED WARN	10 LAWN	8	0	28 73500	RCI	70	1	0	01	01	01	01	04
	PAVED	2 LAWN	4	0	28 3200	RCI		1	0	07	01	01	01	05
	PAVED	2 LAWN	4	0	28 3200	RCI		2	0	07	01	01	01	05
	PAVED	2 LAWN	4	0	28 5900	RCI		2	0	07	01	03	02	05
	PAVED	2 LAWN	4	0	28 5900	RCI		1	0	07	01	01	01	04

NOT CODED	00	00	00	00	01	0	0	0	0	0	0	3	0	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2	4	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	3	0	3	5	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	1	0	2	3	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2	0	2	3	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2	2	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	1	0	2	1	N	N
NOT CODED	00	00	00	00	01	0	0	0	0	1	0	2	1	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	1	0	2	1	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2	3	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2	3	N	N
NOT CODED	00	00	00	00	01	0	0	0	0	0	0	2	1	N	N
NOT CODED	00	00	00	00	01	0	0	0	0	1	0	1	1	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2	2	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2	4	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2	2	N	N
NOT CODED	00	00	00	00	01	0	0	0	0	0	0	1	0	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	1	0	2	1	N	N
NOT CODED	00	00	00	00	01	0	0	0	0	1	0	1	1	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2	2	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	1	0	2	1	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2	2	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2	0	2	4	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	3	0	3	6	N	N
NOT CODED	00	00	00	00	01	1	0	0	0	1	0	1	1	N	N
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NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2	4	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2	5	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2	2	N	N
NOT CODED	00	00	00	00	01	0	0	0	0	1	0	1	1	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2	0	2	3	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	7	0	0	0	4	0	4	8	N	N
NOT CODED	00	00	00	00	01	0	0	0	0	1	0	1	1	N	N
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NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2	2	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2	0	2	2	N	N
NOT CODED	00	00	00	00	01	0	0	0	0	1	0	1	1	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2	0	2	2	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2	3	N	N
NOT CODED	00	00	00	00	01	0	0	0	0	1	0	1	2	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2	3	N	N
NOT CODED	00	00	00	00	01	0	0	0	0	1	0	1	1	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2	0	2	3	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2	2	N	N
NOT CODED	00	00	00	00	01	0	0	0	0	1	0	1	1	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2	3	N	N
NOT CODED	00	00	00	00	01	0	0	0	0	1	0	1	1	N	Y
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NOT CODED	00	00	00	00	01	1	0	0	0	1	0	1	1	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2	3	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2	2	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2	4	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2	2	N	N
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NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2	0	2	2	N	N
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NOT CODED	00	00	00	00	01	4	0	0	0	1	0	1	4	N	N
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NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	2	0	2	2	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	4	0	0	0	2	0	2	6	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2	2	N	N
SWERVED OR AVOIDED: DUE TO WI	00	00	00	00	01	0	0	0	0	3	0	3	6	N	N
NOT CODED	00	00	00	00	01	0	0	0	0	1	0	1	2	N	Y
NOT CODED	00	00	00	00	01	1	0	0	0	1	0	1	1	N	Y
NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	2	0	2	3	N	N
NOT CODED	00	00	00	00	01	0	0	0	0	1	0	1	1	N	N

N	N	N	N	Y	N	N	N	N	N	N	30	-82	12/29/2019	21
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N	N	N	N	N	N	N	N	N	N	N	30	-82	12/29/2019	15
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N	Y	N	Y	N	N	N	N	N	N	N	30	-82	12/29/2019	9
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N	Y	N	Y	N	N	N	N	N	N	N	30	-82	12/29/2019	4
N	N	N	N	N	N	N	N	N	N	N	30	-82	12/29/2019	12
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N	N	Y	N	N	N	N	N	N	N	N	30	-82	12/29/2019	21
N	N	N	Y	N	N	N	N	N	N	N	30	-82	12/29/2019	21
N	N	N	N	N	N	N	N	N	N	N	30	-82	12/29/2019	19
N	N	N	N	N	N	N	N	N	N	N	30	-82	12/29/2019	9
N	N	N	N	N	N	N	N	N	Y	N	30	-82	12/29/2019	21
N	N	N	N	N	N	N	N	N	N	N	30	-82	12/29/2019	12
N	N	N	N	N	N	N	N	N	N	N	30	-82	12/29/2019	18
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N	Y	N	Y	N	N	N	N	N	N	N	30	-82	12/29/2019	1
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N	N	N	Y	N	N	N	N	N	N	N	30	-82	12/29/2019	16
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N	N	N	N	N	N	N	N	N	N	N	30	-82	12/29/2019	21
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N	N	N	Y	N	N	N	N	N	N	N	30	-82	12/29/2019	13
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N	Y	N	N	N	N	N	N	N	N	N	30	-82	12/29/2019	2
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N	N	N	Y	N	N	N	N	N	N	N	30	-82	12/29/2019	13
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N	N	N	N	N	N	N	N	N	N	N	30	-82	12/29/2019	21
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N	N	N	N	N	N	N	N	N	N	N	30	-82	12/29/2019	6
N	N	N	N	N	N	N	N	N	N	N	30	-82	12/29/2019	12
N	N	N	N	N	N	N	N	N	Y	N	30	-82	12/29/2019	12
N	N	N	N	N	N	N	N	N	Y	N	30	-82	12/29/2019	21
N	N	N	N	N	N	N	N	N	N	N	30	-82	12/29/2019	21
N	N	Y	N	N	N	N	N	N	N	N	30	-82	12/29/2019	6
N	N	N	N	N	N	N	N	N	N	N	30	-82	12/29/2019	13
N	N	N	Y	N	N	N	N	N	N	N	30	-82	12/29/2019	21
N	N	N	N	N	N	N	N	N	Y	N	30	-82	12/29/2019	21
N	N	N	N	N	N	N	N	N	N	N	30	-82	12/29/2019	21
N	N	N	N	N	N	N	N	N	N	N	30	-82	12/29/2019	16
N	N	N	N	N	N	N	N	N	N	N	30	-82	12/29/2019	16
N	N	N	Y	N	N	N	N	N	N	N	30	-82	12/29/2019	11
N	N	N	N	N	N	N	N	N	Y	Y	30	-82	12/29/2019	13
N	N	N	N	N	N	N	N	N	N	N	30	-82	12/29/2019	12
N	N	N	N	N	N	N	N	N	N	N	30	-82	12/29/2019	13
N	N	N	Y	N	N	N	N	N	Y	N	30	-82	12/29/2019	14

I 75	SR 121	26260000	9 02592	SR 93	I 75	R	3	N	01	01	01	01	01	01	36
SR 121	I 75	26220000	8 00010	SR 121		R	S	N	23	03	03	10	03	03	29
WILLISTON RD SW	34TH ST SW	26220000	9 00012	SR 121		L	1	S	23	03	02	01	04	01	39
SR 93	SR 24	26260000	10 00495	SR 93	I 75	L	2	0	01	03	01	01	01	01	40
I 75	SR 24	26260000	10 00495	SR 93	I 75	R	3	N	01	01	01	01	01	01	40
41ST BLVD SW	SR 121	26220000	8 01508	SR 121		T	1	S	23	05	02	01	02	02	43
WILLISTON RD	SR 121	26220000	9 00012	SR 331		L	1	W	20	03	01	01	03	03	48
SR 121	WILLISTON RD	26220000	9 00012	SR 121		L	R	S	23	03	03	01	02	03	48
WILLISTON RD	SR 121	26220000	9 00012	SR 121		R	1	E	23	03	03	01	02	03	48
SR 121	SR 93	26220000	8 00011	SR 121		L	1	S	23	04	02	01	02	03	48
WILLISTON RD	34TH ST SW	26220000	9 00012	SR 121		L	3	W	23	03	01	01	01	01	48
SR 331	SR 121	26220000	9 00012	SR 121		R	L	E	23	03	02	01	02	03	48
SR 121	SR 331/WILLISTON RD	26250000	0 00012	SR 121		L	R	S	20	03	03	01	01	03	40
WILLISTON RD	SR 121	26220000	9 00012	SR 121		R	L	E	23	03	01	01	01	01	48
WILLISTON RD	SR 121	26220000	9 00012	SR 331		L	3	W	20	03	01	01	01	03	48
SR 121	35TH DR SW	26220000	8 01508	SR 121		L	1	N	23	03	02	01	02	01	43
WILLISTON RD SW	41ST BLVD SW	26220000	8 01508	SR 121		L	1	S	23	03	02	01	02	01	43
SR 121	SR 93	26220000	8 00009	SR 121		R	1	S	23	03	02	01	02	03	41
I 75	SR 121	26260015	0 02745	SR 93	I 75	L	X	S	08	01	03	01	02	01	0
WILLISTON RD	SR 121	26220000	9 00012	SR 331		L	2	S	20	03	03	01	01	03	48
WILLISTON RD	SR 121	26220000	9 00012	SR 331		L	1	W	20	03	01	01	02	01	48
SR 121	SR 93	26220000	8 02141	SR 121		R	1	E	23	03	01	01	01	03	41
WILLISTON RD	SR 121	26220000	9 00012	SR 331		L	L	W	20	03	01	01	01	01	48
WILLISTON RD	34TH ST SW	26220000	9 00012	SR 121		L	2	W	23	03	01	01	02	03	48
SR 121	34TH ST SW	26220000	9 00012	SR 121		L	1	N	23	03	02	01	02	02	48
SR 121	I 75	26220000	8 00011	SR 121		L	2	E	23	03	14	01	03	01	48
SR 93	SR 24	26260000	10 00495	SR 93	I 75	R	2	N	01	03	01	01	01	01	40
SR 121	I 75	26220000	8 01507	SR 121		R	S	W	23	03	01	02	01	02	43
WILLISTON RD	34TH ST SW	26220000	9 00012	SR 331		L	2	W	20	03	01	01	01	03	48
SR 121	I 75 ENT	26220000	8 00009	SR 121		R	1	E	23	03	02	04	03	01	41
SR 93	SR 24	26260000	9 00462	SR 93	I 75	L	S	S	01	03	01	02	01	01	40
SR 121	I 75	26220000	8 02172	SR 121		L	2	W	23	03	02	01	03	03	41
41ST BLVD SW	SR 121	26220000	8 01508	SR 121		S	L	N	23	05	02	01	02	02	43
SR 121	I 75	26220000	8 00009	SR 121		L	1	N	23	01	02	01	02	01	41
SR 121	41ST BLVD SW	26220000	8 01508	SR 121		I	M	S	23	03	02	01	02	03	43
I 75	SR 24	26260000	10 00495	SR 93	I 75	R	S	N	01	01	01	03	01	01	40
I 75	WILLISTON RD SW	26260016	0 00009	SR 93	I 75	L	X	N	08	01	14	01	01	01	0
SR 121	41ST BLVD SW	26220000	8 02142	SR 121		L	1	S	23	03	02	01	02	02	41
SR 121	SR 331/WILLISTON RD	26220000	9 00012	SR 121		L	R	S	23	03	03	01	02	03	48
WILLISTON RD	SR 121	26220000	9 00012	SR 331		L	2	W	20	03	01	01	01	03	48
WILLISTON RD	SR 121	26220000	9 00012	SR 121		L	1	W	23	03	01	01	01	03	48
SR 121	SR 93	26220000	8 02142	SR 121		R	1	E	23	03	01	01	01	02	41
WILLISTON RD	SR 93	26220000	8 00011	SR 121		L	2	E	23	03	02	01	03	03	48
SR 121	I 75	26220000	8 02142	SR 121		L	2	W	23	03	01	01	01	03	41
WILLISTON RD	SR 121	26220000	9 00012	SR 331		L	2	W	20	03	01	01	01	03	48
SR 331	SR 121	26220000	9 00012	SR 331		L	2	W	20	03	01	01	01	03	48
SR 121	I 75	26220000	8 02142	SR 121		L	2	W	23	03	01	01	03	01	41
WILLISTON RD	SR 121	26220000	9 00012	SR 121		R	L	E	23	03	02	01	02	03	48
I 75	SR 121	26260015	0 02172	SR 93	I 75	L	X	S	08	01	14	01	03	01	0
SR 121	I 75	26260017	0 00010	SR 93	I 75	L	X	S	08	01	14	01	77	01	0
SR 121	I 75	26220000	8 00009	SR 121		L	2	S	23	03	03	01	03	01	41
SR 331	SR 121	26220000	9 00012	SR 331		L	2	W	20	03	01	01	01	03	48
WILLISTON RD	I 75	26220000	8 02142	SR 121		L	S	S	23	03	03	01	02	01	41
SR 121	41ST BLVD SW	26220000	8 01508	SR 121		L	1	S	23	03	02	01	02	01	43
WILLISTON RD	SR 121	26220000	9 00012	SR 331		L	2	W	20	03	01	01	01	03	48
SR 121	I 75	26220000	8 01510	SR 121		L	2	E	23	03	01	01	01	01	41
I 75	SR 121	26260000	10 00495	SR 93	I 75	M	M	N	01	01	01	02	01	01	40
I 75	SR 121	26260000	9 00496	SR 93	I 75	L	A	S	01	01	14	01	77	01	40
SR 121	35TH DR SW	26220000	8 01508	SR 121		R	1	E	23	03	02	01	02	02	43
WILLISTON RD	FRED BEAR DR	26220000	8 01508	SR 121		L	1	W	23	03	02	01	02	01	41
I 75	SR 121	26260000	9 00495	SR 93	I 75	R	1	N	01	01	01	01	01	01	40
I 75	WILLISTON RD	26260000	9 02592	SR 93	I 75	R	S	N	01	01	01	02	01	01	40
I 75	SR 121	26260000	10 00495	SR 93	I 75	R	1	N	01	01	01	01	01	01	40
I 75	SR 121	26260017	0 00463	SR 93	I 75	R	X	N	08	01	14	02	01	01	0
SR 121	41ST BLVD SW	26220000	8 01508	SR 121		L	2	W	23	03	03	01	02	01	43
SR 121	41ST BLVD SW	26220000	8 00009	SR 121		L	1	W	23	03	03	01	01	02	41
SR 121	41ST BLVD SW	26220000	8 01508	SR 121		L	1	S	23	03	02	01	02	01	43
I 75	SR 121	26260000	9 00462	SR 93	I 75	L	3	S	01	01	01	01	01	01	40
I 75	SR 24	26260000	10 00495	SR 93	I 75	R	1	N	01	01	01	01	01	01	40
34TH ST SW	SR 331	26220000	9 00012	SR 121		R	1	N	23	05	03	01	01	03	48
SR 331	SR 121	26220000	9 00012	SR 121		R	L	E	23	03	02	01	02	03	48
SR 121	SR 331/WILLISTON RD	26220000	9 00012	SR 121		L	R	S	23	03	02	01	02	03	48

11	PAVED WARN	10 LAWN	8	0	19 57000	RCI	70	1	0	01	01	03	02	04
14	PAVED	4 LAWN	7	0	5 12000	RCI	45	1	0	02	04	02	01	01
14	PAVED	4 LAWN	7	0	5 28500	RCI	45	1	0	02	01	01	01	01
11	PAVED WARN	10 LAWN	8	0	28 79000	RCI	70	1	0	01	02	01	01	04
11	PAVED WARN	10 LAWN	8	0	28 79000	RCI	70	1	0	01	01	01	01	04
16	PAVED	4 LAWN	7	0	6 11500	RCI	45	1	0	02	04	01	01	01
14	PAVED	5 CURB&GUTTER	2	0	6 29500	RCI	45	1	0	01	01	03	02	04
14	PAVED	4 LAWN	7	0	6 29500	RCI	45	1	0	02	01	02	01	04
14	PAVED	4 LAWN	7	0	6 29500	RCI	45	1	0	03	01	03	02	04
14	PAVED	4 LAWN	7	0	6 29500	RCI	45	2	0	02	01	01	01	01
14	PAVED	4 LAWN	7	0	6 29500	RCI	45	1	0	01	01	01	01	04
14	PAVED	4 LAWN	7	0	6 29500	RCI	45	2	0	02	01	01	01	02
16	PAVED	4 CURB&GUTTER	2	0	2 21100	RCI	45	1	0	03	01	02	01	04
14	PAVED	4 LAWN	7	0	6 29500	RCI	45	1	0	02	01	01	01	04
14	PAVED	5 CURB&GUTTER	2	0	6 29500	RCI	45	1	0	01	01	01	01	04
16	PAVED	4 LAWN	7	0	6 11500	RCI	45	2	0	02	04	01	01	01
16	PAVED	4 LAWN	7	0	6 11500	RCI	45	2	0	02	02	02	01	01
16	PAVED	4 LAWN	7	0	6 11500	RCI	45	1	0	02	03	03	02	04
	CURB&GUTTER	2 LAWN	4	0	28 6100	RCI		1	0	08	01	01	01	05
14	PAVED	5 CURB&GUTTER	2	0	6 29500	RCI	45	2	0	03	01	02	01	04
14	PAVED	5 CURB&GUTTER	2	0	6 29500	RCI	45	2	0	01	04	01	01	04
14	PAVED	4 LAWN	7	0	6 11500	RCI	45	1	0	01	01	01	01	04
14	PAVED	5 CURB&GUTTER	2	0	6 29500	RCI	45	2	0	01	03	01	01	04
14	PAVED	4 LAWN	7	0	6 29500	RCI	45	1	0	01	01	02	01	04
14	PAVED	4 LAWN	7	0	6 29500	RCI	45	2	0	02	01	02	02	01
14	PAVED	4 LAWN	7	0	6 29500	RCI	45	1	0	02	02	01	01	01
11	PAVED WARN	10 LAWN	8	0	28 79000	RCI	70	1	0	01	02	03	02	04
16	PAVED	4 LAWN	7	0	6 11500	RCI	45	2	0	01	02	01	01	01
14	PAVED	5 CURB&GUTTER	2	0	6 29500	RCI	45	1	0	01	01	01	01	04
16	PAVED	4 LAWN	7	0	6 11500	RCI	45	0	0	02	88	77	88	04
11	PAVED WARN	10 LAWN	8	0	19 64500	RCI	70	1	0	01	01	02	01	04
16	PAVED	4 LAWN	7	0	6 11500	RCI	45	3	0	02	05	02	02	04
16	PAVED	4 LAWN	7	0	6 11500	RCI	45	1	0	02	01	01	01	01
16	PAVED	4 LAWN	7	0	6 11500	RCI	45	2	0	02	01	01	01	03
16	PAVED	4 LAWN	7	0	6 11500	RCI	45	2	0	02	01	03	02	04
11	PAVED WARN	10 LAWN	8	0	28 79000	RCI	70	2	0	01	01	01	01	04
	PAVED	2 LAWN	4	0	28 2600	RCI		1	0	07	05	01	01	05
14	PAVED	4 LAWN	7	0	6 11500	RCI	45	1	0	02	01	02	01	03
14	PAVED	4 LAWN	7	0	6 29500	RCI	45	1	0	03	01	01	01	04
14	PAVED	5 CURB&GUTTER	2	0	6 29500	RCI	45	1	0	01	01	01	01	04
14	PAVED	4 LAWN	7	0	6 29500	RCI	45	2	0	01	01	01	01	04
16	PAVED	4 LAWN	7	0	6 11500	RCI	45	1	0	01	01	01	01	04
14	PAVED	4 LAWN	7	0	6 29500	RCI	45	1	0	02	01	02	01	04
16	PAVED	4 LAWN	7	0	6 11500	RCI	45	1	0	06	01	01	01	04
14	PAVED	5 CURB&GUTTER	2	0	6 29500	RCI	45	1	0	01	01	01	01	04
14	PAVED	5 CURB&GUTTER	2	0	6 29500	RCI	45	2	0	01	01	01	01	04
16	PAVED	4 LAWN	7	0	6 11500	RCI	45	1	0	01	01	01	01	03
14	PAVED	4 LAWN	7	0	6 29500	RCI	45	1	0	02	04	01	02	04
	CURB&GUTTER	2 LAWN	4	0	28 6100	RCI		1	0	07	02	01	01	05
	PAVED	2 LAWN	4	0	28 2400	RCI		1	0	07	01	02	02	05
16	PAVED	4 LAWN	7	0	6 11500	RCI	45	1	0	01	01	03	02	03
14	PAVED	5 CURB&GUTTER	2	0	6 29500	RCI	45	1	0	01	01	01	01	04
14	PAVED	4 LAWN	7	0	6 11500	RCI	45	1	0	01	01	01	01	04
16	PAVED	4 LAWN	7	0	6 11500	RCI	45	1	0	02	01	02	02	01
14	PAVED	5 CURB&GUTTER	2	0	6 29500	RCI	45	1	0	01	01	01	01	04
14	PAVED	4 LAWN	7	0	6 11500	RCI	45	1	0	01	01	03	02	04
11	PAVED WARN	10 LAWN	8	0	28 79000	RCI	70	1	1	01	04	01	01	04
11	PAVED WARN	10 LAWN	8	0	28 79000	RCI	70	1	0	02	01	01	01	04
16	PAVED	4 LAWN	7	0	6 11500	RCI	45	1	0	02	01	02	01	01
16	PAVED	4 LAWN	7	0	6 11500	RCI	45	2	0	02	01	01	01	03
11	PAVED WARN	10 LAWN	8	0	28 79000	RCI	70	2	0	01	02	03	02	04
11	PAVED WARN	10 LAWN	8	0	19 64500	RCI	70	2	0	01	05	01	01	04
11	PAVED WARN	10 LAWN	8	0	28 79000	RCI	70	1	0	01	05	01	01	04
	PAVED	2 LAWN	4	0	28 2400	RCI		3	0	08	01	02	01	04
16	PAVED	4 LAWN	7	0	6 11500	RCI	45	1	0	03	01	01	01	04
16	PAVED	4 LAWN	7	0	6 11500	RCI	45	1	0	03	01	02	01	03
16	PAVED	4 LAWN	7	0	6 11500	RCI	45	1	0	02	01	01	01	01
11	PAVED WARN	10 LAWN	8	0	19 64500	RCI	70	1	0	01	04	01	01	04
11	PAVED WARN	10 LAWN	8	0	28 79000	RCI	70	1	0	01	04	01	01	04
14	PAVED	4 LAWN	7	0	6 29500	RCI	45	2	0	03	01	01	01	04
14	PAVED	4 LAWN	7	0	6 29500	RCI	45	1	0	02	01	02	01	04
14	PAVED	4 LAWN	7	0	6 29500	RCI	45	2	0	02	04	01	01	04

NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2 4	N	N
NOT CODED	04	01	02	02	01	0	0	0	0	1	0	1 1	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2 3	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	1	0	2 1	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	1	0	2 1	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2 2	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2 3	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2 4	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2 2	N	N
OTHER CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2	0	2 3	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2 2	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	5	0	0	0	2	0	2 5	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2 4	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2 3	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	3	0	3 6	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	2	0	2 2	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	4	0	0	0	2	0	2 4	N	N
OTHER CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2 2	N	N
NOT CODED	00	00	00	00	01	0	0	0	0	1	0	1 1	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2	0	2 3	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2	0	2 3	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2 2	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2	0	2 2	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2 2	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	3	0	0	0	2	0	2 3	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2 2	N	N
OPERATED MV IN CARLESS OR NEGL	00	00	00	00	01	0	0	0	0	2	0	2 2	N	N
NOT CODED	00	00	00	00	01	1	0	0	0	1	0	1 1	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2 2	N	N
NOT CODED	00	00	00	00	01	0	0	0	0	0	0	1 0	N	N
NOT CODED	00	00	00	00	01	0	0	0	0	1	0	1 1	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	4	0	0	0	2	0	2 5	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2 2	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2	0	2 2	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2	0	2 4	N	N
NOT CODED	00	00	00	00	01	1	0	0	0	1	0	1 1	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2 4	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2 2	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2 4	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2 3	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	2	0	2 2	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2 2	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2 2	N	N
NOT CODED	00	00	00	00	01	0	0	0	0	1	0	2 2	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	1	0	1 1	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2 5	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2	0	2 2	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2 2	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2 3	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2 4	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	3	0	3 3	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	1	0	2 1	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2 2	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2 3	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2 3	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2 2	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2 2	N	N
NOT CODED	04	01	02	01	01	0	0	0	0	1	0	1 1	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	3	0	3 4	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2 2	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	3	0	3 4	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	2	0	2 2	N	N
NOT CODED	02	03	01	01	01	1	0	0	0	1	0	1 1	N	N
NOT CODED	00	00	00	00	01	0	0	0	0	1	0	2 2	N	N
NOT CODED	00	00	00	00	01	1	0	0	0	1	0	1 1	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2 3	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	3	0	3 6	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2 3	N	N
NOT CODED	00	00	00	00	01	0	0	0	0	1	0	1 1	N	N
NOT CODED	00	00	00	00	01	0	0	0	0	1	0	1 1	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2	0	2 2	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	1	0	2 4	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2	0	2 2	N	N

N	N	N	N	N	N	N	N	N	N	N	30	-82 12/29/2019	11
Y	Y	Y	N	N	N	N	N	N	N	N	30	-82 12/29/2019	13
N	Y	Y	N	N	N	N	N	N	N	N	30	-82 12/29/2019	21
N	N	N	Y	N	N	N	N	N	N	N	30	-82 11/01/2020	4
N	N	N	N	Y	N	N	N	N	N	N	30	-82 11/01/2020	16
N	N	Y	N	N	N	N	N	N	N	N	30	-82 11/01/2020	20
N	N	N	N	N	N	N	N	N	N	N	30	-82 11/01/2020	21
N	Y	Y	N	N	N	N	N	N	Y	N	30	-82 11/01/2020	21
N	N	Y	N	N	N	N	N	N	Y	N	30	-82 11/01/2020	21
N	N	Y	N	N	N	N	N	N	N	N	30	-82 11/01/2020	13
N	N	N	N	N	N	N	N	N	N	N	30	-82 11/01/2020	21
N	N	N	Y	N	N	N	N	N	N	N	30	-82 11/01/2020	21
N	N	N	N	N	N	N	N	N	N	N	30	-82 11/01/2020	21
N	N	Y	N	N	N	N	N	N	N	N	30	-82 11/01/2020	21
N	N	N	N	N	N	N	N	N	Y	N	30	-82 11/01/2020	20
N	N	Y	N	N	N	N	N	N	N	N	30	-82 11/01/2020	20
N	N	N	N	N	N	N	N	N	N	N	30	-82 11/01/2020	6
N	Y	N	N	N	N	N	N	N	N	N	30	-82 11/01/2020	6
N	N	Y	N	N	N	N	N	N	N	N	30	-82 11/01/2020	21
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N	N	N	N	N	N	N	N	N	N	N	30	-82 11/01/2020	13
N	N	N	N	N	N	N	N	N	N	N	30	-82 11/01/2020	21
N	N	Y	N	N	N	N	N	N	N	N	30	-82 11/01/2020	21
N	N	N	N	N	N	N	N	N	N	N	30	-82 11/01/2020	21
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N	N	N	N	N	N	N	N	N	N	N	30	-82 11/01/2020	21
N	N	N	N	N	N	N	N	N	N	N	30	-82 11/01/2020	21
N	N	Y	N	N	N	N	N	N	N	N	30	-82 11/01/2020	6
N	N	N	N	N	N	N	N	N	N	N	30	-82 11/01/2020	6
N	N	Y	N	N	N	N	N	N	N	N	30	-82 11/01/2020	20
N	N	N	N	N	N	N	N	N	N	N	30	-82 11/01/2020	21
N	N	N	N	N	N	N	N	N	N	N	30	-82 11/01/2020	6
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N	N	N	N	N	N	N	N	N	N	N	30	-82 11/01/2020	6
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N	N	Y	N	N	N	N	N	N	N	N	30	-82 11/01/2020	21
N	N	N	N	N	N	N	N	N	N	N	30	-82 11/01/2020	6
N	N	N	N	N	N	N	N	N	N	N	30	-82 11/01/2020	20
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N	N	N	N	N	N	N	N	N	N	N	30	-82 11/01/2020	6
N	N	Y	N	N	N	N	N	N	N	N	30	-82 11/01/2020	20
N	N	N	N	N	N	N	N	N	N	N	30	-82 11/01/2020	21
N	N	N	N	N	N	N	N	N	N	N	30	-82 11/01/2020	16
N	N	Y	N	N	N	N	N	N	N	N	30	-82 11/01/2020	21
N	N	N	N	N	N	N	N	N	N	N	30	-82 11/01/2020	21

SR 121	I 75	26220000	8 00011	SR 121	R	1	E	23	03	02	01	02	02	48
SR 121	SR 331/WILLISTON RD	26250000	0 02625	SR 121	L	L	S	30	03	03	01	01	01	40
SR 331	SR 121	26220000	9 00012	SR 331	L	2	W	20	03	01	01	01	03	48
WILLISTON RD	SR 121	26220000	9 00012	SR 121	L	3	W	23	03	01	01	01	03	48
WILLISTON RD	I 75	26220000	8 01510	SR 121	L	2	W	23	03	01	01	01	02	41
SR 121	SR 93	26220000	8 01510	SR 121	L	1	W	23	03	01	01	01	02	41
WILLISTON RD	SR 121	26220000	9 00012	SR 121	L	2	W	23	03	14	01	01	03	48
SR 121	SR 331/WILLISTON RD	26250000	0 00012	SR 121	L	L	S	20	03	01	01	02	03	40
WILLISTON RD	34TH ST SW	26220000	9 00012	SR 121	L	1	W	23	03	01	01	01	02	48
WILLISTON RD	34TH ST SW	26220000	9 00012	SR 331	L	2	W	20	03	01	01	01	03	48
I 75	SR 24	26260000	10 01537	SR 93	I 75	L	S	01	01	01	02	01	01	40
I 75	SR 121	26260015	0 02745	SR 93	I 75	L	X	08	01	14	01	01	01	0
I 75	SR 121	26260017	0 00010	SR 93	I 75	R	X	08	01	14	01	01	02	0
WILLISTON RD	I 75	26220000	8 02172	SR 121	L	R	S	23	03	03	01	03	01	41
SR 331	SR 121	26220000	9 00012	SR 331	L	2	W	20	03	03	01	01	03	48
SR 121	34TH ST SW	26220000	9 00012	SR 121	R	1	E	23	03	03	01	01	03	48
WILLISTON RD	SR 121	26220000	8 00011	SR 121	R	L	E	23	03	03	01	01	02	48
34TH ST SW	WILLISTON RD	26250000	0 02624	SR 121	M	M	W	20	03	03	07	02	03	40
SR 121	SR 331/WILLISTON RD	26250000	0 02772	SR 121	L	L	S	30	03	01	01	01	03	40
I 75	SR 121	26260000	9 00495	SR 93	I 75	M	M	01	01	01	02	01	01	40
I 75	SR 24	26260000	10 00495	SR 93	I 75	L	2	01	01	01	01	01	01	40
I 75	SR 121	26260000	9 02592	SR 93	I 75	R	4	01	01	14	01	01	01	40
I 75	SR 121	26260015	0 02172	SR 93	I 75	L	X	08	01	03	01	04	02	0
I 75	SR 121	26260016	0 00496	SR 93	I 75	L	X	08	01	14	01	01	01	0
SR 121	SR 331/WILLISTON RD	26220000	9 00012	SR 121	L	R	S	23	03	03	01	02	03	48
WILLISTON RD	SR 121	26220000	9 00012	SR 121	I	M	E	23	03	02	01	02	03	48
WILLISTON RD	SR 121	26220000	9 00012	SR 331	L	3	W	20	03	01	01	02	01	48
WILLISTON RD	34TH ST SW	26220000	9 00012	SR 121	R	L	E	23	03	01	01	01	03	48
I 75	SR 24	26260000	10 00495	SR 93	I 75	M	M	01	01	01	02	01	01	40
I 75	SR 121	26260015	0 00495	SR 93	I 75	L	X	08	01	14	01	77	01	0
I 75	WILLISTON RD	26260017	0 00463	SR 93	I 75	R	X	08	01	14	02	03	01	0
SR 331	34TH ST SW	26220000	9 00012	SR 121	L	2	E	23	03	02	01	02	03	48
WILLISTON RD	SR 121	26220000	8 02142	SR 121	L	R	W	23	03	01	01	01	03	41
SR 331	SR 121	26220000	9 00012	SR 331	L	2	W	20	03	03	01	01	01	48
SR 121	WILLISTON RD	26250000	0 00012	SR 121	L	R	S	20	03	03	01	01	03	40
SR 121	41ST BLVD SW	26220000	8 01508	SR 121	R	2	S	23	03	02	01	02	02	46
SR 93	SR 121	26260000	9 00462	SR 93	I 75	M	M	01	01	01	04	01	01	36
SR 93	SR 121	26260000	9 00462	SR 93	I 75	R	1	01	01	01	01	01	01	36
SR 121	35TH DR SW	26220000	8 01508	SR 121	R	2	E	23	03	02	01	02	02	46
WILLISTON RD SW	SR 93	26220000	8 02172	SR 121	R	2	E	23	03	03	01	02	02	34
I 75	SR 121	26260000	9 02592	SR 93	I 75	L	1	01	01	01	01	01	01	36
WILLISTON RD SW	34TH ST SW	26220000	8 00010	SR 121	R	1	N	23	03	01	01	01	03	30
SR 121	41ST BLVD SW	26220000	8 02172	SR 121	L	2	E	23	03	02	01	02	02	34
SR 93	SR 121	26260000	9 02592	SR 93	I 75	R	3	01	01	01	01	01	01	36
SR 121	41ST BLVD SW	26220000	8 01508	SR 121	I	M	S	23	03	02	01	02	02	46
41ST BLVD SW	WILLISTON RD SW	26220000	8 01508	SR 121	T	1	N	23	05	01	01	01	01	46
SR 93	SR 121	26260000	9 00462	SR 93	I 75	M	M	01	01	01	04	01	01	36
SR 121	FRED BEAR DR	26220000	8 01508	SR 121	L	2	S	23	03	03	01	02	01	37
I 75	SR 121	26260000	9 02592	SR 93	I 75	L	1	01	01	01	01	01	01	36
I 75	SR 121	26260000	9 02592	SR 93	I 75	R	R	01	01	14	01	01	01	36
WILLISTON RD SW	I 75	26220000	8 01508	SR 121	R	S	E	23	03	01	03	01	01	37
SR 121	I 75	26220000	8 00010	SR 121	R	1	E	23	03	03	01	77	03	29
SR 121	I 75	26220000	8 02172	SR 121	R	1	S	23	03	01	01	01	01	37
SR 121	35TH DR SW	26220000	8 01508	SR 121	R	1	S	23	03	02	01	02	03	43
SR 121	SR 93	26220000	8 02172	SR 121	R	2	E	23	03	01	01	01	02	37
SR 121	I 75 ENT	26220000	8 02172	SR 121	L	1	E	23	03	02	01	03	02	37
I 75	SR 121	26260000	9 02592	SR 93	I 75	R	3	01	01	01	01	01	01	36
I 75	SR 121	26260000	9 02592	SR 93	I 75	R	2	01	01	01	01	01	01	36
I 75	SR 121	26260000	9 02592	SR 93	I 75	R	1	01	01	18	01	01	01	36
FRED BEAR DR	SR 121	26220000	8 01508	SR 121	S	1	N	23	05	04	01	01	02	43
SR 93	SR 121	26260000	9 00462	SR 93	I 75	L	1	01	01	01	01	01	01	36
SR 121	FRED BEAR DR	26220000	8 01508	SR 121	L	L	S	23	03	03	01	03	03	37
I 75	SR 121	26260000	9 02592	SR 93	I 75	R	3	01	01	01	01	01	01	36
I 75	SR 121	26260000	9 02592	SR 93	I 75	M	M	01	01	01	01	01	01	36
SR 121	FRED BEAR DR	26220000	8 01508	SR 121	L	R	W	23	03	02	01	02	01	43
SR 121	FRED BEAR DR	26220000	8 01508	SR 121	R	2	S	23	03	02	01	02	02	43
I 75	SR 121	26260000	9 00462	SR 93	I 75	M	M	01	01	01	01	01	01	36
SR 121	I 75	26220000	8 02172	SR 121	L	1	W	23	03	03	01	04	01	37
SR 93	SR 121	26260000	9 00462	SR 93	I 75	L	1	01	01	01	01	01	01	36
SR 121	35TH DR SW	26220000	8 01508	SR 121	R	2	E	23	03	02	01	02	02	43
SR 121	I 75	26220000	8 02172	SR 121	R	S	O	23	05	04	08	01	01	37
I 75	SR 121	26260015	0 02745	SR 93	I 75	L	X	08	01	01	01	04	03	0

14	PAVED	4 LAWN	7	0	6 29500	RCI	45	1	0	02	04	02	02	04
16	PAVED	4 CURB&GUTTER	2	0	2 21100	RCI	45	1	0	03	04	01	01	04
14	PAVED	5 CURB&GUTTER	2	0	6 29500	RCI	45	1	0	01	01	01	01	04
14	PAVED	4 LAWN	7	0	6 29500	RCI	45	1	0	01	01	01	01	04
14	PAVED	4 LAWN	7	0	6 11500	RCI	45	1	0	01	01	01	01	04
14	PAVED	4 LAWN	7	0	6 11500	RCI	45	1	0	01	01	01	01	04
14	PAVED	4 LAWN	7	0	6 29500	RCI	45	1	0	03	01	01	01	04
16	PAVED	4 CURB&GUTTER	2	0	2 21100	RCI	45	1	0	01	01	01	01	04
14	PAVED	4 LAWN	7	0	6 29500	RCI	45	1	0	01	01	01	01	04
14	PAVED	5 CURB&GUTTER	2	0	6 29500	RCI	45	1	0	01	01	01	01	04
11	PAVED WARN	10 LAWN	8	0	28 79000	RCI	70	5	0	01	05	01	01	04
	PAVED	12 LAWN	4	0	28 6100	RCI		1	0	07	04	01	01	05
	PAVED	2 LAWN	4	0	28 2400	RCI		1	0	07	01	01	01	05
16	PAVED	4 LAWN	7	0	6 11500	RCI	45	1	0	03	01	01	01	04
14	PAVED	5 CURB&GUTTER	2	0	6 29500	RCI	45	1	0	03	01	01	01	04
14	PAVED	4 LAWN	7	0	6 29500	RCI	45	1	0	03	01	02	02	04
14	PAVED	4 LAWN	7	0	6 29500	RCI	45	1	0	03	04	01	01	04
16	PAVED	4 CURB&GUTTER	2	0	2 21100	RCI	45	1	3	03	01	01	01	04
16	PAVED	4 CURB&GUTTER	2	0	2 21100	RCI	45	2	0	01	01	01	01	01
11	PAVED WARN	10 LAWN	8	0	28 79000	RCI	70	1	0	01	01	02	01	04
11	PAVED WARN	10 LAWN	8	0	28 79000	RCI	70	2	0	01	01	02	01	04
11	PAVED WARN	10 LAWN	8	0	19 64500	RCI	70	2	0	07	04	01	01	04
	CURB&GUTTER	2 LAWN	4	0	28 6100	RCI		1	0	08	01	01	01	05
	PAVED	2 LAWN	4	0	28 2600	RCI		1	0	07	01	01	01	04
14	PAVED	4 LAWN	7	0	6 29500	RCI	45	2	0	03	01	01	01	04
14	PAVED	4 LAWN	7	0	6 29500	RCI	45	2	0	02	04	01	01	04
14	PAVED	5 CURB&GUTTER	2	0	6 29500	RCI	45	1	0	01	01	01	01	04
14	PAVED	4 LAWN	7	0	6 29500	RCI	45	1	0	02	01	01	01	04
11	PAVED WARN	10 LAWN	8	0	28 79000	RCI	70	1	0	01	01	03	02	04
	PAVED	12 LAWN	4	0	28 6100	RCI		1	0	08	04	02	02	04
	PAVED	2 LAWN	4	0	28 2400	RCI		1	0	07	01	03	02	05
14	PAVED	4 LAWN	7	0	6 29500	RCI	45	2	0	02	04	01	01	03
14	PAVED	4 LAWN	7	0	6 11500	RCI	45	1	0	01	01	01	01	04
14	PAVED	5 CURB&GUTTER	2	0	6 29500	RCI	45	1	0	03	01	02	01	04
16	PAVED	4 CURB&GUTTER	2	0	2 21100	RCI	45	1	0	03	01	01	01	04
16	PAVED	4 LAWN	7	0	4 10000	RCI	45	1	0	02	01	03	02	01
11	PAVED WARN	10 LAWN	8	0	16 62430	RCI	70	1	0	01	04	03	02	04
11	PAVED WARN	10 LAWN	8	0	16 62430	RCI	70	2	0	01	02	03	02	04
16	PAVED	4 LAWN	7	0	4 10000	RCI	45	1	0	02	01	01	01	01
16	PAVED	4 LAWN	7	0	4 10000	RCI	45	1	0	02	01	01	01	04
11	PAVED WARN	10 LAWN	8	0	18 66072	RCI	70	2	0	01	05	01	01	04
14	PAVED	4 LAWN	7	0	5 11500	RCI	45	1	0	01	01	01	01	04
16	PAVED	4 LAWN	7	0	5 11500	RCI	45	3	0	04	04	02	02	04
11	PAVED WARN	10 LAWN	8	0	18 66072	RCI	70	2	0	01	01	03	02	04
16	PAVED	4 LAWN	7	0	5 11500	RCI	45	1	0	02	01	01	01	01
16	PAVED	4 LAWN	7	0	5 11500	RCI	45	2	0	04	01	01	01	01
11	PAVED WARN	10 LAWN	8	0	16 62430	RCI	70	1	0	01	05	03	02	04
16	PAVED	4 LAWN	7	0	5 11000	RCI	45	1	0	03	01	01	01	04
11	PAVED WARN	10 LAWN	8	0	19 70000	RCI	70	1	0	01	01	01	01	04
11	PAVED WARN	10 LAWN	8	0	19 70000	RCI	70	1	0	01	04	03	02	04
16	PAVED	4 LAWN	7	0	5 11000	RCI	45	3	0	01	04	01	01	04
14	PAVED	4 LAWN	7	0	5 11000	RCI	45	1	0	02	01	01	01	04
16	PAVED	4 LAWN	7	0	5 11000	RCI	45	1	0	01	01	01	01	04
16	PAVED	4 LAWN	7	0	5 11000	RCI	45	1	0	02	01	01	01	01
16	PAVED	4 LAWN	7	0	5 11000	RCI	45	1	0	03	01	01	01	04
16	PAVED	4 LAWN	7	0	5 11000	RCI	45	1	0	02	01	01	01	03
11	PAVED WARN	10 LAWN	8	0	19 70000	RCI	70	3	0	01	01	01	01	04
11	PAVED WARN	10 LAWN	8	0	19 70000	RCI	70	1	0	01	01	01	01	04
11	PAVED WARN	10 LAWN	8	0	19 70000	RCI	70	1	0	01	04	01	01	04
16	PAVED	4 LAWN	7	0	5 12000	RCI	45	2	0	03	01	01	01	01
11	PAVED WARN	10 LAWN	8	0	19 57000	RCI	70	1	0	01	01	01	01	04
16	PAVED	4 LAWN	7	0	5 12000	RCI	45	1	0	03	01	01	01	04
11	PAVED WARN	10 LAWN	8	0	19 57000	RCI	70	1	0	01	01	03	02	04
11	PAVED WARN	10 LAWN	8	0	19 57000	RCI	70	5	1	01	05	03	02	04
16	PAVED	4 LAWN	7	0	5 12000	RCI	45	2	0	02	01	01	01	03
16	PAVED	4 LAWN	7	0	5 12000	RCI	45	3	0	02	01	01	01	01
11	PAVED WARN	10 LAWN	8	0	19 57000	RCI	70	1	0	01	02	02	01	04
16	PAVED	4 LAWN	7	0	5 12000	RCI	45	1	0	03	04	01	01	01
11	PAVED WARN	10 LAWN	8	0	19 57000	RCI	70	1	0	01	01	01	01	04
16	PAVED	4 LAWN	7	0	5 12000	RCI	45	2	0	02	04	01	01	04
16	PAVED	4 LAWN	7	0	5 12000	RCI	45	0	0	04	04	01	01	01
	PAVED	12 LAWN	4	0	28 6700	RCI		1	0	08	01	01	01	04

NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2 2	N	N
NO CONTRIBUTING ACTION	04	01	01	01	01	0	0	0	0	1	0	2 1	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	3	0	3 3	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2 2	N	N
OTHER CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	3	0	3 3	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2 6	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2 2	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2 2	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2 2	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2 2	N	N
NOT CODED	00	00	00	00	01	0	1	0	0	1	0	1 1	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2 3	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2 3	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	1	0	2 1	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2 3	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2 3	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2 3	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2 5	N	N
NOT CODED	00	00	00	00	01	0	0	0	0	1	0	1 2	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	2	0	2 3	N	N
NOT CODED	00	00	00	00	01	0	0	0	0	1	0	1 1	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	3	0	0	0	3	0	3 7	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2	0	2 2	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2 2	N	N
NOT CODED	00	00	00	00	01	0	0	0	0	1	0	1 3	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2	0	2 2	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2	0	2 2	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	3	0	3 5	N	N
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NOT CODED	00	00	00	00	01	0	0	0	0	1	0	1 1	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2 2	N	N
NOT CODED	00	00	00	00	01	0	0	0	0	1	0	1 4	N	Y
OPERATED MV IN CARLESS OR NEGL	00	00	00	00	01	3	0	0	0	2	0	2 3	N	N
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NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	3	0	3 4	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2 2	N	N
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NOT CODED	00	00	00	00	01	0	0	0	0	1	0	1 1	N	Y
NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	2	0	2 2	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2 2	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	3	0	3 4	N	N
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NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2	0	2 2	N	Y
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2 3	N	N
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NOT CODED	00	00	00	00	01	0	0	0	0	1	0	1 3	N	Y
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NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	1	0	2 4	N	N
NOT CODED	00	00	00	00	01	0	0	0	0	5	0	6 8	N	N
NOT CODED	00	00	00	00	01	1	0	0	0	1	0	1 1	N	N
OTHER CONTRIBUTING ACTION	04	04	01	01	01	0	0	0	0	2	0	2 4	N	N
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NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2 3	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2 7	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2 5	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	3	0	0	0	3	0	3 5	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2 3	N	N
NOT CODED	00	00	00	00	01	0	0	0	0	1	0	1 1	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2	0	2 2	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	3	0	3 6	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2 2	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	1	0	2 1	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	3	1	3	0	3	0	3 6	N	Y
NOT CODED	00	00	00	00	01	1	0	0	0	1	0	1 1	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2	0	2 3	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2 7	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2 3	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2 3	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2	0	2 6	N	N
NOT CODED	00	00	00	00	01	0	0	0	0	0	0	1 0	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2 7	N	N

N	N	Y	N	N	N	N	N	N	N	N	30	-82 11/01/2020	13
Y	N	Y	N	N	N	N	N	N	N	N	30	-82 11/01/2020	21
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N	N	N	N	N	N	N	N	N	N	N	30	-82 11/01/2020	21
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N	N	N	N	N	N	N	N	N	N	N	30	-82 11/01/2020	6
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N	Y	N	Y	N	N	N	N	N	Y	N	30	-82 11/01/2020	4
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N	N	Y	N	N	N	N	N	N	Y	N	30	-82 11/01/2020	21
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N	N	N	Y	N	N	N	N	N	N	N	30	-82 11/01/2020	16
N	N	N	N	N	N	N	N	N	Y	N	30	-82 11/01/2020	5
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N	N	Y	N	N	N	N	N	N	N	N	30	-82 11/01/2020	21
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N	N	Y	N	N	N	N	N	N	Y	N	30	-82 11/01/2020	21
N	N	Y	N	N	N	N	N	N	N	N	30	-82 11/01/2020	21
N	N	N	Y	N	N	N	N	N	N	N	30	-82 03/04/2018	20
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N	N	N	N	N	N	N	N	N	N	N	30	-82 03/04/2018	11
N	N	Y	N	N	N	N	N	N	N	N	30	-82 03/04/2018	20
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N	N	N	N	N	N	N	N	N	N	N	30	-82 03/04/2018	9
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N	Y	Y	N	N	N	N	N	N	Y	N	30	-82 10/28/2018	20
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N	N	N	Y	N	N	N	N	N	N	N	30	-82 10/28/2018	11
N	N	N	Y	N	N	N	N	N	Y	N	30	-82 10/28/2018	20
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N	N	Y	N	N	N	N	N	N	N	N	30	-82 10/28/2018	20
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N	N	Y	N	N	N	N	N	N	N	N	30	-82 12/29/2019	20
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503	44985354	2017	854810230	FHPB17OFF018240	1	FLORIDA HIGHWAY PATROL	02	26	06/14/2017	2345	WEDNESDAY	2634	1134	N
504	44986360	2017	854946690	FHPB17OFF019435	1	FLORIDA HIGHWAY PATROL	02	26	06/24/2017	2025	SATURDAY	2634	1134	N
505	44990556	2017	855306240	FHPB17OFF025029	1	FLORIDA HIGHWAY PATROL	02	26	08/12/2017	1906	SATURDAY	2634	1134	N
506	44998945	2017	856010390	FHPB17OFF034130	1	FLORIDA HIGHWAY PATROL	02	26	10/15/2017	1224	SUNDAY	2634	1134	N
507	45051670	2017	854859720	FHPB17OFF015939	1	FLORIDA HIGHWAY PATROL	02	26	05/26/2017	1540	FRIDAY	2634	1134	N
508	45063640	2017	855901450	FHPB17OFF038700	1	FLORIDA HIGHWAY PATROL	02	26	11/23/2017	1330	THURSDAY	2634	1134	N
509	45078086	2017	869965670	0217006403	2	COUNTY SHERIFF'S OFFICE	02	26	04/09/2017	1330	SUNDAY	2634	1134	Y
510	59746494	2018	872167690	FHPB18OFF026220	1	FLORIDA HIGHWAY PATROL	02	26	08/19/2018	2145	SUNDAY	2634	1134	N
511	59748791	2018	876998090	0218000679	2	COUNTY SHERIFF'S OFFICE	02	26	01/11/2018	2022	THURSDAY	2634	1134	Y
512	59749059	2018	877001880	0218002200	2	COUNTY SHERIFF'S OFFICE	02	26	02/04/2018	1828	SUNDAY	2634	1134	Y
513	59749206	2018	877038030	0218015917	2	COUNTY SHERIFF'S OFFICE	02	26	08/30/2018	1510	THURSDAY	2634	1134	Y
514	59813401	2018	871411040	FHPB18OFF010128	1	FLORIDA HIGHWAY PATROL	02	26	04/02/2018	1017	MONDAY	2634	1134	N
515	59813403	2018	871320540	FHPB18OFF008506	1	FLORIDA HIGHWAY PATROL	02	26	03/19/2018	1723	MONDAY	2634	1134	N
516	59813407	2018	871933190	FHPB18OFF010626	1	FLORIDA HIGHWAY PATROL	02	26	04/06/2018	1610	FRIDAY	2634	1134	N
517	59915608	2018	872781920	FHPB18OFF031549	1	FLORIDA HIGHWAY PATROL	02	26	10/06/2018	1056	SATURDAY	2634	1134	N
518	59922879	2018	871905050	FHPB18OFF016485	1	FLORIDA HIGHWAY PATROL	02	26	05/27/2018	1020	SUNDAY	2634	1134	N
519	59923047	2018	871410560	FHPB18OFF001950	1	FLORIDA HIGHWAY PATROL	02	26	01/18/2018	1514	THURSDAY	2634	1134	N
520	59973696	2018	871410700	FHPB18OFF003868	1	FLORIDA HIGHWAY PATROL	02	26	02/06/2018	2153	TUESDAY	2634	1134	N
521	59991062	2018	872464900	FHPB18OFF022513	1	FLORIDA HIGHWAY PATROL	02	26	07/18/2018	2030	WEDNESDAY	2634	1134	N
522	60032372	2018	888126790	0218020482	2	COUNTY SHERIFF'S OFFICE	02	26	11/06/2018	1220	TUESDAY	2634	1134	Y
523	60034436	2018	888131860	0218022248	2	COUNTY SHERIFF'S OFFICE	02	26	12/04/2018	0844	TUESDAY	2634	1134	Y
524	60035382	2018	888135500	0218023393	2	COUNTY SHERIFF'S OFFICE	02	26	12/21/2018	1909	FRIDAY	2634	1134	Y
525	60036038	2018	888134530	0218023066	2	COUNTY SHERIFF'S OFFICE	02	26	12/16/2018	1920	SUNDAY	2634	1134	Y
526	60048575	2018	877030060	0218013354	2	COUNTY SHERIFF'S OFFICE	02	26	07/22/2018	1910	SUNDAY	2634	1134	Y
527	60048576	2018	877032000	0218014136	2	COUNTY SHERIFF'S OFFICE	02	26	08/04/2018	1615	SATURDAY	2634	1134	Y
528	60048578	2018	877001340	0218002005	2	COUNTY SHERIFF'S OFFICE	02	26	02/01/2018	1636	THURSDAY	2634	1134	Y
529	60048579	2018	877043050	0218018033	2	COUNTY SHERIFF'S OFFICE	02	26	09/30/2018	1435	SUNDAY	2634	1134	Y
530	60048581	2018	880075220	FHPB18OFF029128	1	FLORIDA HIGHWAY PATROL	02	26	09/14/2018	1635	FRIDAY	2600	1100	N
531	60048582	2018	888128370	0218021084	2	COUNTY SHERIFF'S OFFICE	02	26	11/14/2018	1740	WEDNESDAY	2634	1134	Y
532	60048583	2018	888134640	0218023110	2	COUNTY SHERIFF'S OFFICE	02	26	12/17/2018	1530	MONDAY	2634	1134	Y

SR 121	I 75	26220000	8 02172	SR 121		L	1	S	23	03	02	01	04	03	37
I 75	SR 121	26260000	9 00462	SR 93	I 75	R	2	N	01	01	01	01	01	01	36
SR 93	SR 121	26260000	9 02592	SR 93	I 75	M	M	N	01	01	01	02	01	01	36
I 75	SR 121	26260000	9 02592	SR 93	I 75	L	1	S	01	01	01	01	01	01	36
I 75	SR 121	26260000	9 00462	SR 93	I 75	R	3	N	01	01	01	01	01	01	36
SR 93	SR 121	26260000	9 02592	SR 93	I 75	R	3	N	01	01	14	01	77	01	36
SR 121	35TH DR SW	26220000	8 01508	SR 121		L	1	S	23	03	01	01	01	03	43
SR 121	I 75	26220000	8 00009	SR 121		L	S	W	23	03	02	02	03	02	41
WILLISTON RD	SR 121	26220000	9 00012	SR 331		L	1	W	20	03	03	01	02	01	48
WILLISTON RD	I 75	26220000	8 02142	SR 121		L	1	W	23	03	01	01	01	01	41
WILLISTON RD	SR 121	26220000	9 00012	SR 331		R	1	E	20	03	01	01	01	03	48
I 75	SR 24	26260000	10 00495	SR 93	I 75	R	3	N	01	01	01	01	01	01	40
SR 93	SR 24	26260000	10 00495	SR 93	I 75	L	3	S	01	01	01	01	01	01	40
I 75	SR 121	26260000	9 00463	SR 93	I 75	M	M	S	01	01	01	04	01	01	40
I 75	SR 24	26260050	0 01537	SR 93	I 75	R	X	N	08	01	01	01	01	01	0
SR 93	SR 121	26260000	10 01537	SR 93	I 75	M	M	S	01	01	01	02	01	01	40
I 75	FROM SR-24 WB	26260049	0 02735	SR 93	I 75	L	X	S	08	01	14	01	01	01	0
I 75	SR 24	26260049	0 01818	SR 93	I 75	R	X	N	08	01	14	01	01	01	0
I 75	WILLISTON RD	26260000	10 01537	SR 93	I 75	L	3	S	01	01	01	01	01	01	40
WILLISTON RD	SR 121	26220000	9 00012	SR 331		R	1	E	20	03	01	01	01	03	48
WILLISTON RD	34TH ST SW	26220000	8 00010	SR 121		L	2	W	23	03	01	01	01	03	41
WILLISTON RD	I 75	26220000	8 00011	SR 121		L	1	E	23	03	02	01	03	03	48
WILLISTON RD	I 75	26220000	8 00011	SR 121		R	1	E	23	03	01	01	03	01	48
SR 121	CR 232	26220000	9 00012	SR 121		L	1	E	23	03	02	01	02	01	48
SR 121	35TH DR SW	26220000	8 01508	SR 121		R	3	N	23	03	01	01	01	03	43
WILLISTON RD SW	NB EXIT TO NB SR 93 L	26220000	8 00011	SR 121		L	1	N	23	03	02	01	02	03	48
SR 121	I 75	26220000	8 02142	SR 121		R	1	W	23	03	01	01	01	03	41
SR 121	41ST BLVD SW	26220000	8 01508	SR 121		L	1	S	23	03	02	01	02	02	43
WILLISTON RD	34TH ST SW	26220000	8 00010	SR 121		L	1	W	23	03	01	01	01	03	41
41ST BLVD SW	WILLISTON RD SW	26220000	8 01508	SR 121		S	1	N	23	05	01	01	01	01	43

16	PAVED	4 LAWN	7	0	5 12000	RCI	45	1	0	02	04	01	01	05
11	PAVED WARN	10 LAWN	8	0	19 57000	RCI	70	1	0	01	04	01	01	04
11	PAVED WARN	10 LAWN	8	0	19 57000	RCI	70	1	0	01	01	02	02	04
11	PAVED WARN	10 LAWN	8	0	19 57000	RCI	70	2	0	01	01	01	01	04
11	PAVED WARN	10 LAWN	8	0	19 57000	RCI	70	1	0	01	01	01	01	04
11	PAVED WARN	10 LAWN	8	0	19 57000	RCI	70	2	0	01	01	02	02	04
16	PAVED	4 LAWN	7	0	5 12000	RCI	45	1	0	01	01	01	01	03
16	PAVED	4 LAWN	7	0	6 11500	RCI	45	3	3	02	05	01	01	04
14	PAVED	5 CURB&GUTTER	2	0	6 29500	RCI	45	1	0	03	05	03	02	04
16	PAVED	4 LAWN	7	0	6 11500	RCI	45	3	0	01	05	03	02	01
14	PAVED	5 CURB&GUTTER	2	0	6 29500	RCI	45	2	0	01	01	03	02	04
11	PAVED WARN	10 LAWN	8	0	28 79000	RCI	70	1	0	01	01	01	01	04
11	PAVED WARN	10 LAWN	8	0	28 79000	RCI	70	1	0	01	01	03	02	04
11	PAVED WARN	10 LAWN	8	0	28 79000	RCI	70	1	0	01	01	01	01	04
	PAVED	4 LAWN	4	0	28 4400	RCI		1	0	08	01	01	01	04
11	PAVED WARN	10 LAWN	8	0	28 79000	RCI	70	1	0	01	01	03	02	04
	PAVED	2 LAWN	4	0	28 4100	RCI		1	0	07	01	01	01	04
	PAVED	2 LAWN	4	0	28 4100	RCI		1	0	07	04	01	01	05
11	PAVED WARN	10 LAWN	8	0	28 79000	RCI	70	1	0	01	05	01	01	01
14	PAVED	5 CURB&GUTTER	2	0	6 29500	RCI	45	1	0	01	01	01	01	04
14	PAVED	4 LAWN	7	0	6 29500	RCI	45	2	0	01	01	01	01	04
14	PAVED	4 LAWN	7	0	6 29500	RCI	45	3	0	02	04	01	01	01
14	PAVED	4 LAWN	7	0	6 29500	RCI	45	2	0	01	04	01	01	01
14	PAVED	4 LAWN	7	0	6 29500	RCI	45	3	0	02	02	03	02	01
16	PAVED	4 LAWN	7	0	6 11500	RCI	45	1	0	01	01	01	01	04
14	PAVED	4 LAWN	7	0	6 29500	RCI	45	1	0	02	01	01	01	04
16	PAVED	4 LAWN	7	0	6 11500	RCI	45	1	0	01	01	01	01	02
16	PAVED	4 LAWN	7	0	6 11500	RCI	45	4	0	02	01	01	01	01
14	PAVED	4 LAWN	7	0	6 11500	RCI	45	2	0	01	04	01	01	04
16	PAVED	4 LAWN	7	0	6 11500	RCI	45	1	0	03	01	01	01	01

YIELD SIGN	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	03	IMPROPER TURN
NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	04	FAILED TO YIELD RIGHT-OF-WAY
NO CONTROLS	NOT CODED	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	27	77	DROVE TOO FAST FOR CONDITIONS
NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	01	OPERATED MV IN CARLESS OR NEGL
NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	01	OPERATED MV IN CARLESS OR NEGL
NO CONTROLS	NO CONTROLS	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	14	02	DROVE TOO FAST FOR CONDITIONS
NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	04	OPERATED MV IN CARLESS OR NEGL
NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	34	77	OPERATED MV IN CARLESS OR NEGL
TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	01	NOT CODED
NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	14	77	NO CONTRIBUTING ACTION
NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	04	FAILED TO KEEP IN PROPER LANE
NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	04	FAILED TO KEEP IN PROPER LANE
NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	14	05	NO CONTRIBUTING ACTION
NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	27	77	NO CONTRIBUTING ACTION
TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	01	NOT CODED
NO CONTROLS	NO CONTROLS	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	27	77	FAILED TO KEEP IN PROPER LANE
NO CONTROLS	NO CONTROLS	WORK ZONE (CONST/MNT/UTLTY)NTE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	01	OPERATED MV IN CARLESS OR NEGL
NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	01	OPERATED MV IN CARLESS OR NEGL
NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	04	OTHER CONTRIBUTING ACTION
NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	01	OPERATED MV IN CARLESS OR NEGL
NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	01	DROVE TOO FAST FOR CONDITIONS
NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	03	OPERATED MV IN CARLESS OR NEGL
NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	01	OPERATED MV IN CARLESS OR NEGL
TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	UNKNOWN	NOT CODED	NOT CODED	UNKNOWN	NOT CODED	NOT CODED	14	03	RAN RED LIGHT
NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	01	OTHER CONTRIBUTING ACTION
TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	02	FAILED TO YIELD RIGHT-OF-WAY
NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	01	OPERATED MV IN CARLESS OR NEGL
STOP SIGN	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	03	FAILED TO YIELD RIGHT-OF-WAY
NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	01	OPERATED MV IN CARLESS OR NEGL
STOP SIGN	STOP SIGN	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	77	FAILED TO KEEP IN PROPER LANE

NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2 2	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2 3	N	N
NOT CODED	00	00	00	00	01	0	0	0	0	1	0	1 2	N	Y
NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	4	0	4 10	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2 2	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	2	0	2 3	N	Y
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2 2	N	N
NOT CODED	00	00	00	00	01	1	0	0	0	1	0	1 1	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	3 5	N	N
NOT CODED	00	00	00	00	01	1	0	0	2	1	0	1 3	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2	0	2 2	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2 2	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2 4	N	N
NOT CODED	00	00	00	00	01	0	0	0	0	1	0	1 2	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	1	0	2 2	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2 5	N	N
NO CONTRIBUTING ACTION	03	01	01	01	01	0	0	0	0	2	0	2 2	N	N
NO CONTRIBUTING ACTION	01	03	02	01	01	0	0	0	0	2	0	2 2	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2 2	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2 3	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	3	0	3 5	N	Y
NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2	0	2 5	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2	0	2 3	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	3	0	0	0	2	0	2 3	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2 2	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2 2	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2 2	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	1	0	2	0	2 2	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	2	0	2 2	N	N
NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2	0	2 2	N	N

N	Y	Y	N	N	N	N	N	N	N	N	30	-82 12/29/2019	6
N	Y	N	Y	N	N	N	N	N	N	N	30	-82 12/29/2019	10
N	N	N	Y	N	N	N	N	N	N	N	30	-82 12/29/2019	11
N	N	N	N	N	N	N	N	N	N	N	30	-82 12/29/2019	9
N	N	N	N	N	N	N	N	N	N	N	30	-82 12/29/2019	10
N	N	N	Y	N	N	N	N	N	N	N	30	-82 12/29/2019	11
N	N	N	Y	N	N	N	N	Y	N	N	30	-82 12/29/2019	20
N	N	Y	N	N	N	N	Y	N	N	N	30	-82 11/01/2020	6
N	N	Y	N	N	N	N	N	N	N	N	30	-82 11/01/2020	21
N	N	N	Y	N	N	N	N	N	N	N	30	-82 11/01/2020	6
N	N	N	Y	N	N	N	N	N	N	N	30	-82 11/01/2020	21
N	N	N	Y	N	N	N	N	N	N	N	30	-82 11/01/2020	16
N	N	N	Y	N	N	N	N	N	N	N	30	-82 11/01/2020	4
N	N	N	Y	N	N	N	N	N	N	N	30	-82 11/01/2020	15
N	N	N	N	N	N	N	N	N	N	N	30	-82 11/01/2020	19
N	N	N	Y	N	N	N	N	N	N	N	30	-82 11/01/2020	18
Y	N	N	N	N	N	N	N	N	N	Y	30	-82 11/01/2020	1
Y	N	N	N	N	N	N	N	N	N	N	30	-82 11/01/2020	1
N	Y	N	Y	N	N	N	N	N	Y	N	30	-82 11/01/2020	2
N	N	N	N	N	N	N	N	N	N	N	30	-82 11/01/2020	21
N	N	N	N	N	N	N	N	N	N	N	30	-82 11/01/2020	13
N	N	Y	N	N	N	N	N	N	N	N	30	-82 11/01/2020	13
N	N	N	N	N	N	N	N	N	N	N	30	-82 11/01/2020	13
N	N	Y	N	N	N	N	N	N	N	N	30	-82 11/01/2020	21
N	N	N	N	N	N	N	N	N	N	N	30	-82 11/01/2020	20
N	N	Y	N	N	N	N	N	N	N	N	30	-82 11/01/2020	13
N	N	N	N	N	N	N	N	N	N	N	30	-82 11/01/2020	13
N	N	Y	N	Y	N	N	N	N	N	N	30	-82 11/01/2020	20
N	N	N	N	N	N	N	N	N	N	N	30	-82 11/01/2020	13
N	N	Y	N	N	N	N	N	N	N	N	30	-82 11/01/2020	20
N	N	N	N	N	N	N	N	N	N	N	30	-82 11/01/2020	13
N	N	Y	N	N	N	N	N	N	N	N	30	-82 11/01/2020	20

Appendix D

HCS and Existing Year 2020 Operational Analysis

HCS7 Basic Freeway Report

Project Information

Existing Mainline

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2020
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	Existing N of 121 NB AM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2445	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	952
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.40
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	70.0
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	13.6
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Basic Freeway Report

Project Information

Existing Mainline

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2020
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	Existing N of 121 SB AM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1896	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	738
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.31
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	70.0
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	10.5
Total Ramp Density Adjustment	-	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Basic Freeway Report

Project Information

Existing Mainline

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2020
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	Existing N of 121 SB PM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2963	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1154
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.48
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	70.0
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	16.5
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Basic Freeway Report

Project Information

Existing Mainline

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2020
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	Existing N of 121 NB PM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2591	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1009
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.42
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	70.0
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	14.4
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Basic Freeway Report

Project Information

Existing Mainline

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2020
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	Existing S of 121NB AM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2086	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	812
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.34
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	70.0
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	11.6
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Basic Freeway Report

Project Information

Existing Mainline

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2020
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	Existing S of 121 NB PM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2207	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	859
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.36
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	70.0
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	12.3
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Basic Freeway Report

Project Information

Existing Mainline

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2020
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	Existing S of 121SB AM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1452	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	565
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.24
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	70.0
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	8.1
Total Ramp Density Adjustment	-	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Basic Freeway Report

Project Information

Existing Mainline

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2020
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	Existing S of I75 SB PM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2621	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1021
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.43
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	70.0
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	14.6
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Basic Freeway Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/13/2021
Agency	FDOT	Analysis Year	2021
Jurisdiction	FDOT	Time Period Analyzed	2025
Project Description	I75 at SR 121 IMR		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2880	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1122
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.47
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	70.0
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	16.0
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Basic Freeway Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/13/2021
Agency	FDOT	Analysis Year	2025
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	N of I-75 NB PM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2990	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1164
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.49
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	70.0
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	16.6
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Basic Freeway Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/13/2021
Agency	FDOT	Analysis Year	2025
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	N of I-75 SB		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2320	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	903
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.38
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	70.0
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	12.9
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Basic Freeway Report

Project Information

Existing Ramps

Analyst	DT	Date	4/13/2021
Agency		Analysis Year	2025
Jurisdiction		Time Period Analyzed	PM
Project Description	N of I-75 SB PM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3290	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1281
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.53
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	69.9
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	18.3
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Basic Freeway Report

Project Information

Existing Ramps

Analyst	DT	Date	4/13/2021
Agency		Analysis Year	2025
Jurisdiction		Time Period Analyzed	AM
Project Description	S of I-75 NB AM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2510	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	977
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.41
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	70.0
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	14.0
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Basic Freeway Report

Project Information

Existing Ramps

Analyst	DT	Date	4/13/2021
Agency		Analysis Year	2025
Jurisdiction		Time Period Analyzed	PM
Project Description	S of I-75 NB PM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2510	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	977
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.41
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	70.0
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	14.0
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Basic Freeway Report

Project Information

Existing Ramps

Analyst	DT	Date	4/13/2021
Agency		Analysis Year	2025
Jurisdiction		Time Period Analyzed	AM
Project Description	S of I-75 SB AM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1890	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	736
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.31
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	70.0
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	10.5
Total Ramp Density Adjustment	-	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Basic Freeway Report

Project Information

Existing Ramps

Analyst	DT	Date	4/13/2021
Agency		Analysis Year	2025
Jurisdiction		Time Period Analyzed	PM
Project Description	S of I75 SB PM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2940	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1145
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.48
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	70.0
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	16.4
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Basic Freeway Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2025
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	N of 121 NB PM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2990	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1164
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.49
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	70.0
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	16.6
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Basic Freeway Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2025
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	N of 121SB AM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2320	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	903
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.38
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	70.0
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	12.9
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Basic Freeway Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2025
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	N of I-75 SB PM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3290	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1281
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.53
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	69.9
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	18.3
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Basic Freeway Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency	FDOT	Analysis Year	2025
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	N of 121 NB AM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2880	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1122
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.47
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	70.0
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	16.0
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Basic Freeway Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2025
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	S of 121NB AM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2510	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	977
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.41
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	70.0
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	14.0
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Basic Freeway Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2025
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	S of I75 NB PM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2500	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	974
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.41
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	70.0
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	13.9
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Basic Freeway Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2025
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	S of 121SB AM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1890	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	736
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.31
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	70.0
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	10.5
Total Ramp Density Adjustment	-	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Basic Freeway Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2025
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	S of 121 SB PM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2940	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1145
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.48
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	70.0
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	16.4
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Freeway Diverge Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2025
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	SR 24 NB Off Ramp AM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (L _D), ft	1500	350
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V _i), veh/h	3880	340
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f _{HV})	0.901	0.901
Flow Rate (v _i), pc/h	4533	397
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.63	0.20

Speed and Density

Upstream Equilibrium Distance (L _{EQ}), ft	4912.5	Density in Ramp Influence Area (D _R), pc/mi/ln	27.2
Distance to Upstream Ramp (L _{UP}), ft	4400	Speed Index (D _S)	0.464
Downstream Equilibrium Distance (L _{EQ}), ft	-	Flow Outer Lanes (v _{OA}), pc/h/ln	1497
Distance to Downstream Ramp (L _{DOWN}), ft	-	Off-Ramp Influence Area Speed (S _R), mi/h	57.0
Prop. Freeway Vehicles in Lane 1 and 2 (P _{FD})	0.638	Outer Lanes Freeway Speed (S _O), mi/h	74.9
Flow in Lanes 1 and 2 (v ₁₂), pc/h	3036	Ramp Junction Speed (S), mi/h	61.9
Flow Entering Ramp-Infl. Area (v _{R12}), pc/h	-	Average Density (D), pc/mi/ln	24.4
Level of Service (LOS)	C		

HCS7 Freeway Diverge Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2025
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	SR 24 NB Off Ramp PM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (L _D), ft	1500	350
Terrain Type	Rolling	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V _i), veh/h	2990	360
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f _{HV})	0.820	0.901
Flow Rate (v _i), pc/h	3838	421
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.53	0.21

Speed and Density

Upstream Equilibrium Distance (L _{EQ}), ft	6517.9	Density in Ramp Influence Area (D _R), pc/mi/ln	24.7
Distance to Upstream Ramp (L _{UP}), ft	4400	Speed Index (D _S)	0.466
Downstream Equilibrium Distance (L _{EQ}), ft	-	Flow Outer Lanes (v _{OA}), pc/h/ln	1090
Distance to Downstream Ramp (L _{DOWN}), ft	-	Off-Ramp Influence Area Speed (S _R), mi/h	57.0
Prop. Freeway Vehicles in Lane 1 and 2 (P _{FD})	0.681	Outer Lanes Freeway Speed (S _O), mi/h	76.4
Flow in Lanes 1 and 2 (v ₁₂), pc/h	2748	Ramp Junction Speed (S), mi/h	61.4
Flow Entering Ramp-Infl. Area (v _{R12}), pc/h	-	Average Density (D), pc/mi/ln	20.8
Level of Service (LOS)	C		

HCS7 Freeway Merge Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2025
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	SR 24 SB On Ramp AM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA), ft	1500	375
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V_i), veh/h	2320	270
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.901	0.901
Flow Rate (v_i), pc/h	2710	315
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.42	0.16

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	-	Density in Ramp Influence Area (D_R), pc/mi/ln	18.0
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (M_s)	0.321
Downstream Equilibrium Distance (L_{EQ}), ft	4604.2	Flow Outer Lanes (v_{OA}), pc/h/ln	1103
Distance to Downstream Ramp (L_{DOWN}), ft	4050	On-Ramp Influence Area Speed (S_R), mi/h	61.0
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FM})	0.593	Outer Lanes Freeway Speed (S_o), mi/h	67.8
Flow in Lanes 1 and 2 (v_{12}), pc/h	1607	Ramp Junction Speed (S), mi/h	63.3
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	1922	Average Density (D), pc/mi/ln	15.9
Level of Service (LOS)	B		

HCS7 Freeway Merge Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2025
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	SR 24 SB On Ramp PM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA), ft	1500	375
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V_i), veh/h	3290	270
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.901	0.901
Flow Rate (v_i), pc/h	3844	315
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.58	0.16

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	-	Density in Ramp Influence Area (D_R), pc/mi/ln	23.3
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (M_s)	0.347
Downstream Equilibrium Distance (L_{EQ}), ft	4526.2	Flow Outer Lanes (v_{OA}), pc/h/ln	1565
Distance to Downstream Ramp (L_{DOWN}), ft	4050	On-Ramp Influence Area Speed (S_R), mi/h	60.3
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FM})	0.593	Outer Lanes Freeway Speed (S_o), mi/h	66.2
Flow in Lanes 1 and 2 (v_{12}), pc/h	2279	Ramp Junction Speed (S), mi/h	62.4
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	2594	Average Density (D), pc/mi/ln	22.2
Level of Service (LOS)	C		

HCS7 Freeway Diverge Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2025
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	SR 121 NB Off Ramp AM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (L _D), ft	1500	1200
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V _i), veh/h	2510	240
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f _{HV})	0.901	0.901
Flow Rate (v _i), pc/h	2932	280
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.41	0.14

Speed and Density

Upstream Equilibrium Distance (L _{EQ}), ft	-	Density in Ramp Influence Area (D _R), pc/mi/ln	11.2
Distance to Upstream Ramp (L _{UP}), ft	-	Speed Index (D _S)	0.453
Downstream Equilibrium Distance (L _{EQ}), ft	-	Flow Outer Lanes (v _{OA}), pc/h/ln	865
Distance to Downstream Ramp (L _{DOWN}), ft	958	Off-Ramp Influence Area Speed (S _R), mi/h	57.3
Prop. Freeway Vehicles in Lane 1 and 2 (P _{FD})	0.674	Outer Lanes Freeway Speed (S _O), mi/h	76.8
Flow in Lanes 1 and 2 (v ₁₂), pc/h	2067	Ramp Junction Speed (S), mi/h	61.9
Flow Entering Ramp-Infl. Area (v _{R12}), pc/h	-	Average Density (D), pc/mi/ln	15.8
Level of Service (LOS)	B		

HCS7 Freeway Diverge Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2025
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	SR 121 NB Off Ramp PM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (L _D), ft	1500	1200
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V _i), veh/h	2500	210
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f _{HV})	0.901	0.901
Flow Rate (v _i), pc/h	2921	245
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.41	0.12

Speed and Density

Upstream Equilibrium Distance (L _{EQ}), ft	-	Density in Ramp Influence Area (D _R), pc/mi/ln	11.1
Distance to Upstream Ramp (L _{UP}), ft	-	Speed Index (D _S)	0.450
Downstream Equilibrium Distance (L _{EQ}), ft	-	Flow Outer Lanes (v _{OA}), pc/h/ln	867
Distance to Downstream Ramp (L _{DOWN}), ft	958	Off-Ramp Influence Area Speed (S _R), mi/h	57.4
Prop. Freeway Vehicles in Lane 1 and 2 (P _{FD})	0.676	Outer Lanes Freeway Speed (S _O), mi/h	76.8
Flow in Lanes 1 and 2 (v ₁₂), pc/h	2054	Ramp Junction Speed (S), mi/h	62.1
Flow Entering Ramp-Infl. Area (v _{R12}), pc/h	-	Average Density (D), pc/mi/ln	15.7
Level of Service (LOS)	B		

HCS7 Freeway Merge Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2025
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	SR 121 NB ON Ramp AM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA), ft	1500	1500
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V_i), veh/h	2880	610
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.901	0.901
Flow Rate (v_i), pc/h	3365	713
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.57	0.36

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	-	Density in Ramp Influence Area (D_R), pc/mi/ln	17.6
Distance to Upstream Ramp (L_{UP}), ft	1088	Speed Index (M_s)	0.280
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	1279
Distance to Downstream Ramp (L_{DOWN}), ft	-	On-Ramp Influence Area Speed (S_R), mi/h	62.2
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FM})	0.620	Outer Lanes Freeway Speed (S_o), mi/h	67.2
Flow in Lanes 1 and 2 (v_{12}), pc/h	2086	Ramp Junction Speed (S), mi/h	63.7
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	2799	Average Density (D), pc/mi/ln	21.3
Level of Service (LOS)	B		

HCS7 Freeway Merge Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2025
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	SR 121 NB ON Ramp PM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA), ft	1500	1500
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V_i), veh/h	2990	710
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.901	0.901
Flow Rate (v_i), pc/h	3493	829
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.60	0.41

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	-	Density in Ramp Influence Area (D_R), pc/mi/ln	19.1
Distance to Upstream Ramp (L_{UP}), ft	1088	Speed Index (M_s)	0.294
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	1327
Distance to Downstream Ramp (L_{DOWN}), ft	-	On-Ramp Influence Area Speed (S_R), mi/h	61.8
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FM})	0.620	Outer Lanes Freeway Speed (S_o), mi/h	67.0
Flow in Lanes 1 and 2 (v_{12}), pc/h	2166	Ramp Junction Speed (S), mi/h	63.3
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	2995	Average Density (D), pc/mi/ln	22.8
Level of Service (LOS)	B		

HCS7 Freeway Diverge Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2025
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	SR 121 SB Off Ramp AM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (L _D), ft	1500	400
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V _i), veh/h	2320	590
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f _{HV})	0.901	0.901
Flow Rate (v _i), pc/h	2710	689
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.38	0.34

Speed and Density

Upstream Equilibrium Distance (L _{EQ}), ft	-	Density in Ramp Influence Area (D _R), pc/mi/ln	18.1
Distance to Upstream Ramp (L _{UP}), ft	-	Speed Index (D _S)	0.490
Downstream Equilibrium Distance (L _{EQ}), ft	-	Flow Outer Lanes (v _{OA}), pc/h/ln	685
Distance to Downstream Ramp (L _{DOWN}), ft	900	Off-Ramp Influence Area Speed (S _R), mi/h	56.3
Prop. Freeway Vehicles in Lane 1 and 2 (P _{FD})	0.661	Outer Lanes Freeway Speed (S _O), mi/h	76.8
Flow in Lanes 1 and 2 (v ₁₂), pc/h	2025	Ramp Junction Speed (S), mi/h	60.4
Flow Entering Ramp-Infl. Area (v _{R12}), pc/h	-	Average Density (D), pc/mi/ln	15.0
Level of Service (LOS)	B		

HCS7 Freeway Diverge Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2025
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	SR 121 SB Off Ramp PM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (L _D), ft	1500	400
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V _i), veh/h	3290	580
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f _{HV})	0.901	0.901
Flow Rate (v _i), pc/h	3844	678
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.53	0.34

Speed and Density

Upstream Equilibrium Distance (L _{EQ}), ft	-	Density in Ramp Influence Area (D _R), pc/mi/ln	23.7
Distance to Upstream Ramp (L _{UP}), ft	-	Speed Index (D _S)	0.489
Downstream Equilibrium Distance (L _{EQ}), ft	-	Flow Outer Lanes (v _{OA}), pc/h/ln	1162
Distance to Downstream Ramp (L _{DOWN}), ft	900	Off-Ramp Influence Area Speed (S _R), mi/h	56.3
Prop. Freeway Vehicles in Lane 1 and 2 (P _{FD})	0.633	Outer Lanes Freeway Speed (S _O), mi/h	76.2
Flow in Lanes 1 and 2 (v ₁₂), pc/h	2682	Ramp Junction Speed (S), mi/h	61.1
Flow Entering Ramp-Infl. Area (v _{R12}), pc/h	-	Average Density (D), pc/mi/ln	21.0
Level of Service (LOS)	C		

HCS7 Freeway Merge Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2025
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	SR 121 SB On Ramp AM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA), ft	1500	615
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V_i), veh/h	1890	170
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.901	0.901
Flow Rate (v_i), pc/h	2208	199
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.33	0.10

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	216.4	Density in Ramp Influence Area (D_R), pc/mi/ln	13.4
Distance to Upstream Ramp (L_{UP}), ft	900	Speed Index (M_s)	0.296
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	894
Distance to Downstream Ramp (L_{DOWN}), ft	-	On-Ramp Influence Area Speed (S_R), mi/h	61.7
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FM})	0.595	Outer Lanes Freeway Speed (S_o), mi/h	68.6
Flow in Lanes 1 and 2 (v_{12}), pc/h	1314	Ramp Junction Speed (S), mi/h	64.1
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	1513	Average Density (D), pc/mi/ln	12.5
Level of Service (LOS)	B		

HCS7 Freeway Merge Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2025
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	SR 121 SB On Ramp PM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA), ft	1500	615
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V_i), veh/h	2940	220
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.901	0.901
Flow Rate (v_i), pc/h	3435	257
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.51	0.13

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	491.4	Density in Ramp Influence Area (D_R), pc/mi/ln	19.5
Distance to Upstream Ramp (L_{UP}), ft	900	Speed Index (M_s)	0.317
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	1391
Distance to Downstream Ramp (L_{DOWN}), ft	-	On-Ramp Influence Area Speed (S_R), mi/h	61.1
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FM})	0.595	Outer Lanes Freeway Speed (S_o), mi/h	66.8
Flow in Lanes 1 and 2 (v_{12}), pc/h	2044	Ramp Junction Speed (S), mi/h	63.1
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	2301	Average Density (D), pc/mi/ln	19.5
Level of Service (LOS)	B		

HCS7 Freeway Diverge Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2025
Jurisdiction	FDOT	Time Period Analyzed	
Project Description	SR 24 NB off ramp AM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (L _D), ft	1500	350
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V _i), veh/h	2880	340
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f _{HV})	0.901	0.901
Flow Rate (v _i), pc/h	3365	397
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.47	0.20

Speed and Density

Upstream Equilibrium Distance (L _{EQ}), ft	6028.8	Density in Ramp Influence Area (D _R), pc/mi/ln	22.0
Distance to Upstream Ramp (L _{UP}), ft	4400	Speed Index (D _S)	0.464
Downstream Equilibrium Distance (L _{EQ}), ft	-	Flow Outer Lanes (v _{OA}), pc/h/ln	938
Distance to Downstream Ramp (L _{DOWN}), ft	-	Off-Ramp Influence Area Speed (S _R), mi/h	57.0
Prop. Freeway Vehicles in Lane 1 and 2 (P _{FD})	0.684	Outer Lanes Freeway Speed (S _O), mi/h	76.8
Flow in Lanes 1 and 2 (v ₁₂), pc/h	2427	Ramp Junction Speed (S), mi/h	61.4
Flow Entering Ramp-Infl. Area (v _{R12}), pc/h	-	Average Density (D), pc/mi/ln	18.3
Level of Service (LOS)	C		

HCS7 Freeway Diverge Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2025
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	SR 24 NB Off Ramp		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (L _D), ft	1500	350
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V _i), veh/h	2990	360
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f _{HV})	0.901	0.901
Flow Rate (v _i), pc/h	3493	421
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.49	0.21

Speed and Density

Upstream Equilibrium Distance (L _{EQ}), ft	6951.2	Density in Ramp Influence Area (D _R), pc/mi/ln	23.1
Distance to Upstream Ramp (L _{UP}), ft	4400	Speed Index (D _S)	0.466
Downstream Equilibrium Distance (L _{EQ}), ft	-	Flow Outer Lanes (v _{OA}), pc/h/ln	937
Distance to Downstream Ramp (L _{DOWN}), ft	-	Off-Ramp Influence Area Speed (S _R), mi/h	57.0
Prop. Freeway Vehicles in Lane 1 and 2 (P _{FD})	0.695	Outer Lanes Freeway Speed (S _O), mi/h	76.8
Flow in Lanes 1 and 2 (v ₁₂), pc/h	2556	Ramp Junction Speed (S), mi/h	61.2
Flow Entering Ramp-Infl. Area (v _{R12}), pc/h	-	Average Density (D), pc/mi/ln	19.0
Level of Service (LOS)	C		

HCS7 Freeway Merge Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2025
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	SR 24 SB On Ramp AM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA), ft	1500	375
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V_i), veh/h	2320	270
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.901	0.901
Flow Rate (v_i), pc/h	2710	315
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.42	0.16

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	-	Density in Ramp Influence Area (D_R), pc/mi/ln	18.0
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (M_s)	0.321
Downstream Equilibrium Distance (L_{EQ}), ft	4604.2	Flow Outer Lanes (v_{OA}), pc/h/ln	1103
Distance to Downstream Ramp (L_{DOWN}), ft	4050	On-Ramp Influence Area Speed (S_R), mi/h	61.0
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FM})	0.593	Outer Lanes Freeway Speed (S_o), mi/h	67.8
Flow in Lanes 1 and 2 (v_{12}), pc/h	1607	Ramp Junction Speed (S), mi/h	63.3
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	1922	Average Density (D), pc/mi/ln	15.9
Level of Service (LOS)	B		

HCS7 Freeway Merge Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2025
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	SR 24 SB On ramp PM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA), ft	1500	375
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V_i), veh/h	3290	390
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.901	0.901
Flow Rate (v_i), pc/h	3844	456
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.60	0.23

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	-	Density in Ramp Influence Area (D_R), pc/mi/ln	24.3
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (M_s)	0.355
Downstream Equilibrium Distance (L_{EQ}), ft	4526.2	Flow Outer Lanes (v_{OA}), pc/h/ln	1565
Distance to Downstream Ramp (L_{DOWN}), ft	4050	On-Ramp Influence Area Speed (S_R), mi/h	60.1
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FM})	0.593	Outer Lanes Freeway Speed (S_o), mi/h	66.2
Flow in Lanes 1 and 2 (v_{12}), pc/h	2279	Ramp Junction Speed (S), mi/h	62.2
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	2735	Average Density (D), pc/mi/ln	23.0
Level of Service (LOS)	C		

HCS7 Freeway Diverge Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2025
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	SR 121 NB Off Ramp Diamond AM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (L _D), ft	1500	550
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V _i), veh/h	2510	215
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f _{HV})	0.901	0.901
Flow Rate (v _i), pc/h	2932	251
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.41	0.13

Speed and Density

Upstream Equilibrium Distance (L _{EQ}), ft	-	Density in Ramp Influence Area (D _R), pc/mi/ln	17.0
Distance to Upstream Ramp (L _{UP}), ft	-	Speed Index (D _S)	0.451
Downstream Equilibrium Distance (L _{EQ}), ft	36.4	Flow Outer Lanes (v _{OA}), pc/h/ln	871
Distance to Downstream Ramp (L _{DOWN}), ft	1400	Off-Ramp Influence Area Speed (S _R), mi/h	57.4
Prop. Freeway Vehicles in Lane 1 and 2 (P _{FD})	0.675	Outer Lanes Freeway Speed (S _O), mi/h	76.8
Flow in Lanes 1 and 2 (v ₁₂), pc/h	2061	Ramp Junction Speed (S), mi/h	62.1
Flow Entering Ramp-Infl. Area (v _{R12}), pc/h	-	Average Density (D), pc/mi/ln	15.7
Level of Service (LOS)	B		

HCS7 Freeway Diverge Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2025
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	SR 121 NB Off Ramp Loop AM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (L _D), ft	1500	550
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V _i), veh/h	2295	25
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f _{HV})	0.901	0.901
Flow Rate (v _i), pc/h	2681	29
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.37	0.01

Speed and Density

Upstream Equilibrium Distance (L _{EQ}), ft	-	Density in Ramp Influence Area (D _R), pc/mi/ln	15.3
Distance to Upstream Ramp (L _{UP}), ft	-	Speed Index (D _S)	0.431
Downstream Equilibrium Distance (L _{EQ}), ft	-	Flow Outer Lanes (v _{OA}), pc/h/ln	817
Distance to Downstream Ramp (L _{DOWN}), ft	850	Off-Ramp Influence Area Speed (S _R), mi/h	57.9
Prop. Freeway Vehicles in Lane 1 and 2 (P _{FD})	0.692	Outer Lanes Freeway Speed (S _O), mi/h	76.8
Flow in Lanes 1 and 2 (v ₁₂), pc/h	1864	Ramp Junction Speed (S), mi/h	62.6
Flow Entering Ramp-Infl. Area (v _{R12}), pc/h	-	Average Density (D), pc/mi/ln	14.3
Level of Service (LOS)	B		

HCS7 Freeway Diverge Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2025
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	SR 121 NB off ramp PM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (L _D), ft	1500	550
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V _i), veh/h	2335	45
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f _{HV})	0.901	0.901
Flow Rate (v _i), pc/h	2728	53
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.38	0.03

Speed and Density

Upstream Equilibrium Distance (L _{EQ}), ft	-	Density in Ramp Influence Area (D _R), pc/mi/ln	15.6
Distance to Upstream Ramp (L _{UP}), ft	-	Speed Index (D _S)	0.433
Downstream Equilibrium Distance (L _{EQ}), ft	-	Flow Outer Lanes (v _{OA}), pc/h/ln	832
Distance to Downstream Ramp (L _{DOWN}), ft	850	Off-Ramp Influence Area Speed (S _R), mi/h	57.9
Prop. Freeway Vehicles in Lane 1 and 2 (P _{FD})	0.689	Outer Lanes Freeway Speed (S _O), mi/h	76.8
Flow in Lanes 1 and 2 (v ₁₂), pc/h	1896	Ramp Junction Speed (S), mi/h	62.6
Flow Entering Ramp-Infl. Area (v _{R12}), pc/h	-	Average Density (D), pc/mi/ln	14.5
Level of Service (LOS)	B		

HCS7 Freeway Diverge Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2025
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	SR 121 NB off ramp PM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (L _D), ft	1500	550
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V _i), veh/h	2500	165
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f _{HV})	0.901	0.901
Flow Rate (v _i), pc/h	2921	193
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.41	0.10

Speed and Density

Upstream Equilibrium Distance (L _{EQ}), ft	-	Density in Ramp Influence Area (D _R), pc/mi/ln	16.9
Distance to Upstream Ramp (L _{UP}), ft	-	Speed Index (D _S)	0.445
Downstream Equilibrium Distance (L _{EQ}), ft	-	Flow Outer Lanes (v _{OA}), pc/h/ln	878
Distance to Downstream Ramp (L _{DOWN}), ft	1400	Off-Ramp Influence Area Speed (S _R), mi/h	57.5
Prop. Freeway Vehicles in Lane 1 and 2 (P _{FD})	0.678	Outer Lanes Freeway Speed (S _O), mi/h	76.8
Flow in Lanes 1 and 2 (v ₁₂), pc/h	2043	Ramp Junction Speed (S), mi/h	62.2
Flow Entering Ramp-Infl. Area (v _{R12}), pc/h	-	Average Density (D), pc/mi/ln	15.7
Level of Service (LOS)	B		

HCS7 Freeway Merge Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2025
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	SR 121 NB On Ramp AM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA), ft	1500	1500
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V_i), veh/h	2880	610
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.901	0.901
Flow Rate (v_i), pc/h	3365	713
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.57	0.36

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	966.9	Density in Ramp Influence Area (D_R), pc/mi/ln	17.4
Distance to Upstream Ramp (L_{UP}), ft	850	Speed Index (M_s)	0.278
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	1306
Distance to Downstream Ramp (L_{DOWN}), ft	-	On-Ramp Influence Area Speed (S_R), mi/h	62.2
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FM})	0.612	Outer Lanes Freeway Speed (S_o), mi/h	67.1
Flow in Lanes 1 and 2 (v_{12}), pc/h	2059	Ramp Junction Speed (S), mi/h	63.7
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	2772	Average Density (D), pc/mi/ln	21.3
Level of Service (LOS)	B		

HCS7 Freeway Merge Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2025
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	SR 121 NB On Ramp PM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA), ft	1500	1500
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V_i), veh/h	2990	710
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.901	0.901
Flow Rate (v_i), pc/h	3493	829
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.60	0.41

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	1019.1	Density in Ramp Influence Area (D_R), pc/mi/ln	18.8
Distance to Upstream Ramp (L_{UP}), ft	850	Speed Index (M_s)	0.291
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	1366
Distance to Downstream Ramp (L_{DOWN}), ft	-	On-Ramp Influence Area Speed (S_R), mi/h	61.9
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FM})	0.609	Outer Lanes Freeway Speed (S_o), mi/h	66.9
Flow in Lanes 1 and 2 (v_{12}), pc/h	2127	Ramp Junction Speed (S), mi/h	63.4
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	2956	Average Density (D), pc/mi/ln	22.7
Level of Service (LOS)	B		

HCS7 Freeway Diverge Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2025
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	SR 121 SB Off Ramp PM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (L _D), ft	1500	400
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V _i), veh/h	3290	580
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f _{HV})	0.901	0.901
Flow Rate (v _i), pc/h	3844	678
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.53	0.34

Speed and Density

Upstream Equilibrium Distance (L _{EQ}), ft	-	Density in Ramp Influence Area (D _R), pc/mi/ln	23.7
Distance to Upstream Ramp (L _{UP}), ft	-	Speed Index (D _S)	0.489
Downstream Equilibrium Distance (L _{EQ}), ft	-	Flow Outer Lanes (v _{OA}), pc/h/ln	1162
Distance to Downstream Ramp (L _{DOWN}), ft	900	Off-Ramp Influence Area Speed (S _R), mi/h	56.3
Prop. Freeway Vehicles in Lane 1 and 2 (P _{FD})	0.633	Outer Lanes Freeway Speed (S _O), mi/h	76.2
Flow in Lanes 1 and 2 (v ₁₂), pc/h	2682	Ramp Junction Speed (S), mi/h	61.1
Flow Entering Ramp-Infl. Area (v _{R12}), pc/h	-	Average Density (D), pc/mi/ln	21.0
Level of Service (LOS)	C		

HCS7 Freeway Diverge Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2025
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	SR 121 SB Off Ramp AM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (L _D), ft	1500	400
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V _i), veh/h	2320	590
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f _{HV})	0.901	0.901
Flow Rate (v _i), pc/h	2710	689
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.38	0.34

Speed and Density

Upstream Equilibrium Distance (L _{EQ}), ft	-	Density in Ramp Influence Area (D _R), pc/mi/ln	18.1
Distance to Upstream Ramp (L _{UP}), ft	-	Speed Index (D _S)	0.490
Downstream Equilibrium Distance (L _{EQ}), ft	-	Flow Outer Lanes (v _{OA}), pc/h/ln	685
Distance to Downstream Ramp (L _{DOWN}), ft	900	Off-Ramp Influence Area Speed (S _R), mi/h	56.3
Prop. Freeway Vehicles in Lane 1 and 2 (P _{FD})	0.661	Outer Lanes Freeway Speed (S _O), mi/h	76.8
Flow in Lanes 1 and 2 (v ₁₂), pc/h	2025	Ramp Junction Speed (S), mi/h	60.4
Flow Entering Ramp-Infl. Area (v _{R12}), pc/h	-	Average Density (D), pc/mi/ln	15.0
Level of Service (LOS)	B		

HCS7 Freeway Merge Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2025
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	SR 121 SB On Ramp AM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA), ft	1500	615
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V_i), veh/h	1890	170
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.901	0.901
Flow Rate (v_i), pc/h	2208	199
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.33	0.10

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	216.4	Density in Ramp Influence Area (D_R), pc/mi/ln	13.4
Distance to Upstream Ramp (L_{UP}), ft	900	Speed Index (M_s)	0.296
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	894
Distance to Downstream Ramp (L_{DOWN}), ft	-	On-Ramp Influence Area Speed (S_R), mi/h	61.7
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FM})	0.595	Outer Lanes Freeway Speed (S_o), mi/h	68.6
Flow in Lanes 1 and 2 (v_{12}), pc/h	1314	Ramp Junction Speed (S), mi/h	64.1
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	1513	Average Density (D), pc/mi/ln	12.5
Level of Service (LOS)	B		

HCS7 Freeway Merge Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2025
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	SR 121 SB On Ramp PM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA), ft	1500	615
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V_i), veh/h	2940	220
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.901	0.901
Flow Rate (v_i), pc/h	3435	257
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.51	0.13

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	491.4	Density in Ramp Influence Area (D_R), pc/mi/ln	19.5
Distance to Upstream Ramp (L_{UP}), ft	900	Speed Index (M_s)	0.317
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	1391
Distance to Downstream Ramp (L_{DOWN}), ft	-	On-Ramp Influence Area Speed (S_R), mi/h	61.1
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FM})	0.595	Outer Lanes Freeway Speed (S_o), mi/h	66.8
Flow in Lanes 1 and 2 (v_{12}), pc/h	2044	Ramp Junction Speed (S), mi/h	63.1
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	2301	Average Density (D), pc/mi/ln	19.5
Level of Service (LOS)	B		

HCS7 Basic Freeway Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	N of 121 NB AM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4600	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1791
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.75
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	66.0
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	27.1
Total Ramp Density Adjustment	-	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Basic Freeway Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	N of 121 NB PM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4000	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1558
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.65
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	68.5
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	22.7
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Basic Freeway Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	N of 121 SB AM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4000	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1558
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.65
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	68.5
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	22.7
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Basic Freeway Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	N of 121 SB PM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4600	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1791
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.75
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	66.0
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	27.1
Total Ramp Density Adjustment	-	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Basic Freeway Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	S of 121 NB AM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4200	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1636
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.68
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	67.8
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	24.1
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Basic Freeway Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	S of 121 NB PM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3650	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1421
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.59
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	69.4
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	20.5
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Basic Freeway Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	S of 121 SB AM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3650	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1421
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.59
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	69.4
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	20.5
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Basic Freeway Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	
Project Description	S of 121 SB PM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4200	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1636
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.68
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	67.8
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	24.1
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Freeway Diverge Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	SR 24 NB Off Ramp AM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (L _D), ft	1500	350
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V _i), veh/h	4600	500
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f _{HV})	0.901	0.901
Flow Rate (v _i), pc/h	5374	584
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.75	0.29

Speed and Density

Upstream Equilibrium Distance (L _{EQ}), ft	5833.6	Density in Ramp Influence Area (D _R), pc/mi/ln	32.0
Distance to Upstream Ramp (L _{UP}), ft	4400	Speed Index (D _S)	0.481
Downstream Equilibrium Distance (L _{EQ}), ft	-	Flow Outer Lanes (v _{OA}), pc/h/ln	1782
Distance to Downstream Ramp (L _{DOWN}), ft	-	Off-Ramp Influence Area Speed (S _R), mi/h	56.5
Prop. Freeway Vehicles in Lane 1 and 2 (P _{FD})	0.628	Outer Lanes Freeway Speed (S _O), mi/h	73.7
Flow in Lanes 1 and 2 (v ₁₂), pc/h	3592	Ramp Junction Speed (S), mi/h	61.2
Flow Entering Ramp-Infl. Area (v _{R12}), pc/h	-	Average Density (D), pc/mi/ln	29.3
Level of Service (LOS)	D		

HCS7 Freeway Diverge Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	SR 24 NB Off Ramp PM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (L _D), ft	1500	350
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V _i), veh/h	4600	450
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f _{HV})	0.901	0.901
Flow Rate (v _i), pc/h	5374	526
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.75	0.26

Speed and Density

Upstream Equilibrium Distance (L _{EQ}), ft	4911.7	Density in Ramp Influence Area (D _R), pc/mi/ln	31.1
Distance to Upstream Ramp (L _{UP}), ft	4400	Speed Index (D _S)	0.475
Downstream Equilibrium Distance (L _{EQ}), ft	-	Flow Outer Lanes (v _{OA}), pc/h/ln	1881
Distance to Downstream Ramp (L _{DOWN}), ft	-	Off-Ramp Influence Area Speed (S _R), mi/h	56.7
Prop. Freeway Vehicles in Lane 1 and 2 (P _{FD})	0.612	Outer Lanes Freeway Speed (S _O), mi/h	73.4
Flow in Lanes 1 and 2 (v ₁₂), pc/h	3493	Ramp Junction Speed (S), mi/h	61.6
Flow Entering Ramp-Infl. Area (v _{R12}), pc/h	-	Average Density (D), pc/mi/ln	29.1
Level of Service (LOS)	D		

HCS7 Freeway Merge Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	SR 24 SB ON Ramp AM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA), ft	1500	375
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V_i), veh/h	4000	450
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.901	0.901
Flow Rate (v_i), pc/h	4673	526
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.72	0.26

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	-	Density in Ramp Influence Area (D_R), pc/mi/ln	28.9
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (M_s)	0.403
Downstream Equilibrium Distance (L_{EQ}), ft	5072.5	Flow Outer Lanes (v_{OA}), pc/h/ln	1879
Distance to Downstream Ramp (L_{DOWN}), ft	4050	On-Ramp Influence Area Speed (S_R), mi/h	58.7
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FM})	0.598	Outer Lanes Freeway Speed (S_o), mi/h	65.0
Flow in Lanes 1 and 2 (v_{12}), pc/h	2794	Ramp Junction Speed (S), mi/h	60.8
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	3320	Average Density (D), pc/mi/ln	28.5
Level of Service (LOS)	D		

HCS7 Freeway Merge Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	SR 24 SB On Ramp PM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA), ft	1500	375
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V_i), veh/h	4600	500
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.901	0.901
Flow Rate (v_i), pc/h	5374	584
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.83	0.29

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	-	Density in Ramp Influence Area (D_R), pc/mi/ln	32.9
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (M_s)	0.476
Downstream Equilibrium Distance (L_{EQ}), ft	5852.8	Flow Outer Lanes (v_{OA}), pc/h/ln	2117
Distance to Downstream Ramp (L_{DOWN}), ft	4050	On-Ramp Influence Area Speed (S_R), mi/h	56.7
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FM})	0.606	Outer Lanes Freeway Speed (S_o), mi/h	64.2
Flow in Lanes 1 and 2 (v_{12}), pc/h	3257	Ramp Junction Speed (S), mi/h	59.2
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	3841	Average Density (D), pc/mi/ln	33.5
Level of Service (LOS)	D		

HCS7 Freeway Merge Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	SR 121 NB ON Ramp AM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA), ft	1500	1500
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V_i), veh/h	4600	750
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.901	0.901
Flow Rate (v_i), pc/h	5374	876
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.87	0.44

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	1431.7	Density in Ramp Influence Area (D_R), pc/mi/ln	27.0
Distance to Upstream Ramp (L_{UP}), ft	850	Speed Index (M_s)	0.431
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	2241
Distance to Downstream Ramp (L_{DOWN}), ft	-	On-Ramp Influence Area Speed (S_R), mi/h	57.9
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FM})	0.583	Outer Lanes Freeway Speed (S_o), mi/h	63.7
Flow in Lanes 1 and 2 (v_{12}), pc/h	3133	Ramp Junction Speed (S), mi/h	59.9
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	4009	Average Density (D), pc/mi/ln	34.8
Level of Service (LOS)	C		

HCS7 Freeway Diverge Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	SR 121 SB Off Ramp PM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (L _D), ft	1500	400
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V _i), veh/h	4600	750
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f _{HV})	0.901	0.901
Flow Rate (v _i), pc/h	5374	876
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.75	0.44

Speed and Density

Upstream Equilibrium Distance (L _{EQ}), ft	-	Density in Ramp Influence Area (D _R), pc/mi/ln	30.8
Distance to Upstream Ramp (L _{UP}), ft	-	Speed Index (D _S)	0.507
Downstream Equilibrium Distance (L _{EQ}), ft	-	Flow Outer Lanes (v _{OA}), pc/h/ln	1867
Distance to Downstream Ramp (L _{DOWN}), ft	900	Off-Ramp Influence Area Speed (S _R), mi/h	55.8
Prop. Freeway Vehicles in Lane 1 and 2 (P _{FD})	0.585	Outer Lanes Freeway Speed (S _O), mi/h	73.4
Flow in Lanes 1 and 2 (v ₁₂), pc/h	3507	Ramp Junction Speed (S), mi/h	60.9
Flow Entering Ramp-Infl. Area (v _{R12}), pc/h	-	Average Density (D), pc/mi/ln	29.4
Level of Service (LOS)	D		

HCS7 Freeway Merge Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	Am
Project Description	SR 121 SB On Ramp AM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA), ft	1500	615
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V_i), veh/h	3650	300
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.901	0.901
Flow Rate (v_i), pc/h	4264	350
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.64	0.18

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	688.7	Density in Ramp Influence Area (D_R), pc/mi/ln	24.0
Distance to Upstream Ramp (L_{UP}), ft	900	Speed Index (M_s)	0.348
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	1727
Distance to Downstream Ramp (L_{DOWN}), ft	-	On-Ramp Influence Area Speed (S_R), mi/h	60.3
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FM})	0.595	Outer Lanes Freeway Speed (S_o), mi/h	65.6
Flow in Lanes 1 and 2 (v_{12}), pc/h	2537	Ramp Junction Speed (S), mi/h	62.2
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	2887	Average Density (D), pc/mi/ln	24.7
Level of Service (LOS)	C		

HCS7 Freeway Merge Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	SR 121 SB On Ramp PM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA), ft	1500	615
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V_i), veh/h	4200	350
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.901	0.901
Flow Rate (v_i), pc/h	4907	409
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.74	0.20

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	838.9	Density in Ramp Influence Area (D_R), pc/mi/ln	27.5
Distance to Upstream Ramp (L_{UP}), ft	900	Speed Index (M_s)	0.387
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	1987
Distance to Downstream Ramp (L_{DOWN}), ft	-	On-Ramp Influence Area Speed (S_R), mi/h	59.2
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FM})	0.595	Outer Lanes Freeway Speed (S_o), mi/h	64.6
Flow in Lanes 1 and 2 (v_{12}), pc/h	2920	Ramp Junction Speed (S), mi/h	61.1
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	3329	Average Density (D), pc/mi/ln	29.0
Level of Service (LOS)	C		

HCS7 Freeway Diverge Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	SR 121 NB Off Ramp AM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (L _D), ft	1500	550
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V _i), veh/h	4200	315
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f _{HV})	0.901	0.901
Flow Rate (v _i), pc/h	4907	368
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.68	0.18

Speed and Density

Upstream Equilibrium Distance (L _{EQ}), ft	-	Density in Ramp Influence Area (D _R), pc/mi/ln	26.7
Distance to Upstream Ramp (L _{UP}), ft	-	Speed Index (D _S)	0.461
Downstream Equilibrium Distance (L _{EQ}), ft	-	Flow Outer Lanes (v _{OA}), pc/h/ln	1725
Distance to Downstream Ramp (L _{DOWN}), ft	1400	Off-Ramp Influence Area Speed (S _R), mi/h	57.1
Prop. Freeway Vehicles in Lane 1 and 2 (P _{FD})	0.620	Outer Lanes Freeway Speed (S _O), mi/h	74.0
Flow in Lanes 1 and 2 (v ₁₂), pc/h	3182	Ramp Junction Speed (S), mi/h	62.1
Flow Entering Ramp-Infl. Area (v _{R12}), pc/h	-	Average Density (D), pc/mi/ln	26.3
Level of Service (LOS)	C		

HCS7 Freeway Diverge Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	SR 121 NB Off Ramp Loop AM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (L _D), ft	1500	550
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V _i), veh/h	3950	35
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f _{HV})	0.901	0.901
Flow Rate (v _i), pc/h	4615	41
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.64	0.02

Speed and Density

Upstream Equilibrium Distance (L _{EQ}), ft	-	Density in Ramp Influence Area (D _R), pc/mi/ln	24.9
Distance to Upstream Ramp (L _{UP}), ft	-	Speed Index (D _S)	0.432
Downstream Equilibrium Distance (L _{EQ}), ft	-	Flow Outer Lanes (v _{OA}), pc/h/ln	1633
Distance to Downstream Ramp (L _{DOWN}), ft	850	Off-Ramp Influence Area Speed (S _R), mi/h	57.9
Prop. Freeway Vehicles in Lane 1 and 2 (P _{FD})	0.643	Outer Lanes Freeway Speed (S _O), mi/h	74.3
Flow in Lanes 1 and 2 (v ₁₂), pc/h	2982	Ramp Junction Speed (S), mi/h	62.8
Flow Entering Ramp-Infl. Area (v _{R12}), pc/h	-	Average Density (D), pc/mi/ln	24.5
Level of Service (LOS)	C		

HCS7 Freeway Diverge Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	SR 121 NB off ramp PM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (L _D), ft	1500	550
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V _i), veh/h	3345	65
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f _{HV})	0.901	0.901
Flow Rate (v _i), pc/h	3908	76
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.54	0.04

Speed and Density

Upstream Equilibrium Distance (L _{EQ}), ft	-	Density in Ramp Influence Area (D _R), pc/mi/ln	21.7
Distance to Upstream Ramp (L _{UP}), ft	-	Speed Index (D _S)	0.435
Downstream Equilibrium Distance (L _{EQ}), ft	-	Flow Outer Lanes (v _{OA}), pc/h/ln	1307
Distance to Downstream Ramp (L _{DOWN}), ft	850	Off-Ramp Influence Area Speed (S _R), mi/h	57.8
Prop. Freeway Vehicles in Lane 1 and 2 (P _{FD})	0.659	Outer Lanes Freeway Speed (S _O), mi/h	75.6
Flow in Lanes 1 and 2 (v ₁₂), pc/h	2601	Ramp Junction Speed (S), mi/h	62.7
Flow Entering Ramp-Infl. Area (v _{R12}), pc/h	-	Average Density (D), pc/mi/ln	20.8
Level of Service (LOS)	C		

HCS7 Freeway Diverge Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	SR 121 NB Off Ramp PM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (L _D), ft	1500	550
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V _i), veh/h	3650	235
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f _{HV})	0.901	0.901
Flow Rate (v _i), pc/h	4264	275
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.59	0.14

Speed and Density

Upstream Equilibrium Distance (L _{EQ}), ft	-	Density in Ramp Influence Area (D _R), pc/mi/ln	23.7
Distance to Upstream Ramp (L _{UP}), ft	-	Speed Index (D _S)	0.453
Downstream Equilibrium Distance (L _{EQ}), ft	-	Flow Outer Lanes (v _{OA}), pc/h/ln	1432
Distance to Downstream Ramp (L _{DOWN}), ft	1400	Off-Ramp Influence Area Speed (S _R), mi/h	57.3
Prop. Freeway Vehicles in Lane 1 and 2 (P _{FD})	0.641	Outer Lanes Freeway Speed (S _O), mi/h	75.1
Flow in Lanes 1 and 2 (v ₁₂), pc/h	2832	Ramp Junction Speed (S), mi/h	62.3
Flow Entering Ramp-Infl. Area (v _{R12}), pc/h	-	Average Density (D), pc/mi/ln	22.8
Level of Service (LOS)	C		

HCS7 Freeway Merge Report

Project Information

Existing Ramps

Analyst	David tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	pm
Project Description	SR 121 NB ON ramp PM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA), ft	1500	1500
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V_i), veh/h	4000	750
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.901	0.901
Flow Rate (v_i), pc/h	4673	876
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.77	0.44

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	1281.7	Density in Ramp Influence Area (D_R), pc/mi/ln	24.1
Distance to Upstream Ramp (L_{UP}), ft	850	Speed Index (M_s)	0.365
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	1907
Distance to Downstream Ramp (L_{DOWN}), ft	-	On-Ramp Influence Area Speed (S_R), mi/h	59.8
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FM})	0.592	Outer Lanes Freeway Speed (S_o), mi/h	64.9
Flow in Lanes 1 and 2 (v_{12}), pc/h	2766	Ramp Junction Speed (S), mi/h	61.5
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	3642	Average Density (D), pc/mi/ln	30.1
Level of Service (LOS)	C		

HCS7 Freeway Diverge Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	SR 121 SB Off Ramp AM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (L _D), ft	1500	400
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V _i), veh/h	4000	750
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f _{HV})	0.901	0.901
Flow Rate (v _i), pc/h	4673	876
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.65	0.44

Speed and Density

Upstream Equilibrium Distance (L _{EQ}), ft	-	Density in Ramp Influence Area (D _R), pc/mi/ln	27.9
Distance to Upstream Ramp (L _{UP}), ft	-	Speed Index (D _S)	0.507
Downstream Equilibrium Distance (L _{EQ}), ft	-	Flow Outer Lanes (v _{OA}), pc/h/ln	1507
Distance to Downstream Ramp (L _{DOWN}), ft	900	Off-Ramp Influence Area Speed (S _R), mi/h	55.8
Prop. Freeway Vehicles in Lane 1 and 2 (P _{FD})	0.603	Outer Lanes Freeway Speed (S _O), mi/h	74.8
Flow in Lanes 1 and 2 (v ₁₂), pc/h	3166	Ramp Junction Speed (S), mi/h	60.8
Flow Entering Ramp-Infl. Area (v _{R12}), pc/h	-	Average Density (D), pc/mi/ln	25.6
Level of Service (LOS)	C		

HCS7 Basic Freeway Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	N of 121 NB AM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4600	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1791
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.75
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	66.0
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	27.1
Total Ramp Density Adjustment	-	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Basic Freeway Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	N of 121 NB PM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4000	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1558
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.65
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	68.5
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	22.7
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Basic Freeway Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	N of 121 SB AM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4000	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1558
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.65
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	68.5
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	22.7
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Basic Freeway Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	N of 121 SB PM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4600	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1791
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.75
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	66.0
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	27.1
Total Ramp Density Adjustment	-	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Basic Freeway Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	S of 121 NB AM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4200	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1636
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.68
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	67.8
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	24.1
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Basic Freeway Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	S of 121 NB PM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3650	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1421
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.59
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	69.4
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	20.5
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Basic Freeway Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	S of 121 SB AM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3650	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1421
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.59
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	69.4
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	20.5
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Basic Freeway Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	
Project Description	S of 121 SB PM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4200	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1636
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.68
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	67.8
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	24.1
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Freeway Diverge Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	SR 24 NB Off Ramp AM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (L _D), ft	1500	350
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V _i), veh/h	4600	500
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f _{HV})	0.901	0.901
Flow Rate (v _i), pc/h	5374	584
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.75	0.29

Speed and Density

Upstream Equilibrium Distance (L _{EQ}), ft	5833.6	Density in Ramp Influence Area (D _R), pc/mi/ln	32.0
Distance to Upstream Ramp (L _{UP}), ft	4400	Speed Index (D _S)	0.481
Downstream Equilibrium Distance (L _{EQ}), ft	-	Flow Outer Lanes (v _{OA}), pc/h/ln	1782
Distance to Downstream Ramp (L _{DOWN}), ft	-	Off-Ramp Influence Area Speed (S _R), mi/h	56.5
Prop. Freeway Vehicles in Lane 1 and 2 (P _{FD})	0.628	Outer Lanes Freeway Speed (S _O), mi/h	73.7
Flow in Lanes 1 and 2 (v ₁₂), pc/h	3592	Ramp Junction Speed (S), mi/h	61.2
Flow Entering Ramp-Infl. Area (v _{R12}), pc/h	-	Average Density (D), pc/mi/ln	29.3
Level of Service (LOS)	D		

HCS7 Freeway Diverge Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	SR 24 NB Off Ramp PM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (L _D), ft	1500	350
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V _i), veh/h	4600	450
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f _{HV})	0.901	0.901
Flow Rate (v _i), pc/h	5374	526
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.75	0.26

Speed and Density

Upstream Equilibrium Distance (L _{EQ}), ft	4911.7	Density in Ramp Influence Area (D _R), pc/mi/ln	31.1
Distance to Upstream Ramp (L _{UP}), ft	4400	Speed Index (D _S)	0.475
Downstream Equilibrium Distance (L _{EQ}), ft	-	Flow Outer Lanes (v _{OA}), pc/h/ln	1881
Distance to Downstream Ramp (L _{DOWN}), ft	-	Off-Ramp Influence Area Speed (S _R), mi/h	56.7
Prop. Freeway Vehicles in Lane 1 and 2 (P _{FD})	0.612	Outer Lanes Freeway Speed (S _O), mi/h	73.4
Flow in Lanes 1 and 2 (v ₁₂), pc/h	3493	Ramp Junction Speed (S), mi/h	61.6
Flow Entering Ramp-Infl. Area (v _{R12}), pc/h	-	Average Density (D), pc/mi/ln	29.1
Level of Service (LOS)	D		

HCS7 Freeway Merge Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	SR 24 SB ON Ramp AM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA), ft	1500	375
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V_i), veh/h	4000	450
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.901	0.901
Flow Rate (v_i), pc/h	4673	526
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.72	0.26

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	-	Density in Ramp Influence Area (D_R), pc/mi/ln	28.9
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (M_s)	0.403
Downstream Equilibrium Distance (L_{EQ}), ft	5072.5	Flow Outer Lanes (v_{OA}), pc/h/ln	1879
Distance to Downstream Ramp (L_{DOWN}), ft	4050	On-Ramp Influence Area Speed (S_R), mi/h	58.7
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FM})	0.598	Outer Lanes Freeway Speed (S_o), mi/h	65.0
Flow in Lanes 1 and 2 (v_{12}), pc/h	2794	Ramp Junction Speed (S), mi/h	60.8
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	3320	Average Density (D), pc/mi/ln	28.5
Level of Service (LOS)	D		

HCS7 Freeway Merge Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	SR 24 SB On Ramp PM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA), ft	1500	375
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V_i), veh/h	4600	500
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.901	0.901
Flow Rate (v_i), pc/h	5374	584
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.83	0.29

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	-	Density in Ramp Influence Area (D_R), pc/mi/ln	32.9
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (M_s)	0.476
Downstream Equilibrium Distance (L_{EQ}), ft	5852.8	Flow Outer Lanes (v_{OA}), pc/h/ln	2117
Distance to Downstream Ramp (L_{DOWN}), ft	4050	On-Ramp Influence Area Speed (S_R), mi/h	56.7
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FM})	0.606	Outer Lanes Freeway Speed (S_o), mi/h	64.2
Flow in Lanes 1 and 2 (v_{12}), pc/h	3257	Ramp Junction Speed (S), mi/h	59.2
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	3841	Average Density (D), pc/mi/ln	33.5
Level of Service (LOS)	D		

HCS7 Freeway Diverge Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	SR 121 NB Off Ramp AM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (L _D), ft	1500	550
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V _i), veh/h	4200	350
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f _{HV})	0.901	0.901
Flow Rate (v _i), pc/h	4907	409
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.68	0.20

Speed and Density

Upstream Equilibrium Distance (L _{EQ}), ft	-	Density in Ramp Influence Area (D _R), pc/mi/ln	26.8
Distance to Upstream Ramp (L _{UP}), ft	-	Speed Index (D _S)	0.465
Downstream Equilibrium Distance (L _{EQ}), ft	-	Flow Outer Lanes (v _{OA}), pc/h/ln	1714
Distance to Downstream Ramp (L _{DOWN}), ft	850	Off-Ramp Influence Area Speed (S _R), mi/h	57.0
Prop. Freeway Vehicles in Lane 1 and 2 (P _{FD})	0.619	Outer Lanes Freeway Speed (S _O), mi/h	74.0
Flow in Lanes 1 and 2 (v ₁₂), pc/h	3193	Ramp Junction Speed (S), mi/h	62.0
Flow Entering Ramp-Infl. Area (v _{R12}), pc/h	-	Average Density (D), pc/mi/ln	26.4
Level of Service (LOS)	C		

HCS7 Freeway Diverge Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	SR 121 NB Off Ramp PM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (L _D), ft	1500	550
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V _i), veh/h	3650	300
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f _{HV})	0.901	0.901
Flow Rate (v _i), pc/h	4264	350
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.59	0.18

Speed and Density

Upstream Equilibrium Distance (L _{EQ}), ft	-	Density in Ramp Influence Area (D _R), pc/mi/ln	23.8
Distance to Upstream Ramp (L _{UP}), ft	-	Speed Index (D _S)	0.460
Downstream Equilibrium Distance (L _{EQ}), ft	-	Flow Outer Lanes (v _{OA}), pc/h/ln	1421
Distance to Downstream Ramp (L _{DOWN}), ft	850	Off-Ramp Influence Area Speed (S _R), mi/h	57.1
Prop. Freeway Vehicles in Lane 1 and 2 (P _{FD})	0.637	Outer Lanes Freeway Speed (S _O), mi/h	75.1
Flow in Lanes 1 and 2 (v ₁₂), pc/h	2843	Ramp Junction Speed (S), mi/h	62.1
Flow Entering Ramp-Infl. Area (v _{R12}), pc/h	-	Average Density (D), pc/mi/ln	22.9
Level of Service (LOS)	C		

HCS7 Freeway Merge Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	SR 121 NB ON Ramp AM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA), ft	1500	1500
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V_i), veh/h	4600	750
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.901	0.901
Flow Rate (v_i), pc/h	5374	876
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.87	0.44

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	1431.7	Density in Ramp Influence Area (D_R), pc/mi/ln	27.0
Distance to Upstream Ramp (L_{UP}), ft	850	Speed Index (M_s)	0.431
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	2241
Distance to Downstream Ramp (L_{DOWN}), ft	-	On-Ramp Influence Area Speed (S_R), mi/h	57.9
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FM})	0.583	Outer Lanes Freeway Speed (S_o), mi/h	63.7
Flow in Lanes 1 and 2 (v_{12}), pc/h	3133	Ramp Junction Speed (S), mi/h	59.9
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	4009	Average Density (D), pc/mi/ln	34.8
Level of Service (LOS)	C		

HCS7 Freeway Merge Report

Project Information

Existing Ramps

Analyst	David tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	pm
Project Description	SR 121 NB ON ramp PM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA), ft	1500	1500
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V_i), veh/h	4000	750
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.901	0.901
Flow Rate (v_i), pc/h	4673	876
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.77	0.44

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	1281.7	Density in Ramp Influence Area (D_R), pc/mi/ln	24.1
Distance to Upstream Ramp (L_{UP}), ft	850	Speed Index (M_s)	0.365
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	1907
Distance to Downstream Ramp (L_{DOWN}), ft	-	On-Ramp Influence Area Speed (S_R), mi/h	59.8
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FM})	0.592	Outer Lanes Freeway Speed (S_o), mi/h	64.9
Flow in Lanes 1 and 2 (v_{12}), pc/h	2766	Ramp Junction Speed (S), mi/h	61.5
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	3642	Average Density (D), pc/mi/ln	30.1
Level of Service (LOS)	C		

HCS7 Freeway Diverge Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	SR 121 SB Off Ramp PM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (L _D), ft	1500	400
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V _i), veh/h	4600	750
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f _{HV})	0.901	0.901
Flow Rate (v _i), pc/h	5374	876
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.75	0.44

Speed and Density

Upstream Equilibrium Distance (L _{EQ}), ft	-	Density in Ramp Influence Area (D _R), pc/mi/ln	30.8
Distance to Upstream Ramp (L _{UP}), ft	-	Speed Index (D _S)	0.507
Downstream Equilibrium Distance (L _{EQ}), ft	-	Flow Outer Lanes (v _{OA}), pc/h/ln	1867
Distance to Downstream Ramp (L _{DOWN}), ft	900	Off-Ramp Influence Area Speed (S _R), mi/h	55.8
Prop. Freeway Vehicles in Lane 1 and 2 (P _{FD})	0.585	Outer Lanes Freeway Speed (S _O), mi/h	73.4
Flow in Lanes 1 and 2 (v ₁₂), pc/h	3507	Ramp Junction Speed (S), mi/h	60.9
Flow Entering Ramp-Infl. Area (v _{R12}), pc/h	-	Average Density (D), pc/mi/ln	29.4
Level of Service (LOS)	D		

HCS7 Freeway Merge Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	Am
Project Description	SR 121 SB On Ramp AM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA), ft	1500	615
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V_i), veh/h	3650	300
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.901	0.901
Flow Rate (v_i), pc/h	4264	350
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.64	0.18

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	688.7	Density in Ramp Influence Area (D_R), pc/mi/ln	24.0
Distance to Upstream Ramp (L_{UP}), ft	900	Speed Index (M_s)	0.348
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	1727
Distance to Downstream Ramp (L_{DOWN}), ft	-	On-Ramp Influence Area Speed (S_R), mi/h	60.3
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FM})	0.595	Outer Lanes Freeway Speed (S_o), mi/h	65.6
Flow in Lanes 1 and 2 (v_{12}), pc/h	2537	Ramp Junction Speed (S), mi/h	62.2
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	2887	Average Density (D), pc/mi/ln	24.7
Level of Service (LOS)	C		

HCS7 Freeway Merge Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	SR 121 SB On Ramp PM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA), ft	1500	615
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V_i), veh/h	4200	350
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.901	0.901
Flow Rate (v_i), pc/h	4907	409
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.74	0.20

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	838.9	Density in Ramp Influence Area (D_R), pc/mi/ln	27.5
Distance to Upstream Ramp (L_{UP}), ft	900	Speed Index (M_s)	0.387
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	1987
Distance to Downstream Ramp (L_{DOWN}), ft	-	On-Ramp Influence Area Speed (S_R), mi/h	59.2
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FM})	0.595	Outer Lanes Freeway Speed (S_o), mi/h	64.6
Flow in Lanes 1 and 2 (v_{12}), pc/h	2920	Ramp Junction Speed (S), mi/h	61.1
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	3329	Average Density (D), pc/mi/ln	29.0
Level of Service (LOS)	C		

HCS7 Freeway Diverge Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	SR 121 SB Off Ramp AM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (L _D), ft	1500	400
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V _i), veh/h	4000	750
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f _{HV})	0.901	0.901
Flow Rate (v _i), pc/h	4673	876
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.65	0.44

Speed and Density

Upstream Equilibrium Distance (L _{EQ}), ft	-	Density in Ramp Influence Area (D _R), pc/mi/ln	27.9
Distance to Upstream Ramp (L _{UP}), ft	-	Speed Index (D _S)	0.507
Downstream Equilibrium Distance (L _{EQ}), ft	-	Flow Outer Lanes (v _{OA}), pc/h/ln	1507
Distance to Downstream Ramp (L _{DOWN}), ft	900	Off-Ramp Influence Area Speed (S _R), mi/h	55.8
Prop. Freeway Vehicles in Lane 1 and 2 (P _{FD})	0.603	Outer Lanes Freeway Speed (S _O), mi/h	74.8
Flow in Lanes 1 and 2 (v ₁₂), pc/h	3166	Ramp Junction Speed (S), mi/h	60.8
Flow Entering Ramp-Infl. Area (v _{R12}), pc/h	-	Average Density (D), pc/mi/ln	25.6
Level of Service (LOS)	C		

HCS7 Basic Freeway Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2020
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	Existing N of 121 NB AM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2445	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	952
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.40
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	70.0
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	13.6
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Basic Freeway Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2020
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	Existing N of 121 SB AM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1896	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	738
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.31
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	70.0
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	10.5
Total Ramp Density Adjustment	-	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Basic Freeway Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2020
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	Existing N of 121 SB PM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2963	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1154
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.48
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	70.0
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	16.5
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Basic Freeway Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2020
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	Existing N of 121 NB PM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2591	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1009
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.42
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	70.0
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	14.4
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Basic Freeway Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2020
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	Existing S of 121NB AM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2086	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	812
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.34
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	70.0
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	11.6
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Basic Freeway Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2020
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	Existing S of 121 NB PM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2207	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	859
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.36
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	70.0
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	12.3
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Basic Freeway Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2020
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	Existing S of 121SB AM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1452	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	565
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.24
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	70.0
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	8.1
Total Ramp Density Adjustment	-	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Basic Freeway Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2020
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	Existing S of I75 SB PM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2621	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1021
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.43
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	70.0
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	14.6
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Freeway Diverge Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2020
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	SR 24 NB Off Ramp AM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (L _D), ft	1500	350
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V _i), veh/h	2445	297
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f _{HV})	0.901	0.901
Flow Rate (v _i), pc/h	2856	347
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.40	0.17

Speed and Density

Upstream Equilibrium Distance (L _{EQ}), ft	6058.4	Density in Ramp Influence Area (D _R), pc/mi/ln	19.1
Distance to Upstream Ramp (L _{UP}), ft	4400	Speed Index (D _S)	0.459
Downstream Equilibrium Distance (L _{EQ}), ft	-	Flow Outer Lanes (v _{OA}), pc/h/ln	760
Distance to Downstream Ramp (L _{DOWN}), ft	-	Off-Ramp Influence Area Speed (S _R), mi/h	57.1
Prop. Freeway Vehicles in Lane 1 and 2 (P _{FD})	0.697	Outer Lanes Freeway Speed (S _O), mi/h	76.8
Flow in Lanes 1 and 2 (v ₁₂), pc/h	2096	Ramp Junction Speed (S), mi/h	61.3
Flow Entering Ramp-Infl. Area (v _{R12}), pc/h	-	Average Density (D), pc/mi/ln	15.5
Level of Service (LOS)	B		

HCS7 Freeway Diverge Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2020
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	SR 24 NB Off ramp PM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (L _D), ft	1500	350
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V _i), veh/h	2591	341
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f _{HV})	0.901	0.901
Flow Rate (v _i), pc/h	3027	398
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.42	0.20

Speed and Density

Upstream Equilibrium Distance (L _{EQ}), ft	3609.9	Density in Ramp Influence Area (D _R), pc/mi/ln	19.6
Distance to Upstream Ramp (L _{UP}), ft	4400	Speed Index (D _S)	0.464
Downstream Equilibrium Distance (L _{EQ}), ft	-	Flow Outer Lanes (v _{OA}), pc/h/ln	878
Distance to Downstream Ramp (L _{DOWN}), ft	-	Off-Ramp Influence Area Speed (S _R), mi/h	57.0
Prop. Freeway Vehicles in Lane 1 and 2 (P _{FD})	0.666	Outer Lanes Freeway Speed (S _O), mi/h	76.8
Flow in Lanes 1 and 2 (v ₁₂), pc/h	2149	Ramp Junction Speed (S), mi/h	61.6
Flow Entering Ramp-Infl. Area (v _{R12}), pc/h	-	Average Density (D), pc/mi/ln	16.4
Level of Service (LOS)	B		

HCS7 Freeway Merge Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2020
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	SR 24 SB ON Ramp AM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA), ft	1500	375
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V_i), veh/h	1896	219
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.901	0.901
Flow Rate (v_i), pc/h	2215	256
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.34	0.13

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	-	Density in Ramp Influence Area (D_R), pc/mi/ln	15.3
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (M_s)	0.313
Downstream Equilibrium Distance (L_{EQ}), ft	4502.8	Flow Outer Lanes (v_{OA}), pc/h/ln	904
Distance to Downstream Ramp (L_{DOWN}), ft	4050	On-Ramp Influence Area Speed (S_R), mi/h	61.2
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FM})	0.592	Outer Lanes Freeway Speed (S_o), mi/h	68.5
Flow in Lanes 1 and 2 (v_{12}), pc/h	1311	Ramp Junction Speed (S), mi/h	63.7
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	1567	Average Density (D), pc/mi/ln	12.9
Level of Service (LOS)	B		

HCS7 Freeway Merge Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2020
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	SR 24 SB ON Ramp PM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA), ft	1500	375
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V_i), veh/h	2963	368
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.901	0.901
Flow Rate (v_i), pc/h	3462	430
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.54	0.22

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	-	Density in Ramp Influence Area (D_R), pc/mi/ln	22.3
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (M_s)	0.341
Downstream Equilibrium Distance (L_{EQ}), ft	4175.0	Flow Outer Lanes (v_{OA}), pc/h/ln	1423
Distance to Downstream Ramp (L_{DOWN}), ft	4050	On-Ramp Influence Area Speed (S_R), mi/h	60.5
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FM})	0.589	Outer Lanes Freeway Speed (S_o), mi/h	66.7
Flow in Lanes 1 and 2 (v_{12}), pc/h	2039	Ramp Junction Speed (S), mi/h	62.6
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	2469	Average Density (D), pc/mi/ln	20.7
Level of Service (LOS)	C		

HCS7 Freeway Diverge Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2020
Jurisdiction	FDOT	Time Period Analyzed	Am
Project Description	SR 121 NB Off Ramp AM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (L _D), ft	1500	550
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V _i), veh/h	2086	213
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f _{HV})	0.901	0.901
Flow Rate (v _i), pc/h	2437	249
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.34	0.12

Speed and Density

Upstream Equilibrium Distance (L _{EQ}), ft	-	Density in Ramp Influence Area (D _R), pc/mi/ln	14.4
Distance to Upstream Ramp (L _{UP}), ft	-	Speed Index (D _S)	0.450
Downstream Equilibrium Distance (L _{EQ}), ft	-	Flow Outer Lanes (v _{OA}), pc/h/ln	683
Distance to Downstream Ramp (L _{DOWN}), ft	850	Off-Ramp Influence Area Speed (S _R), mi/h	57.4
Prop. Freeway Vehicles in Lane 1 and 2 (P _{FD})	0.688	Outer Lanes Freeway Speed (S _O), mi/h	76.8
Flow in Lanes 1 and 2 (v ₁₂), pc/h	1754	Ramp Junction Speed (S), mi/h	61.8
Flow Entering Ramp-Infl. Area (v _{R12}), pc/h	-	Average Density (D), pc/mi/ln	13.1
Level of Service (LOS)	B		

HCS7 Freeway Diverge Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2020
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	SR 121 NB Off Ramp PM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (L _D), ft	1500	550
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V _i), veh/h	2207	192
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f _{HV})	0.901	0.901
Flow Rate (v _i), pc/h	2578	224
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.36	0.11

Speed and Density

Upstream Equilibrium Distance (L _{EQ}), ft	-	Density in Ramp Influence Area (D _R), pc/mi/ln	15.1
Distance to Upstream Ramp (L _{UP}), ft	-	Speed Index (D _S)	0.448
Downstream Equilibrium Distance (L _{EQ}), ft	-	Flow Outer Lanes (v _{OA}), pc/h/ln	742
Distance to Downstream Ramp (L _{DOWN}), ft	850	Off-Ramp Influence Area Speed (S _R), mi/h	57.5
Prop. Freeway Vehicles in Lane 1 and 2 (P _{FD})	0.685	Outer Lanes Freeway Speed (S _O), mi/h	76.8
Flow in Lanes 1 and 2 (v ₁₂), pc/h	1836	Ramp Junction Speed (S), mi/h	62.0
Flow Entering Ramp-Infl. Area (v _{R12}), pc/h	-	Average Density (D), pc/mi/ln	13.9
Level of Service (LOS)	B		

HCS7 Freeway Merge Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2020
Jurisdiction	FDOT	Time Period Analyzed	Am
Project Description	SR 121 NB On Ramp AM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA), ft	1500	1500
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V_i), veh/h	2445	572
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.901	0.901
Flow Rate (v_i), pc/h	2856	668
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.49	0.33

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	848.3	Density in Ramp Influence Area (D_R), pc/mi/ln	14.9
Distance to Upstream Ramp (L_{UP}), ft	850	Speed Index (M_s)	0.261
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	1085
Distance to Downstream Ramp (L_{DOWN}), ft	-	On-Ramp Influence Area Speed (S_R), mi/h	62.7
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FM})	0.620	Outer Lanes Freeway Speed (S_o), mi/h	67.9
Flow in Lanes 1 and 2 (v_{12}), pc/h	1771	Ramp Junction Speed (S), mi/h	64.2
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	2439	Average Density (D), pc/mi/ln	18.3
Level of Service (LOS)	B		

HCS7 Freeway Merge Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2020
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	SR 121 NB On Ramp PM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA), ft	1500	1500
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V_i), veh/h	2591	576
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.901	0.901
Flow Rate (v_i), pc/h	3027	673
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.51	0.34

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	886.0	Density in Ramp Influence Area (D_R), pc/mi/ln	15.7
Distance to Upstream Ramp (L_{UP}), ft	850	Speed Index (M_s)	0.266
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	1159
Distance to Downstream Ramp (L_{DOWN}), ft	-	On-Ramp Influence Area Speed (S_R), mi/h	62.6
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FM})	0.617	Outer Lanes Freeway Speed (S_o), mi/h	67.6
Flow in Lanes 1 and 2 (v_{12}), pc/h	1868	Ramp Junction Speed (S), mi/h	64.1
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	2541	Average Density (D), pc/mi/ln	19.2
Level of Service (LOS)	B		

HCS7 Freeway Diverge Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2020
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	SR 121 SB Off Ramp AM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (L _D), ft	1500	400
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V _i), veh/h	1896	577
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	10.00	10.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f _{HV})	0.909	0.909
Flow Rate (v _i), pc/h	2196	668
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.31	0.33

Speed and Density

Upstream Equilibrium Distance (L _{EQ}), ft	-	Density in Ramp Influence Area (D _R), pc/mi/ln	15.3
Distance to Upstream Ramp (L _{UP}), ft	-	Speed Index (D _S)	0.488
Downstream Equilibrium Distance (L _{EQ}), ft	-	Flow Outer Lanes (v _{OA}), pc/h/ln	498
Distance to Downstream Ramp (L _{DOWN}), ft	900	Off-Ramp Influence Area Speed (S _R), mi/h	56.3
Prop. Freeway Vehicles in Lane 1 and 2 (P _{FD})	0.674	Outer Lanes Freeway Speed (S _O), mi/h	76.8
Flow in Lanes 1 and 2 (v ₁₂), pc/h	1698	Ramp Junction Speed (S), mi/h	59.9
Flow Entering Ramp-Infl. Area (v _{R12}), pc/h	-	Average Density (D), pc/mi/ln	12.2
Level of Service (LOS)	B		

HCS7 Freeway Diverge Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2020
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	SR 121 SB Off Ramp PM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (L _D), ft	1500	400
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V _i), veh/h	2963	535
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f _{HV})	0.901	0.901
Flow Rate (v _i), pc/h	3462	625
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.48	0.31

Speed and Density

Upstream Equilibrium Distance (L _{EQ}), ft	-	Density in Ramp Influence Area (D _R), pc/mi/ln	21.8
Distance to Upstream Ramp (L _{UP}), ft	-	Speed Index (D _S)	0.484
Downstream Equilibrium Distance (L _{EQ}), ft	-	Flow Outer Lanes (v _{OA}), pc/h/ln	1007
Distance to Downstream Ramp (L _{DOWN}), ft	900	Off-Ramp Influence Area Speed (S _R), mi/h	56.4
Prop. Freeway Vehicles in Lane 1 and 2 (P _{FD})	0.645	Outer Lanes Freeway Speed (S _O), mi/h	76.8
Flow in Lanes 1 and 2 (v ₁₂), pc/h	2455	Ramp Junction Speed (S), mi/h	61.1
Flow Entering Ramp-Infl. Area (v _{R12}), pc/h	-	Average Density (D), pc/mi/ln	18.9
Level of Service (LOS)	C		

HCS7 Freeway Merge Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2020
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	SR 121 SB ON Ramp AM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA), ft	1500	615
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V_i), veh/h	1452	133
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.901	0.901
Flow Rate (v_i), pc/h	1696	155
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.26	0.08

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	97.4	Density in Ramp Influence Area (D_R), pc/mi/ln	10.7
Distance to Upstream Ramp (L_{UP}), ft	900	Speed Index (M_s)	0.290
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	687
Distance to Downstream Ramp (L_{DOWN}), ft	-	On-Ramp Influence Area Speed (S_R), mi/h	61.9
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FM})	0.595	Outer Lanes Freeway Speed (S_o), mi/h	69.3
Flow in Lanes 1 and 2 (v_{12}), pc/h	1009	Ramp Junction Speed (S), mi/h	64.5
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	1164	Average Density (D), pc/mi/ln	9.6
Level of Service (LOS)	B		

HCS7 Freeway Merge Report

Project Information

Existing Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2020
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	SR 121 SB On Ramp PM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA), ft	1500	615
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V_i), veh/h	2621	193
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.901	0.901
Flow Rate (v_i), pc/h	3062	225
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.46	0.11

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	404.7	Density in Ramp Influence Area (D_R), pc/mi/ln	17.6
Distance to Upstream Ramp (L_{UP}), ft	900	Speed Index (M_s)	0.308
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	1240
Distance to Downstream Ramp (L_{DOWN}), ft	-	On-Ramp Influence Area Speed (S_R), mi/h	61.4
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FM})	0.595	Outer Lanes Freeway Speed (S_o), mi/h	67.3
Flow in Lanes 1 and 2 (v_{12}), pc/h	1822	Ramp Junction Speed (S), mi/h	63.5
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	2047	Average Density (D), pc/mi/ln	17.3
Level of Service (LOS)	B		

HCS7 Basic Freeway Report

Project Information

2025 mainline nobuild

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2025
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	N of 121 NB PM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2990	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1164
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.49
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	70.0
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	16.6
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Basic Freeway Report

Project Information

2025 mainline nobuild

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2025
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	N of 121SB AM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2320	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	903
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.38
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	70.0
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	12.9
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Basic Freeway Report

Project Information

2025 mainline nobuild

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2025
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	N of I-75 SB PM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3290	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1281
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.53
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	69.9
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	18.3
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Basic Freeway Report

Project Information

2025 mainline nobuild

Analyst	David Tyler	Date	4/15/2021
Agency	FDOT	Analysis Year	2025
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	N of 121 NB AM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2880	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1122
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.47
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	70.0
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	16.0
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Basic Freeway Report

Project Information

2025 mainline nobuild

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2025
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	S of 121NB AM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2510	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	977
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.41
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	70.0
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	14.0
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Basic Freeway Report

Project Information

2025 mainline nobuild

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2025
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	S of I75 NB PM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2500	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	974
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.41
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	70.0
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	13.9
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Basic Freeway Report

Project Information

2025 mainline nobuild

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2025
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	S of 121SB AM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1890	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	736
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.31
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	70.0
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	10.5
Total Ramp Density Adjustment	-	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Basic Freeway Report

Project Information

2025 mainline nobuild

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2025
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	S of 121 SB PM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2940	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1145
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.48
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	70.0
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	16.4
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Freeway Diverge Report

Project Information

2025 No Build Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2025
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	SR 24 NB Off Ramp AM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (L _D), ft	1500	350
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V _i), veh/h	3880	340
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f _{HV})	0.901	0.901
Flow Rate (v _i), pc/h	4533	397
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.63	0.20

Speed and Density

Upstream Equilibrium Distance (L _{EQ}), ft	4912.5	Density in Ramp Influence Area (D _R), pc/mi/ln	27.2
Distance to Upstream Ramp (L _{UP}), ft	4400	Speed Index (D _S)	0.464
Downstream Equilibrium Distance (L _{EQ}), ft	-	Flow Outer Lanes (v _{OA}), pc/h/ln	1497
Distance to Downstream Ramp (L _{DOWN}), ft	-	Off-Ramp Influence Area Speed (S _R), mi/h	57.0
Prop. Freeway Vehicles in Lane 1 and 2 (P _{FD})	0.638	Outer Lanes Freeway Speed (S _O), mi/h	74.9
Flow in Lanes 1 and 2 (v ₁₂), pc/h	3036	Ramp Junction Speed (S), mi/h	61.9
Flow Entering Ramp-Infl. Area (v _{R12}), pc/h	-	Average Density (D), pc/mi/ln	24.4
Level of Service (LOS)	C		

HCS7 Freeway Diverge Report

Project Information

2025 No Build Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2025
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	SR 24 NB Off Ramp PM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (L _D), ft	1500	350
Terrain Type	Rolling	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V _i), veh/h	2990	360
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f _{HV})	0.820	0.901
Flow Rate (v _i), pc/h	3838	421
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.53	0.21

Speed and Density

Upstream Equilibrium Distance (L _{EQ}), ft	6517.9	Density in Ramp Influence Area (D _R), pc/mi/ln	24.7
Distance to Upstream Ramp (L _{UP}), ft	4400	Speed Index (D _S)	0.466
Downstream Equilibrium Distance (L _{EQ}), ft	-	Flow Outer Lanes (v _{OA}), pc/h/ln	1090
Distance to Downstream Ramp (L _{DOWN}), ft	-	Off-Ramp Influence Area Speed (S _R), mi/h	57.0
Prop. Freeway Vehicles in Lane 1 and 2 (P _{FD})	0.681	Outer Lanes Freeway Speed (S _O), mi/h	76.4
Flow in Lanes 1 and 2 (v ₁₂), pc/h	2748	Ramp Junction Speed (S), mi/h	61.4
Flow Entering Ramp-Infl. Area (v _{R12}), pc/h	-	Average Density (D), pc/mi/ln	20.8
Level of Service (LOS)	C		

HCS7 Freeway Merge Report

Project Information

2025 No Build Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2025
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	SR 24 SB On Ramp AM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA), ft	1500	375
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V_i), veh/h	2320	270
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.901	0.901
Flow Rate (v_i), pc/h	2710	315
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.42	0.16

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	-	Density in Ramp Influence Area (D_R), pc/mi/ln	18.0
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (M_s)	0.321
Downstream Equilibrium Distance (L_{EQ}), ft	4604.2	Flow Outer Lanes (v_{OA}), pc/h/ln	1103
Distance to Downstream Ramp (L_{DOWN}), ft	4050	On-Ramp Influence Area Speed (S_R), mi/h	61.0
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FM})	0.593	Outer Lanes Freeway Speed (S_o), mi/h	67.8
Flow in Lanes 1 and 2 (v_{12}), pc/h	1607	Ramp Junction Speed (S), mi/h	63.3
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	1922	Average Density (D), pc/mi/ln	15.9
Level of Service (LOS)	B		

HCS7 Freeway Merge Report

Project Information

2025 No Build Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2025
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	SR 24 SB On Ramp PM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA), ft	1500	375
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V_i), veh/h	3290	270
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.901	0.901
Flow Rate (v_i), pc/h	3844	315
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.58	0.16

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	-	Density in Ramp Influence Area (D_R), pc/mi/ln	23.3
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (M_s)	0.347
Downstream Equilibrium Distance (L_{EQ}), ft	4526.2	Flow Outer Lanes (v_{OA}), pc/h/ln	1565
Distance to Downstream Ramp (L_{DOWN}), ft	4050	On-Ramp Influence Area Speed (S_R), mi/h	60.3
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FM})	0.593	Outer Lanes Freeway Speed (S_o), mi/h	66.2
Flow in Lanes 1 and 2 (v_{12}), pc/h	2279	Ramp Junction Speed (S), mi/h	62.4
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	2594	Average Density (D), pc/mi/ln	22.2
Level of Service (LOS)	C		

HCS7 Freeway Diverge Report

Project Information

2025 No Build Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2025
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	SR 121 NB Off Ramp AM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (L _D), ft	1500	1200
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V _i), veh/h	2510	240
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f _{HV})	0.901	0.901
Flow Rate (v _i), pc/h	2932	280
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.41	0.14

Speed and Density

Upstream Equilibrium Distance (L _{EQ}), ft	-	Density in Ramp Influence Area (D _R), pc/mi/ln	11.2
Distance to Upstream Ramp (L _{UP}), ft	-	Speed Index (D _S)	0.453
Downstream Equilibrium Distance (L _{EQ}), ft	-	Flow Outer Lanes (v _{OA}), pc/h/ln	865
Distance to Downstream Ramp (L _{DOWN}), ft	958	Off-Ramp Influence Area Speed (S _R), mi/h	57.3
Prop. Freeway Vehicles in Lane 1 and 2 (P _{FD})	0.674	Outer Lanes Freeway Speed (S _O), mi/h	76.8
Flow in Lanes 1 and 2 (v ₁₂), pc/h	2067	Ramp Junction Speed (S), mi/h	61.9
Flow Entering Ramp-Infl. Area (v _{R12}), pc/h	-	Average Density (D), pc/mi/ln	15.8
Level of Service (LOS)	B		

HCS7 Freeway Diverge Report

Project Information

2025 No Build Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2025
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	SR 121 NB Off Ramp PM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (L _D), ft	1500	1200
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V _i), veh/h	2500	210
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f _{HV})	0.901	0.901
Flow Rate (v _i), pc/h	2921	245
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.41	0.12

Speed and Density

Upstream Equilibrium Distance (L _{EQ}), ft	-	Density in Ramp Influence Area (D _R), pc/mi/ln	11.1
Distance to Upstream Ramp (L _{UP}), ft	-	Speed Index (D _S)	0.450
Downstream Equilibrium Distance (L _{EQ}), ft	-	Flow Outer Lanes (v _{OA}), pc/h/ln	867
Distance to Downstream Ramp (L _{DOWN}), ft	958	Off-Ramp Influence Area Speed (S _R), mi/h	57.4
Prop. Freeway Vehicles in Lane 1 and 2 (P _{FD})	0.676	Outer Lanes Freeway Speed (S _O), mi/h	76.8
Flow in Lanes 1 and 2 (v ₁₂), pc/h	2054	Ramp Junction Speed (S), mi/h	62.1
Flow Entering Ramp-Infl. Area (v _{R12}), pc/h	-	Average Density (D), pc/mi/ln	15.7
Level of Service (LOS)	B		

HCS7 Freeway Merge Report

Project Information

2025 No Build Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2025
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	SR 121 NB ON Ramp AM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA), ft	1500	1500
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V_i), veh/h	2880	610
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.901	0.901
Flow Rate (v_i), pc/h	3365	713
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.57	0.36

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	-	Density in Ramp Influence Area (D_R), pc/mi/ln	17.6
Distance to Upstream Ramp (L_{UP}), ft	1088	Speed Index (M_s)	0.280
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	1279
Distance to Downstream Ramp (L_{DOWN}), ft	-	On-Ramp Influence Area Speed (S_R), mi/h	62.2
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FM})	0.620	Outer Lanes Freeway Speed (S_o), mi/h	67.2
Flow in Lanes 1 and 2 (v_{12}), pc/h	2086	Ramp Junction Speed (S), mi/h	63.7
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	2799	Average Density (D), pc/mi/ln	21.3
Level of Service (LOS)	B		

HCS7 Freeway Merge Report

Project Information

2025 No Build Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2025
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	SR 121 NB ON Ramp PM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA), ft	1500	1500
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V_i), veh/h	2990	710
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.901	0.901
Flow Rate (v_i), pc/h	3493	829
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.60	0.41

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	-	Density in Ramp Influence Area (D_R), pc/mi/ln	19.1
Distance to Upstream Ramp (L_{UP}), ft	1088	Speed Index (M_s)	0.294
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	1327
Distance to Downstream Ramp (L_{DOWN}), ft	-	On-Ramp Influence Area Speed (S_R), mi/h	61.8
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FM})	0.620	Outer Lanes Freeway Speed (S_o), mi/h	67.0
Flow in Lanes 1 and 2 (v_{12}), pc/h	2166	Ramp Junction Speed (S), mi/h	63.3
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	2995	Average Density (D), pc/mi/ln	22.8
Level of Service (LOS)	B		

HCS7 Freeway Diverge Report

Project Information

2025 No Build Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2025
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	SR 121 SB Off Ramp AM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (L _D), ft	1500	400
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V _i), veh/h	2320	590
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f _{HV})	0.901	0.901
Flow Rate (v _i), pc/h	2710	689
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.38	0.34

Speed and Density

Upstream Equilibrium Distance (L _{EQ}), ft	-	Density in Ramp Influence Area (D _R), pc/mi/ln	18.1
Distance to Upstream Ramp (L _{UP}), ft	-	Speed Index (D _S)	0.490
Downstream Equilibrium Distance (L _{EQ}), ft	-	Flow Outer Lanes (v _{OA}), pc/h/ln	685
Distance to Downstream Ramp (L _{DOWN}), ft	900	Off-Ramp Influence Area Speed (S _R), mi/h	56.3
Prop. Freeway Vehicles in Lane 1 and 2 (P _{FD})	0.661	Outer Lanes Freeway Speed (S _O), mi/h	76.8
Flow in Lanes 1 and 2 (v ₁₂), pc/h	2025	Ramp Junction Speed (S), mi/h	60.4
Flow Entering Ramp-Infl. Area (v _{R12}), pc/h	-	Average Density (D), pc/mi/ln	15.0
Level of Service (LOS)	B		

HCS7 Freeway Diverge Report

Project Information

2025 No Build Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2025
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	SR 121 SB Off Ramp PM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (L _D), ft	1500	400
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V _i), veh/h	3290	580
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f _{HV})	0.901	0.901
Flow Rate (v _i), pc/h	3844	678
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.53	0.34

Speed and Density

Upstream Equilibrium Distance (L _{EQ}), ft	-	Density in Ramp Influence Area (D _R), pc/mi/ln	23.7
Distance to Upstream Ramp (L _{UP}), ft	-	Speed Index (D _S)	0.489
Downstream Equilibrium Distance (L _{EQ}), ft	-	Flow Outer Lanes (V _{OA}), pc/h/ln	1162
Distance to Downstream Ramp (L _{DOWN}), ft	900	Off-Ramp Influence Area Speed (S _R), mi/h	56.3
Prop. Freeway Vehicles in Lane 1 and 2 (P _{FD})	0.633	Outer Lanes Freeway Speed (S _O), mi/h	76.2
Flow in Lanes 1 and 2 (v ₁₂), pc/h	2682	Ramp Junction Speed (S), mi/h	61.1
Flow Entering Ramp-Infl. Area (v _{R12}), pc/h	-	Average Density (D), pc/mi/ln	21.0
Level of Service (LOS)	C		

HCS7 Freeway Merge Report

Project Information

2025 No Build Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2025
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	SR 121 SB On Ramp AM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA), ft	1500	615
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V_i), veh/h	1890	170
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.901	0.901
Flow Rate (v_i), pc/h	2208	199
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.33	0.10

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	216.4	Density in Ramp Influence Area (D_R), pc/mi/ln	13.4
Distance to Upstream Ramp (L_{UP}), ft	900	Speed Index (M_s)	0.296
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	894
Distance to Downstream Ramp (L_{DOWN}), ft	-	On-Ramp Influence Area Speed (S_R), mi/h	61.7
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FM})	0.595	Outer Lanes Freeway Speed (S_o), mi/h	68.6
Flow in Lanes 1 and 2 (v_{12}), pc/h	1314	Ramp Junction Speed (S), mi/h	64.1
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	1513	Average Density (D), pc/mi/ln	12.5
Level of Service (LOS)	B		

HCS7 Freeway Merge Report

Project Information

2025 No Build Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2025
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	SR 121 SB On Ramp PM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA), ft	1500	615
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V_i), veh/h	2940	220
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.901	0.901
Flow Rate (v_i), pc/h	3435	257
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.51	0.13

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	491.4	Density in Ramp Influence Area (D_R), pc/mi/ln	19.5
Distance to Upstream Ramp (L_{UP}), ft	900	Speed Index (M_s)	0.317
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	1391
Distance to Downstream Ramp (L_{DOWN}), ft	-	On-Ramp Influence Area Speed (S_R), mi/h	61.1
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FM})	0.595	Outer Lanes Freeway Speed (S_o), mi/h	66.8
Flow in Lanes 1 and 2 (v_{12}), pc/h	2044	Ramp Junction Speed (S), mi/h	63.1
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	2301	Average Density (D), pc/mi/ln	19.5
Level of Service (LOS)	B		

HCS7 Basic Freeway Report

Project Information

2025 mainline build

Analyst	David Tyler	Date	4/13/2021
Agency	FDOT	Analysis Year	2021
Jurisdiction	FDOT	Time Period Analyzed	2025
Project Description	I75 at SR 121 IMR		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2880	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1122
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.47
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	70.0
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	16.0
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Basic Freeway Report

Project Information

2025 mainline build

Analyst	David Tyler	Date	4/13/2021
Agency	FDOT	Analysis Year	2025
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	N of I-75 NB PM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2990	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1164
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.49
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	70.0
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	16.6
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Basic Freeway Report

Project Information

2025 mainline build

Analyst	David Tyler	Date	4/13/2021
Agency	FDOT	Analysis Year	2025
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	N of I-75 SB		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2320	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	903
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.38
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	70.0
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	12.9
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Basic Freeway Report

Project Information

2025 mainline build

Analyst	DT	Date	4/13/2021
Agency		Analysis Year	2025
Jurisdiction		Time Period Analyzed	PM
Project Description	N of I-75 SB PM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3290	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1281
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.53
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	69.9
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	18.3
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Basic Freeway Report

Project Information

2025 mainline build

Analyst	DT	Date	4/13/2021
Agency		Analysis Year	2025
Jurisdiction		Time Period Analyzed	AM
Project Description	S of I-75 NB AM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2510	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	977
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.41
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	70.0
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	14.0
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Basic Freeway Report

Project Information

2025 mainline build

Analyst	DT	Date	4/13/2021
Agency		Analysis Year	2025
Jurisdiction		Time Period Analyzed	PM
Project Description	S of I-75 NB PM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2510	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	977
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.41
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	70.0
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	14.0
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Basic Freeway Report

Project Information

2025 mainline build

Analyst	DT	Date	4/13/2021
Agency		Analysis Year	2025
Jurisdiction		Time Period Analyzed	AM
Project Description	S of I-75 SB AM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1890	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	736
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.31
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	70.0
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	10.5
Total Ramp Density Adjustment	-	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Basic Freeway Report

Project Information

2025 mainline build

Analyst	DT	Date	4/13/2021
Agency		Analysis Year	2025
Jurisdiction		Time Period Analyzed	PM
Project Description	S of I75 SB PM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2940	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1145
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.48
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	70.0
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	16.4
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Freeway Diverge Report

Project Information

2025 build ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2025
Jurisdiction	FDOT	Time Period Analyzed	
Project Description	SR 24 NB off ramp AM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (L _D), ft	1500	350
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V _i), veh/h	2880	340
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f _{HV})	0.901	0.901
Flow Rate (v _i), pc/h	3365	397
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.47	0.20

Speed and Density

Upstream Equilibrium Distance (L _{EQ}), ft	6028.8	Density in Ramp Influence Area (D _R), pc/mi/ln	22.0
Distance to Upstream Ramp (L _{UP}), ft	4400	Speed Index (D _S)	0.464
Downstream Equilibrium Distance (L _{EQ}), ft	-	Flow Outer Lanes (v _{OA}), pc/h/ln	938
Distance to Downstream Ramp (L _{DOWN}), ft	-	Off-Ramp Influence Area Speed (S _R), mi/h	57.0
Prop. Freeway Vehicles in Lane 1 and 2 (P _{FD})	0.684	Outer Lanes Freeway Speed (S _O), mi/h	76.8
Flow in Lanes 1 and 2 (v ₁₂), pc/h	2427	Ramp Junction Speed (S), mi/h	61.4
Flow Entering Ramp-Infl. Area (v _{R12}), pc/h	-	Average Density (D), pc/mi/ln	18.3
Level of Service (LOS)	C		

HCS7 Freeway Diverge Report

Project Information

2025 build ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2025
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	SR 24 NB Off Ramp		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (L _D), ft	1500	350
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V _i), veh/h	2990	360
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f _{HV})	0.901	0.901
Flow Rate (v _i), pc/h	3493	421
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.49	0.21

Speed and Density

Upstream Equilibrium Distance (L _{EQ}), ft	6951.2	Density in Ramp Influence Area (D _R), pc/mi/ln	23.1
Distance to Upstream Ramp (L _{UP}), ft	4400	Speed Index (D _S)	0.466
Downstream Equilibrium Distance (L _{EQ}), ft	-	Flow Outer Lanes (v _{OA}), pc/h/ln	937
Distance to Downstream Ramp (L _{DOWN}), ft	-	Off-Ramp Influence Area Speed (S _R), mi/h	57.0
Prop. Freeway Vehicles in Lane 1 and 2 (P _{FD})	0.695	Outer Lanes Freeway Speed (S _O), mi/h	76.8
Flow in Lanes 1 and 2 (v ₁₂), pc/h	2556	Ramp Junction Speed (S), mi/h	61.2
Flow Entering Ramp-Infl. Area (v _{R12}), pc/h	-	Average Density (D), pc/mi/ln	19.0
Level of Service (LOS)	C		

HCS7 Freeway Merge Report

Project Information

2025 build ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2025
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	SR 24 SB On Ramp AM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA), ft	1500	375
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V_i), veh/h	2320	270
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.901	0.901
Flow Rate (v_i), pc/h	2710	315
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.42	0.16

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	-	Density in Ramp Influence Area (D_R), pc/mi/ln	18.0
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (M_s)	0.321
Downstream Equilibrium Distance (L_{EQ}), ft	4604.2	Flow Outer Lanes (v_{OA}), pc/h/ln	1103
Distance to Downstream Ramp (L_{DOWN}), ft	4050	On-Ramp Influence Area Speed (S_R), mi/h	61.0
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FM})	0.593	Outer Lanes Freeway Speed (S_o), mi/h	67.8
Flow in Lanes 1 and 2 (v_{12}), pc/h	1607	Ramp Junction Speed (S), mi/h	63.3
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	1922	Average Density (D), pc/mi/ln	15.9
Level of Service (LOS)	B		

HCS7 Freeway Merge Report

Project Information

2025 build ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2025
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	SR 24 SB On ramp PM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA), ft	1500	375
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V_i), veh/h	3290	390
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.901	0.901
Flow Rate (v_i), pc/h	3844	456
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.60	0.23

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	-	Density in Ramp Influence Area (D_R), pc/mi/ln	24.3
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (M_s)	0.355
Downstream Equilibrium Distance (L_{EQ}), ft	4526.2	Flow Outer Lanes (v_{OA}), pc/h/ln	1565
Distance to Downstream Ramp (L_{DOWN}), ft	4050	On-Ramp Influence Area Speed (S_R), mi/h	60.1
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FM})	0.593	Outer Lanes Freeway Speed (S_o), mi/h	66.2
Flow in Lanes 1 and 2 (v_{12}), pc/h	2279	Ramp Junction Speed (S), mi/h	62.2
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	2735	Average Density (D), pc/mi/ln	23.0
Level of Service (LOS)	C		

HCS7 Freeway Diverge Report

Project Information

2025 build ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2025
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	SR 121 NB Off Ramp Diamond AM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (L _D), ft	1500	550
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V _i), veh/h	2510	215
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f _{HV})	0.901	0.901
Flow Rate (v _i), pc/h	2932	251
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.41	0.13

Speed and Density

Upstream Equilibrium Distance (L _{EQ}), ft	-	Density in Ramp Influence Area (D _R), pc/mi/ln	17.0
Distance to Upstream Ramp (L _{UP}), ft	-	Speed Index (D _S)	0.451
Downstream Equilibrium Distance (L _{EQ}), ft	36.4	Flow Outer Lanes (v _{OA}), pc/h/ln	871
Distance to Downstream Ramp (L _{DOWN}), ft	1400	Off-Ramp Influence Area Speed (S _R), mi/h	57.4
Prop. Freeway Vehicles in Lane 1 and 2 (P _{FD})	0.675	Outer Lanes Freeway Speed (S _O), mi/h	76.8
Flow in Lanes 1 and 2 (v ₁₂), pc/h	2061	Ramp Junction Speed (S), mi/h	62.1
Flow Entering Ramp-Infl. Area (v _{R12}), pc/h	-	Average Density (D), pc/mi/ln	15.7
Level of Service (LOS)	B		

HCS7 Freeway Diverge Report

Project Information

2025 build ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2025
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	SR 121 NB Off Ramp Loop AM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (L _D), ft	1500	550
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V _i), veh/h	2295	25
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f _{HV})	0.901	0.901
Flow Rate (v _i), pc/h	2681	29
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.37	0.01

Speed and Density

Upstream Equilibrium Distance (L _{EQ}), ft	-	Density in Ramp Influence Area (D _R), pc/mi/ln	15.3
Distance to Upstream Ramp (L _{UP}), ft	-	Speed Index (D _S)	0.431
Downstream Equilibrium Distance (L _{EQ}), ft	-	Flow Outer Lanes (v _{OA}), pc/h/ln	817
Distance to Downstream Ramp (L _{DOWN}), ft	850	Off-Ramp Influence Area Speed (S _R), mi/h	57.9
Prop. Freeway Vehicles in Lane 1 and 2 (P _{FD})	0.692	Outer Lanes Freeway Speed (S _O), mi/h	76.8
Flow in Lanes 1 and 2 (v ₁₂), pc/h	1864	Ramp Junction Speed (S), mi/h	62.6
Flow Entering Ramp-Infl. Area (v _{R12}), pc/h	-	Average Density (D), pc/mi/ln	14.3
Level of Service (LOS)	B		

HCS7 Freeway Diverge Report

Project Information

2025 build ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2025
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	SR 121 NB off ramp PM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (L _D), ft	1500	550
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V _i), veh/h	2335	45
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f _{HV})	0.901	0.901
Flow Rate (v _i), pc/h	2728	53
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.38	0.03

Speed and Density

Upstream Equilibrium Distance (L _{EQ}), ft	-	Density in Ramp Influence Area (D _R), pc/mi/ln	15.6
Distance to Upstream Ramp (L _{UP}), ft	-	Speed Index (D _S)	0.433
Downstream Equilibrium Distance (L _{EQ}), ft	-	Flow Outer Lanes (v _{OA}), pc/h/ln	832
Distance to Downstream Ramp (L _{DOWN}), ft	850	Off-Ramp Influence Area Speed (S _R), mi/h	57.9
Prop. Freeway Vehicles in Lane 1 and 2 (P _{FD})	0.689	Outer Lanes Freeway Speed (S _O), mi/h	76.8
Flow in Lanes 1 and 2 (v ₁₂), pc/h	1896	Ramp Junction Speed (S), mi/h	62.6
Flow Entering Ramp-Infl. Area (v _{R12}), pc/h	-	Average Density (D), pc/mi/ln	14.5
Level of Service (LOS)	B		

HCS7 Freeway Diverge Report

Project Information

2025 build ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2025
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	SR 121 NB off ramp PM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (L _D), ft	1500	550
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V _i), veh/h	2500	165
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f _{HV})	0.901	0.901
Flow Rate (v _i), pc/h	2921	193
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.41	0.10

Speed and Density

Upstream Equilibrium Distance (L _{EQ}), ft	-	Density in Ramp Influence Area (D _R), pc/mi/ln	16.9
Distance to Upstream Ramp (L _{UP}), ft	-	Speed Index (D _S)	0.445
Downstream Equilibrium Distance (L _{EQ}), ft	-	Flow Outer Lanes (v _{OA}), pc/h/ln	878
Distance to Downstream Ramp (L _{DOWN}), ft	1400	Off-Ramp Influence Area Speed (S _R), mi/h	57.5
Prop. Freeway Vehicles in Lane 1 and 2 (P _{FD})	0.678	Outer Lanes Freeway Speed (S _O), mi/h	76.8
Flow in Lanes 1 and 2 (v ₁₂), pc/h	2043	Ramp Junction Speed (S), mi/h	62.2
Flow Entering Ramp-Infl. Area (v _{R12}), pc/h	-	Average Density (D), pc/mi/ln	15.7
Level of Service (LOS)	B		

HCS7 Freeway Merge Report

Project Information

2025 build ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2025
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	SR 121 NB On Ramp AM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA), ft	1500	1500
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V_i), veh/h	2880	610
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.901	0.901
Flow Rate (v_i), pc/h	3365	713
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.57	0.36

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	966.9	Density in Ramp Influence Area (D_R), pc/mi/ln	17.4
Distance to Upstream Ramp (L_{UP}), ft	850	Speed Index (M_s)	0.278
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	1306
Distance to Downstream Ramp (L_{DOWN}), ft	-	On-Ramp Influence Area Speed (S_R), mi/h	62.2
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FM})	0.612	Outer Lanes Freeway Speed (S_o), mi/h	67.1
Flow in Lanes 1 and 2 (v_{12}), pc/h	2059	Ramp Junction Speed (S), mi/h	63.7
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	2772	Average Density (D), pc/mi/ln	21.3
Level of Service (LOS)	B		

HCS7 Freeway Merge Report

Project Information

2025 build ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2025
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	SR 121 NB On Ramp PM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA), ft	1500	1500
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V_i), veh/h	2990	710
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.901	0.901
Flow Rate (v_i), pc/h	3493	829
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.60	0.41

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	1019.1	Density in Ramp Influence Area (D_R), pc/mi/ln	18.8
Distance to Upstream Ramp (L_{UP}), ft	850	Speed Index (M_s)	0.291
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	1366
Distance to Downstream Ramp (L_{DOWN}), ft	-	On-Ramp Influence Area Speed (S_R), mi/h	61.9
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FM})	0.609	Outer Lanes Freeway Speed (S_o), mi/h	66.9
Flow in Lanes 1 and 2 (v_{12}), pc/h	2127	Ramp Junction Speed (S), mi/h	63.4
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	2956	Average Density (D), pc/mi/ln	22.7
Level of Service (LOS)	B		

HCS7 Freeway Diverge Report

Project Information

2025 build ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2025
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	SR 121 SB Off Ramp PM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (L _D), ft	1500	400
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V _i), veh/h	3290	580
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f _{HV})	0.901	0.901
Flow Rate (v _i), pc/h	3844	678
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.53	0.34

Speed and Density

Upstream Equilibrium Distance (L _{EQ}), ft	-	Density in Ramp Influence Area (D _R), pc/mi/ln	23.7
Distance to Upstream Ramp (L _{UP}), ft	-	Speed Index (D _S)	0.489
Downstream Equilibrium Distance (L _{EQ}), ft	-	Flow Outer Lanes (v _{OA}), pc/h/ln	1162
Distance to Downstream Ramp (L _{DOWN}), ft	900	Off-Ramp Influence Area Speed (S _R), mi/h	56.3
Prop. Freeway Vehicles in Lane 1 and 2 (P _{FD})	0.633	Outer Lanes Freeway Speed (S _O), mi/h	76.2
Flow in Lanes 1 and 2 (v ₁₂), pc/h	2682	Ramp Junction Speed (S), mi/h	61.1
Flow Entering Ramp-Infl. Area (v _{R12}), pc/h	-	Average Density (D), pc/mi/ln	21.0
Level of Service (LOS)	C		

HCS7 Freeway Diverge Report

Project Information

2025 build ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2025
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	SR 121 SB Off Ramp AM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (L _D), ft	1500	400
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V _i), veh/h	2320	590
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f _{HV})	0.901	0.901
Flow Rate (v _i), pc/h	2710	689
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.38	0.34

Speed and Density

Upstream Equilibrium Distance (L _{EQ}), ft	-	Density in Ramp Influence Area (D _R), pc/mi/ln	18.1
Distance to Upstream Ramp (L _{UP}), ft	-	Speed Index (D _S)	0.490
Downstream Equilibrium Distance (L _{EQ}), ft	-	Flow Outer Lanes (v _{OA}), pc/h/ln	685
Distance to Downstream Ramp (L _{DOWN}), ft	900	Off-Ramp Influence Area Speed (S _R), mi/h	56.3
Prop. Freeway Vehicles in Lane 1 and 2 (P _{FD})	0.661	Outer Lanes Freeway Speed (S _O), mi/h	76.8
Flow in Lanes 1 and 2 (v ₁₂), pc/h	2025	Ramp Junction Speed (S), mi/h	60.4
Flow Entering Ramp-Infl. Area (v _{R12}), pc/h	-	Average Density (D), pc/mi/ln	15.0
Level of Service (LOS)	B		

HCS7 Freeway Merge Report

Project Information

2025 build ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2025
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	SR 121 SB On Ramp AM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA), ft	1500	615
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V_i), veh/h	1890	170
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.901	0.901
Flow Rate (v_i), pc/h	2208	199
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.33	0.10

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	216.4	Density in Ramp Influence Area (D_R), pc/mi/ln	13.4
Distance to Upstream Ramp (L_{UP}), ft	900	Speed Index (M_s)	0.296
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	894
Distance to Downstream Ramp (L_{DOWN}), ft	-	On-Ramp Influence Area Speed (S_R), mi/h	61.7
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FM})	0.595	Outer Lanes Freeway Speed (S_o), mi/h	68.6
Flow in Lanes 1 and 2 (v_{12}), pc/h	1314	Ramp Junction Speed (S), mi/h	64.1
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	1513	Average Density (D), pc/mi/ln	12.5
Level of Service (LOS)	B		

HCS7 Freeway Merge Report

Project Information

2025 build ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2025
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	SR 121 SB On Ramp PM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA), ft	1500	615
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V_i), veh/h	2940	220
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.901	0.901
Flow Rate (v_i), pc/h	3435	257
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.51	0.13

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	491.4	Density in Ramp Influence Area (D_R), pc/mi/ln	19.5
Distance to Upstream Ramp (L_{UP}), ft	900	Speed Index (M_s)	0.317
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	1391
Distance to Downstream Ramp (L_{DOWN}), ft	-	On-Ramp Influence Area Speed (S_R), mi/h	61.1
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FM})	0.595	Outer Lanes Freeway Speed (S_o), mi/h	66.8
Flow in Lanes 1 and 2 (v_{12}), pc/h	2044	Ramp Junction Speed (S), mi/h	63.1
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	2301	Average Density (D), pc/mi/ln	19.5
Level of Service (LOS)	B		

HCS7 Basic Freeway Report

Project Information

2045 No Build Mainline

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	N of 121 NB AM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4600	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1791
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.75
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	66.0
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	27.1
Total Ramp Density Adjustment	-	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Basic Freeway Report

Project Information

2045 No Build Mainline

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	N of 121 NB PM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4000	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1558
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.65
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	68.5
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	22.7
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Basic Freeway Report

Project Information

2045 No Build Mainline

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	N of 121 SB AM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4000	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1558
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.65
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	68.5
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	22.7
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Basic Freeway Report

Project Information

2045 No Build Mainline

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	N of 121 SB PM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4600	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1791
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.75
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	66.0
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	27.1
Total Ramp Density Adjustment	-	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Basic Freeway Report

Project Information

2045 No Build Mainline

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	S of 121 NB AM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4200	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1636
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.68
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	67.8
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	24.1
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Basic Freeway Report

Project Information

2045 No Build Mainline

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	S of 121 NB PM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3650	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1421
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.59
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	69.4
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	20.5
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Basic Freeway Report

Project Information

2045 No Build Mainline

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	S of 121 SB AM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3650	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1421
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.59
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	69.4
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	20.5
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Basic Freeway Report

Project Information

2045 No Build Mainline

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	
Project Description	S of 121 SB PM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4200	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1636
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.68
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	67.8
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	24.1
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Freeway Diverge Report

Project Information

2045 No Build Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	SR 24 NB Off Ramp AM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (L _D), ft	1500	350
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V _i), veh/h	4600	500
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f _{HV})	0.901	0.901
Flow Rate (v _i), pc/h	5374	584
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.75	0.29

Speed and Density

Upstream Equilibrium Distance (L _{EQ}), ft	5833.6	Density in Ramp Influence Area (D _R), pc/mi/ln	32.0
Distance to Upstream Ramp (L _{UP}), ft	4400	Speed Index (D _S)	0.481
Downstream Equilibrium Distance (L _{EQ}), ft	-	Flow Outer Lanes (v _{OA}), pc/h/ln	1782
Distance to Downstream Ramp (L _{DOWN}), ft	-	Off-Ramp Influence Area Speed (S _R), mi/h	56.5
Prop. Freeway Vehicles in Lane 1 and 2 (P _{FD})	0.628	Outer Lanes Freeway Speed (S _O), mi/h	73.7
Flow in Lanes 1 and 2 (v ₁₂), pc/h	3592	Ramp Junction Speed (S), mi/h	61.2
Flow Entering Ramp-Infl. Area (v _{R12}), pc/h	-	Average Density (D), pc/mi/ln	29.3
Level of Service (LOS)	D		

HCS7 Freeway Diverge Report

Project Information

2045 No Build Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	SR 24 NB Off Ramp PM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (L _D), ft	1500	350
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V _i), veh/h	4600	450
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f _{HV})	0.901	0.901
Flow Rate (v _i), pc/h	5374	526
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.75	0.26

Speed and Density

Upstream Equilibrium Distance (L _{EQ}), ft	4911.7	Density in Ramp Influence Area (D _R), pc/mi/ln	31.1
Distance to Upstream Ramp (L _{UP}), ft	4400	Speed Index (D _S)	0.475
Downstream Equilibrium Distance (L _{EQ}), ft	-	Flow Outer Lanes (v _{OA}), pc/h/ln	1881
Distance to Downstream Ramp (L _{DOWN}), ft	-	Off-Ramp Influence Area Speed (S _R), mi/h	56.7
Prop. Freeway Vehicles in Lane 1 and 2 (P _{FD})	0.612	Outer Lanes Freeway Speed (S _O), mi/h	73.4
Flow in Lanes 1 and 2 (v ₁₂), pc/h	3493	Ramp Junction Speed (S), mi/h	61.6
Flow Entering Ramp-Infl. Area (v _{R12}), pc/h	-	Average Density (D), pc/mi/ln	29.1
Level of Service (LOS)	D		

HCS7 Freeway Merge Report

Project Information

2045 No Build Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	SR 24 SB ON Ramp AM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA), ft	1500	375
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V_i), veh/h	4000	450
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.901	0.901
Flow Rate (v_i), pc/h	4673	526
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.72	0.26

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	-	Density in Ramp Influence Area (D_R), pc/mi/ln	28.9
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (M_s)	0.403
Downstream Equilibrium Distance (L_{EQ}), ft	5072.5	Flow Outer Lanes (v_{OA}), pc/h/ln	1879
Distance to Downstream Ramp (L_{DOWN}), ft	4050	On-Ramp Influence Area Speed (S_R), mi/h	58.7
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FM})	0.598	Outer Lanes Freeway Speed (S_o), mi/h	65.0
Flow in Lanes 1 and 2 (v_{12}), pc/h	2794	Ramp Junction Speed (S), mi/h	60.8
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	3320	Average Density (D), pc/mi/ln	28.5
Level of Service (LOS)	D		

HCS7 Freeway Merge Report

Project Information

2045 No Build Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	SR 24 SB On Ramp PM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA), ft	1500	375
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V_i), veh/h	4600	500
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.901	0.901
Flow Rate (v_i), pc/h	5374	584
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.83	0.29

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	-	Density in Ramp Influence Area (D_R), pc/mi/ln	32.9
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (M_s)	0.476
Downstream Equilibrium Distance (L_{EQ}), ft	5852.8	Flow Outer Lanes (v_{OA}), pc/h/ln	2117
Distance to Downstream Ramp (L_{DOWN}), ft	4050	On-Ramp Influence Area Speed (S_R), mi/h	56.7
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FM})	0.606	Outer Lanes Freeway Speed (S_o), mi/h	64.2
Flow in Lanes 1 and 2 (v_{12}), pc/h	3257	Ramp Junction Speed (S), mi/h	59.2
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	3841	Average Density (D), pc/mi/ln	33.5
Level of Service (LOS)	D		

HCS7 Freeway Diverge Report

Project Information

2045 No Build Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	SR 121 NB Off Ramp AM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (L _D), ft	1500	550
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V _i), veh/h	4200	350
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f _{HV})	0.901	0.901
Flow Rate (v _i), pc/h	4907	409
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.68	0.20

Speed and Density

Upstream Equilibrium Distance (L _{EQ}), ft	-	Density in Ramp Influence Area (D _R), pc/mi/ln	26.8
Distance to Upstream Ramp (L _{UP}), ft	-	Speed Index (D _S)	0.465
Downstream Equilibrium Distance (L _{EQ}), ft	-	Flow Outer Lanes (v _{OA}), pc/h/ln	1714
Distance to Downstream Ramp (L _{DOWN}), ft	850	Off-Ramp Influence Area Speed (S _R), mi/h	57.0
Prop. Freeway Vehicles in Lane 1 and 2 (P _{FD})	0.619	Outer Lanes Freeway Speed (S _O), mi/h	74.0
Flow in Lanes 1 and 2 (v ₁₂), pc/h	3193	Ramp Junction Speed (S), mi/h	62.0
Flow Entering Ramp-Infl. Area (v _{R12}), pc/h	-	Average Density (D), pc/mi/ln	26.4
Level of Service (LOS)	C		

HCS7 Freeway Diverge Report

Project Information

2045 No Build Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	SR 121 NB Off Ramp PM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (L _D), ft	1500	550
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V _i), veh/h	3650	300
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f _{HV})	0.901	0.901
Flow Rate (v _i), pc/h	4264	350
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.59	0.18

Speed and Density

Upstream Equilibrium Distance (L _{EQ}), ft	-	Density in Ramp Influence Area (D _R), pc/mi/ln	23.8
Distance to Upstream Ramp (L _{UP}), ft	-	Speed Index (D _S)	0.460
Downstream Equilibrium Distance (L _{EQ}), ft	-	Flow Outer Lanes (v _{OA}), pc/h/ln	1421
Distance to Downstream Ramp (L _{DOWN}), ft	850	Off-Ramp Influence Area Speed (S _R), mi/h	57.1
Prop. Freeway Vehicles in Lane 1 and 2 (P _{FD})	0.637	Outer Lanes Freeway Speed (S _O), mi/h	75.1
Flow in Lanes 1 and 2 (v ₁₂), pc/h	2843	Ramp Junction Speed (S), mi/h	62.1
Flow Entering Ramp-Infl. Area (v _{R12}), pc/h	-	Average Density (D), pc/mi/ln	22.9
Level of Service (LOS)	C		

HCS7 Freeway Merge Report

Project Information

2045 No Build Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	SR 121 NB ON Ramp AM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA), ft	1500	1500
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V_i), veh/h	4600	750
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.901	0.901
Flow Rate (v_i), pc/h	5374	876
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.87	0.44

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	1431.7	Density in Ramp Influence Area (D_R), pc/mi/ln	27.0
Distance to Upstream Ramp (L_{UP}), ft	850	Speed Index (M_s)	0.431
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	2241
Distance to Downstream Ramp (L_{DOWN}), ft	-	On-Ramp Influence Area Speed (S_R), mi/h	57.9
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FM})	0.583	Outer Lanes Freeway Speed (S_o), mi/h	63.7
Flow in Lanes 1 and 2 (v_{12}), pc/h	3133	Ramp Junction Speed (S), mi/h	59.9
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	4009	Average Density (D), pc/mi/ln	34.8
Level of Service (LOS)	C		

HCS7 Freeway Merge Report

Project Information

2045 No Build Ramps

Analyst	David tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	pm
Project Description	SR 121 NB ON ramp PM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA), ft	1500	1500
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V_i), veh/h	4000	750
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.901	0.901
Flow Rate (v_i), pc/h	4673	876
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.77	0.44

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	1281.7	Density in Ramp Influence Area (D_R), pc/mi/ln	24.1
Distance to Upstream Ramp (L_{UP}), ft	850	Speed Index (M_s)	0.365
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	1907
Distance to Downstream Ramp (L_{DOWN}), ft	-	On-Ramp Influence Area Speed (S_R), mi/h	59.8
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FM})	0.592	Outer Lanes Freeway Speed (S_o), mi/h	64.9
Flow in Lanes 1 and 2 (v_{12}), pc/h	2766	Ramp Junction Speed (S), mi/h	61.5
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	3642	Average Density (D), pc/mi/ln	30.1
Level of Service (LOS)	C		

HCS7 Freeway Diverge Report

Project Information

2045 No Build Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	SR 121 SB Off Ramp PM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (L _D), ft	1500	400
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V _i), veh/h	4600	750
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f _{HV})	0.901	0.901
Flow Rate (v _i), pc/h	5374	876
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.75	0.44

Speed and Density

Upstream Equilibrium Distance (L _{EQ}), ft	-	Density in Ramp Influence Area (D _R), pc/mi/ln	30.8
Distance to Upstream Ramp (L _{UP}), ft	-	Speed Index (D _S)	0.507
Downstream Equilibrium Distance (L _{EQ}), ft	-	Flow Outer Lanes (v _{OA}), pc/h/ln	1867
Distance to Downstream Ramp (L _{DOWN}), ft	900	Off-Ramp Influence Area Speed (S _R), mi/h	55.8
Prop. Freeway Vehicles in Lane 1 and 2 (P _{FD})	0.585	Outer Lanes Freeway Speed (S _O), mi/h	73.4
Flow in Lanes 1 and 2 (v ₁₂), pc/h	3507	Ramp Junction Speed (S), mi/h	60.9
Flow Entering Ramp-Infl. Area (v _{R12}), pc/h	-	Average Density (D), pc/mi/ln	29.4
Level of Service (LOS)	D		

HCS7 Freeway Merge Report

Project Information

2045 No Build Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	Am
Project Description	SR 121 SB On Ramp AM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA), ft	1500	615
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V_i), veh/h	3650	300
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.901	0.901
Flow Rate (v_i), pc/h	4264	350
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.64	0.18

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	688.7	Density in Ramp Influence Area (D_R), pc/mi/ln	24.0
Distance to Upstream Ramp (L_{UP}), ft	900	Speed Index (M_s)	0.348
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	1727
Distance to Downstream Ramp (L_{DOWN}), ft	-	On-Ramp Influence Area Speed (S_R), mi/h	60.3
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FM})	0.595	Outer Lanes Freeway Speed (S_o), mi/h	65.6
Flow in Lanes 1 and 2 (v_{12}), pc/h	2537	Ramp Junction Speed (S), mi/h	62.2
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	2887	Average Density (D), pc/mi/ln	24.7
Level of Service (LOS)	C		

HCS7 Freeway Merge Report

Project Information

2045 No Build Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	SR 121 SB On Ramp PM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA), ft	1500	615
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V_i), veh/h	4200	350
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.901	0.901
Flow Rate (v_i), pc/h	4907	409
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.74	0.20

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	838.9	Density in Ramp Influence Area (D_R), pc/mi/ln	27.5
Distance to Upstream Ramp (L_{UP}), ft	900	Speed Index (M_s)	0.387
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	1987
Distance to Downstream Ramp (L_{DOWN}), ft	-	On-Ramp Influence Area Speed (S_R), mi/h	59.2
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FM})	0.595	Outer Lanes Freeway Speed (S_o), mi/h	64.6
Flow in Lanes 1 and 2 (v_{12}), pc/h	2920	Ramp Junction Speed (S), mi/h	61.1
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	3329	Average Density (D), pc/mi/ln	29.0
Level of Service (LOS)	C		

HCS7 Freeway Diverge Report

Project Information

2045 No Build Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	SR 121 SB Off Ramp AM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (L _D), ft	1500	400
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V _i), veh/h	4000	750
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f _{HV})	0.901	0.901
Flow Rate (v _i), pc/h	4673	876
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.65	0.44

Speed and Density

Upstream Equilibrium Distance (L _{EQ}), ft	-	Density in Ramp Influence Area (D _R), pc/mi/ln	27.9
Distance to Upstream Ramp (L _{UP}), ft	-	Speed Index (D _S)	0.507
Downstream Equilibrium Distance (L _{EQ}), ft	-	Flow Outer Lanes (v _{OA}), pc/h/ln	1507
Distance to Downstream Ramp (L _{DOWN}), ft	900	Off-Ramp Influence Area Speed (S _R), mi/h	55.8
Prop. Freeway Vehicles in Lane 1 and 2 (P _{FD})	0.603	Outer Lanes Freeway Speed (S _O), mi/h	74.8
Flow in Lanes 1 and 2 (v ₁₂), pc/h	3166	Ramp Junction Speed (S), mi/h	60.8
Flow Entering Ramp-Infl. Area (v _{R12}), pc/h	-	Average Density (D), pc/mi/ln	25.6
Level of Service (LOS)	C		

HCS7 Basic Freeway Report

Project Information

2045 Build Mainline

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	N of 121 NB AM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4600	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1791
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.75
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	66.0
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	27.1
Total Ramp Density Adjustment	-	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Basic Freeway Report

Project Information

2045 Build Mainline

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	N of 121 NB PM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4000	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1558
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.65
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	68.5
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	22.7
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Basic Freeway Report

Project Information

2045 Build Mainline

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	N of 121 SB AM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4000	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1558
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.65
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	68.5
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	22.7
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Basic Freeway Report

Project Information

2045 Build Mainline

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	N of 121 SB PM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4600	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1791
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.75
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	66.0
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	27.1
Total Ramp Density Adjustment	-	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Basic Freeway Report

Project Information

2045 Build Mainline

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	S of 121 NB AM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4200	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1636
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.68
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	67.8
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	24.1
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Basic Freeway Report

Project Information

2045 Build Mainline

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	S of 121 NB PM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3650	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1421
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.59
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	69.4
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	20.5
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Basic Freeway Report

Project Information

2045 Build Mainline

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	S of 121 SB AM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3650	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1421
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.59
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	69.4
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	20.5
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Basic Freeway Report

Project Information

2045 Build Mainline

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	
Project Description	S of 121 SB PM		

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	70.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4200	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1636
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2400
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.68
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	-	Average Speed (S), mi/h	67.8
Right-Side Lateral Clearance Adj. (fRLC)	-	Density (D), pc/mi/ln	24.1
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	70.0		

HCS7 Freeway Diverge Report

Project Information

2045 Build Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	SR 24 NB Off Ramp AM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (L _D), ft	1500	350
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V _i), veh/h	4600	500
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f _{HV})	0.901	0.901
Flow Rate (v _i), pc/h	5374	584
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.75	0.29

Speed and Density

Upstream Equilibrium Distance (L _{EQ}), ft	5833.6	Density in Ramp Influence Area (D _R), pc/mi/ln	32.0
Distance to Upstream Ramp (L _{UP}), ft	4400	Speed Index (D _S)	0.481
Downstream Equilibrium Distance (L _{EQ}), ft	-	Flow Outer Lanes (v _{OA}), pc/h/ln	1782
Distance to Downstream Ramp (L _{DOWN}), ft	-	Off-Ramp Influence Area Speed (S _R), mi/h	56.5
Prop. Freeway Vehicles in Lane 1 and 2 (P _{FD})	0.628	Outer Lanes Freeway Speed (S _O), mi/h	73.7
Flow in Lanes 1 and 2 (v ₁₂), pc/h	3592	Ramp Junction Speed (S), mi/h	61.2
Flow Entering Ramp-Infl. Area (v _{R12}), pc/h	-	Average Density (D), pc/mi/ln	29.3
Level of Service (LOS)	D		

HCS7 Freeway Diverge Report

Project Information

2045 Build Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	SR 24 NB Off Ramp PM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (L _D), ft	1500	350
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V _i), veh/h	4600	450
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f _{HV})	0.901	0.901
Flow Rate (v _i), pc/h	5374	526
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.75	0.26

Speed and Density

Upstream Equilibrium Distance (L _{EQ}), ft	4911.7	Density in Ramp Influence Area (D _R), pc/mi/ln	31.1
Distance to Upstream Ramp (L _{UP}), ft	4400	Speed Index (D _S)	0.475
Downstream Equilibrium Distance (L _{EQ}), ft	-	Flow Outer Lanes (v _{OA}), pc/h/ln	1881
Distance to Downstream Ramp (L _{DOWN}), ft	-	Off-Ramp Influence Area Speed (S _R), mi/h	56.7
Prop. Freeway Vehicles in Lane 1 and 2 (P _{FD})	0.612	Outer Lanes Freeway Speed (S _O), mi/h	73.4
Flow in Lanes 1 and 2 (v ₁₂), pc/h	3493	Ramp Junction Speed (S), mi/h	61.6
Flow Entering Ramp-Infl. Area (v _{R12}), pc/h	-	Average Density (D), pc/mi/ln	29.1
Level of Service (LOS)	D		

HCS7 Freeway Merge Report

Project Information

2045 Build Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	SR 24 SB ON Ramp AM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA), ft	1500	375
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V_i), veh/h	4000	450
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.901	0.901
Flow Rate (v_i), pc/h	4673	526
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.72	0.26

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	-	Density in Ramp Influence Area (D_R), pc/mi/ln	28.9
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (M_s)	0.403
Downstream Equilibrium Distance (L_{EQ}), ft	5072.5	Flow Outer Lanes (v_{OA}), pc/h/ln	1879
Distance to Downstream Ramp (L_{DOWN}), ft	4050	On-Ramp Influence Area Speed (S_R), mi/h	58.7
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FM})	0.598	Outer Lanes Freeway Speed (S_o), mi/h	65.0
Flow in Lanes 1 and 2 (v_{12}), pc/h	2794	Ramp Junction Speed (S), mi/h	60.8
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	3320	Average Density (D), pc/mi/ln	28.5
Level of Service (LOS)	D		

HCS7 Freeway Merge Report

Project Information

2045 Build Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	SR 24 SB On Ramp PM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA), ft	1500	375
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V_i), veh/h	4600	500
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.901	0.901
Flow Rate (v_i), pc/h	5374	584
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.83	0.29

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	-	Density in Ramp Influence Area (D_R), pc/mi/ln	32.9
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (M_s)	0.476
Downstream Equilibrium Distance (L_{EQ}), ft	5852.8	Flow Outer Lanes (v_{OA}), pc/h/ln	2117
Distance to Downstream Ramp (L_{DOWN}), ft	4050	On-Ramp Influence Area Speed (S_R), mi/h	56.7
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FM})	0.606	Outer Lanes Freeway Speed (S_o), mi/h	64.2
Flow in Lanes 1 and 2 (v_{12}), pc/h	3257	Ramp Junction Speed (S), mi/h	59.2
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	3841	Average Density (D), pc/mi/ln	33.5
Level of Service (LOS)	D		

HCS7 Freeway Merge Report

Project Information

2045 Build Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	SR 121 NB ON Ramp AM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA), ft	1500	1500
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V_i), veh/h	4600	750
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.901	0.901
Flow Rate (v_i), pc/h	5374	876
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.87	0.44

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	1431.7	Density in Ramp Influence Area (D_R), pc/mi/ln	27.0
Distance to Upstream Ramp (L_{UP}), ft	850	Speed Index (M_s)	0.431
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	2241
Distance to Downstream Ramp (L_{DOWN}), ft	-	On-Ramp Influence Area Speed (S_R), mi/h	57.9
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FM})	0.583	Outer Lanes Freeway Speed (S_o), mi/h	63.7
Flow in Lanes 1 and 2 (v_{12}), pc/h	3133	Ramp Junction Speed (S), mi/h	59.9
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	4009	Average Density (D), pc/mi/ln	34.8
Level of Service (LOS)	C		

HCS7 Freeway Diverge Report

Project Information

2045 Build Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	SR 121 SB Off Ramp PM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (L _D), ft	1500	400
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V _i), veh/h	4600	750
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f _{HV})	0.901	0.901
Flow Rate (v _i), pc/h	5374	876
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.75	0.44

Speed and Density

Upstream Equilibrium Distance (L _{EQ}), ft	-	Density in Ramp Influence Area (D _R), pc/mi/ln	30.8
Distance to Upstream Ramp (L _{UP}), ft	-	Speed Index (D _S)	0.507
Downstream Equilibrium Distance (L _{EQ}), ft	-	Flow Outer Lanes (v _{OA}), pc/h/ln	1867
Distance to Downstream Ramp (L _{DOWN}), ft	900	Off-Ramp Influence Area Speed (S _R), mi/h	55.8
Prop. Freeway Vehicles in Lane 1 and 2 (P _{FD})	0.585	Outer Lanes Freeway Speed (S _O), mi/h	73.4
Flow in Lanes 1 and 2 (v ₁₂), pc/h	3507	Ramp Junction Speed (S), mi/h	60.9
Flow Entering Ramp-Infl. Area (v _{R12}), pc/h	-	Average Density (D), pc/mi/ln	29.4
Level of Service (LOS)	D		

HCS7 Freeway Merge Report

Project Information

2045 Build Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	Am
Project Description	SR 121 SB On Ramp AM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA), ft	1500	615
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V_i), veh/h	3650	300
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.901	0.901
Flow Rate (v_i), pc/h	4264	350
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.64	0.18

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	688.7	Density in Ramp Influence Area (D_R), pc/mi/ln	24.0
Distance to Upstream Ramp (L_{UP}), ft	900	Speed Index (M_s)	0.348
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	1727
Distance to Downstream Ramp (L_{DOWN}), ft	-	On-Ramp Influence Area Speed (S_R), mi/h	60.3
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FM})	0.595	Outer Lanes Freeway Speed (S_o), mi/h	65.6
Flow in Lanes 1 and 2 (v_{12}), pc/h	2537	Ramp Junction Speed (S), mi/h	62.2
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	2887	Average Density (D), pc/mi/ln	24.7
Level of Service (LOS)	C		

HCS7 Freeway Merge Report

Project Information

2045 Build Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	SR 121 SB On Ramp PM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA), ft	1500	615
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V_i), veh/h	4200	350
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.901	0.901
Flow Rate (v_i), pc/h	4907	409
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.74	0.20

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	838.9	Density in Ramp Influence Area (D_R), pc/mi/ln	27.5
Distance to Upstream Ramp (L_{UP}), ft	900	Speed Index (M_s)	0.387
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	1987
Distance to Downstream Ramp (L_{DOWN}), ft	-	On-Ramp Influence Area Speed (S_R), mi/h	59.2
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FM})	0.595	Outer Lanes Freeway Speed (S_o), mi/h	64.6
Flow in Lanes 1 and 2 (v_{12}), pc/h	2920	Ramp Junction Speed (S), mi/h	61.1
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	3329	Average Density (D), pc/mi/ln	29.0
Level of Service (LOS)	C		

HCS7 Freeway Diverge Report

Project Information

2045 Build Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	SR 121 NB Off Ramp AM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (L _D), ft	1500	550
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V _i), veh/h	4200	315
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f _{HV})	0.901	0.901
Flow Rate (v _i), pc/h	4907	368
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.68	0.18

Speed and Density

Upstream Equilibrium Distance (L _{EQ}), ft	-	Density in Ramp Influence Area (D _R), pc/mi/ln	26.7
Distance to Upstream Ramp (L _{UP}), ft	-	Speed Index (D _S)	0.461
Downstream Equilibrium Distance (L _{EQ}), ft	-	Flow Outer Lanes (v _{OA}), pc/h/ln	1725
Distance to Downstream Ramp (L _{DOWN}), ft	1400	Off-Ramp Influence Area Speed (S _R), mi/h	57.1
Prop. Freeway Vehicles in Lane 1 and 2 (P _{FD})	0.620	Outer Lanes Freeway Speed (S _O), mi/h	74.0
Flow in Lanes 1 and 2 (v ₁₂), pc/h	3182	Ramp Junction Speed (S), mi/h	62.1
Flow Entering Ramp-Infl. Area (v _{R12}), pc/h	-	Average Density (D), pc/mi/ln	26.3
Level of Service (LOS)	C		

HCS7 Freeway Diverge Report

Project Information

2045 Build Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	SR 121 NB Off Ramp Loop AM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (L _D), ft	1500	550
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V _i), veh/h	3950	35
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f _{HV})	0.901	0.901
Flow Rate (v _i), pc/h	4615	41
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.64	0.02

Speed and Density

Upstream Equilibrium Distance (L _{EQ}), ft	-	Density in Ramp Influence Area (D _R), pc/mi/ln	24.9
Distance to Upstream Ramp (L _{UP}), ft	-	Speed Index (D _S)	0.432
Downstream Equilibrium Distance (L _{EQ}), ft	-	Flow Outer Lanes (v _{OA}), pc/h/ln	1633
Distance to Downstream Ramp (L _{DOWN}), ft	850	Off-Ramp Influence Area Speed (S _R), mi/h	57.9
Prop. Freeway Vehicles in Lane 1 and 2 (P _{FD})	0.643	Outer Lanes Freeway Speed (S _O), mi/h	74.3
Flow in Lanes 1 and 2 (v ₁₂), pc/h	2982	Ramp Junction Speed (S), mi/h	62.8
Flow Entering Ramp-Infl. Area (v _{R12}), pc/h	-	Average Density (D), pc/mi/ln	24.5
Level of Service (LOS)	C		

HCS7 Freeway Diverge Report

Project Information

2045 Build Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	SR 121 NB off ramp PM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (L _D), ft	1500	550
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V _i), veh/h	3345	65
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f _{HV})	0.901	0.901
Flow Rate (v _i), pc/h	3908	76
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.54	0.04

Speed and Density

Upstream Equilibrium Distance (L _{EQ}), ft	-	Density in Ramp Influence Area (D _R), pc/mi/ln	21.7
Distance to Upstream Ramp (L _{UP}), ft	-	Speed Index (D _S)	0.435
Downstream Equilibrium Distance (L _{EQ}), ft	-	Flow Outer Lanes (v _{OA}), pc/h/ln	1307
Distance to Downstream Ramp (L _{DOWN}), ft	850	Off-Ramp Influence Area Speed (S _R), mi/h	57.8
Prop. Freeway Vehicles in Lane 1 and 2 (P _{FD})	0.659	Outer Lanes Freeway Speed (S _O), mi/h	75.6
Flow in Lanes 1 and 2 (v ₁₂), pc/h	2601	Ramp Junction Speed (S), mi/h	62.7
Flow Entering Ramp-Infl. Area (v _{R12}), pc/h	-	Average Density (D), pc/mi/ln	20.8
Level of Service (LOS)	C		

HCS7 Freeway Diverge Report

Project Information

2045 Build Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	PM
Project Description	SR 121 NB Off Ramp PM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (L _D), ft	1500	550
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V _i), veh/h	3650	235
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f _{HV})	0.901	0.901
Flow Rate (v _i), pc/h	4264	275
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.59	0.14

Speed and Density

Upstream Equilibrium Distance (L _{EQ}), ft	-	Density in Ramp Influence Area (D _R), pc/mi/ln	23.7
Distance to Upstream Ramp (L _{UP}), ft	-	Speed Index (D _S)	0.453
Downstream Equilibrium Distance (L _{EQ}), ft	-	Flow Outer Lanes (v _{OA}), pc/h/ln	1432
Distance to Downstream Ramp (L _{DOWN}), ft	1400	Off-Ramp Influence Area Speed (S _R), mi/h	57.3
Prop. Freeway Vehicles in Lane 1 and 2 (P _{FD})	0.641	Outer Lanes Freeway Speed (S _O), mi/h	75.1
Flow in Lanes 1 and 2 (v ₁₂), pc/h	2832	Ramp Junction Speed (S), mi/h	62.3
Flow Entering Ramp-Infl. Area (v _{R12}), pc/h	-	Average Density (D), pc/mi/ln	22.8
Level of Service (LOS)	C		

HCS7 Freeway Merge Report

Project Information

2045 Build Ramps

Analyst	David tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	pm
Project Description	SR 121 NB ON ramp PM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA), ft	1500	1500
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V_i), veh/h	4000	750
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.901	0.901
Flow Rate (v_i), pc/h	4673	876
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.77	0.44

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	1281.7	Density in Ramp Influence Area (D_R), pc/mi/ln	24.1
Distance to Upstream Ramp (L_{UP}), ft	850	Speed Index (M_s)	0.365
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	1907
Distance to Downstream Ramp (L_{DOWN}), ft	-	On-Ramp Influence Area Speed (S_R), mi/h	59.8
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FM})	0.592	Outer Lanes Freeway Speed (S_o), mi/h	64.9
Flow in Lanes 1 and 2 (v_{12}), pc/h	2766	Ramp Junction Speed (S), mi/h	61.5
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	3642	Average Density (D), pc/mi/ln	30.1
Level of Service (LOS)	C		

HCS7 Freeway Diverge Report

Project Information

2045 Build Ramps

Analyst	David Tyler	Date	4/15/2021
Agency		Analysis Year	2045
Jurisdiction	FDOT	Time Period Analyzed	AM
Project Description	SR 121 SB Off Ramp AM		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (L _D), ft	1500	400
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V _i), veh/h	4000	750
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	11.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f _{HV})	0.901	0.901
Flow Rate (v _i), pc/h	4673	876
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.65	0.44

Speed and Density

Upstream Equilibrium Distance (L _{EQ}), ft	-	Density in Ramp Influence Area (D _R), pc/mi/ln	27.9
Distance to Upstream Ramp (L _{UP}), ft	-	Speed Index (D _S)	0.507
Downstream Equilibrium Distance (L _{EQ}), ft	-	Flow Outer Lanes (v _{OA}), pc/h/ln	1507
Distance to Downstream Ramp (L _{DOWN}), ft	900	Off-Ramp Influence Area Speed (S _R), mi/h	55.8
Prop. Freeway Vehicles in Lane 1 and 2 (P _{FD})	0.603	Outer Lanes Freeway Speed (S _O), mi/h	74.8
Flow in Lanes 1 and 2 (v ₁₂), pc/h	3166	Ramp Junction Speed (S), mi/h	60.8
Flow Entering Ramp-Infl. Area (v _{R12}), pc/h	-	Average Density (D), pc/mi/ln	25.6
Level of Service (LOS)	C		

101: 34th St & SR 121



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↖	↗↗	↖	↖	↗↗	↖	↖↖	↗↗	↖	↖↖	↗↗	↖
Traffic Volume (vph)	363	1252	73	9	637	194	56	82	12	200	45	220
Future Volume (vph)	363	1252	73	9	637	194	56	82	12	200	45	220
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	330		300	285		350	370		310	290		285
Storage Lanes	2		1	1		1	2		2	1		1
Taper Length (ft)	75			50			100			55		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	0.97	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)	3400	3505	1568	1752	3505	1568	3400	3505	1568	3400	3505	1568
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3400	3505	1568	1752	3505	1568	3400	3505	1568	3400	3505	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			201			245			201			232
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		515			1056			692			1025	
Travel Time (s)		7.8			16.0			10.5			15.5	
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
Adj. Flow (vph)	382	1318	77	9	671	204	59	86	13	211	47	232
Shared Lane Traffic (%)												
Lane Group Flow (vph)	382	1318	77	9	671	204	59	86	13	211	47	232
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)		30			30			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	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
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)	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			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	custom	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1 11	6 16		5	2		7	4		3	8	
Permitted Phases			6			Free			4			8

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Lane Group	Ø1	Ø11	Ø16
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases	1	11	16
Permitted Phases			

101: 34th St & SR 121



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1 11	6 16	6	5	2		7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)			5.2	1.0	5.2		1.0	4.0	4.0	1.0	1.0	1.0
Minimum Split (s)			46.8	7.8	42.8		7.9	10.9	10.9	7.9	7.9	7.9
Total Split (s)			73.0	18.0	67.0		18.0	18.0	18.0	32.0	32.0	32.0
Total Split (%)			42.9%	10.6%	39.4%		10.6%	10.6%	10.6%	18.8%	18.8%	18.8%
Yellow Time (s)			4.8	4.8	4.8		4.9	4.9	4.9	4.9	4.9	4.9
All-Red Time (s)			2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)			0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)			6.8	6.8	6.8		6.9	6.9	6.9	6.9	6.9	6.9
Lead/Lag			Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?			Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode			Min	Min	C-Min		None	None	None	None	None	None
Act Effct Green (s)	30.6	110.7	84.7	6.0	79.1	170.0	8.3	10.0	10.0	15.9	20.1	20.1
Actuated g/C Ratio	0.18	0.65	0.50	0.04	0.47	1.00	0.05	0.06	0.06	0.09	0.12	0.12
v/c Ratio	0.62	0.58	0.09	0.15	0.41	0.13	0.35	0.42	0.05	0.67	0.11	0.59
Control Delay	52.8	8.2	0.2	84.2	32.0	0.2	83.6	82.9	0.3	84.6	68.2	14.1
Queue Delay	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.8	8.5	0.2	84.2	32.0	0.2	83.6	82.9	0.3	84.6	68.2	14.1
LOS	D	A	A	F	C	A	F	F	A	F	E	B
Approach Delay		17.7			25.2			76.4			49.6	
Approach LOS		B			C			E			D	
Queue Length 50th (ft)	189	306	0	10	255	0	33	49	0	119	25	0
Queue Length 95th (ft)	238	313	m0	32	350	0	59	80	0	162	47	86
Internal Link Dist (ft)		435			976			612			945	
Turn Bay Length (ft)	330		300	285		350	370		310	290		285
Base Capacity (vph)	784	2344	882	115	1630	1568	222	234	292	502	520	430
Starvation Cap Reductn	0	408	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.68	0.09	0.08	0.41	0.13	0.27	0.37	0.04	0.42	0.09	0.54

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 0 (0%), Referenced to phase 2:WBT, Start of Yellow
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.67
 Intersection Signal Delay: 27.2
 Intersection LOS: C
 Intersection Capacity Utilization 67.4%
 ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

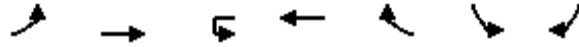
Splits and Phases: 101: 34th St & SR 121



101: 34th St & SR 121

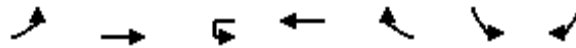
Lane Group	Ø1	Ø11	Ø16
Detector Phase			
Switch Phase			
Minimum Initial (s)	1.0	4.0	4.0
Minimum Split (s)	7.9	10.9	10.9
Total Split (s)	24.0	29.0	29.0
Total Split (%)	14%	17%	17%
Yellow Time (s)	4.9	4.9	4.9
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead		
Lead-Lag Optimize?	Yes		
Recall Mode	None	None	None
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			
Intersection Summary			

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Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	203	1496	11	534	369	190	21
Future Volume (vph)	203	1496	11	534	369	190	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		90		0	0	75
Storage Lanes	1		1		1	1	1
Taper Length (ft)	45		75			0	
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Fr _t					0.850		0.850
Fl _t Protected	0.950		0.950			0.950	
Satd. Flow (prot)	1626	3505	1752	3505	1455	1626	1455
Fl _t Permitted	0.950		0.950			0.950	
Satd. Flow (perm)	1626	3505	1752	3505	1455	1626	1455
Right Turn on Red					Yes		Yes
Satd. Flow (RTOR)					388		16
Link Speed (mph)		45		45		35	
Link Distance (ft)		823		515		404	
Travel Time (s)		12.5		7.8		7.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	11%	3%	3%	3%	11%	11%	11%
Adj. Flow (vph)	214	1575	12	562	388	200	22
Shared Lane Traffic (%)							
Lane Group Flow (vph)	214	1575	12	562	388	200	22
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Left	R NA	Left	Right	Left	Right
Median Width(ft)		24		24		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	1.00
Turning Speed (mph)	15		9		9	15	9
Number of Detectors	1	2	1	2	1	1	1
Detector Template	Left	Thru	Left	Thru	Right	Left	Right
Leading Detector (ft)	20	100	20	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	6	20	20	20
Detector 1 Type	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
Detector 1 Queue (s)	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
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	NA	Prot	NA	Perm	Prot	Perm
Protected Phases	1	6	5	2		8	

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Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Permitted Phases					2		8
Detector Phase	1	6	5	2	2	8	8
Switch Phase							
Minimum Initial (s)	5.0	15.0	5.0	15.0	15.0	10.0	10.0
Minimum Split (s)	11.9	21.9	11.9	21.9	21.9	17.1	17.1
Total Split (s)	30.0	80.0	15.0	65.0	65.0	75.0	75.0
Total Split (%)	17.6%	47.1%	8.8%	38.2%	38.2%	44.1%	44.1%
Yellow Time (s)	4.9	4.9	4.9	4.9	4.9	4.9	4.9
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.2	2.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.9	6.9	6.9	7.1	7.1
Lead/Lag	Lag	Lead	Lag	Lead	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	C-Max	None	C-Max	C-Max	None	None
Act Effct Green (s)	23.1	121.4	6.3	97.4	97.4	28.6	28.6
Actuated g/C Ratio	0.14	0.71	0.04	0.57	0.57	0.17	0.17
v/c Ratio	0.97	0.63	0.19	0.28	0.39	0.73	0.09
Control Delay	122.4	10.7	84.1	8.5	1.8	82.2	27.5
Queue Delay	0.0	0.2	0.0	0.1	0.1	0.0	0.0
Total Delay	122.4	10.8	84.1	8.7	1.9	82.2	27.5
LOS	F	B	F	A	A	F	C
Approach Delay		24.2		6.9		76.8	
Approach LOS		C		A		E	
Queue Length 50th (ft)	253	272	14	65	6	215	6
Queue Length 95th (ft)	#428	324	m32	102	12	292	32
Internal Link Dist (ft)		743		435		324	
Turn Bay Length (ft)			90				75
Base Capacity (vph)	220	2503	83	2008	999	649	590
Starvation Cap Reductn	0	244	0	563	116	0	0
Spillback Cap Reductn	0	52	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.97	0.70	0.14	0.39	0.44	0.31	0.04

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.97
 Intersection Signal Delay: 22.5 Intersection LOS: C
 Intersection Capacity Utilization 73.5% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

102: SR 121 & I-75 NB Ramps

Splits and Phases: 102: SR 121 & I-75 NB Ramps



103: BP Driveway 1/I-75 SB Ramps & SR 121



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	1220	2	17	434	104	3	2	14	467	2	108
Future Volume (vph)	29	1220	2	17	434	104	3	2	14	467	2	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	165		0	0		0	900		900
Storage Lanes	1		0	1		1	0		1	1		1
Taper Length (ft)	25			50			0			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt						0.850			0.850			0.850
Flt Protected	0.950			0.950				0.971		0.950	0.953	
Satd. Flow (prot)	1626	3505	0	1752	3505	1455	0	1737	1568	1545	1550	1455
Flt Permitted	0.471			0.145				0.971		0.950	0.953	
Satd. Flow (perm)	806	3505	0	267	3505	1455	0	1737	1568	1545	1550	1455
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						109			109			114
Link Speed (mph)		45			45			30				35
Link Distance (ft)		332			823			252				1216
Travel Time (s)		5.0			12.5			5.7				23.7
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 (%)	11%	3%	3%	3%	3%	11%	3%	11%	3%	11%	11%	11%
Adj. Flow (vph)	31	1284	2	18	457	109	3	2	15	492	2	114
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	31	1286	0	18	457	109	0	5	15	246	248	114
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	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
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)	20	6		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
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
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		7	7		8	8	

103: BP Driveway 1/I-75 SB Ramps & SR 121



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	6			2		2			7			8
Detector Phase	1	6		5	2	2	7	7	7	8	8	8
Switch Phase												
Minimum Initial (s)	4.0	15.0		4.0	15.0	15.0	4.0	4.0	4.0	10.0	10.0	10.0
Minimum Split (s)	10.9	21.9		10.9	21.9	21.9	10.9	10.9	10.9	16.9	16.9	16.9
Total Split (s)	15.0	91.0		15.0	91.0	91.0	15.0	15.0	15.0	49.0	49.0	49.0
Total Split (%)	8.8%	53.5%		8.8%	53.5%	53.5%	8.8%	8.8%	8.8%	28.8%	28.8%	28.8%
Yellow Time (s)	4.9	4.9		4.9	4.9	4.9	3.4	3.4	3.4	4.2	4.2	4.2
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.5	2.5	2.5	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9		6.9	6.9	6.9		5.9	5.9	6.2	6.2	6.2
Lead/Lag	Lag	Lead		Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	113.0	108.9		111.6	106.5	106.5		6.1	6.1	33.4	33.4	33.4
Actuated g/C Ratio	0.66	0.64		0.66	0.63	0.63		0.04	0.04	0.20	0.20	0.20
v/c Ratio	0.06	0.57		0.08	0.21	0.11		0.08	0.09	0.81	0.82	0.30
Control Delay	13.0	22.1		1.8	1.8	0.2		81.6	1.1	84.9	85.4	9.8
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	13.0	22.1		1.8	1.8	0.2		81.6	1.1	84.9	85.4	9.8
LOS	B	C		A	A	A		F	A	F	F	A
Approach Delay		21.9			1.5			21.3			71.0	
Approach LOS		C			A			C			E	
Queue Length 50th (ft)	12	477		1	10	1		6	0	278	282	0
Queue Length 95th (ft)	31	654		2	15	1		22	0	365	366	54
Internal Link Dist (ft)		252			743			172			1136	
Turn Bay Length (ft)	150			165						900		900
Base Capacity (vph)	589	2244		250	2195	952		92	187	391	393	454
Starvation Cap Reductn	0	0		0	0	0		0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0		0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0		0	0	0	0	0
Reduced v/c Ratio	0.05	0.57		0.07	0.21	0.11		0.05	0.08	0.63	0.63	0.25

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 9.6 (6%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 29.0 Intersection LOS: C
 Intersection Capacity Utilization 65.9% ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 103: BP Driveway 1/I-75 SB Ramps & SR 121



104: 35th Dr/41st Blvd & SR 121



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	1143	45	17	391	137	8	2	30	78	8	14
Future Volume (vph)	13	1143	45	17	391	137	8	2	30	78	8	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	145		0	150		150	0		0	0		0
Storage Lanes	1		0	1		1	0		0	0		0
Taper Length (ft)	60			50			0			0		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.994				0.850		0.897			0.981	
Flt Protected	0.950			0.950				0.991			0.962	
Satd. Flow (prot)	1752	3484	0	1752	3505	1568	0	1640	0	0	1741	0
Flt Permitted	0.950			0.950				0.991			0.962	
Satd. Flow (perm)	1752	3484	0	1752	3505	1568	0	1640	0	0	1741	0
Link Speed (mph)		50			45			40			45	
Link Distance (ft)		307			150			203			299	
Travel Time (s)		4.2			2.3			3.5			4.5	
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
Adj. Flow (vph)	14	1203	47	18	412	144	8	2	32	82	8	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	14	1250	0	18	412	144	0	42	0	0	105	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			0			0	
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
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	52.0%
ICU Level of Service	A
Analysis Period (min)	15

101: 34th St & SR 121



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↖	↗↗	↘	↙	↗↗	↘	↖↖	↗↗	↘	↖↖	↗↗	↘
Traffic Volume (vph)	265	655	55	15	1400	320	140	60	10	340	230	470
Future Volume (vph)	265	655	55	15	1400	320	140	60	10	340	230	470
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	330		300	285		350	370		310	290		285
Storage Lanes	2		1	1		1	2		2	1		1
Taper Length (ft)	75			50			100			55		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	0.97	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)	3400	3505	1568	1752	3505	1568	3400	3505	1568	3400	3505	1568
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3400	3505	1568	1752	3505	1568	3400	3505	1568	3400	3505	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			150			192			150			230
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		515			1056			692			1025	
Travel Time (s)		7.8			16.0			10.5			15.5	
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
Adj. Flow (vph)	279	689	58	16	1474	337	147	63	11	358	242	495
Shared Lane Traffic (%)												
Lane Group Flow (vph)	279	689	58	16	1474	337	147	63	11	358	242	495
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)		30			30			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	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
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)	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			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	custom	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	11	6 16		5 15	2		7	4		3	8	
Permitted Phases			6			Free			4			8

101: 34th St & SR 121

Lane Group	Ø5	Ø15	Ø16
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases	5	15	16
Permitted Phases			

101: 34th St & SR 121



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	11	6 16	6	5 15	2		7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	4.0		15.0		15.0		4.0	10.0	10.0	4.0	10.0	10.0
Minimum Split (s)	9.0		46.8		42.8		10.9	16.9	16.9	10.9	16.9	16.9
Total Split (s)	30.0		77.0		95.0		28.0	22.0	22.0	33.0	27.0	27.0
Total Split (%)	16.7%		42.8%		52.8%		15.6%	12.2%	12.2%	18.3%	15.0%	15.0%
Maximum Green (s)	25.0		70.2		88.2		21.1	15.1	15.1	26.1	20.1	20.1
Yellow Time (s)	4.0		4.8		4.8		4.9	4.9	4.9	4.9	4.9	4.9
All-Red Time (s)	1.0		2.0		2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		6.8		6.8		6.9	6.9	6.9	6.9	6.9	6.9
Lead/Lag			Lag				Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?			Yes				Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0		3.5		6.0		3.0	3.5	3.5	3.0	3.5	3.5
Recall Mode	None		C-Max		C-Max		None	None	None	None	None	None
Walk Time (s)			7.0		7.0							
Flash Dont Walk (s)			33.0		29.0							
Pedestrian Calls (#/hr)			0		0							
Act Effct Green (s)	20.0	95.9	81.4	11.6	88.2	180.0	13.1	22.8	22.8	23.4	33.1	33.1
Actuated g/C Ratio	0.11	0.53	0.45	0.06	0.49	1.00	0.07	0.13	0.13	0.13	0.18	0.18
v/c Ratio	0.74	0.37	0.07	0.14	0.86	0.21	0.59	0.14	0.03	0.81	0.38	1.04
Control Delay	93.8	18.9	0.4	42.5	46.7	0.3	90.5	73.7	0.2	90.9	67.9	87.7
Queue Delay	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	93.8	19.2	0.4	42.5	46.7	0.3	90.5	73.7	0.2	90.9	67.9	87.7
LOS	F	B	A	D	D	A	F	E	A	F	E	F
Approach Delay		38.4			38.1			81.2			84.4	
Approach LOS		D			D			F			F	
Queue Length 50th (ft)	173	299	0	9	798	0	88	35	0	214	133	~394
Queue Length 95th (ft)	233	258	m4	24	903	0	127	65	0	272	192	#704
Internal Link Dist (ft)		435			976			612			945	
Turn Bay Length (ft)	330		300	285		350	370		310	290		285
Base Capacity (vph)	472	1867	791	223	1717	1568	398	444	329	494	643	475
Starvation Cap Reductn	0	485	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.50	0.07	0.07	0.86	0.21	0.37	0.14	0.03	0.72	0.38	1.04

Intersection Summary

Area Type:	Other
Cycle Length:	180
Actuated Cycle Length:	180
Offset:	0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle:	115
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.04
Intersection Signal Delay:	52.6
Intersection LOS:	D
Intersection Capacity Utilization:	89.0%
ICU Level of Service:	E
Analysis Period (min):	15

~ Volume exceeds capacity, queue is theoretically infinite.

101: 34th St & SR 121

Lane Group	Ø5	Ø15	Ø16
Detector Phase			
Switch Phase			
Minimum Initial (s)	6.0	4.0	4.0
Minimum Split (s)	11.0	8.0	8.0
Total Split (s)	18.0	15.0	15.0
Total Split (%)	10%	8%	8%
Maximum Green (s)	13.0	11.0	11.0
Yellow Time (s)	4.0	3.5	3.5
All-Red Time (s)	1.0	0.5	0.5
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	2.5	3.0	3.0
Recall Mode	None	None	None
Walk Time (s)			
Flash Dont Walk (s)			
Pedestrian Calls (#/hr)			
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			
Intersection Summary			

101: 34th St & SR 121

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

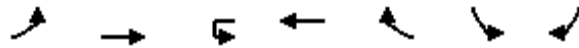
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 101: 34th St & SR 121

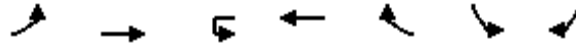


102: SR 121 & I-75 NB Ramps



Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	205	1490	5	1425	580	150	40
Future Volume (vph)	205	1490	5	1425	580	150	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		90		0	0	75
Storage Lanes	1		1		1	1	1
Taper Length (ft)	45		75			0	
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Fr _t					0.850		0.850
Fl _t Protected	0.950		0.950			0.950	
Satd. Flow (prot)	1626	3505	1752	3505	1455	1626	1455
Fl _t Permitted	0.950		0.950			0.950	
Satd. Flow (perm)	1626	3505	1752	3505	1455	1626	1455
Right Turn on Red					Yes		Yes
Satd. Flow (RTOR)					406		27
Link Speed (mph)		45		45		35	
Link Distance (ft)		823		515		404	
Travel Time (s)		12.5		7.8		7.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	11%	3%	3%	3%	11%	11%	11%
Adj. Flow (vph)	216	1568	5	1500	611	158	42
Shared Lane Traffic (%)							
Lane Group Flow (vph)	216	1568	5	1500	611	158	42
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Left	R NA	Left	Right	Left	Right
Median Width(ft)		24		24		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	1.00
Turning Speed (mph)	15		9		9	15	9
Number of Detectors	1	2	1	2	1	1	1
Detector Template	Left	Thru	Left	Thru	Right	Left	Right
Leading Detector (ft)	20	100	20	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	6	20	20	20
Detector 1 Type	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
Detector 1 Queue (s)	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
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	NA	Prot	NA	Perm	Prot	Perm
Protected Phases	1	6	5	2		8	

102: SR 121 & I-75 NB Ramps



Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Permitted Phases					2		8
Detector Phase	1	6	5	2	2	8	8
Switch Phase							
Minimum Initial (s)	5.0	15.0	5.0	15.0	15.0	10.0	10.0
Minimum Split (s)	10.0	20.5	10.0	20.5	20.5	15.0	15.0
Total Split (s)	26.0	121.0	15.0	110.0	110.0	44.0	44.0
Total Split (%)	14.4%	67.2%	8.3%	61.1%	61.1%	24.4%	24.4%
Maximum Green (s)	21.0	115.5	10.0	104.5	104.5	39.0	39.0
Yellow Time (s)	4.0	4.5	4.0	4.5	4.5	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.5	5.0	5.5	5.5	5.0	5.0
Lead/Lag	Lag	Lead	Lag	Lead	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	1.5	3.5	1.5	3.5	3.5	5.0	5.0
Recall Mode	None	C-Max	None	C-Max	C-Max	None	None
Act Effct Green (s)	21.0	141.9	6.0	118.9	118.9	24.6	24.6
Actuated g/C Ratio	0.12	0.79	0.03	0.66	0.66	0.14	0.14
v/c Ratio	1.14	0.57	0.09	0.65	0.56	0.71	0.19
Control Delay	180.6	13.2	78.4	6.8	1.6	91.1	31.6
Queue Delay	0.0	0.3	0.0	0.7	0.8	0.0	0.0
Total Delay	180.6	13.5	78.4	7.5	2.4	91.1	31.6
LOS	F	B	E	A	A	F	C
Approach Delay		33.7		6.2		78.6	
Approach LOS		C		A		E	
Queue Length 50th (ft)	~300	562	6	174	13	182	16
Queue Length 95th (ft)	#487	759	m8	m250	m22	257	55
Internal Link Dist (ft)		743		435		324	
Turn Bay Length (ft)			90				75
Base Capacity (vph)	189	2762	97	2314	1098	352	336
Starvation Cap Reductn	0	536	0	422	222	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.14	0.70	0.05	0.79	0.70	0.45	0.13

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.14
 Intersection Signal Delay: 21.7 Intersection LOS: C
 Intersection Capacity Utilization 72.0% ICU Level of Service C
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.

102: SR 121 & I-75 NB Ramps

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 102: SR 121 & I-75 NB Ramps

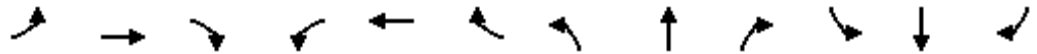


103: BP Driveway 1/I-75 SB Ramps & SR 121



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	640	10	20	1275	170	5	0	10	315	0	220
Future Volume (vph)	25	640	10	20	1275	170	5	0	10	315	0	220
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	165		0	0		0	900		900
Storage Lanes	1		0	1		1	0		1	1		1
Taper Length (ft)	25			50			0			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.998				0.850			0.850			0.850
Flt Protected	0.950			0.950				0.950		0.950	0.950	
Satd. Flow (prot)	1626	3498	0	1752	3505	1455	0	1752	1568	1545	1545	1455
Flt Permitted	0.157			0.367				0.950		0.950	0.950	
Satd. Flow (perm)	269	3498	0	677	3505	1455	0	1752	1568	1545	1545	1455
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				106			76			215
Link Speed (mph)		45			45			30				35
Link Distance (ft)		332			823			252				1216
Travel Time (s)		5.0			12.5			5.7				23.7
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 (%)	11%	3%	3%	3%	3%	11%	3%	11%	3%	11%	11%	11%
Adj. Flow (vph)	26	674	11	21	1342	179	5	0	11	332	0	232
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	26	685	0	21	1342	179	0	5	11	166	166	232
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	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
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)	20	6		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
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
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		4	4		8		8

103: BP Driveway 1/I-75 SB Ramps & SR 121



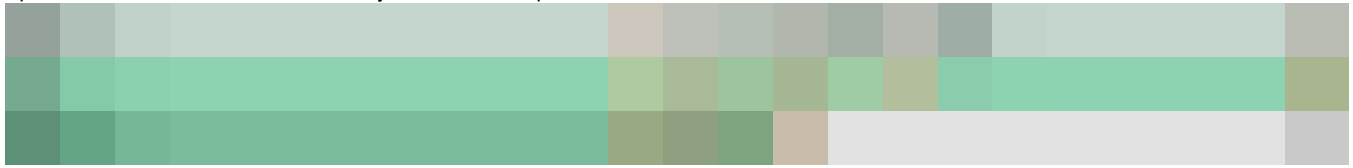
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	6			2		2			4			8
Detector Phase	1	6		5	2	2	4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	4.0	15.0		4.0	15.0	15.0	4.0	4.0	4.0	10.0	10.0	10.0
Minimum Split (s)	9.0	20.5		9.0	20.5	20.5	9.0	9.0	9.0	15.0	15.0	15.0
Total Split (s)	15.0	91.0		15.0	91.0	91.0	15.0	15.0	15.0	59.0	59.0	59.0
Total Split (%)	8.3%	50.6%		8.3%	50.6%	50.6%	8.3%	8.3%	8.3%	32.8%	32.8%	32.8%
Maximum Green (s)	10.0	85.5		10.0	85.5	85.5	10.0	10.0	10.0	54.0	54.0	54.0
Yellow Time (s)	4.0	4.5		4.0	4.5	4.5	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.5		5.0	5.5	5.5		5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lag	Lead		Lag	Lead	Lead						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	2.5	3.5		2.5	3.5	3.5	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	136.5	130.9		136.5	130.9	130.9		6.2	6.2	25.6	25.6	25.6
Actuated g/C Ratio	0.76	0.73		0.76	0.73	0.73		0.03	0.03	0.14	0.14	0.14
v/c Ratio	0.11	0.27		0.04	0.53	0.16		0.08	0.09	0.76	0.76	0.59
Control Delay	9.6	10.5		1.1	4.7	1.0		86.6	1.4	94.7	94.7	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	9.6	10.5		1.1	4.8	1.0		86.6	1.4	94.7	94.7	16.2
LOS	A	B		A	A	A		F	A	F	F	B
Approach Delay		10.5			4.3			28.0			62.4	
Approach LOS		B			A			C			E	
Queue Length 50th (ft)	8	159		1	61	2		6	0	201	201	18
Queue Length 95th (ft)	22	231		m1	121	16		22	0	281	281	105
Internal Link Dist (ft)		252			743			172			1136	
Turn Bay Length (ft)	150			165						900		900
Base Capacity (vph)	286	2545		591	2549	1087		97	158	463	463	587
Starvation Cap Reductn	0	0		0	145	0		0	0	0	0	0
Spillback Cap Reductn	0	68		0	0	0		0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0		0	0	0	0	0
Reduced v/c Ratio	0.09	0.28		0.04	0.56	0.16		0.05	0.07	0.36	0.36	0.40

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 17.5 Intersection LOS: B
 Intersection Capacity Utilization 65.1% ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

103: BP Driveway 1/I-75 SB Ramps & SR 121

Splits and Phases: 103: BP Driveway 1/I-75 SB Ramps & SR 121



104: 35th Dr/41st Blvd & SR 121



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	515	25	30	1310	160	25	5	45	115	5	25
Future Volume (vph)	15	515	25	30	1310	160	25	5	45	115	5	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	145		0	215		200	0		0	0		0
Storage Lanes	1		0	1		1	0		0	0		0
Taper Length (ft)	60			50			0			0		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.993				0.850		0.919			0.977	
Flt Protected	0.950			0.950				0.984			0.962	
Satd. Flow (prot)	1752	3480	0	1752	3505	1568	0	1668	0	0	1734	0
Flt Permitted	0.950			0.950				0.984			0.962	
Satd. Flow (perm)	1752	3480	0	1752	3505	1568	0	1668	0	0	1734	0
Link Speed (mph)		50			45			40			45	
Link Distance (ft)		307			150			203			299	
Travel Time (s)		4.2			2.3			3.5			4.5	
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
Adj. Flow (vph)	16	542	26	32	1379	168	26	5	47	121	5	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	16	568	0	32	1379	168	0	78	0	0	152	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			0			0	
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
Sign Control		Free			Free			Stop			Stop	

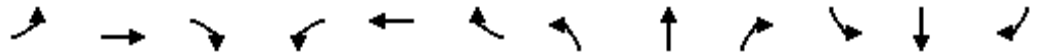
Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	57.7%
ICU Level of Service	B
Analysis Period (min)	15

Appendix E

2025 and 2045 No-Build Operational Analysis

101: 34th St & SR 121



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	385	1315	65	15	650	205	60	85	15	210	45	235
Future Volume (vph)	385	1315	65	15	650	205	60	85	15	210	45	235
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	330		300	285		350	370		310	290		285
Storage Lanes	2		1	1		1	2		2	1		1
Taper Length (ft)	75			50			100			55		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	0.97	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)	3400	3505	1568	1752	3505	1568	3400	3505	1568	3400	3505	1568
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3400	3505	1568	1752	3505	1568	3400	3505	1568	3400	3505	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			176			312			244			247
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		515			1056			692			1025	
Travel Time (s)		7.8			16.0			10.5			15.5	
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
Adj. Flow (vph)	405	1384	68	16	684	216	63	89	16	221	47	247
Shared Lane Traffic (%)												
Lane Group Flow (vph)	405	1384	68	16	684	216	63	89	16	221	47	247
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)		30			30			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	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
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)	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			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			Free			4			8

101: 34th St & SR 121



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6	6	5	2		7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	4.0	15.0	15.0	6.0	15.0		4.0	10.0	10.0	4.0	10.0	10.0
Minimum Split (s)	10.9	39.9	39.9	12.9	33.9		10.9	33.9	33.9	10.9	36.9	36.9
Total Split (s)	21.0	45.0	45.0	13.0	37.0		13.0	34.0	34.0	18.0	39.0	39.0
Total Split (%)	19.1%	40.9%	40.9%	11.8%	33.6%		11.8%	30.9%	30.9%	16.4%	35.5%	35.5%
Maximum Green (s)	14.1	38.1	38.1	6.1	30.1		6.1	27.1	27.1	11.1	32.1	32.1
Yellow Time (s)	4.9	4.9	4.9	4.9	4.9		4.9	4.9	4.9	4.9	4.9	4.9
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.9	6.9	6.9		6.9	6.9	6.9	6.9	6.9	6.9
Lead/Lag	Lag	Lag	Lag	Lead	Lead		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.5	3.5	2.5	6.0		3.0	3.5	3.5	3.0	3.5	3.5
Recall Mode	None	C-Max	C-Max	None	C-Max		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)		28.0	28.0		22.0			22.0	22.0		25.0	25.0
Pedestrian Calls (#/hr)		0	0		0			0	0		0	0
Act Effct Green (s)	14.1	66.0	66.0	6.5	50.7	110.0	6.0	10.2	10.2	10.9	14.1	14.1
Actuated g/C Ratio	0.13	0.60	0.60	0.06	0.46	1.00	0.05	0.09	0.09	0.10	0.13	0.13
v/c Ratio	0.93	0.66	0.07	0.16	0.42	0.14	0.34	0.28	0.04	0.66	0.10	0.59
Control Delay	62.7	9.6	0.1	52.3	22.0	0.2	55.3	48.8	0.2	57.8	42.0	11.8
Queue Delay	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.7	9.9	0.1	52.3	22.0	0.2	55.3	48.8	0.2	57.8	42.0	11.8
LOS	E	A	A	D	C	A	E	D	A	E	D	B
Approach Delay		21.1			17.4			46.6			34.3	
Approach LOS		C			B			D			C	
Queue Length 50th (ft)	152	101	0	11	176	0	22	31	0	78	15	0
Queue Length 95th (ft)	#238	376	m0	34	231	0	45	56	0	119	33	73
Internal Link Dist (ft)		435			976			612			945	
Turn Bay Length (ft)	330		300	285		350	370		310	290		285
Base Capacity (vph)	435	2103	1011	104	1614	1568	188	863	570	343	1022	632
Starvation Cap Reductn	0	229	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.93	0.74	0.07	0.15	0.42	0.14	0.34	0.10	0.03	0.64	0.05	0.39

Intersection Summary

Area Type:	Other
Cycle Length:	110
Actuated Cycle Length:	110
Offset:	108 (98%), Referenced to phase 6:EBT and 2:WBT, Start of Yellow
Natural Cycle:	115
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.93
Intersection Signal Delay:	23.3
Intersection LOS:	C
Intersection Capacity Utilization:	71.3%
ICU Level of Service:	C
Analysis Period (min):	15

95th percentile volume exceeds capacity, queue may be longer.

101: 34th St & SR 121

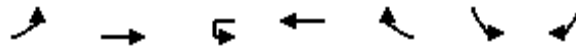
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 101: 34th St & SR 121

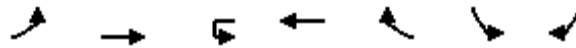


102: SR 121 & I-75 NB Ramps



Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	215	1560	10	560	385	205	25
Future Volume (vph)	215	1560	10	560	385	205	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		90		0	0	75
Storage Lanes	1		1		1	1	1
Taper Length (ft)	45		75				0
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Fr _t					0.850		0.850
Fl _t Protected	0.950		0.950			0.950	
Satd. Flow (prot)	1626	3505	1752	3505	1455	1626	1455
Fl _t Permitted	0.950		0.950			0.950	
Satd. Flow (perm)	1626	3505	1752	3505	1455	1626	1455
Right Turn on Red					Yes		Yes
Satd. Flow (RTOR)					405		19
Link Speed (mph)		45		45		35	
Link Distance (ft)		823		515		404	
Travel Time (s)		12.5		7.8		7.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	11%	3%	3%	3%	11%	11%	11%
Adj. Flow (vph)	226	1642	11	589	405	216	26
Shared Lane Traffic (%)							
Lane Group Flow (vph)	226	1642	11	589	405	216	26
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Left	R NA	Left	Right	Left	Right
Median Width(ft)		24		24		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	1.00
Turning Speed (mph)	15		9		9	15	9
Number of Detectors	1	2	1	2	1	1	1
Detector Template	Left	Thru	Left	Thru	Right	Left	Right
Leading Detector (ft)	20	100	20	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	6	20	20	20
Detector 1 Type	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
Detector 1 Queue (s)	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
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	NA	Prot	NA	Perm	Prot	Perm
Protected Phases	1	6	5	2		8	

102: SR 121 & I-75 NB Ramps



Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Permitted Phases					2		8
Detector Phase	1	6	5	2	2	8	8
Switch Phase							
Minimum Initial (s)	5.0	15.0	5.0	15.0	15.0	10.0	10.0
Minimum Split (s)	11.9	21.9	11.9	21.9	21.9	16.9	16.9
Total Split (s)	32.0	70.0	12.0	50.0	50.0	28.0	28.0
Total Split (%)	29.1%	63.6%	10.9%	45.5%	45.5%	25.5%	25.5%
Maximum Green (s)	25.1	63.1	5.1	43.1	43.1	21.1	21.1
Yellow Time (s)	4.9	4.9	4.9	4.9	4.9	4.9	4.9
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.9	6.9	6.9	6.9	6.9
Lead/Lag	Lag	Lead	Lag	Lead	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	1.5	3.5	1.5	3.5	3.5	5.0	5.0
Recall Mode	None	C-Max	None	C-Max	C-Max	None	None
Act Effct Green (s)	19.2	73.8	5.0	50.1	50.1	20.0	20.0
Actuated g/C Ratio	0.17	0.67	0.05	0.46	0.46	0.18	0.18
v/c Ratio	0.80	0.70	0.14	0.37	0.46	0.73	0.09
Control Delay	52.2	7.7	60.5	10.5	2.2	57.2	19.3
Queue Delay	0.0	0.1	0.0	0.0	0.2	0.0	0.0
Total Delay	52.2	7.8	60.5	10.5	2.4	57.2	19.3
LOS	D	A	E	B	A	E	B
Approach Delay		13.2		7.8		53.1	
Approach LOS		B		A		D	
Queue Length 50th (ft)	160	211	8	62	4	143	4
Queue Length 95th (ft)	m241	249	m20	92	12	#240	29
Internal Link Dist (ft)		743		435		324	
Turn Bay Length (ft)			90				75
Base Capacity (vph)	371	2350	81	1596	883	321	303
Starvation Cap Reductn	0	44	0	0	98	0	0
Spillback Cap Reductn	0	69	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.72	0.14	0.37	0.52	0.67	0.09

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 106 (96%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 14.5 Intersection LOS: B
 Intersection Capacity Utilization 75.9% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

102: SR 121 & I-75 NB Ramps

Splits and Phases: 102: SR 121 & I-75 NB Ramps



103: BP Driveway 1/I-75 SB Ramps & SR 121



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	1285	5	20	445	125	5	10	15	480	5	105
Future Volume (vph)	35	1285	5	20	445	125	5	10	15	480	5	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	165		0	0		0	900		900
Storage Lanes	1		0	1		1	0		1	1		1
Taper Length (ft)	25			50			0			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.999				0.850			0.850			0.850
Flt Protected	0.950			0.950				0.985		0.950	0.953	
Satd. Flow (prot)	1626	3501	0	1752	3505	1455	0	1725	1568	1545	1550	1455
Flt Permitted	0.466			0.094				0.985		0.950	0.953	
Satd. Flow (perm)	798	3501	0	173	3505	1455	0	1725	1568	1545	1550	1455
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						176			176			176
Link Speed (mph)		45			45			30				35
Link Distance (ft)		332			823			252				1216
Travel Time (s)		5.0			12.5			5.7				23.7
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 (%)	11%	3%	3%	3%	3%	11%	3%	11%	3%	11%	11%	11%
Adj. Flow (vph)	37	1353	5	21	468	132	5	11	16	505	5	111
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	37	1358	0	21	468	132	0	16	16	252	258	111
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	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
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)	20	6		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
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
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		7	7		8		8

103: BP Driveway 1/I-75 SB Ramps & SR 121



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	6			2		2			7			8
Detector Phase	1	6		5	2	2	7	7	7	8	8	8
Switch Phase												
Minimum Initial (s)	4.0	15.0		4.0	15.0	15.0	4.0	4.0	4.0	10.0	10.0	10.0
Minimum Split (s)	10.9	21.9		10.9	21.9	21.9	10.9	10.9	10.9	16.9	16.9	16.9
Total Split (s)	11.0	56.0		11.0	56.0	56.0	11.0	11.0	11.0	32.0	32.0	32.0
Total Split (%)	10.0%	50.9%		10.0%	50.9%	50.9%	10.0%	10.0%	10.0%	29.1%	29.1%	29.1%
Maximum Green (s)	4.1	49.1		4.1	49.1	49.1	4.1	4.1	4.1	25.1	25.1	25.1
Yellow Time (s)	4.9	4.9		4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9		6.9	6.9	6.9		6.9	6.9	6.9	6.9	6.9
Lead/Lag	Lag	Lead		Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.5	3.5		2.5	3.5	3.5	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	66.3	63.0		64.9	60.8	60.8		4.7	4.7	22.2	22.2	22.2
Actuated g/C Ratio	0.60	0.57		0.59	0.55	0.55		0.04	0.04	0.20	0.20	0.20
v/c Ratio	0.07	0.68		0.13	0.24	0.15		0.22	0.07	0.81	0.83	0.26
Control Delay	11.7	21.8		3.5	1.2	0.3		58.6	0.5	61.9	63.7	2.1
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	11.7	21.8		3.5	1.2	0.3		58.6	0.5	61.9	63.7	2.1
LOS	B	C		A	A	A		E	A	E	E	A
Approach Delay		21.5			1.1			29.6			52.0	
Approach LOS		C			A			C			D	
Queue Length 50th (ft)	11	351		0	6	0		11	0	174	180	0
Queue Length 95th (ft)	27	548		m2	10	1		35	0	#286	#296	7
Internal Link Dist (ft)		252			743			172			1136	
Turn Bay Length (ft)	150			165						900		900
Base Capacity (vph)	511	2006		161	1938	883		73	235	352	353	467
Starvation Cap Reductn	0	0		0	0	0		0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0		0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0		0	0	0	0	0
Reduced v/c Ratio	0.07	0.68		0.13	0.24	0.15		0.22	0.07	0.72	0.73	0.24

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 8 (7%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 23.9

Intersection LOS: C

Intersection Capacity Utilization 69.7%

ICU Level of Service C

Analysis Period (min) 15

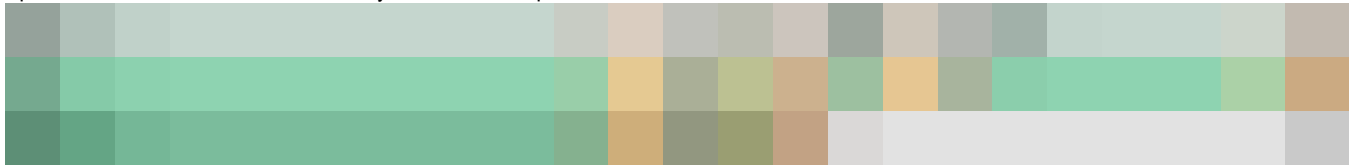
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

103: BP Driveway 1/I-75 SB Ramps & SR 121

Splits and Phases: 103: BP Driveway 1/I-75 SB Ramps & SR 121



104: 35th Dr/41st Blvd & SR 121



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	1210	50	20	395	145	10	5	30	80	10	15
Future Volume (vph)	15	1210	50	20	395	145	10	5	30	80	10	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	145		0	150		150	0		0	0		0
Storage Lanes	1		0	1		1	0		0	0		0
Taper Length (ft)	60			50			0			0		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.994				0.850		0.910				0.981
Flt Protected	0.950			0.950				0.989				0.964
Satd. Flow (prot)	1752	3484	0	1752	3505	1568	0	1660	0	0	1744	0
Flt Permitted	0.950			0.950				0.989				0.964
Satd. Flow (perm)	1752	3484	0	1752	3505	1568	0	1660	0	0	1744	0
Link Speed (mph)		50			45			40				45
Link Distance (ft)		307			150			203				299
Travel Time (s)		4.2			2.3			3.5				4.5
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
Adj. Flow (vph)	16	1274	53	21	416	153	11	5	32	84	11	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	16	1327	0	21	416	153	0	48	0	0	111	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			0				0
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
Sign Control		Free			Free			Stop				Stop

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	54.2%
ICU Level of Service	A
Analysis Period (min)	15

101: 34th St & SR 121



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	275	735	45	15	1410	340	145	65	10	360	240	500
Future Volume (vph)	275	735	45	15	1410	340	145	65	10	360	240	500
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	330		300	285		350	370		310	290		285
Storage Lanes	2		1	1		1	2		2	1		1
Taper Length (ft)	75			50			100			55		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	0.97	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)	3400	3505	1568	1752	3505	1568	3400	3505	1568	3400	3505	1568
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3400	3505	1568	1752	3505	1568	3400	3505	1568	3400	3505	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			179			279			229			179
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		515			1056			692			1025	
Travel Time (s)		7.8			16.0			10.5			15.5	
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
Adj. Flow (vph)	289	774	47	16	1484	358	153	68	11	379	253	526
Shared Lane Traffic (%)												
Lane Group Flow (vph)	289	774	47	16	1484	358	153	68	11	379	253	526
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)		30			30			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	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
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)	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			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			Free			4			8

101: 34th St & SR 121



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6	6	5	2		7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	4.0	15.0	15.0	6.0	15.0		4.0	10.0	10.0	4.0	10.0	10.0
Minimum Split (s)	10.9	39.9	39.9	12.9	33.9		10.9	33.9	33.9	10.9	36.9	36.9
Total Split (s)	20.0	80.0	80.0	13.0	73.0		14.0	34.0	34.0	23.0	43.0	43.0
Total Split (%)	13.3%	53.3%	53.3%	8.7%	48.7%		9.3%	22.7%	22.7%	15.3%	28.7%	28.7%
Maximum Green (s)	13.1	73.1	73.1	6.1	66.1		7.1	27.1	27.1	16.1	36.1	36.1
Yellow Time (s)	4.9	4.9	4.9	4.9	4.9		4.9	4.9	4.9	4.9	4.9	4.9
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.9	6.9	6.9		6.9	6.9	6.9	6.9	6.9	6.9
Lead/Lag	Lag	Lead	Lead	Lag	Lead		Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.5	3.5	2.5	6.0		3.0	3.5	3.5	3.0	3.5	3.5
Recall Mode	None	C-Max	C-Max	None	C-Max		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)		28.0	28.0		22.0			22.0	22.0		25.0	25.0
Pedestrian Calls (#/hr)		0	0		0			0	0		0	0
Act Effct Green (s)	13.1	80.9	80.9	6.1	66.1	150.0	7.1	10.2	10.2	36.4	36.1	36.1
Actuated g/C Ratio	0.09	0.54	0.54	0.04	0.44	1.00	0.05	0.07	0.07	0.24	0.24	0.24
v/c Ratio	0.98	0.41	0.05	0.23	0.96	0.23	0.96	0.29	0.03	0.46	0.30	1.03
Control Delay	110.1	15.8	0.1	77.5	56.0	0.3	130.1	69.6	0.2	51.8	47.8	82.5
Queue Delay	0.0	0.3	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.6
Total Delay	110.1	16.1	0.1	77.5	57.9	0.3	130.1	69.6	0.2	51.8	47.8	83.1
LOS	F	B	A	E	E	A	F	E	A	D	D	F
Approach Delay		39.9			46.9			106.2			65.1	
Approach LOS		D			D			F			E	
Queue Length 50th (ft)	151	242	0	16	733	0	78	34	0	169	107	~405
Queue Length 95th (ft)	#249	206	m0	42	#900	0	#154	61	0	224	150	#640
Internal Link Dist (ft)		435			976			612			945	
Turn Bay Length (ft)	330		300	285		350	370		310	290		285
Base Capacity (vph)	296	1890	928	71	1544	1568	160	633	470	824	843	513
Starvation Cap Reductn	0	532	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	23	0	0	0	0	0	0	1
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.98	0.57	0.05	0.23	0.98	0.23	0.96	0.11	0.02	0.46	0.30	1.03

Intersection Summary

Area Type:	Other
Cycle Length:	150
Actuated Cycle Length:	150
Offset:	142 (95%), Referenced to phase 6:EBT and 2:WBT, Start of Yellow
Natural Cycle:	145
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.03
Intersection Signal Delay:	53.2
Intersection LOS:	D
Intersection Capacity Utilization:	91.3%
ICU Level of Service:	F
Analysis Period (min):	15

~ Volume exceeds capacity, queue is theoretically infinite.

101: 34th St & SR 121

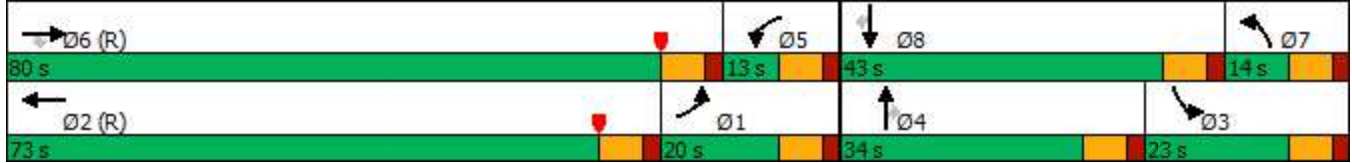
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

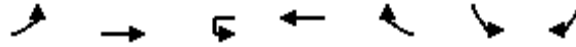
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 101: 34th St & SR 121

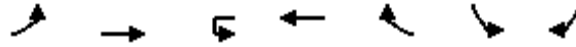


102: SR 121 & I-75 NB Ramps



Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	135	900	10	1490	565	165	45
Future Volume (vph)	135	900	10	1490	565	165	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		90		0	0	75
Storage Lanes	1		1		1	1	1
Taper Length (ft)	45		75				0
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Fr _t					0.850		0.850
Fl _t Protected	0.950		0.950			0.950	
Satd. Flow (prot)	1626	3505	1752	3505	1455	1626	1455
Fl _t Permitted	0.950		0.950			0.950	
Satd. Flow (perm)	1626	3505	1752	3505	1455	1626	1455
Right Turn on Red					Yes		Yes
Satd. Flow (RTOR)					415		31
Link Speed (mph)		45		45		35	
Link Distance (ft)		823		515		404	
Travel Time (s)		12.5		7.8		7.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	11%	3%	3%	3%	11%	11%	11%
Adj. Flow (vph)	142	947	11	1568	595	174	47
Shared Lane Traffic (%)							
Lane Group Flow (vph)	142	947	11	1568	595	174	47
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Left	R NA	Left	Right	Left	Right
Median Width(ft)		24		24		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	1.00
Turning Speed (mph)	15		9		9	15	9
Number of Detectors	1	2	1	2	1	1	1
Detector Template	Left	Thru	Left	Thru	Right	Left	Right
Leading Detector (ft)	20	100	20	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	6	20	20	20
Detector 1 Type	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
Detector 1 Queue (s)	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
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	NA	Prot	NA	Perm	Prot	Perm
Protected Phases	1	6	5	2		8	

102: SR 121 & I-75 NB Ramps



Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Permitted Phases					2		8
Detector Phase	1	6	5	2	2	8	8
Switch Phase							
Minimum Initial (s)	5.0	15.0	5.0	15.0	15.0	10.0	10.0
Minimum Split (s)	11.9	21.9	11.9	21.9	21.9	16.9	16.9
Total Split (s)	30.0	106.0	12.0	88.0	88.0	32.0	32.0
Total Split (%)	20.0%	70.7%	8.0%	58.7%	58.7%	21.3%	21.3%
Maximum Green (s)	23.1	99.1	5.1	81.1	81.1	25.1	25.1
Yellow Time (s)	4.9	4.9	4.9	4.9	4.9	4.9	4.9
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.9	6.9	6.9	6.9	6.9
Lead/Lag	Lag	Lead	Lag	Lead	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	1.5	3.5	1.5	3.5	3.5	5.0	5.0
Recall Mode	None	C-Max	None	C-Max	C-Max	None	None
Act Effct Green (s)	17.6	109.7	5.0	90.0	90.0	21.7	21.7
Actuated g/C Ratio	0.12	0.73	0.03	0.60	0.60	0.14	0.14
v/c Ratio	0.74	0.37	0.19	0.75	0.57	0.73	0.20
Control Delay	86.4	6.4	76.2	6.9	1.1	79.3	26.9
Queue Delay	0.0	0.0	0.0	1.2	0.8	0.0	0.0
Total Delay	86.4	6.4	76.2	8.1	1.9	79.3	26.9
LOS	F	A	E	A	A	E	C
Approach Delay		16.8		6.7		68.2	
Approach LOS		B		A		E	
Queue Length 50th (ft)	141	42	11	170	6	164	14
Queue Length 95th (ft)	212	245	m12	m244	m9	246	53
Internal Link Dist (ft)		743		435		324	
Turn Bay Length (ft)			90				75
Base Capacity (vph)	252	2563	59	2102	1046	274	271
Starvation Cap Reductn	0	0	0	295	201	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.37	0.19	0.87	0.70	0.64	0.17

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay: 13.8

Intersection LOS: B

Intersection Capacity Utilization 75.1%

ICU Level of Service D

Analysis Period (min) 15

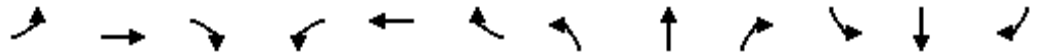
m Volume for 95th percentile queue is metered by upstream signal.

102: SR 121 & I-75 NB Ramps

Splits and Phases: 102: SR 121 & I-75 NB Ramps



103: BP Driveway 1/I-75 SB Ramps & SR 121



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	680	10	30	1335	185	5	5	15	340	5	235
Future Volume (vph)	30	680	10	30	1335	185	5	5	15	340	5	235
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	165		0	0		0	900		900
Storage Lanes	1		0	1		1	0		1	1		1
Taper Length (ft)	25			50			0			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.998				0.850			0.850			0.850
Flt Protected	0.950			0.950				0.976		0.950	0.954	
Satd. Flow (prot)	1626	3498	0	1752	3505	1455	0	1733	1568	1545	1551	1455
Flt Permitted	0.142			0.311				0.976		0.950	0.954	
Satd. Flow (perm)	243	3498	0	574	3505	1455	0	1733	1568	1545	1551	1455
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				152			179			179
Link Speed (mph)		45		45				30			35	
Link Distance (ft)		332		823				252			1216	
Travel Time (s)		5.0		12.5				5.7			23.7	
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 (%)	11%	3%	3%	3%	3%	11%	3%	11%	3%	11%	11%	11%
Adj. Flow (vph)	32	716	11	32	1405	195	5	5	16	358	5	247
Shared Lane Traffic (%)										49%		
Lane Group Flow (vph)	32	727	0	32	1405	195	0	10	16	183	180	247
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	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
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)	20	6		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
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
Detector 2 Position(ft)		94		94				94			94	
Detector 2 Size(ft)		6		6				6			6	
Detector 2 Type		Cl+Ex		Cl+Ex				Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0				0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		7	7		8	8	

103: BP Driveway 1/I-75 SB Ramps & SR 121



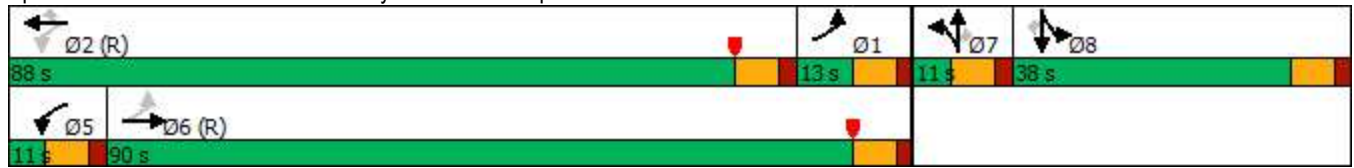
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	6			2		2			7			8
Detector Phase	1	6		5	2	2	7	7	7	8	8	8
Switch Phase												
Minimum Initial (s)	4.0	15.0		4.0	15.0	15.0	4.0	4.0	4.0	10.0	10.0	10.0
Minimum Split (s)	10.9	21.9		10.9	21.9	21.9	10.9	10.9	10.9	16.9	16.9	16.9
Total Split (s)	13.0	90.0		11.0	88.0	88.0	11.0	11.0	11.0	38.0	38.0	38.0
Total Split (%)	8.7%	60.0%		7.3%	58.7%	58.7%	7.3%	7.3%	7.3%	25.3%	25.3%	25.3%
Maximum Green (s)	6.1	83.1		4.1	81.1	81.1	4.1	4.1	4.1	31.1	31.1	31.1
Yellow Time (s)	4.9	4.9		4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9		6.9	6.9	6.9		6.9	6.9	6.9	6.9	6.9
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.5	3.5		2.5	3.5	3.5	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	98.7	98.7		98.4	98.4	98.4		4.1	4.1	23.4	23.4	23.4
Actuated g/C Ratio	0.66	0.66		0.66	0.66	0.66		0.03	0.03	0.16	0.16	0.16
v/c Ratio	0.15	0.32		0.08	0.61	0.19		0.21	0.07	0.76	0.74	0.65
Control Delay	18.5	13.9		1.0	1.7	0.3		81.9	0.7	79.0	77.5	24.9
Queue Delay	0.0	0.0		0.0	0.1	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	18.5	13.9		1.0	1.7	0.3		81.9	0.7	79.0	77.5	24.9
LOS	B	B		A	A	A		F	A	E	E	C
Approach Delay		14.1			1.6			31.9			56.7	
Approach LOS		B			A			C			E	
Queue Length 50th (ft)	13	185		1	16	0		10	0	182	178	60
Queue Length 95th (ft)	31	249		m1	23	m0		32	0	261	255	151
Internal Link Dist (ft)		252			743			172			1136	
Turn Bay Length (ft)	150			165						900		900
Base Capacity (vph)	218	2301		419	2299	1015		47	216	323	324	446
Starvation Cap Reductn	0	0		0	110	0		0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0		0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0		0	0	0	0	0
Reduced v/c Ratio	0.15	0.32		0.08	0.64	0.19		0.21	0.07	0.57	0.56	0.55

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 14 (9%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 16.1 Intersection LOS: B
 Intersection Capacity Utilization 72.0% ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

103: BP Driveway 1/I-75 SB Ramps & SR 121

Splits and Phases: 103: BP Driveway 1/I-75 SB Ramps & SR 121



104: 35th Dr/41st Blvd & SR 121



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	545	30	30	1375	175	25	5	50	125	5	30
Future Volume (vph)	15	545	30	30	1375	175	25	5	50	125	5	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	145		0	150		150	0		0	0		0
Storage Lanes	1		0	1		1	0		0	0		0
Taper Length (ft)	60			50			0			0		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992				0.850		0.915			0.974	
Flt Protected	0.950			0.950				0.985			0.962	
Satd. Flow (prot)	1752	3477	0	1752	3505	1568	0	1663	0	0	1728	0
Flt Permitted	0.950			0.950				0.985			0.962	
Satd. Flow (perm)	1752	3477	0	1752	3505	1568	0	1663	0	0	1728	0
Link Speed (mph)		50			45			40			45	
Link Distance (ft)		307			150			203			299	
Travel Time (s)		4.2			2.3			3.5			4.5	
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
Adj. Flow (vph)	16	574	32	32	1447	184	26	5	53	132	5	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	16	606	0	32	1447	184	0	84	0	0	169	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			0			0	
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
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	60.4%
ICU Level of Service	B
Analysis Period (min)	15

101: 34th St & SR 121



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	465	1645	100	15	845	250	75	105	20	255	55	285
Future Volume (vph)	465	1645	100	15	845	250	75	105	20	255	55	285
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	330		300	285		350	370		310	290		285
Storage Lanes	2		1	1		1	2		2	1		1
Taper Length (ft)	75			50			100			55		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	0.97	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)	3400	3505	1568	1752	3505	1568	3400	3505	1568	3400	3505	1568
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3400	3505	1568	1752	3505	1568	3400	3505	1568	3400	3505	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			161			286			224			300
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		515			1056			692			1025	
Travel Time (s)		7.8			16.0			10.5			15.5	
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
Adj. Flow (vph)	489	1732	105	16	889	263	79	111	21	268	58	300
Shared Lane Traffic (%)												
Lane Group Flow (vph)	489	1732	105	16	889	263	79	111	21	268	58	300
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)		30			30			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	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
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)	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			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			Free			4			8

101: 34th St & SR 121



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6	6	5	2		7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	4.0	15.0	15.0	6.0	15.0		4.0	10.0	10.0	4.0	10.0	10.0
Minimum Split (s)	10.9	39.9	39.9	12.9	33.9		10.9	33.9	33.9	10.9	36.9	36.9
Total Split (s)	28.0	58.0	58.0	13.0	43.0		12.0	34.0	34.0	15.0	37.0	37.0
Total Split (%)	23.3%	48.3%	48.3%	10.8%	35.8%		10.0%	28.3%	28.3%	12.5%	30.8%	30.8%
Maximum Green (s)	21.1	51.1	51.1	6.1	36.1		5.1	27.1	27.1	8.1	30.1	30.1
Yellow Time (s)	4.9	4.9	4.9	4.9	4.9		4.9	4.9	4.9	4.9	4.9	4.9
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.9	6.9	6.9		6.9	6.9	6.9	6.9	6.9	6.9
Lead/Lag	Lag	Lead	Lead	Lag	Lead		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.5	3.5	2.5	6.0		3.0	3.5	3.5	3.0	3.5	3.5
Recall Mode	None	C-Max	C-Max	None	C-Max		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)		28.0	28.0		22.0			22.0	22.0		25.0	25.0
Pedestrian Calls (#/hr)		0	0		0			0	0		0	0
Act Effct Green (s)	20.2	74.0	74.0	6.0	52.0	120.0	5.4	11.2	11.2	9.0	17.3	17.3
Actuated g/C Ratio	0.17	0.62	0.62	0.05	0.43	1.00	0.04	0.09	0.09	0.08	0.14	0.14
v/c Ratio	0.85	0.80	0.10	0.18	0.59	0.17	0.52	0.34	0.06	1.06	0.11	0.62
Control Delay	42.8	11.5	0.3	59.6	28.1	0.2	68.6	53.4	0.3	125.6	47.1	11.4
Queue Delay	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.8	14.0	0.3	59.6	28.1	0.2	68.6	53.4	0.3	125.6	47.1	11.4
LOS	D	B	A	E	C	A	E	D	A	F	D	B
Approach Delay		19.5			22.2			53.8			63.6	
Approach LOS		B			C			D			E	
Queue Length 50th (ft)	181	130	0	12	265	0	31	43	0	~127	21	0
Queue Length 95th (ft)	m205	m#668	m0	36	357	0	58	70	0	#215	41	82
Internal Link Dist (ft)		435			976			612			945	
Turn Bay Length (ft)	330		300	285		350	370		310	290		285
Base Capacity (vph)	597	2160	1028	89	1519	1568	153	791	527	253	879	618
Starvation Cap Reductn	0	300	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.82	0.93	0.10	0.18	0.59	0.17	0.52	0.14	0.04	1.06	0.07	0.49

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	110 (92%), Referenced to phase 6:EBT and 2:WBT, Start of Yellow
Natural Cycle:	145
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.06
Intersection Signal Delay:	28.3
Intersection LOS:	C
Intersection Capacity Utilization:	81.7%
ICU Level of Service:	D
Analysis Period (min):	15

~ Volume exceeds capacity, queue is theoretically infinite.

101: 34th St & SR 121

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

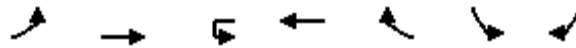
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 101: 34th St & SR 121

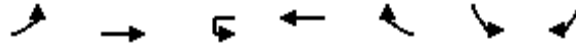


102: SR 121 & I-75 NB Ramps



Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	265	1915	20	710	475	295	55
Future Volume (vph)	265	1915	20	710	475	295	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		90		0	0	75
Storage Lanes	1		1		1	1	1
Taper Length (ft)	45		75				0
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Fr _t					0.850		0.850
Fl _t Protected	0.950		0.950			0.950	
Satd. Flow (prot)	1626	3505	1752	3505	1455	1626	1455
Fl _t Permitted	0.950		0.950			0.950	
Satd. Flow (perm)	1626	3505	1752	3505	1455	1626	1455
Right Turn on Red					Yes		Yes
Satd. Flow (RTOR)					500		27
Link Speed (mph)		45		45		35	
Link Distance (ft)		823		515		404	
Travel Time (s)		12.5		7.8		7.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	11%	3%	3%	3%	11%	11%	11%
Adj. Flow (vph)	279	2016	21	747	500	311	58
Shared Lane Traffic (%)							
Lane Group Flow (vph)	279	2016	21	747	500	311	58
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Left	R NA	Left	Right	Left	Right
Median Width(ft)		24		24		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	1.00
Turning Speed (mph)	15		9		9	15	9
Number of Detectors	1	2	1	2	1	1	1
Detector Template	Left	Thru	Left	Thru	Right	Left	Right
Leading Detector (ft)	20	100	20	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	6	20	20	20
Detector 1 Type	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
Detector 1 Queue (s)	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
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	NA	Prot	NA	Perm	Prot	Perm
Protected Phases	1	6	5	2		8	

102: SR 121 & I-75 NB Ramps



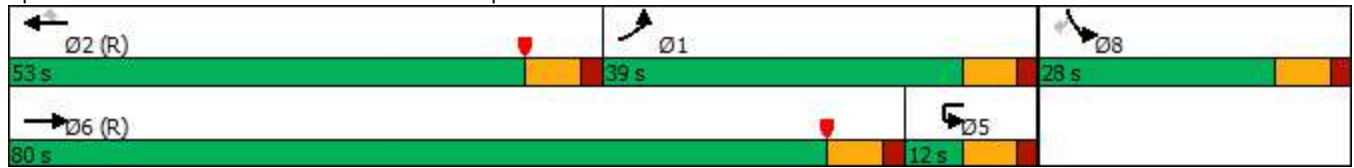
Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Permitted Phases					2		8
Detector Phase	1	6	5	2	2	8	8
Switch Phase							
Minimum Initial (s)	5.0	15.0	5.0	15.0	15.0	10.0	10.0
Minimum Split (s)	11.9	21.9	11.9	21.9	21.9	16.9	16.9
Total Split (s)	39.0	80.0	12.0	53.0	53.0	28.0	28.0
Total Split (%)	32.5%	66.7%	10.0%	44.2%	44.2%	23.3%	23.3%
Maximum Green (s)	32.1	73.1	5.1	46.1	46.1	21.1	21.1
Yellow Time (s)	4.9	4.9	4.9	4.9	4.9	4.9	4.9
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.9	6.9	6.9	6.9	6.9
Lead/Lag	Lag	Lead	Lag	Lead	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	1.5	3.5	1.5	3.5	3.5	5.0	5.0
Recall Mode	None	C-Max	None	C-Max	C-Max	None	None
Act Effct Green (s)	26.0	74.2	5.1	46.1	46.1	27.2	27.2
Actuated g/C Ratio	0.22	0.62	0.04	0.38	0.38	0.23	0.23
v/c Ratio	0.79	0.93	0.28	0.55	0.58	0.85	0.17
Control Delay	40.8	14.3	65.2	15.4	3.4	66.6	26.1
Queue Delay	0.0	6.3	0.0	0.0	0.7	0.0	0.0
Total Delay	40.8	20.6	65.2	15.4	4.1	66.6	26.1
LOS	D	C	E	B	A	E	C
Approach Delay		23.1		11.8		60.2	
Approach LOS		C		B		E	
Queue Length 50th (ft)	192	250	17	99	6	228	19
Queue Length 95th (ft)	m221	m#344	m31	133	22	#451	60
Internal Link Dist (ft)		743		435		324	
Turn Bay Length (ft)			90				75
Base Capacity (vph)	434	2166	74	1346	866	368	351
Starvation Cap Reductn	0	59	0	0	134	0	0
Spillback Cap Reductn	0	135	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.99	0.28	0.55	0.68	0.85	0.17

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 102 (85%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.93
 Intersection Signal Delay: 22.9 Intersection LOS: C
 Intersection Capacity Utilization 90.7% ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

102: SR 121 & I-75 NB Ramps

Splits and Phases: 102: SR 121 & I-75 NB Ramps



103: BP Driveway 1/I-75 SB Ramps & SR 121



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	1560	10	25	555	185	10	15	25	595	10	145
Future Volume (vph)	100	1560	10	25	555	185	10	15	25	595	10	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	165		0	0		0	900		900
Storage Lanes	1		0	1		1	0		1	1		1
Taper Length (ft)	25			50			0			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.999				0.850			0.850			0.850
Flt Protected	0.950			0.950				0.980		0.950	0.954	
Satd. Flow (prot)	1626	3501	0	1752	3505	1455	0	1728	1568	1545	1551	1455
Flt Permitted	0.386			0.072				0.980		0.950	0.954	
Satd. Flow (perm)	661	3501	0	133	3505	1455	0	1728	1568	1545	1551	1455
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				195			161			161
Link Speed (mph)		45		45				30			35	
Link Distance (ft)		332		823				252			1216	
Travel Time (s)		5.0		12.5				5.7			23.7	
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 (%)	11%	3%	3%	3%	3%	11%	3%	11%	3%	11%	11%	11%
Adj. Flow (vph)	105	1642	11	26	584	195	11	16	26	626	11	153
Shared Lane Traffic (%)										49%		
Lane Group Flow (vph)	105	1653	0	26	584	195	0	27	26	319	318	153
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		12
Link Offset(ft)		0		0				0		0		0
Crosswalk Width(ft)		16		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	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
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)	20	6		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
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
Detector 2 Position(ft)		94		94				94		94		94
Detector 2 Size(ft)		6		6				6		6		6
Detector 2 Type		Cl+Ex		Cl+Ex				Cl+Ex		Cl+Ex		Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0				0.0		0.0		0.0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		7	7		8	8	

103: BP Driveway 1/I-75 SB Ramps & SR 121









Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	6			2		2			7			8
Detector Phase	1	6		5	2	2	7	7	7	8	8	8
Switch Phase												
Minimum Initial (s)	4.0	15.0		4.0	15.0	15.0	4.0	4.0	4.0	10.0	10.0	10.0
Minimum Split (s)	10.9	21.9		10.9	21.9	21.9	10.9	10.9	10.9	16.9	16.9	16.9
Total Split (s)	12.0	64.0		12.0	64.0	64.0	11.0	11.0	11.0	33.0	33.0	33.0
Total Split (%)	10.0%	53.3%		10.0%	53.3%	53.3%	9.2%	9.2%	9.2%	27.5%	27.5%	27.5%
Maximum Green (s)	5.1	57.1		5.1	57.1	57.1	4.1	4.1	4.1	26.1	26.1	26.1
Yellow Time (s)	4.9	4.9		4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9		6.9	6.9	6.9		6.9	6.9	6.9	6.9	6.9
Lead/Lag	Lag	Lead		Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.5	3.5		2.5	3.5	3.5	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	67.4	64.3		64.6	59.5	59.5		4.1	4.1	25.9	25.9	25.9
Actuated g/C Ratio	0.56	0.54		0.54	0.50	0.50		0.03	0.03	0.22	0.22	0.22
v/c Ratio	0.26	0.88		0.19	0.34	0.24		0.46	0.12	0.96	0.95	0.35
Control Delay	14.8	33.3		6.0	1.9	0.6		80.5	1.2	86.8	85.3	7.6
Queue Delay	0.0	0.5		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	14.8	33.8		6.0	1.9	0.6		80.5	1.2	86.8	85.3	7.6
LOS	B	C		A	A	A		F	A	F	F	A
Approach Delay		32.6			1.7			41.6			70.9	
Approach LOS		C			A			D			E	
Queue Length 50th (ft)	35	651		1	14	0		21	0	257	256	0
Queue Length 95th (ft)	62	#836		m2	20	0		#60	0	#448	#445	50
Internal Link Dist (ft)		252			743			172			1136	
Turn Bay Length (ft)	150			165						900		900
Base Capacity (vph)	412	1876		140	1738	820		59	209	336	337	442
Starvation Cap Reductn	0	0		0	0	0		0	0	0	0	0
Spillback Cap Reductn	0	42		0	0	0		0	1	0	0	0
Storage Cap Reductn	0	0		0	0	0		0	0	0	0	0
Reduced v/c Ratio	0.25	0.90		0.19	0.34	0.24		0.46	0.13	0.95	0.94	0.35

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 2 (2%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.96
 Intersection Signal Delay: 34.3 Intersection LOS: C
 Intersection Capacity Utilization 87.4% ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

103: BP Driveway 1/I-75 SB Ramps & SR 121

Splits and Phases: 103: BP Driveway 1/I-75 SB Ramps & SR 121

 Ø2 (R)	 Ø1	 Ø7	 Ø8
64 s	12 s	11 s	33 s
 Ø6 (R)	 Ø5		
64 s	12 s		

104: 35th Dr/41st Blvd & SR 121



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	1530	60	25	500	185	15	10	40	100	15	20
Future Volume (vph)	20	1530	60	25	500	185	15	10	40	100	15	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	145		0	150		150	0		0	0		0
Storage Lanes	1		0	1		1	0		0	0		0
Taper Length (ft)	60			50			0			0		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.994				0.850		0.918			0.980	
Flt Protected	0.950			0.950				0.989			0.964	
Satd. Flow (prot)	1752	3484	0	1752	3505	1568	0	1675	0	0	1743	0
Flt Permitted	0.950			0.950				0.989			0.964	
Satd. Flow (perm)	1752	3484	0	1752	3505	1568	0	1675	0	0	1743	0
Link Speed (mph)		50			45			40			45	
Link Distance (ft)		307			150			203			299	
Travel Time (s)		4.2			2.3			3.5			4.5	
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
Adj. Flow (vph)	21	1611	63	26	526	195	16	11	42	105	16	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	21	1674	0	26	526	195	0	69	0	0	142	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			0			0	
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
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	65.1%
ICU Level of Service	C
Analysis Period (min)	15

101: 34th St & SR 121



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	345	960	75	25	1645	410	185	80	20	440	290	605
Future Volume (vph)	345	960	75	25	1645	410	185	80	20	440	290	605
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	330		300	285		350	370		310	290		285
Storage Lanes	2		1	1		1	2		2	1		1
Taper Length (ft)	75			50			100			55		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	0.97	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)	3400	3505	1568	1752	3505	1568	3400	3505	1568	3400	3505	1568
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3400	3505	1568	1752	3505	1568	3400	3505	1568	3400	3505	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			149			233			191			149
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		515			1056			692			1025	
Travel Time (s)		7.8			16.0			10.5			15.5	
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
Adj. Flow (vph)	363	1011	79	26	1732	432	195	84	21	463	305	637
Shared Lane Traffic (%)												
Lane Group Flow (vph)	363	1011	79	26	1732	432	195	84	21	463	305	637
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)		30			30			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	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
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)	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			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			Free			4			8

101: 34th St & SR 121



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6	6	5	2		7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	4.0	15.0	15.0	6.0	15.0		4.0	10.0	10.0	4.0	10.0	10.0
Minimum Split (s)	10.9	39.9	39.9	12.9	33.9		10.9	33.9	33.9	10.9	36.9	36.9
Total Split (s)	22.0	99.0	99.0	14.0	91.0		15.0	35.0	35.0	32.0	52.0	52.0
Total Split (%)	12.2%	55.0%	55.0%	7.8%	50.6%		8.3%	19.4%	19.4%	17.8%	28.9%	28.9%
Maximum Green (s)	15.1	92.1	92.1	7.1	84.1		8.1	28.1	28.1	25.1	45.1	45.1
Yellow Time (s)	4.9	4.9	4.9	4.9	4.9		4.9	4.9	4.9	4.9	4.9	4.9
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.9	6.9	6.9		6.9	6.9	6.9	6.9	6.9	6.9
Lead/Lag	Lag	Lead	Lead	Lag	Lead		Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.5	3.5	2.5	6.0		3.0	3.5	3.5	3.0	3.5	3.5
Recall Mode	None	C-Max	C-Max	None	C-Max		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)		28.0	28.0		22.0			22.0	22.0		25.0	25.0
Pedestrian Calls (#/hr)		0	0		0			0	0		0	0
Act Effct Green (s)	15.1	97.7	97.7	6.7	84.1	180.0	8.1	10.9	10.9	42.3	45.1	45.1
Actuated g/C Ratio	0.08	0.54	0.54	0.04	0.47	1.00	0.04	0.06	0.06	0.24	0.25	0.25
v/c Ratio	1.27	0.53	0.09	0.40	1.06	0.28	1.27	0.40	0.08	0.58	0.35	1.26
Control Delay	204.8	20.0	0.2	102.2	84.9	0.4	226.7	86.8	0.6	64.5	56.7	173.5
Queue Delay	0.0	0.3	0.0	0.0	17.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	204.8	20.3	0.2	102.2	102.4	0.4	226.7	86.8	0.6	64.5	56.7	173.5
LOS	F	C	A	F	F	A	F	F	A	E	E	F
Approach Delay		65.3			82.2			171.7			112.3	
Approach LOS		E			F			F			F	
Queue Length 50th (ft)	~281	391	0	31	~1175	0	~149	51	0	251	157	~805
Queue Length 95th (ft)	m#386	m433	m0	70	#1306	0	#241	83	0	320	206	#1062
Internal Link Dist (ft)		435			976			612			945	
Turn Bay Length (ft)	330		300	285		350	370		310	290		285
Base Capacity (vph)	285	1902	919	69	1637	1568	153	547	405	799	878	504
Starvation Cap Reductn	0	356	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	93	0	0	0	0	0	0	3
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.27	0.65	0.09	0.38	1.12	0.28	1.27	0.15	0.05	0.58	0.35	1.27

Intersection Summary

Area Type:	Other
Cycle Length:	180
Actuated Cycle Length:	180
Offset:	168 (93%), Referenced to phase 6:EBT and 2:WBT, Start of Yellow
Natural Cycle:	145
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.27
Intersection Signal Delay:	90.6
Intersection LOS:	F
Intersection Capacity Utilization:	105.5%
ICU Level of Service:	G
Analysis Period (min):	15

~ Volume exceeds capacity, queue is theoretically infinite.

101: 34th St & SR 121

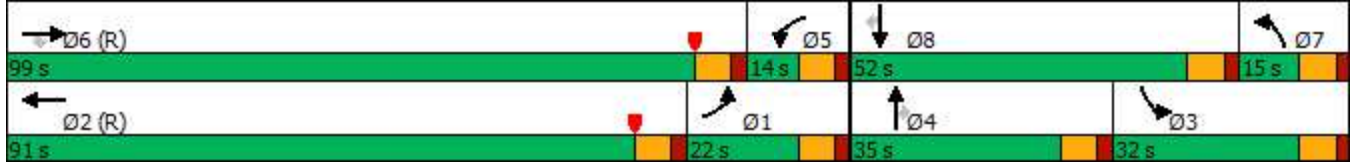
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 101: 34th St & SR 121

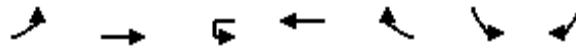


103: BP Driveway 1/I-75 SB Ramps & SR 121



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	850	15	30	1615	255	10	15	20	430	10	310
Future Volume (vph)	80	850	15	30	1615	255	10	15	20	430	10	310
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	165		0	0		0	900		900
Storage Lanes	1		0	1		1	0		1	1		1
Taper Length (ft)	25			50			0			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.997				0.850			0.850			0.850
Flt Protected	0.950			0.950				0.980		0.950	0.955	
Satd. Flow (prot)	1626	3494	0	1752	3505	1455	0	1728	1568	1545	1553	1455
Flt Permitted	0.073			0.240				0.980		0.950	0.955	
Satd. Flow (perm)	125	3494	0	443	3505	1455	0	1728	1568	1545	1553	1455
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				158			149			149
Link Speed (mph)		45			45			30				35
Link Distance (ft)		332			823			252				1216
Travel Time (s)		5.0			12.5			5.7				23.7
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 (%)	11%	3%	3%	3%	3%	11%	3%	11%	3%	11%	11%	11%
Adj. Flow (vph)	84	895	16	32	1700	268	11	16	21	453	11	326
Shared Lane Traffic (%)										49%		
Lane Group Flow (vph)	84	911	0	32	1700	268	0	27	21	231	233	326
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	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
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)	20	6		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
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
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		7	7		8	8	

102: SR 121 & I-75 NB Ramps



Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Permitted Phases					2		8
Detector Phase	1	6	5	2	2	8	8
Switch Phase							
Minimum Initial (s)	5.0	15.0	5.0	15.0	15.0	10.0	10.0
Minimum Split (s)	11.9	21.9	11.9	21.9	21.9	16.9	16.9
Total Split (s)	33.0	134.0	12.0	113.0	113.0	34.0	34.0
Total Split (%)	18.3%	74.4%	6.7%	62.8%	62.8%	18.9%	18.9%
Maximum Green (s)	26.1	127.1	5.1	106.1	106.1	27.1	27.1
Yellow Time (s)	4.9	4.9	4.9	4.9	4.9	4.9	4.9
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.9	6.9	6.9	6.9	6.9
Lead/Lag	Lag	Lead	Lag	Lead	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	1.5	3.5	1.5	3.5	3.5	5.0	5.0
Recall Mode	None	C-Max	None	C-Max	C-Max	None	None
Act Effct Green (s)	22.0	130.2	5.1	108.6	108.6	28.8	28.8
Actuated g/C Ratio	0.12	0.72	0.03	0.60	0.60	0.16	0.16
v/c Ratio	0.77	0.48	0.33	0.91	0.62	0.90	0.30
Control Delay	102.6	9.7	93.2	10.5	1.8	108.2	44.7
Queue Delay	0.0	0.1	0.0	30.8	2.1	0.0	0.0
Total Delay	102.6	9.8	93.2	41.4	3.9	108.2	44.7
LOS	F	A	F	D	A	F	D
Approach Delay		20.2		32.5		92.3	
Approach LOS		C		C		F	
Queue Length 50th (ft)	179	315	19	426	46	283	51
Queue Length 95th (ft)	m262	344	m17	m327	m29	#468	109
Internal Link Dist (ft)		743		435		324	
Turn Bay Length (ft)			90				75
Base Capacity (vph)	237	2535	49	2114	1016	262	260
Starvation Cap Reductn	0	309	0	309	246	0	0
Spillback Cap Reductn	0	90	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.55	0.33	1.06	0.81	0.90	0.30

Intersection Summary

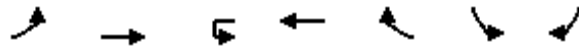
Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 176 (98%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 33.0 Intersection LOS: C
 Intersection Capacity Utilization 88.2% ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

102: SR 121 & I-75 NB Ramps

Splits and Phases: 102: SR 121 & I-75 NB Ramps



102: SR 121 & I-75 NB Ramps



Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	⏏	↑↑	↗	↘	↗
Traffic Volume (vph)	145	1155	15	1825	595	225	75
Future Volume (vph)	145	1155	15	1825	595	225	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		90		0	0	75
Storage Lanes	1		1		1	1	1
Taper Length (ft)	45		75			0	
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Fr _t					0.850		0.850
Fl _t Protected	0.950		0.950			0.950	
Satd. Flow (prot)	1626	3505	1752	3505	1455	1626	1455
Fl _t Permitted	0.950		0.950			0.950	
Satd. Flow (perm)	1626	3505	1752	3505	1455	1626	1455
Right Turn on Red					Yes		Yes
Satd. Flow (RTOR)					332		31
Link Speed (mph)		45		45		35	
Link Distance (ft)		823		515		404	
Travel Time (s)		12.5		7.8		7.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	11%	3%	3%	3%	11%	11%	11%
Adj. Flow (vph)	153	1216	16	1921	626	237	79
Shared Lane Traffic (%)							
Lane Group Flow (vph)	153	1216	16	1921	626	237	79
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Left	R NA	Left	Right	Left	Right
Median Width(ft)		24		24		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	1.00
Turning Speed (mph)	15		9		9	15	9
Number of Detectors	1	2	1	2	1	1	1
Detector Template	Left	Thru	Left	Thru	Right	Left	Right
Leading Detector (ft)	20	100	20	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	6	20	20	20
Detector 1 Type	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
Detector 1 Queue (s)	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
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	NA	Prot	NA	Perm	Prot	Perm
Protected Phases	1	6	5	2		8	

103: BP Driveway 1/I-75 SB Ramps & SR 121



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	6			2		2			7			8
Detector Phase	1	6		5	2	2	7	7	7	8	8	8
Switch Phase												
Minimum Initial (s)	4.0	15.0		4.0	15.0	15.0	4.0	4.0	4.0	10.0	10.0	10.0
Minimum Split (s)	10.9	21.9		10.9	21.9	21.9	10.9	10.9	10.9	16.9	16.9	16.9
Total Split (s)	12.0	113.0		11.0	112.0	112.0	12.0	12.0	12.0	44.0	44.0	44.0
Total Split (%)	6.7%	62.8%		6.1%	62.2%	62.2%	6.7%	6.7%	6.7%	24.4%	24.4%	24.4%
Maximum Green (s)	5.1	106.1		4.1	105.1	105.1	5.1	5.1	5.1	37.1	37.1	37.1
Yellow Time (s)	4.9	4.9		4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9		6.9	6.9	6.9		6.9	6.9	6.9	6.9	6.9
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.5	3.5		2.5	3.5	3.5	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	115.1	115.1		112.7	112.7	112.7		5.1	5.1	31.9	31.9	31.9
Actuated g/C Ratio	0.64	0.64		0.63	0.63	0.63		0.03	0.03	0.18	0.18	0.18
v/c Ratio	0.68	0.41		0.10	0.77	0.27		0.55	0.11	0.84	0.84	0.85
Control Delay	70.1	18.1		1.6	2.6	0.3		123.2	1.2	96.1	96.5	58.7
Queue Delay	0.0	0.0		0.0	0.4	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	70.1	18.1		1.6	2.9	0.3		123.2	1.2	96.1	96.5	58.7
LOS	E	B		A	A	A		F	A	F	F	E
Approach Delay		22.4			2.6			69.8			80.8	
Approach LOS		C			A			E			F	
Queue Length 50th (ft)	41	299		1	36	0		32	0	277	281	214
Queue Length 95th (ft)	#101	356		m2	45	m0		#84	0	385	388	341
Internal Link Dist (ft)		252			743			172			1136	
Turn Bay Length (ft)	150			165						900		900
Base Capacity (vph)	123	2235		315	2194	978		49	189	321	322	420
Starvation Cap Reductn	0	0		0	134	0		0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0		0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0		0	0	0	0	0
Reduced v/c Ratio	0.68	0.41		0.10	0.83	0.27		0.55	0.11	0.72	0.72	0.78

Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 8 (4%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.85

Intersection Signal Delay: 24.7

Intersection LOS: C

Intersection Capacity Utilization 85.2%

ICU Level of Service E

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

103: BP Driveway 1/I-75 SB Ramps & SR 121

Splits and Phases: 103: BP Driveway 1/I-75 SB Ramps & SR 121



104: 35th Dr/41st Blvd & SR 121



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	735	35	40	1675	220	40	10	60	150	15	35
Future Volume (vph)	20	735	35	40	1675	220	40	10	60	150	15	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	145		0	150		150	0		0	0		0
Storage Lanes	1		0	1		1	0		0	0		0
Taper Length (ft)	60			50			0			0		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.993				0.850		0.927			0.976	
Flt Protected	0.950			0.950				0.982			0.964	
Satd. Flow (prot)	1752	3480	0	1752	3505	1568	0	1679	0	0	1736	0
Flt Permitted	0.950			0.950				0.982			0.964	
Satd. Flow (perm)	1752	3480	0	1752	3505	1568	0	1679	0	0	1736	0
Link Speed (mph)		50			45			40			45	
Link Distance (ft)		307			150			203			299	
Travel Time (s)		4.2			2.3			3.5			4.5	
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
Adj. Flow (vph)	21	774	37	42	1763	232	42	11	63	158	16	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	21	811	0	42	1763	232	0	116	0	0	211	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			0			0	
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
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	70.9%
ICU Level of Service	C
Analysis Period (min)	15

Appendix F

2025 and 2045 Build Alternative Operational Analysis

101: 34th St & SR 121



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗↗	↗↗	↗	↖	↖↖↖	↖	↖↖	↖↖	↖	↖↖	↖	↖↖
Traffic Volume (vph)	385	1325	65	10	650	205	60	85	15	210	45	235
Future Volume (vph)	385	1325	65	10	650	205	60	85	15	210	45	235
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	330		300	285		350	370		310	290		285
Storage Lanes	2		1	1		1	2		2	1		2
Taper Length (ft)	75			50			100			55		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.91	1.00	0.97	0.95	1.00	0.97	1.00	0.88
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3400	3505	1568	1752	5036	1568	3400	3505	1568	3400	1845	2760
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3400	3505	1568	1752	5036	1568	3400	3505	1568	3400	1845	2760
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			176			312			244			247
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		515			1056			692			1025	
Travel Time (s)		7.8			16.0			10.5			15.5	
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
Adj. Flow (vph)	405	1395	68	11	684	216	63	89	16	221	47	247
Shared Lane Traffic (%)												
Lane Group Flow (vph)	405	1395	68	11	684	216	63	89	16	221	47	247
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)		30			30			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	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
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)	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			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			Free			4			8

101: 34th St & SR 121



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6	6	5	2		7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	4.0	15.0	15.0	6.0	15.0		4.0	10.0	10.0	4.0	10.0	10.0
Minimum Split (s)	10.9	39.9	39.9	12.9	33.9		10.9	33.9	33.9	10.9	36.9	36.9
Total Split (s)	23.0	49.0	49.0	13.0	39.0		11.0	34.0	34.0	14.0	37.0	37.0
Total Split (%)	20.9%	44.5%	44.5%	11.8%	35.5%		10.0%	30.9%	30.9%	12.7%	33.6%	33.6%
Maximum Green (s)	16.1	42.1	42.1	6.1	32.1		4.1	27.1	27.1	7.1	30.1	30.1
Yellow Time (s)	4.9	4.9	4.9	4.9	4.9		4.9	4.9	4.9	4.9	4.9	4.9
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.9	6.9	6.9		6.9	6.9	6.9	6.9	6.9	6.9
Lead/Lag	Lead	Lead	Lead	Lag	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.5	3.5	2.5	6.0		3.0	3.5	3.5	3.0	3.5	3.5
Recall Mode	None	C-Max	C-Max	None	C-Max		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)		28.0	28.0		22.0			22.0	22.0		25.0	25.0
Pedestrian Calls (#/hr)		0	0		0			0	0		0	0
Act Effct Green (s)	18.5	72.2	72.2	6.0	49.5	110.0	4.1	10.2	10.2	7.7	12.6	12.6
Actuated g/C Ratio	0.17	0.66	0.66	0.05	0.45	1.00	0.04	0.09	0.09	0.07	0.11	0.11
v/c Ratio	0.71	0.61	0.06	0.11	0.30	0.14	0.50	0.28	0.04	0.93	0.22	0.46
Control Delay	50.3	12.7	0.3	52.2	21.1	0.2	65.8	48.8	0.2	95.4	46.6	8.6
Queue Delay	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.3	12.9	0.3	52.2	21.1	0.2	65.8	48.8	0.2	95.4	46.6	8.6
LOS	D	B	A	D	C	A	E	D	A	F	D	A
Approach Delay		20.6			16.5			50.5			49.3	
Approach LOS		C			B			D			D	
Queue Length 50th (ft)	118	255	0	8	115	0	23	31	0	~82	31	0
Queue Length 95th (ft)	163	521	m1	26	158	0	45	56	0	#163	67	40
Internal Link Dist (ft)		435			976			612			945	
Turn Bay Length (ft)	330		300	285		350	370		310	290		285
Base Capacity (vph)	584	2301	1090	97	2264	1568	126	863	570	237	504	934
Starvation Cap Reductn	0	239	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.69	0.68	0.06	0.11	0.30	0.14	0.50	0.10	0.03	0.93	0.09	0.26

Intersection Summary

Area Type:	Other
Cycle Length:	110
Actuated Cycle Length:	110
Offset:	106 (96%), Referenced to phase 6:EBT and 2:WBT, Start of Yellow
Natural Cycle:	115
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.93
Intersection Signal Delay:	25.2
Intersection LOS:	C
Intersection Capacity Utilization:	71.5%
ICU Level of Service:	C
Analysis Period (min):	15

~ Volume exceeds capacity, queue is theoretically infinite.

101: 34th St & SR 121

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 101: 34th St & SR 121



102: SR 121 & I-75 NB Ramps



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	215	1560	0	0	570	385	0	0	215	0	0	25
Future Volume (vph)	215	1560	0	0	570	385	0	0	215	0	0	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	90		250	0		0	0		75
Storage Lanes	1		0	0		0	0		2	0		0
Taper Length (ft)	45			75			25			0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	0.91	1.00	1.00	0.88	1.00	1.00	1.00
Frt					0.940				0.850			0.865
Flt Protected	0.950											
Satd. Flow (prot)	1626	3505	0	0	4590	0	0	0	2760	0	0	1481
Flt Permitted	0.950											
Satd. Flow (perm)	1626	3505	0	0	4590	0	0	0	2760	0	0	1481
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					182				107			542
Link Speed (mph)		45			45			30				35
Link Distance (ft)		823			515			855				404
Travel Time (s)		12.5			7.8			19.4				7.9
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 (%)	11%	3%	3%	3%	3%	11%	3%	3%	3%	11%	3%	11%
Adj. Flow (vph)	226	1642	0	0	600	405	0	0	226	0	0	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	226	1642	0	0	1005	0	0	0	226	0	0	26
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			0				0
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			2				1			1
Detector Template	Left	Thru			Thru				Right			Right
Leading Detector (ft)	20	100			100				20			20
Trailing Detector (ft)	0	0			0				0			0
Detector 1 Position(ft)	0	0			0				0			0
Detector 1 Size(ft)	20	6			6				20			20
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
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	NA			NA				Prot			Prot
Protected Phases	1	6			2				8			8

102: SR 121 & I-75 NB Ramps

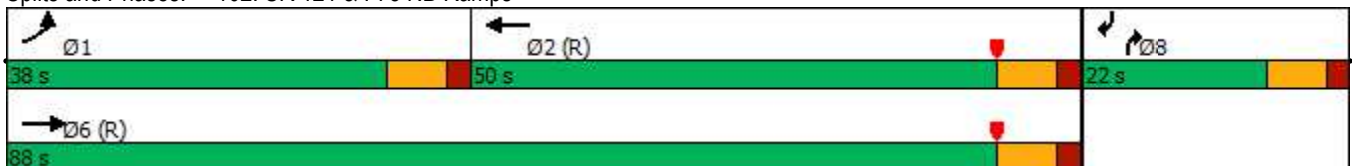


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases												
Detector Phase	1	6			2				8			8
Switch Phase												
Minimum Initial (s)	5.0	15.0			1.0				10.0			10.0
Minimum Split (s)	12.0	22.0			22.0				17.0			17.0
Total Split (s)	38.0	88.0			50.0				22.0			22.0
Total Split (%)	34.5%	80.0%			45.5%				20.0%			20.0%
Maximum Green (s)	31.1	81.1			43.1				15.1			15.1
Yellow Time (s)	4.9	4.9			4.9				4.9			4.9
All-Red Time (s)	2.0	2.0			2.0				2.0			2.0
Lost Time Adjust (s)	0.0	0.0			0.0				0.0			0.0
Total Lost Time (s)	6.9	6.9			6.9				6.9			6.9
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	1.5	3.5			3.5				5.0			5.0
Recall Mode	None	C-Max			C-Max				None			None
Act Effct Green (s)	19.3	83.9			57.7				12.3			12.3
Actuated g/C Ratio	0.18	0.76			0.52				0.11			0.11
v/c Ratio	0.79	0.61			0.40				0.56			0.04
Control Delay	53.6	5.2			5.9				29.3			0.1
Queue Delay	0.0	0.1			0.0				0.0			0.0
Total Delay	53.6	5.3			5.9				29.3			0.1
LOS	D	A			A				C			A
Approach Delay		11.1			5.9			29.3			0.1	
Approach LOS		B			A			C			A	
Queue Length 50th (ft)	128	118			28				44			0
Queue Length 95th (ft)	193	131			52				85			0
Internal Link Dist (ft)		743			435			775			324	
Turn Bay Length (ft)												75
Base Capacity (vph)	459	2672			2492				471			670
Starvation Cap Reductn	0	94			0				0			0
Spillback Cap Reductn	0	115			0				3			0
Storage Cap Reductn	0	0			0				0			0
Reduced v/c Ratio	0.49	0.64			0.40				0.48			0.04

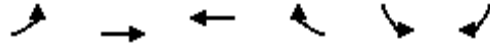
Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 16 (15%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 10.7
 Intersection Capacity Utilization 63.0%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 102: SR 121 & I-75 NB Ramps

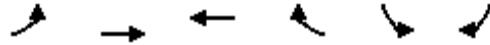


103: SR 121 & I-75 SB Ramps



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↗	↑↑↑	↑↑	↖	↙↘	↖
Traffic Volume (vph)	35	1285	465	125	480	110
Future Volume (vph)	35	1285	465	125	480	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			0	900	900
Storage Lanes	1			1	2	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.91	0.95	1.00	0.97	1.00
Fr _t				0.850		0.850
Fl _t Protected	0.950				0.950	
Satd. Flow (prot)	1626	5036	3505	1455	3155	1455
Fl _t Permitted	0.474				0.950	
Satd. Flow (perm)	811	5036	3505	1455	3155	1455
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				132		116
Link Speed (mph)		45	45		35	
Link Distance (ft)		332	823		1216	
Travel Time (s)		5.0	12.5		23.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	11%	3%	3%	11%	11%	11%
Adj. Flow (vph)	37	1353	489	132	505	116
Shared Lane Traffic (%)						
Lane Group Flow (vph)	37	1353	489	132	505	116
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		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	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
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
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	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		8	

103: SR 121 & I-75 SB Ramps

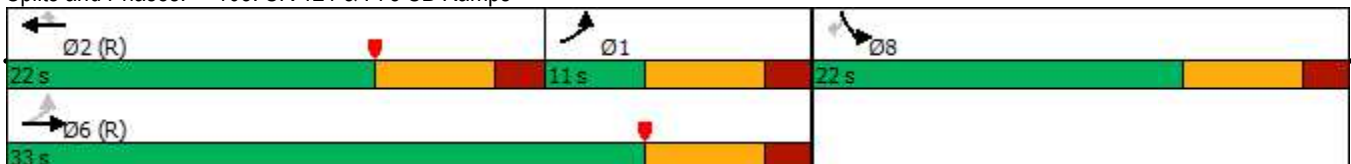


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases	6			2		8
Detector Phase	1	6	2	2	8	8
Switch Phase						
Minimum Initial (s)	4.0	15.0	15.0	15.0	10.0	10.0
Minimum Split (s)	10.9	21.9	21.9	21.9	16.9	16.9
Total Split (s)	11.0	33.0	22.0	22.0	22.0	22.0
Total Split (%)	20.0%	60.0%	40.0%	40.0%	40.0%	40.0%
Maximum Green (s)	4.1	26.1	15.1	15.1	15.1	15.1
Yellow Time (s)	4.9	4.9	4.9	4.9	4.9	4.9
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.9	6.9	6.9	6.9
Lead/Lag	Lag		Lead	Lead		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	2.5	3.5	3.5	3.5	3.0	3.0
Recall Mode	None	C-Max	C-Max	C-Max	None	None
Act Effct Green (s)	27.9	27.9	23.5	23.5	13.3	13.3
Actuated g/C Ratio	0.51	0.51	0.43	0.43	0.24	0.24
v/c Ratio	0.08	0.53	0.33	0.19	0.66	0.26
Control Delay	8.5	10.4	9.8	3.2	23.2	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.5	10.4	9.8	3.2	23.2	5.7
LOS	A	B	A	A	C	A
Approach Delay		10.4	8.4		20.0	
Approach LOS		B	A		B	
Queue Length 50th (ft)	6	101	33	0	75	0
Queue Length 95th (ft)	18	143	92	29	113	30
Internal Link Dist (ft)		252	743		1136	
Turn Bay Length (ft)	150				900	900
Base Capacity (vph)	472	2558	1500	698	866	483
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.53	0.33	0.19	0.58	0.24

Intersection Summary

Area Type: Other
 Cycle Length: 55
 Actuated Cycle Length: 55
 Offset: 54 (98%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.66
 Intersection Signal Delay: 12.2
 Intersection Capacity Utilization 50.0%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 103: SR 121 & I-75 SB Ramps



104: 35th Dr/41st Blvd & SR 121



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	1215	50	50	395	145	10	5	30	85	10	15
Future Volume (vph)	15	1215	50	50	395	145	10	5	30	85	10	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	145		0	215		200	0		0	0		0
Storage Lanes	1		0	1		1	0		0	0		0
Taper Length (ft)	60			50			0			0		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.994				0.850		0.910			0.981	
Flt Protected	0.950			0.950				0.989			0.963	
Satd. Flow (prot)	1752	3484	0	1752	3505	1568	0	1660	0	0	1743	0
Flt Permitted	0.950			0.950				0.989			0.963	
Satd. Flow (perm)	1752	3484	0	1752	3505	1568	0	1660	0	0	1743	0
Link Speed (mph)		50			45			40			45	
Link Distance (ft)		307			150			203			299	
Travel Time (s)		4.2			2.3			3.5			4.5	
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
Adj. Flow (vph)	16	1279	53	53	416	153	11	5	32	89	11	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	16	1332	0	53	416	153	0	48	0	0	116	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			0			0	
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
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	61.0%
ICU Level of Service	B
Analysis Period (min)	15

101: 34th St & SR 121



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↖	↗↗	↘	↖	↗↗↗	↘	↖↖	↗↗	↘	↖↖	↗	↘↘
Traffic Volume (vph)	275	735	45	15	1410	340	145	65	10	360	240	500
Future Volume (vph)	275	735	45	15	1410	340	145	65	10	360	240	500
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	330		300	285		350	370		310	290		285
Storage Lanes	2		1	1		1	2		2	1		2
Taper Length (ft)	75			50			100			55		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.91	1.00	0.97	0.95	1.00	0.97	1.00	0.88
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3400	3505	1568	1752	5036	1568	3400	3505	1568	3400	1845	2760
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3400	3505	1568	1752	5036	1568	3400	3505	1568	3400	1845	2760
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			161			296			224			426
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		515			1056			692			1025	
Travel Time (s)		7.8			16.0			10.5			15.5	
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
Adj. Flow (vph)	289	774	47	16	1484	358	153	68	11	379	253	526
Shared Lane Traffic (%)												
Lane Group Flow (vph)	289	774	47	16	1484	358	153	68	11	379	253	526
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)		30			30			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	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
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)	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			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			Free			4			8

101: 34th St & SR 121



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6	6	5	2		7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	4.0	15.0	15.0	6.0	15.0		4.0	10.0	10.0	4.0	10.0	10.0
Minimum Split (s)	10.9	39.9	39.9	12.9	33.9		10.9	33.9	33.9	10.9	36.9	36.9
Total Split (s)	18.0	52.0	52.0	13.0	47.0		17.0	34.0	34.0	21.0	38.0	38.0
Total Split (%)	15.0%	43.3%	43.3%	10.8%	39.2%		14.2%	28.3%	28.3%	17.5%	31.7%	31.7%
Maximum Green (s)	11.1	45.1	45.1	6.1	40.1		10.1	27.1	27.1	14.1	31.1	31.1
Yellow Time (s)	4.9	4.9	4.9	4.9	4.9		4.9	4.9	4.9	4.9	4.9	4.9
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.9	6.9	6.9		6.9	6.9	6.9	6.9	6.9	6.9
Lead/Lag	Lead	Lead	Lead	Lag	Lag		Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.5	3.5	2.5	6.0		3.0	3.5	3.5	3.0	3.5	3.5
Recall Mode	None	C-Max	C-Max	None	C-Max		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)		28.0	28.0		22.0			22.0	22.0		25.0	25.0
Pedestrian Calls (#/hr)		0	0		0			0	0		0	0
Act Effct Green (s)	13.8	60.5	60.5	6.0	45.0	120.0	10.0	10.0	10.0	27.0	23.7	23.7
Actuated g/C Ratio	0.12	0.50	0.50	0.05	0.38	1.00	0.08	0.08	0.08	0.22	0.20	0.20
v/c Ratio	0.74	0.44	0.05	0.18	0.79	0.23	0.54	0.23	0.03	0.50	0.70	0.59
Control Delay	64.8	14.5	0.2	59.6	38.0	0.3	60.1	53.6	0.2	42.9	54.5	11.1
Queue Delay	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.8	14.7	0.2	59.6	38.0	0.3	60.1	53.6	0.2	42.9	54.5	11.1
LOS	E	B	A	E	D	A	E	D	A	D	D	B
Approach Delay		27.1			30.9			55.4			31.0	
Approach LOS		C			C			E			C	
Queue Length 50th (ft)	79	76	0	12	389	0	59	26	0	136	184	36
Queue Length 95th (ft)	#195	278	0	36	460	0	95	50	0	173	254	87
Internal Link Dist (ft)		435			976			612			945	
Turn Bay Length (ft)	330		300	285		350	370		310	290		285
Base Capacity (vph)	390	1765	869	89	1887	1568	300	791	527	765	478	1030
Starvation Cap Reductn	0	332	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.54	0.05	0.18	0.79	0.23	0.51	0.09	0.02	0.50	0.53	0.51

Intersection Summary

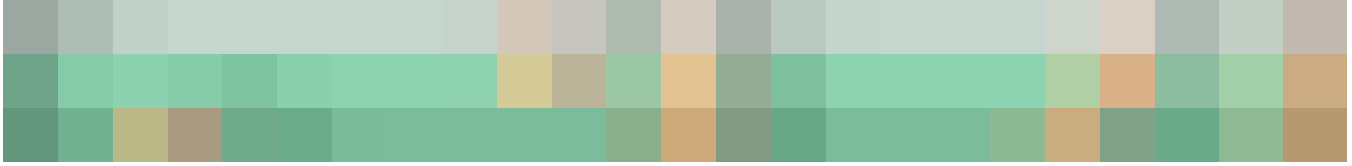
Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 74 (62%), Referenced to phase 6:EBT and 2:WBT, Start of Yellow
 Natural Cycle: 105
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 31.3
 Intersection LOS: C
 Intersection Capacity Utilization 76.7%
 ICU Level of Service D
 Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

101: 34th St & SR 121

Queue shown is maximum after two cycles.

Splits and Phases: 101: 34th St & SR 121



102: SR 121 & I-75 NB Ramps



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑↑				↗↗			↗
Traffic Volume (vph)	135	890	0	0	1495	565	0	0	165	0	0	45
Future Volume (vph)	135	890	0	0	1495	565	0	0	165	0	0	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	90		250	0		0	0		75
Storage Lanes	1		0	0		0	0		2	0		0
Taper Length (ft)	45			75			25			0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	0.91	1.00	1.00	0.88	1.00	1.00	1.00
Frt					0.959				0.850			0.865
Flt Protected	0.950											
Satd. Flow (prot)	1626	3505	0	0	4729	0	0	0	2760	0	0	1481
Flt Permitted	0.053											
Satd. Flow (perm)	91	3505	0	0	4729	0	0	0	2760	0	0	1481
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					140				417			245
Link Speed (mph)		45			45			30				35
Link Distance (ft)		823			515			855				404
Travel Time (s)		12.5			7.8			19.4				7.9
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 (%)	11%	3%	3%	3%	3%	11%	3%	3%	3%	11%	3%	11%
Adj. Flow (vph)	142	937	0	0	1574	595	0	0	174	0	0	47
Shared Lane Traffic (%)												
Lane Group Flow (vph)	142	937	0	0	2169	0	0	0	174	0	0	47
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			0				0
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			2				1			1
Detector Template	Left	Thru			Thru				Right			Right
Leading Detector (ft)	20	100			100				20			20
Trailing Detector (ft)	0	0			0				0			0
Detector 1 Position(ft)	0	0			0				0			0
Detector 1 Size(ft)	20	6			6				20			20
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
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	D.P+P	NA			NA				Prot			Prot
Protected Phases	1	6			2				8			8

102: SR 121 & I-75 NB Ramps



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2											
Detector Phase	1	6			2				8			8
Switch Phase												
Minimum Initial (s)	5.0	15.0			15.0				10.0			10.0
Minimum Split (s)	11.9	21.9			21.9				16.9			16.9
Total Split (s)	25.0	103.0			78.0				17.0			17.0
Total Split (%)	20.8%	85.8%			65.0%				14.2%			14.2%
Maximum Green (s)	18.1	96.1			71.1				10.1			10.1
Yellow Time (s)	4.9	4.9			4.9				4.9			4.9
All-Red Time (s)	2.0	2.0			2.0				2.0			2.0
Lost Time Adjust (s)	0.0	0.0			0.0				0.0			0.0
Total Lost Time (s)	6.9	6.9			6.9				6.9			6.9
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	1.5	3.5			3.5				5.0			5.0
Recall Mode	None	C-Max			C-Max				None			None
Act Effct Green (s)	89.3	96.2			78.9				10.0			10.0
Actuated g/C Ratio	0.74	0.80			0.66				0.08			0.08
v/c Ratio	0.71	0.33			0.69				0.28			0.14
Control Delay	48.8	2.3			5.7				1.2			0.8
Queue Delay	0.0	0.0			0.4				0.0			0.0
Total Delay	48.8	2.3			6.1				1.2			0.8
LOS	D	A			A				A			A
Approach Delay		8.4			6.1			1.2			0.8	
Approach LOS		A			A			A			A	
Queue Length 50th (ft)	49	46			81				0			0
Queue Length 95th (ft)	98	54			93				0			0
Internal Link Dist (ft)		743			435			775			324	
Turn Bay Length (ft)												75
Base Capacity (vph)	303	2809			3157				614			349
Starvation Cap Reductn	0	0			425				0			0
Spillback Cap Reductn	0	0			0				0			0
Storage Cap Reductn	0	0			0				0			0
Reduced v/c Ratio	0.47	0.33			0.79				0.28			0.13

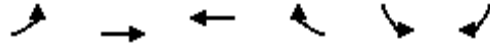
Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	112 (93%), Referenced to phase 2:EBWB and 6:EBT, Start of Yellow
Natural Cycle:	70
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.71
Intersection Signal Delay:	6.5
Intersection Capacity Utilization:	61.3%
Analysis Period (min):	15
Intersection LOS:	A
ICU Level of Service:	B

Splits and Phases: 102: SR 121 & I-75 NB Ramps

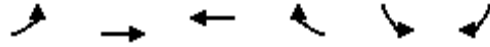


103: SR 121 & I-75 SB Ramps



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗↗↗	↖↖	↖	↗↗	↖
Traffic Volume (vph)	30	680	1355	185	340	240
Future Volume (vph)	30	680	1355	185	340	240
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			0	900	900
Storage Lanes	1			1	2	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.91	0.95	1.00	0.97	1.00
Fr _t				0.850		0.850
Fl _t Protected	0.950				0.950	
Satd. Flow (prot)	1626	5036	3505	1455	3155	1455
Fl _t Permitted	0.116				0.950	
Satd. Flow (perm)	199	5036	3505	1455	3155	1455
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				194		96
Link Speed (mph)		45	45		35	
Link Distance (ft)		332	823		1216	
Travel Time (s)		5.0	12.5		23.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	11%	3%	3%	11%	11%	11%
Adj. Flow (vph)	32	716	1426	195	358	253
Shared Lane Traffic (%)						
Lane Group Flow (vph)	32	716	1426	195	358	253
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		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	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
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
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	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		8	

103: SR 121 & I-75 SB Ramps



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases	6			2		8
Detector Phase	1	6	2	2	8	8
Switch Phase						
Minimum Initial (s)	4.0	15.0	15.0	15.0	10.0	10.0
Minimum Split (s)	10.9	21.9	21.9	21.9	16.9	16.9
Total Split (s)	11.0	85.0	74.0	74.0	35.0	35.0
Total Split (%)	9.2%	70.8%	61.7%	61.7%	29.2%	29.2%
Maximum Green (s)	4.1	78.1	67.1	67.1	28.1	28.1
Yellow Time (s)	4.9	4.9	4.9	4.9	4.9	4.9
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.9	6.9	6.9	6.9
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	2.5	3.5	3.5	3.5	3.0	3.0
Recall Mode	None	C-Max	C-Max	C-Max	None	None
Act Effct Green (s)	86.0	86.0	78.7	78.7	20.2	20.2
Actuated g/C Ratio	0.72	0.72	0.66	0.66	0.17	0.17
v/c Ratio	0.16	0.20	0.62	0.19	0.67	0.78
Control Delay	7.8	6.2	2.7	0.3	52.7	45.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.8	6.2	2.7	0.3	52.7	45.4
LOS	A	A	A	A	D	D
Approach Delay		6.3	2.5		49.7	
Approach LOS		A	A		D	
Queue Length 50th (ft)	6	57	23	0	137	121
Queue Length 95th (ft)	20	94	47	m0	172	200
Internal Link Dist (ft)		252	743		1136	
Turn Bay Length (ft)	150				900	900
Base Capacity (vph)	204	3608	2297	1020	738	414
Starvation Cap Reductn	0	0	43	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.20	0.63	0.19	0.49	0.61

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 13.1
 Intersection Capacity Utilization 63.8%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service B
 m Volume for 95th percentile queue is metered by upstream signal.

103: SR 121 & I-75 SB Ramps

Splits and Phases: 103: SR 121 & I-75 SB Ramps



104: 35th Dr/41st Blvd & SR 121



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	545	30	70	1375	175	25	5	50	125	5	30
Future Volume (vph)	15	545	30	70	1375	175	25	5	50	125	5	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	145		0	150		150	0		0	0		0
Storage Lanes	1		0	1		1	0		0	0		0
Taper Length (ft)	60			50			0			0		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992				0.850		0.915			0.974	
Flt Protected	0.950			0.950				0.985			0.962	
Satd. Flow (prot)	1752	3477	0	1752	3505	1568	0	1663	0	0	1728	0
Flt Permitted	0.950			0.950				0.985			0.962	
Satd. Flow (perm)	1752	3477	0	1752	3505	1568	0	1663	0	0	1728	0
Link Speed (mph)		50			45			40			45	
Link Distance (ft)		307			150			203			299	
Travel Time (s)		4.2			2.3			3.5			4.5	
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
Adj. Flow (vph)	16	574	32	74	1447	184	26	5	53	132	5	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	16	606	0	74	1447	184	0	84	0	0	169	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			0			0	
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
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	67.0%
ICU Level of Service	C
Analysis Period (min)	15

101: 34th St & SR 121



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗↗	↑↑	↖	↖	↑↑↑	↖	↖↖	↑↑	↖	↖↖	↑	↖↖
Traffic Volume (vph)	465	1645	100	15	845	250	75	105	20	255	55	285
Future Volume (vph)	465	1645	100	15	845	250	75	105	20	255	55	285
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	330		300	285		350	370		310	290		285
Storage Lanes	2		1	1		1	2		2	1		2
Taper Length (ft)	75			50			100			55		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.91	1.00	0.97	0.95	1.00	0.97	1.00	0.88
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3400	3505	1568	1752	5036	1568	3400	3505	1568	3400	1845	2760
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3400	3505	1568	1752	5036	1568	3400	3505	1568	3400	1845	2760
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			161			286			224			300
Link Speed (mph)		45		45			45			45		45
Link Distance (ft)		515		1056			692			1025		
Travel Time (s)		7.8		16.0			10.5			15.5		
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
Adj. Flow (vph)	489	1732	105	16	889	263	79	111	21	268	58	300
Shared Lane Traffic (%)												
Lane Group Flow (vph)	489	1732	105	16	889	263	79	111	21	268	58	300
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		24
Link Offset(ft)		0		0			0			0		0
Crosswalk Width(ft)		30		30			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	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
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)	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			94			94		94
Detector 2 Size(ft)		6		6			6			6		6
Detector 2 Type		Cl+Ex		Cl+Ex			Cl+Ex			Cl+Ex		Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0			0.0			0.0		0.0
Turn Type	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			Free			4			8

101: 34th St & SR 121



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6	6	5	2		7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	4.0	15.0	15.0	6.0	15.0		4.0	10.0	10.0	4.0	10.0	10.0
Minimum Split (s)	10.9	39.9	39.9	12.9	33.9		10.9	33.9	33.9	10.9	36.9	36.9
Total Split (s)	32.0	58.0	58.0	13.0	39.0		12.0	34.0	34.0	15.0	37.0	37.0
Total Split (%)	26.7%	48.3%	48.3%	10.8%	32.5%		10.0%	28.3%	28.3%	12.5%	30.8%	30.8%
Maximum Green (s)	25.1	51.1	51.1	6.1	32.1		5.1	27.1	27.1	8.1	30.1	30.1
Yellow Time (s)	4.9	4.9	4.9	4.9	4.9		4.9	4.9	4.9	4.9	4.9	4.9
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.9	6.9	6.9		6.9	6.9	6.9	6.9	6.9	6.9
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.5	3.5	2.5	6.0		3.0	3.5	3.5	3.0	3.5	3.5
Recall Mode	None	C-Max	C-Max	None	C-Max		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)		28.0	28.0		22.0			22.0	22.0		25.0	25.0
Pedestrian Calls (#/hr)		0	0		0			0	0		0	0
Act Effct Green (s)	22.3	74.9	74.9	6.5	51.4	120.0	5.1	10.6	10.6	8.1	16.0	16.0
Actuated g/C Ratio	0.19	0.62	0.62	0.05	0.43	1.00	0.04	0.09	0.09	0.07	0.13	0.13
v/c Ratio	0.77	0.79	0.10	0.17	0.41	0.17	0.55	0.36	0.06	1.17	0.24	0.48
Control Delay	52.7	14.8	0.4	57.8	25.2	0.2	70.9	54.8	0.3	161.6	51.0	8.1
Queue Delay	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.7	16.4	0.4	57.8	25.2	0.2	70.9	54.8	0.3	161.6	51.0	8.1
LOS	D	B	A	E	C	A	E	D	A	F	D	A
Approach Delay		23.3			20.0			55.4			77.8	
Approach LOS		C			C			E			E	
Queue Length 50th (ft)	171	344	0	12	170	0	31	43	0	~127	42	0
Queue Length 95th (ft)	225	#694	m3	36	231	0	58	72	0	#215	84	44
Internal Link Dist (ft)		435			976			612			945	
Turn Bay Length (ft)	330		300	285		350	370		310	290		285
Base Capacity (vph)	725	2188	1039	96	2157	1568	144	791	527	229	462	917
Starvation Cap Reductn	0	273	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.90	0.10	0.17	0.41	0.17	0.55	0.14	0.04	1.17	0.13	0.33

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	118 (98%), Referenced to phase 6:EBT and 2:WBT, Start of Yellow
Natural Cycle:	145
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.17
Intersection Signal Delay:	31.9
Intersection LOS:	C
Intersection Capacity Utilization:	81.7%
ICU Level of Service:	D
Analysis Period (min):	15

~ Volume exceeds capacity, queue is theoretically infinite.

101: 34th St & SR 121

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 101: 34th St & SR 121



102: SR 121 & I-75 NB Ramps



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	275	1880	0	0	710	475	0	0	315	0	0	45
Future Volume (vph)	275	1880	0	0	710	475	0	0	315	0	0	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	90		250	0		0	0		75
Storage Lanes	1		0	0		0	0		2	0		0
Taper Length (ft)	45			75			25			0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	0.91	1.00	1.00	0.88	1.00	1.00	1.00
Frt					0.940				0.850			0.865
Flt Protected	0.950											
Satd. Flow (prot)	1626	3505	0	0	4591	0	0	0	2760	0	0	1481
Flt Permitted	0.176											
Satd. Flow (perm)	301	3505	0	0	4591	0	0	0	2760	0	0	1481
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					186				98			429
Link Speed (mph)		45			45			30				35
Link Distance (ft)		823			515			855				404
Travel Time (s)		12.5			7.8			19.4				7.9
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 (%)	11%	3%	3%	3%	3%	11%	3%	3%	3%	11%	3%	11%
Adj. Flow (vph)	289	1979	0	0	747	500	0	0	332	0	0	47
Shared Lane Traffic (%)												
Lane Group Flow (vph)	289	1979	0	0	1247	0	0	0	332	0	0	47
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			0				0
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			2				1			1
Detector Template	Left	Thru			Thru				Right			Right
Leading Detector (ft)	20	100			100				20			20
Trailing Detector (ft)	0	0			0				0			0
Detector 1 Position(ft)	0	0			0				0			0
Detector 1 Size(ft)	20	6			6				20			20
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
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	D.P+P	NA			NA				Prot			Prot
Protected Phases	1	6			2				8			8

102: SR 121 & I-75 NB Ramps

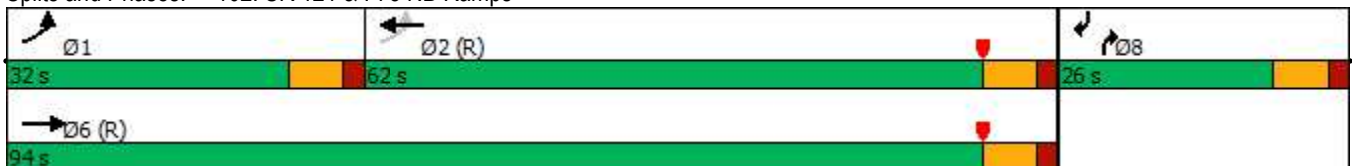


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2											
Detector Phase	1	6			2				8			8
Switch Phase												
Minimum Initial (s)	5.0	15.0			15.0				10.0			10.0
Minimum Split (s)	11.9	21.9			21.9				16.9			16.9
Total Split (s)	32.0	94.0			62.0				26.0			26.0
Total Split (%)	26.7%	78.3%			51.7%				21.7%			21.7%
Maximum Green (s)	25.1	87.1			55.1				19.1			19.1
Yellow Time (s)	4.9	4.9			4.9				4.9			4.9
All-Red Time (s)	2.0	2.0			2.0				2.0			2.0
Lost Time Adjust (s)	0.0	0.0			0.0				0.0			0.0
Total Lost Time (s)	6.9	6.9			6.9				6.9			6.9
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	1.5	3.5			3.5				5.0			5.0
Recall Mode	None	C-Max			C-Max				None			None
Act Effct Green (s)	82.7	89.6			66.3				16.6			16.6
Actuated g/C Ratio	0.69	0.75			0.55				0.14			0.14
v/c Ratio	0.74	0.76			0.48				0.71			0.08
Control Delay	28.8	8.8			8.8				43.2			0.3
Queue Delay	0.0	0.2			0.0				0.1			0.0
Total Delay	28.8	9.0			8.8				43.2			0.3
LOS	C	A			A				D			A
Approach Delay		11.5			8.8			43.2			0.3	
Approach LOS		B			A			D			A	
Queue Length 50th (ft)	72	327			65				98			0
Queue Length 95th (ft)	190	345			95				152			0
Internal Link Dist (ft)		743			435			775			324	
Turn Bay Length (ft)												75
Base Capacity (vph)	497	2616			2621				521			596
Starvation Cap Reductn	0	0			36				0			0
Spillback Cap Reductn	0	150			0				4			0
Storage Cap Reductn	0	0			0				0			0
Reduced v/c Ratio	0.58	0.80			0.48				0.64			0.08

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 114 (95%), Referenced to phase 2:EBWB and 6:EBT, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 13.2
 Intersection Capacity Utilization 74.5%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service D

Splits and Phases: 102: SR 121 & I-75 NB Ramps

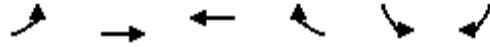


103: SR 121 & I-75 SB Ramps



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	100	1560	555	185	595	155
Future Volume (vph)	100	1560	555	185	595	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			0	900	900
Storage Lanes	1			1	2	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.91	0.95	1.00	0.97	1.00
Fr _t				0.850		0.850
Fl _t Protected	0.950				0.950	
Satd. Flow (prot)	1626	5036	3505	1455	3155	1455
Fl _t Permitted	0.395				0.950	
Satd. Flow (perm)	676	5036	3505	1455	3155	1455
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				195		163
Link Speed (mph)		45	45		35	
Link Distance (ft)		332	823		1216	
Travel Time (s)		5.0	12.5		23.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	11%	3%	3%	11%	11%	11%
Adj. Flow (vph)	105	1642	584	195	626	163
Shared Lane Traffic (%)						
Lane Group Flow (vph)	105	1642	584	195	626	163
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		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	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
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
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	D.P+P	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		8	

103: SR 121 & I-75 SB Ramps

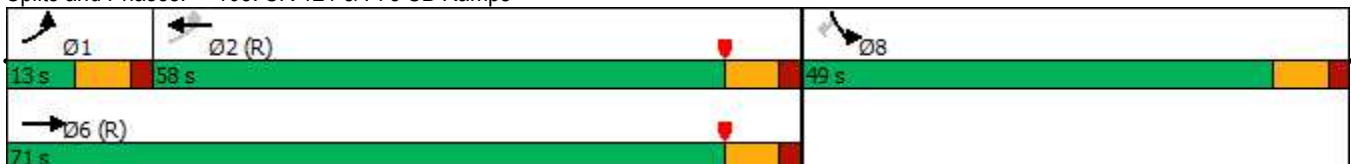


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases	2			2		8
Detector Phase	1	6	2	2	8	8
Switch Phase						
Minimum Initial (s)	4.0	15.0	15.0	15.0	10.0	10.0
Minimum Split (s)	10.9	21.9	21.9	21.9	16.9	16.9
Total Split (s)	13.0	71.0	58.0	58.0	49.0	49.0
Total Split (%)	10.8%	59.2%	48.3%	48.3%	40.8%	40.8%
Maximum Green (s)	6.1	64.1	51.1	51.1	42.1	42.1
Yellow Time (s)	4.9	4.9	4.9	4.9	4.9	4.9
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.9	6.9	6.9	6.9
Lead/Lag	Lead		Lag		Lag	
Lead-Lag Optimize?	Yes		Yes		Yes	
Vehicle Extension (s)	2.5	3.5	3.5	3.5	3.0	3.0
Recall Mode	None	C-Max	C-Max	C-Max	None	None
Act Effct Green (s)	69.3	76.2	61.2	61.2	30.0	30.0
Actuated g/C Ratio	0.58	0.64	0.51	0.51	0.25	0.25
v/c Ratio	0.23	0.51	0.33	0.23	0.80	0.34
Control Delay	11.2	13.2	5.9	0.6	49.8	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.2	13.2	5.9	0.6	49.8	6.7
LOS	B	B	A	A	D	A
Approach Delay		13.1	4.6		40.9	
Approach LOS		B	A		D	
Queue Length 50th (ft)	30	235	34	0	234	0
Queue Length 95th (ft)	62	323	43	0	277	49
Internal Link Dist (ft)		252	743		1136	
Turn Bay Length (ft)	150				900	900
Base Capacity (vph)	456	3199	1787	837	1106	616
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.51	0.33	0.23	0.57	0.26

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBWB and 6:EBT, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 17.7
 Intersection Capacity Utilization 58.6%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 103: SR 121 & I-75 SB Ramps



104: 35th Dr/41st Blvd & SR 121



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	1530	60	30	500	185	15	10	40	100	10	20
Future Volume (vph)	15	1530	60	30	500	185	15	10	40	100	10	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	145		0	150		150	0		0	0		0
Storage Lanes	1		0	1		1	0		0	0		0
Taper Length (ft)	60			50			0			0		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.994				0.850		0.918			0.979	
Flt Protected	0.950			0.950				0.989			0.963	
Satd. Flow (prot)	1752	3484	0	1752	3505	1568	0	1675	0	0	1739	0
Flt Permitted	0.950			0.950				0.989			0.963	
Satd. Flow (perm)	1752	3484	0	1752	3505	1568	0	1675	0	0	1739	0
Link Speed (mph)		50			45			40			45	
Link Distance (ft)		307			150			203			299	
Travel Time (s)		4.2			2.3			3.5			4.5	
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
Adj. Flow (vph)	16	1611	63	32	526	195	16	11	42	105	11	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	16	1674	0	32	526	195	0	69	0	0	137	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			0			0	
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
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	64.8%
ICU Level of Service	C
Analysis Period (min)	15

101: 34th St & SR 121



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗↗	↑↑	↖	↖	↑↑↑	↖	↖↖	↑↑	↖	↖↖	↑	↖↖
Traffic Volume (vph)	345	950	75	25	1645	410	185	80	20	440	290	605
Future Volume (vph)	345	950	75	25	1645	410	185	80	20	440	290	605
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	330		300	285		350	370		310	290		285
Storage Lanes	2		1	1		1	2		2	1		2
Taper Length (ft)	75			50			100			55		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.91	1.00	0.97	0.95	1.00	0.97	1.00	0.88
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3400	3505	1568	1752	5036	1568	3400	3505	1568	3400	1845	2760
Flt Permitted	0.950			0.180			0.950			0.950		
Satd. Flow (perm)	3400	3505	1568	332	5036	1568	3400	3505	1568	3400	1845	2760
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			206			322			264			149
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		515			1056			692			1025	
Travel Time (s)		7.8			16.0			10.5			15.5	
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
Adj. Flow (vph)	363	1000	79	26	1732	432	195	84	21	463	305	637
Shared Lane Traffic (%)												
Lane Group Flow (vph)	363	1000	79	26	1732	432	195	84	21	463	305	637
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)		30			30			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	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
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)	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			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	D,P+P	NA	Free	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	1	6		5	2		7	4		3	8	1
Permitted Phases			6	6		Free			4			8

101: 34th St & SR 121



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6	6	5	2		7	4	4	3	8	1
Switch Phase												
Minimum Initial (s)	4.0	15.0	15.0	6.0	15.0		4.0	10.0	10.0	4.0	10.0	4.0
Minimum Split (s)	10.9	39.9	39.9	12.9	33.9		10.9	33.9	33.9	10.9	36.9	10.9
Total Split (s)	21.0	58.2	58.2	12.9	50.1		16.6	33.9	33.9	25.0	42.3	21.0
Total Split (%)	16.2%	44.8%	44.8%	9.9%	38.5%		12.8%	26.1%	26.1%	19.2%	32.5%	16.2%
Maximum Green (s)	14.1	51.3	51.3	6.0	43.2		9.7	27.0	27.0	18.1	35.4	14.1
Yellow Time (s)	4.9	4.9	4.9	4.9	4.9		4.9	4.9	4.9	4.9	4.9	4.9
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.9	6.9	6.9		6.9	6.9	6.9	6.9	6.9	6.9
Lead/Lag	Lead	Lead	Lead	Lag	Lag		Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.5	3.5	2.5	6.0		3.0	3.5	3.5	3.0	3.5	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None	None	None	None	None
Walk Time (s)		5.0	5.0		5.0			5.0	5.0		5.0	
Flash Dont Walk (s)		28.0	28.0		22.0			22.0	22.0		25.0	
Pedestrian Calls (#/hr)		0	0		0			0	0		0	
Act Effct Green (s)	17.3	62.4	62.4	66.0	45.9	130.0	12.1	10.3	10.3	28.9	27.1	44.4
Actuated g/C Ratio	0.13	0.48	0.48	0.51	0.35	1.00	0.09	0.08	0.08	0.22	0.21	0.34
v/c Ratio	0.80	0.59	0.09	0.11	0.97	0.28	0.62	0.30	0.06	0.61	0.79	0.61
Control Delay	64.5	19.9	0.4	19.4	58.0	0.4	65.7	59.5	0.3	48.5	63.5	17.9
Queue Delay	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.5	20.2	0.4	19.4	58.0	0.4	65.7	59.5	0.3	48.5	63.5	17.9
LOS	E	C	A	B	E	A	E	E	A	D	E	B
Approach Delay		30.2			46.2			59.4			37.9	
Approach LOS		C			D			E			D	
Queue Length 50th (ft)	148	310	0	10	~573	0	81	35	0	179	246	123
Queue Length 95th (ft)	#259	373	2	27	#671	0	#137	63	0	227	326	168
Internal Link Dist (ft)		435			976			612			945	
Turn Bay Length (ft)	330		300	285		350	370		310	290		285
Base Capacity (vph)	452	1681	859	234	1777	1568	316	727	534	756	502	1041
Starvation Cap Reductn	0	193	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.67	0.09	0.11	0.97	0.28	0.62	0.12	0.04	0.61	0.61	0.61

Intersection Summary

Area Type:	Other
Cycle Length:	130
Actuated Cycle Length:	130
Offset:	96 (74%), Referenced to phase 6:EBWB and 2:WBT, Start of Yellow
Natural Cycle:	135
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.97
Intersection Signal Delay:	40.4
Intersection LOS:	D
Intersection Capacity Utilization:	85.5%
ICU Level of Service:	E
Analysis Period (min):	15

~ Volume exceeds capacity, queue is theoretically infinite.

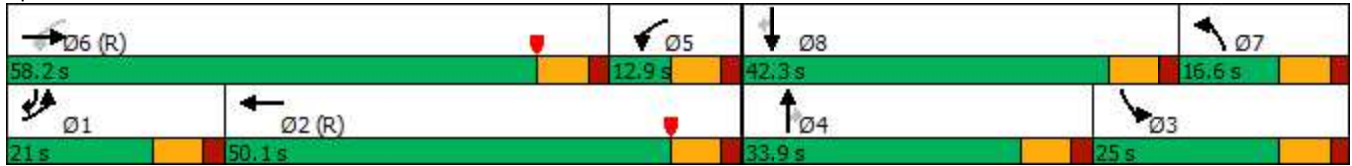
101: 34th St & SR 121

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 101: 34th St & SR 121



102: SR 121 & I-75 NB Ramps



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	145	1135	0	0	1825	595	0	0	235	0	0	65
Future Volume (vph)	145	1135	0	0	1825	595	0	0	235	0	0	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	90		250	0		0	0		75
Storage Lanes	1		0	0		0	0		2	0		0
Taper Length (ft)	45			75			25			0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	0.88	1.00	1.00	1.00
Frt						0.850			0.850			0.865
Flt Protected	0.950											
Satd. Flow (prot)	1626	3505	0	0	3505	1455	0	0	2760	0	0	1481
Flt Permitted	0.051											
Satd. Flow (perm)	87	3505	0	0	3505	1455	0	0	2760	0	0	1481
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						501			280			212
Link Speed (mph)		45			45			30				35
Link Distance (ft)		823			515			855				404
Travel Time (s)		12.5			7.8			19.4				7.9
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 (%)	11%	3%	3%	3%	3%	11%	3%	3%	3%	11%	3%	11%
Adj. Flow (vph)	153	1195	0	0	1921	626	0	0	247	0	0	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	153	1195	0	0	1921	626	0	0	247	0	0	68
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			0				0
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			2	1			1			1
Detector Template	Left	Thru			Thru	Right			Right			Right
Leading Detector (ft)	20	100			100	20			20			20
Trailing Detector (ft)	0	0			0	0			0			0
Detector 1 Position(ft)	0	0			0	0			0			0
Detector 1 Size(ft)	20	6			6	20			20			20
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
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	D.P+P	NA			NA	Perm			Prot			Prot
Protected Phases	1	6			2				8			8

102: SR 121 & I-75 NB Ramps



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2					2						
Detector Phase	1	6			2	2			8			8
Switch Phase												
Minimum Initial (s)	5.0	15.0			15.0	15.0			10.0			10.0
Minimum Split (s)	11.9	21.9			21.9	21.9			16.9			16.9
Total Split (s)	25.0	113.0			88.0	88.0			17.0			17.0
Total Split (%)	19.2%	86.9%			67.7%	67.7%			13.1%			13.1%
Maximum Green (s)	18.1	106.1			81.1	81.1			10.1			10.1
Yellow Time (s)	4.9	4.9			4.9	4.9			4.9			4.9
All-Red Time (s)	2.0	2.0			2.0	2.0			2.0			2.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0			0.0			0.0
Total Lost Time (s)	6.9	6.9			6.9	6.9			6.9			6.9
Lead/Lag	Lead				Lag				Lag			
Lead-Lag Optimize?	Yes				Yes				Yes			
Vehicle Extension (s)	1.5	3.5			3.5	3.5			5.0			5.0
Recall Mode	None	C-Max			C-Max	C-Max			None			None
Act Effct Green (s)	99.3	106.2			87.5	87.5			10.0			10.0
Actuated g/C Ratio	0.76	0.82			0.67	0.67			0.08			0.08
v/c Ratio	0.74	0.42			0.81	0.55			0.53			0.22
Control Delay	60.7	2.6			12.3	1.9			8.0			1.6
Queue Delay	0.0	0.0			1.0	0.4			0.0			0.0
Total Delay	60.7	2.6			13.3	2.2			8.0			1.6
LOS	E	A			B	A			A			A
Approach Delay		9.2			10.6			8.0			1.6	
Approach LOS		A			B			A			A	
Queue Length 50th (ft)	75	66			186	7			0			0
Queue Length 95th (ft)	m131	78			m256	m6			30			0
Internal Link Dist (ft)		743			435			775			324	
Turn Bay Length (ft)						250						75
Base Capacity (vph)	283	2862			2358	1142			472			310
Starvation Cap Reductn	0	0			208	155			0			0
Spillback Cap Reductn	0	35			0	0			2			0
Storage Cap Reductn	0	0			0	0			0			0
Reduced v/c Ratio	0.54	0.42			0.89	0.63			0.53			0.22

Intersection Summary

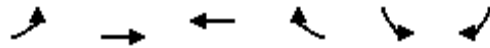
Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 126 (97%), Referenced to phase 2:EBWB and 6:EBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 9.8 Intersection LOS: A
 Intersection Capacity Utilization 70.3% ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

102: SR 121 & I-75 NB Ramps

Splits and Phases: 102: SR 121 & I-75 NB Ramps

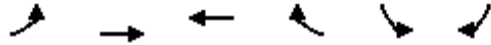


103: SR 121 & I-75 SB Ramps



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗↗↗	↖↖	↗	↘↘	↙
Traffic Volume (vph)	80	850	1615	255	430	320
Future Volume (vph)	80	850	1615	255	430	320
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			0	900	900
Storage Lanes	1			1	2	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.91	0.95	1.00	0.97	1.00
Fr _t				0.850		0.850
Fl _t Protected	0.950				0.950	
Satd. Flow (prot)	1626	5036	3505	1455	3155	1455
Fl _t Permitted	0.056				0.950	
Satd. Flow (perm)	96	5036	3505	1455	3155	1455
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				224		76
Link Speed (mph)		45	45		35	
Link Distance (ft)		332	823		1216	
Travel Time (s)		5.0	12.5		23.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	11%	3%	3%	11%	11%	11%
Adj. Flow (vph)	84	895	1700	268	453	337
Shared Lane Traffic (%)						
Lane Group Flow (vph)	84	895	1700	268	453	337
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		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	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
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
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	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		8	

103: SR 121 & I-75 SB Ramps



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases	6			2		8
Detector Phase	1	6	2	2	8	8
Switch Phase						
Minimum Initial (s)	4.0	15.0	15.0	15.0	10.0	10.0
Minimum Split (s)	10.9	21.9	21.9	21.9	16.9	16.9
Total Split (s)	11.0	94.9	83.9	83.9	35.1	35.1
Total Split (%)	8.5%	73.0%	64.5%	64.5%	27.0%	27.0%
Maximum Green (s)	4.1	88.0	77.0	77.0	28.2	28.2
Yellow Time (s)	4.9	4.9	4.9	4.9	4.9	4.9
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.9	6.9	6.9	6.9
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	2.5	3.5	3.5	3.5	3.0	3.0
Recall Mode	None	C-Max	C-Max	C-Max	None	None
Act Effct Green (s)	89.4	89.4	77.9	77.9	26.8	26.8
Actuated g/C Ratio	0.69	0.69	0.60	0.60	0.21	0.21
v/c Ratio	0.70	0.26	0.81	0.28	0.70	0.94
Control Delay	44.1	8.1	5.1	0.8	54.0	73.2
Queue Delay	0.0	0.0	0.2	0.0	0.0	0.0
Total Delay	44.1	8.1	5.3	0.8	54.0	73.2
LOS	D	A	A	A	D	E
Approach Delay		11.2	4.7		62.2	
Approach LOS		B	A		E	
Queue Length 50th (ft)	22	99	224	9	181	222
Queue Length 95th (ft)	#69	120	16	m0	240	#401
Internal Link Dist (ft)		252	743		1136	
Turn Bay Length (ft)	150				900	900
Base Capacity (vph)	120	3464	2101	962	684	375
Starvation Cap Reductn	0	0	58	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.26	0.83	0.28	0.66	0.90

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 8 (6%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.94

Intersection Signal Delay: 18.5

Intersection LOS: B

Intersection Capacity Utilization 78.6%

ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

103: SR 121 & I-75 SB Ramps

Splits and Phases: 103: SR 121 & I-75 SB Ramps



104: 35th Dr/41st Blvd & SR 121



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	735	35	50	1675	220	40	10	60	150	10	35
Future Volume (vph)	15	735	35	50	1675	220	40	10	60	150	10	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	145		0	150		150	0		0	0		0
Storage Lanes	1		0	1		1	0		0	0		0
Taper Length (ft)	60			50			0			0		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.993				0.850		0.927				0.976
Flt Protected	0.950			0.950				0.982				0.963
Satd. Flow (prot)	1752	3480	0	1752	3505	1568	0	1679	0	0	1734	0
Flt Permitted	0.950			0.950				0.982				0.963
Satd. Flow (perm)	1752	3480	0	1752	3505	1568	0	1679	0	0	1734	0
Link Speed (mph)		50			45			40				45
Link Distance (ft)		307			150			203				299
Travel Time (s)		4.2			2.3			3.5				4.5
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
Adj. Flow (vph)	16	774	37	53	1763	232	42	11	63	158	11	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	16	811	0	53	1763	232	0	116	0	0	206	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			0				0
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
Sign Control		Free			Free			Stop				Stop

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	70.6%
ICU Level of Service	C
Analysis Period (min)	15

Appendix G

ISATe Inputs and results

No-Build

Output Summary								
General Information								
Project description:	I-75 at SR 121 Interchange_No-Buid							
Analyst:	LL	Date:	6/18/2021	Area type:	Urban			
First year of analysis:	2025							
Last year of analysis:	2045							
Crash Data Description								
Freeway segments	Segment crash data available?	No	First year of crash data:					
	Project-level crash data available?	No	Last year of crash data:					
Ramp segments	Segment crash data available?	No	First year of crash data:					
	Project-level crash data available?	No	Last year of crash data:					
Ramp terminals	Segment crash data available?	No	First year of crash data:					
	Project-level crash data available?	No	Last year of crash data:					
Estimated Crash Statistics								
Crashes for Entire Facility		Total	K	A	B	C	PDO	
Estimated number of crashes during Study Period, crashes:		1643.6	6.9	43.0	210.6	302.8	1080.3	
Estimated average crash freq. during Study Period, crashes/yr:		78.3	0.3	2.0	10.0	14.4	51.4	
Crashes by Facility Component		Nbr. Sites	Total	K	A	B	C	PDO
Freeway segments, crashes:		4	667.7	4.3	11.1	63.0	111.9	477.3
Ramp segments, crashes:		5	134.6	1.5	4.5	20.6	28.5	79.6
Crossroad ramp terminals, crashes:		2	841.3	1.1	27.5	127.0	162.3	523.4
Crashes for Entire Facility by Year		Year	Total	K	A	B	C	PDO
Estimated number of crashes during the Study Period, crashes:		2025	71.5	0.3	1.9	9.4	13.4	46.5
		2026	72.2	0.3	1.9	9.4	13.5	47.0
		2027	72.8	0.3	1.9	9.5	13.6	47.5
		2028	73.5	0.3	2.0	9.6	13.7	48.0
		2029	74.2	0.3	2.0	9.6	13.8	48.5
		2030	74.9	0.3	2.0	9.7	13.9	49.0
		2031	75.6	0.3	2.0	9.8	14.0	49.4
		2032	76.2	0.3	2.0	9.8	14.1	49.9
		2033	76.9	0.3	2.0	9.9	14.2	50.4
		2034	77.6	0.3	2.0	10.0	14.3	50.9
		2035	78.3	0.3	2.0	10.0	14.4	51.4
		2036	78.9	0.3	2.1	10.1	14.5	51.9
		2037	79.6	0.3	2.1	10.2	14.6	52.4
		2038	80.3	0.3	2.1	10.2	14.7	52.9
		2039	81.0	0.3	2.1	10.3	14.8	53.4
		2040	81.7	0.3	2.1	10.4	14.9	53.9
		2041	82.3	0.3	2.1	10.4	15.0	54.4
		2042	83.0	0.3	2.1	10.5	15.1	54.9
		2043	83.7	0.4	2.1	10.5	15.2	55.4
		2044	84.4	0.4	2.2	10.6	15.3	55.9
2045	85.1	0.4	2.2	10.7	15.4	56.4		
2046								
2047								
2048								
Distribution of Crashes for Entire Facility								
Crash Type	Crash Type Category	Estimated Number of Crashes During the Study Period						
		Total	K	A	B	C	PDO	
Multiple vehicle	Head-on crashes:	8.8	0.0	0.4	1.7	2.4	4.3	
	Right-angle crashes:	206.8	0.4	7.4	34.3	44.4	120.4	
	Rear-end crashes:	790.5	2.9	23.0	112.3	159.8	492.4	
	Sideswipe crashes:	192.9	0.6	2.6	13.4	21.1	155.1	
	Other multiple-vehicle crashes:	24.8	0.1	0.5	2.5	3.9	17.7	
	Total multiple-vehicle crashes:	1223.8	4.0	33.8	164.3	231.6	790.0	
Single vehicle	Crashes with animal:	4.8	0.0	0.0	0.1	0.2	4.4	
	Crashes with fixed object:	312.6	2.0	6.5	32.7	50.4	220.9	
	Crashes with other object:	32.4	0.1	0.3	1.5	2.4	28.1	
	Crashes with parked vehicle:	6.4	0.0	0.1	0.6	1.0	4.6	
	Other single-vehicle crashes:	63.7	0.7	2.3	11.4	17.1	32.3	
	Total single-vehicle crashes:	419.8	2.8	9.3	46.3	71.2	290.2	
Total crashes:		1643.6	6.9	43.0	210.6	302.8	1080.3	

Evaluation Site Summary						
General Information						
Project description:		I-75 at SR 121 Interchange No-Buid				
Analyst:		LL	Date:	6/18/2021	Area type:	Urban
First year of analysis:		2025	Total length of freeway segments for Study Period (mi):		1.510	
Last year of analysis:		2045				
Site Description						
Freeway Segments						
Number	Lanes	Study Period Length (mi)	Study Period Description			
1	6	0.380	MP 9.229 to 9.604			
2	6	0.170	MP 9.604 to 9.774			
3	6	0.120	MP 9.774 to 9.895			
4	6	0.840	MP 9.895 to 10.732			
5	0	0.000	0			
6	0	0.000	0			
7	0	0.000	0			
8	0	0.000	0			
9	0	0.000	0			
10	0	0.000	0			
11	0	0.000	0			
12	0	0.000	0			
13	0	0.000	0			
14	0	0.000	0			
15	0	0.000	0			
16	0	0.000	0			
17	0	0.000	0			
18	0	0.000	0			
19	0	0.000	0			
20	0	0.000	0			
Ramp Segments						
Number	Study Period Description		Number	Study Period Description		
1	N exit loop		21	0		
2	N entrance		22	0		
3	S exit 1		23	0		
4	S exit 2		24	0		
5	S entrance loop		25	0		
6	0		26	0		
7	0		27	0		
8	0		28	0		
9	0		29	0		
10	0		30	0		
11	0		31	0		
12	0		32	0		
13	0		33	0		
14	0		34	0		
15	0		35	0		
16	0		36	0		
17	0		37	0		
18	0		38	0		
19	0		39	0		
20	0		40	0		
Crossroad Ramp Terminals						
Number	Config.	Control	Study Period Description			
1	B2	Signal	NB Terminal			
2	A2	Signal	SB Terminal			
3	0	0	0			
4	0	0	0			
5	0	0	0			
6	0	0	0			

Enhanced Interchange Safety Analysis Tool			
General Information			
Project description:	I-75 at SR 121 Interchange No-Buid		
Analyst:	LL	Date:	6/18/2021
		Area type:	Urban
First year of analysis:	2025		
Last year of analysis:	2045		
Crash Data Description			
Freeway segments	No crash data		
Ramp segments	No crash data		
Ramp terminals	No crash data		
Program Control			
1. Enter data in the Main, Input Freeway Segments, Input Ramp Segments, Input Ramp Terminals worksheets. 2. Click Perform Calculations button to start calculation process.			
<div style="display: flex; justify-content: space-around; gap: 20px;"> <div style="border: 1px solid gray; padding: 5px 15px; background-color: #e0e0e0;">Perform Calculations</div> <div style="border: 1px solid gray; padding: 5px 15px; background-color: #e0e0e0;">Print Results (optional)</div> <div style="border: 1px solid gray; padding: 5px 15px; background-color: #e0e0e0;">Print Site Summary (optional)</div> </div>			
3. Review results in the Output Summary worksheet. Optionally, click the Print buttons to print the summary worksheets. 4. Optionally, detailed results can be reviewed in the Output Freeway Segments, Output Ramp Segments, Output Ramp Terminals worksheets.			

Warning Messages ↖ See note		
Freeway Segments	Ramp Segments	Ramp Terminals

Input Worksheet for Freeway Segments						
Clear	Echo Input Values	Check Input Values	Segment 1	Segment 2	Segment 3	Segment 4
(View results in Column AV)		(View results in Advisory Messages)	Study Period	Study Period	Study Period	Study Period
Basic Roadway Data						
Number of through lanes (n):			6	6	6	6
Freeway segment description:			MP 9.229 to \$	MP 9.604 to \$	MP 9.774 to \$	MP 9.895 to \$
Segment length (L), mi:			0.38	0.17	0.12	0.84
Alignment Data						
Horizontal Curve Data			See note			
1	Horizontal curve in segment?:		No	No	No	No
	Curve radius (R_1), ft:					
	Length of curve (L_{c1}), mi:					
	Length of curve in segment ($L_{c1,seg}$), mi:					
2	Horizontal curve in segment?:					
	Curve radius (R_2), ft:					
	Length of curve (L_{c2}), mi:					
	Length of curve in segment ($L_{c2,seg}$), mi:					
3	Horizontal curve in segment?:					
	Curve radius (R_3), ft:					
	Length of curve (L_{c3}), mi:					
	Length of curve in segment ($L_{c3,seg}$), mi:					
Cross Section Data						
Lane width (W_l), ft:			12	12	12	12
Outside shoulder width (W_s), ft:			10	10	10	10
Inside shoulder width (W_{is}), ft:			10	10	10	10
Median width (W_m), ft:			35	35	35	35
Rumble strips on outside shoulders?:			Yes	Yes	Yes	Yes
	Length of rumble strips for travel in increasing milepost direction, mi:		0.38	0.17	0.12	0.38
	Length of rumble strips for travel in decreasing milepost direction, mi:		0.38	0.17	0.12	0.84
Rumble strips on inside shoulders?:			Yes	Yes	Yes	Yes
	Length of rumble strips for travel in increasing milepost direction, mi:		0.38	0.17	0.12	0.55
	Length of rumble strips for travel in decreasing milepost direction, mi:		0.38	0.17	0.12	0.55
Presence of barrier in median:			Center	Center	Center	Center
1	Length of barrier ($L_{ib,1}$), mi:		0.38	0.17	0.12	0.84
	Distance from edge of traveled way to barrier face ($W_{off,in,1}$), ft:		10	10	10	10
2	Length of barrier ($L_{ib,2}$), mi:		0.38	0.17	0.12	0.84
	Distance from edge of traveled way to barrier face ($W_{off,in,2}$), ft:		10	10	10	10
3	Length of barrier ($L_{ib,3}$), mi:					
	Distance from edge of traveled way to barrier face ($W_{off,in,3}$), ft:					
4	Length of barrier ($L_{ib,4}$), mi:					
	Distance from edge of traveled way to barrier face ($W_{off,in,4}$), ft:					
5	Length of barrier ($L_{ib,5}$), mi:					
	Distance from edge of traveled way to barrier face ($W_{off,in,5}$), ft:					
Median barrier width (W_{ib}), ft:			3	3	3	3
Nearest distance from edge of traveled way to barrier face (W_{near}), ft:						

Roadside Data					
Clear zone width (W_{hc}), ft:		30	30	30	30
Presence of barrier on roadside:		None	None	None	None
1	Length of barrier ($L_{ob,1}$), mi:				
	Distance from edge of traveled way to barrier face ($W_{off,o,1}$), ft:				
2	Length of barrier ($L_{ob,2}$), mi:				
	Distance from edge of traveled way to barrier face ($W_{off,o,2}$), ft:				
3	Length of barrier ($L_{ob,3}$), mi:				
	Distance from edge of traveled way to barrier face ($W_{off,o,3}$), ft:				
4	Length of barrier ($L_{ob,4}$), mi:				
	Distance from edge of traveled way to barrier face ($W_{off,o,4}$), ft:				
5	Length of barrier ($L_{ob,5}$), mi:				
	Distance from edge of traveled way to barrier face ($W_{off,o,5}$), ft:				
Distance from edge of traveled way to barrier face, increasing milepost ($W_{off,inc}$), ft:					
Distance from edge of traveled way to barrier face, decreasing milepost ($W_{off,dec}$), ft:					
Ramp Access Data					
Travel in Increasing Milepost Direction					
Entrance Ramp	Ramp entrance in segment? (If yes, indicate type.):	No	No	No	S-C Lane
	Distance from begin milepost to upstream entrance ramp gore ($X_{b,ent}$), mi:	999	999	999	
	Length of ramp entrance ($L_{en,inc}$), mi:				0.11
	Length of ramp entrance in segment ($L_{en,seg,inc}$), mi:				0.11
	Entrance side?:				Right
Exit Ramp	Ramp exit in segment? (If yes, indicate type.):	No	S-C Lane	No	No
	Distance from end milepost to downstream exit ramp gore ($X_{b,ext}$), mi:	999		999	999
	Length of ramp exit ($L_{ex,inc}$), mi:		0.17		
	Length of ramp exit in segment ($L_{ex,seg,inc}$), mi:		0.17		
	Exit side?:		Right		
Weave	Type B weave in segment?:	No	No	No	No
	Length of weaving section ($L_{wev,inc}$), mi:				
	Length of weaving section in segment ($L_{wev,seg,inc}$), mi:				
Travel in Decreasing Milepost Direction					
Entrance Ramp	Ramp entrance in segment? (If yes, indicate type.):	S-C Lane	S-C Lane	No	No
	Distance from end milepost to upstream entrance ramp gore ($X_{b,ent}$), mi:			999	999
	Length of ramp entrance ($L_{en,dec}$), mi:	0.2	0.14		
	Length of ramp entrance in segment ($L_{en,seg,dec}$), mi:	0.2	0.14		
	Entrance side?:	Right	Right		
Exit Ramp	Ramp exit in segment? (If yes, indicate type.):	No	No	No	S-C Lane
	Distance from begin milepost to downstream exit ramp gore ($X_{b,ext}$), mi:	999	999	999	
	Length of ramp exit ($L_{ex,dec}$), mi:				0.17
	Length of ramp exit in segment ($L_{ex,seg,dec}$), mi:				0.17
	Exit side?:				Right
Weave	Type B weave in segment?:	No	No	No	No
	Length of weaving section ($L_{wev,dec}$), mi:				
	Length of weaving section in segment ($L_{wev,seg,dec}$), mi:				

Traffic Data	Year				
Proportion of AADT during high-volume hours (P_{hv}):		0.29	0.17	0	0
Freeway Segment Data	Year				
Average daily traffic ($AADT_{fs}$) by year, veh/d: (enter data only for those years for which it is available, leave other years blank)	2025	71840	71840	65910	78630
	2026				
	2027				
	2028				
	2029				
	2030				
	2031				
	2032				
	2033				
	2034				
	2035				
	2036				
	2037				
	2038				
	2039				
	2040				
	2041				
	2042				
	2043				
	2044				
	2045	87200	87200	80000	95400
	2046				
	2047				
	2048				
Entrance Ramp Data for Travel in Increasing Milepost Dir.	Year				
Average daily traffic ($AADT_{b,ent}$) by year, veh/d: (enter data only for those years for which it is available, leave other years blank)	2025				6660
	2026				
	2027				
	2028				
	2029				
	2030				
	2031				
	2032				
	2033				
	2034				
	2035				
	2036				
	2037				
	2038				
	2039				
	2040				
	2041				
	2042				
	2043				
	2044				
	2045				7700
	2046				
	2047				
	2048				

Exit Ramp Data for Travel in Increasing Milepost Direction	Year				
Average daily traffic (AADT _{e,ext}) by year, veh/d: (enter data only for those years for which it is available, leave other years blank)	2025		3200		
	2026				
	2027				
	2028				
	2029				
	2030				
	2031				
	2032				
	2033				
	2034				
	2035				
	2036				
	2037				
	2038				
	2039				
	2040				
	2041				
	2042				
	2043				
	2044				
2045		3600			
2046					
2047					
2048					
Entrance Ramp Data for Travel in Decreasing Milepost Dir.	Year				
Average daily traffic (AADT _{e,ent}) by year, veh/d: (enter data only for those years for which it is available, leave other years blank)	2025	2730	2730		
	2026				
	2027				
	2028				
	2029				
	2030				
	2031				
	2032				
	2033				
	2034				
	2035				
	2036				
	2037				
	2038				
	2039				
	2040				
	2041				
	2042				
	2043				
	2044				
2045	3600	3600			
2046					
2047					
2048					

Exit Ramp Data for Travel in Decreasing Milepost Direction		Year				
Average daily traffic (AADT _{b,ext}) by year, veh/d: (enter data only for those years for which it is available, leave other years blank)		2025			6060	
		2026				
		2027				
		2028				
		2029				
		2030				
		2031				
		2032				
		2033				
		2034				
		2035				
		2036				
		2037				
		2038				
		2039				
		2040				
		2041				
		2042				
		2043				
		2044				
2045			7700			
2046						
2047						
2048						
Crash Data		Year	Segment Crashes -->			
Count of Fatal-and-Injury (FI) Crashes by Year						
Multiple-vehicle crashes (not ramp related) (N _{o,fs,n,mv,fi})	2025					
	2026					
	2027					
	2028					
	2029					
Single-vehicle crashes (not ramp related) (N _{o,fs,n,sv,fi})	2025					
	2026					
	2027					
	2028					
	2029					
Ramp-entrance-related crashes (N _{o,sc,EN,at,fi})	2025					
	2026					
	2027					
	2028					
	2029					
Ramp-exit-related crashes (N _{o,sc,EX,at,fi})	2025					
	2026					
	2027					
	2028					
	2029					
Count of Property-Damage-Only (PDO) Crashes by Year						
Multiple-vehicle crashes (not ramp related) (N _{o,fs,n,mv,pdo})	2025					
	2026					
	2027					
	2028					
	2029					
Single-vehicle crashes (not ramp related) (N _{o,fs,n,sv,pdo})	2025					
	2026					
	2027					
	2028					
	2029					
Ramp-entrance-related crashes (N _{o,sc,EN,at,pdo})	2025					
	2026					
	2027					
	2028					
	2029					
Ramp-exit-related crashes (N _{o,sc,EX,at,pdo})	2025					
	2026					
	2027					
	2028					
	2029					

Advisory Messages**Variable Limits**

Number of through lanes (n):	10	10	10	10
Length of curve in segment (Lc1,seg), mi:	0.38	0.17	0.12	0.23
Length of curve in segment (Lc2,seg), mi:	0.38	0.17	0.12	0.84
Length of curve in segment (Lc3,seg), mi:	0.38	0.17	0.12	0.84
Length of ramp entrance in segment (Len,seg,inc), mi:	0.3	0.07	0.12	0.11
Length of ramp exit in segment (Lex,seg,inc), mi:	0.17	0.17	0.11	0.11
Length of weaving section in segment (Lwev,seg,inc), mi:	0.38	0.17	0.12	0.35
Length of ramp entrance in segment (Len,seg,dec), mi:	0.2	0.14	0.12	0.17
Length of ramp exit in segment (Lex,seg,dec), mi:	0.14	0	0.12	0.17
Length of weaving section in segment (Lwev,seg,dec), mi:	0.38	0.17	0.12	0.84

Input Worksheet for Ramp Segments							
Clear	Echo Input Values	Check Input Values	Segment 1	Segment 2	Segment 3	Segment 4	Segment 5
(View results in Column CJ)		(View results in Advisory Messages)		Study Period	Study Period	Study Period	Study Period
Basic Roadway Data							
Number of through lanes (n):	1	1	1	2	1		
Ramp segment description:	N exit loop	N entrance	S exit 1	S exit 2	S entrance loc		
Segment length (L), mi:	0.11	0.19	0.05	0.21	0.16		
Average traffic speed on the freeway (V_{frwy}), mi/h:	70	70	70	70	70		
Segment type (ramp or collector-distributor road):	Exit	Entrance	Exit	Exit	Entrance		
Type of control at crossroad ramp terminal:	Signal	Signal	Signal	Signal	None		
Alignment Data							
Horizontal Curve Data ←See notes →							
1	Horizontal curve?:	In Seg.	In Seg.	In Seg.	Off Seg.	In Seg.	
	Curve radius (R_1), ft:	190	175	780	780	200	
	Length of curve (L_{c1}), mi:	0.1	0.05	0.05	0.05	0.14	
	Length of curve in segment ($L_{c1,seg}$), mi:	0.1	0.05	0.05		0.14	
	Ramp-mile of beginning of curve in direction of travel (X_1), mi:	0	0.05	0.03	0.03	0	
2	Horizontal curve?:	No	In Seg.	No	In Seg.	No	
	Curve radius (R_2), ft:		250		150		
	Length of curve (L_{c2}), mi:		0.08		0.03		
	Length of curve in segment ($L_{c2,seg}$), mi:		0.08		0.03		
	Ramp-mile of beginning of curve in direction of travel (X_2), mi:		0.11		0.15		
3	Horizontal curve?:		No		No		
	Curve radius (R_3), ft:						
	Length of curve (L_{c3}), mi:						
	Length of curve in segment ($L_{c3,seg}$), mi:						
	Ramp-mile of beginning of curve in direction of travel (X_3), mi:						
4	Horizontal curve?:						
	Curve radius (R_4), ft:						
	Length of curve (L_{c4}), mi:						
	Length of curve in segment ($L_{c4,seg}$), mi:						
	Ramp-mile of beginning of curve in direction of travel (X_4), mi:						
5	Horizontal curve?:						
	Curve radius (R_5), ft:						
	Length of curve (L_{c5}), mi:						
	Length of curve in segment ($L_{c5,seg}$), mi:						
	Ramp-mile of beginning of curve in direction of travel (X_5), mi:						
Cross Section Data							
Lane width (W_l), ft:	15	15	15	12	15		
Right shoulder width (W_{rs}), ft:	5	4	8	10	5		
Left shoulder width (W_{ls}), ft:	4	3	4	4	4		
Presence of lane add or lane drop by taper:	No	No	No	Lane Add	No		
	Length of taper in segment ($L_{add,seg}$ or $L_{drop,seg}$), mi:			0.03			

Roadside Data						
Presence of barrier on <u>right</u> side of roadway:		Yes	No	No	No	Yes
1	Length of barrier ($L_{rb,1}$), mi:	0.02				0.06
	Distance from edge of traveled way to barrier face ($W_{off,r,1}$), ft:	6				8
2	Length of barrier ($L_{rb,2}$), mi:	0				0.1
	Distance from edge of traveled way to barrier face ($W_{off,r,2}$), ft:					9
3	Length of barrier ($L_{rb,3}$), mi:	0				0
	Distance from edge of traveled way to barrier face ($W_{off,r,3}$), ft:					
4	Length of barrier ($L_{rb,4}$), mi:	0				0
	Distance from edge of traveled way to barrier face ($W_{off,r,4}$), ft:					
5	Length of barrier ($L_{rb,5}$), mi:	0				0
	Distance from edge of traveled way to barrier face ($W_{off,r,5}$), ft:					
Presence of barrier on <u>left</u> side of roadway:		No	Yes	No	No	No
1	Length of barrier ($L_{lb,1}$), mi:		0.09			
	Distance from edge of traveled way to barrier face ($W_{off,l,1}$), ft:		7			
2	Length of barrier ($L_{lb,2}$), mi:		0			
	Distance from edge of traveled way to barrier face ($W_{off,l,2}$), ft:					
3	Length of barrier ($L_{lb,3}$), mi:		0			
	Distance from edge of traveled way to barrier face ($W_{off,l,3}$), ft:					
4	Length of barrier ($L_{lb,4}$), mi:		0			
	Distance from edge of traveled way to barrier face ($W_{off,l,4}$), ft:					
5	Length of barrier ($L_{lb,5}$), mi:		0			
	Distance from edge of traveled way to barrier face ($W_{off,l,5}$), ft:					
Ramp Access Data ↙ See note						
Ramp Entrance	Ramp entrance in segment? (If yes, indicate type.):	No	No	No	No	No
	Length of entrance s-c lane in segment ($L_{en,seg}$), mi:					
Ramp Exit	Ramp exit in segment? (If yes, indicate type.):	No	No	No	No	No
	Length of exit s-c lane in segment ($L_{ex,seg}$), mi:					
Weaving Section	Weave section in collector-distributor road segment?:					
	Length of weaving section (L_{wev}), mi:					
	Length of weaving section in segment ($L_{wev,seg}$), mi:					

Traffic Data		Year					
Average daily traffic (AADT _r or AADT _c) by year, veh/d: (enter data only for those years for which it is available, leave other years blank)		2025	3200	6600	6060	6060	2730
		2026					
		2027					
		2028					
		2029					
		2030					
		2031					
		2032					
		2033					
		2034					
		2035					
		2036					
		2037					
		2038					
		2039					
		2040					
		2041					
		2042					
		2043					
		2044					
		2045	3600	7700	7700	7700	3600
		2046					
		2047					
		2048					
Crash Data		Year	Segment Crashes -->				
Count of Fatal-and-Injury (FI) Crashes by Year							
Multiple-vehicle crashes (N _{o,w,n,mv,fi})	2025						
	2026						
	2027						
	2028						
	2029						
Single-vehicle crashes (N _{o,w,n,sv,fi})	2025						
	2026						
	2027						
	2028						
	2029						
Count of Property-Damage-Only (PDO) Crashes by Year							
Multiple-vehicle crashes (N _{o,w,n,mv,pdo})	2025						
	2026						
	2027						
	2028						
	2029						
Single-vehicle crashes (N _{o,w,n,sv,pdo})	2025						
	2026						
	2027						
	2028						
	2029						

Advisory Messages**Variable Limits**

Number of through lanes (n):	2	2	2	2	2
Length of curve in segment (Lc1,seg), mi:	0.1	0.05	0.05	0.05	0.14
Length of curve in segment (Lc2,seg), mi:	0.11	0.08	0.05	0.03	0.16
Length of curve in segment (Lc3,seg), mi:	0.11	0.19	0.05	0.21	0.16
Length of curve in segment (Lc4,seg), mi:	0.11	0.19	0.05	0.21	0.16
Length of curve in segment (Lc5,seg), mi:	0.11	0.19	0.05	0.21	0.16
Length of taper in segment (Ladd,seg or Ldrop,seg), mi:	0.11	0.19	0.05	0.21	0.16
Length of entrance s-c lane in segment (Len,seg), mi:	0.11	0.19	0.05	0.19	0.16
Length of exit s-c lane in segment (Lex,seg), mi:	0.11	0.19	0.05	0.19	0.16
Length of weaving section in segment (Lwev,seg), mi:	0.11	0.19	0.05	0.21	0.16

Input Worksheet for Crossroad Ramp Terminals					
Clear		Echo Input Values (View results in Column T)		Check Input Values (View results in Advisory Messages)	
		Terminal 1 Study Period	Terminal 2 Study Period	Terminal 3 Study Period	
Basic Intersection Data					
Ramp terminal configuration:		B2	A2		
Ramp terminal description:		NB Terminal	SB Terminal		
Ramp terminal traffic control type:		Signal	Signal		
Is a non-ramp public street leg present at the terminal (I_{ps})?:		Yes	Yes		
Alignment Data					
Exit ramp skew angle (I_{sk}), degrees:					
Distance to the next public street intersection on the outside crossroad leg (L_{str}), mi:		0.11	0.09		
Distance to the adjacent ramp terminal (L_{rmp}), mi:		0.16	0.16		
Traffic Control					
Left-Turn Operational Mode					
Crossroad	Inside approach	Protected-only mode ($I_{p,lt,in}$)?:	No	No	
	Outside approach	Protected-only mode ($I_{p,lt,out}$)?:	No	No	
Right-Turn Control Type					
Ramp	Exit ramp approach	Right-turn control type:	Yield	Yield	
Cross Section Data					
Crossroad median width (W_m), ft:		18	18		
Number of Lanes					
Crossroad	Both approaches	Lanes serving through vehicles (n_{th}):	4	4	
	Inside approach	Lanes serving through vehicles ($n_{th,in}$):	2	2	
	Outside approach	Lanes serving through vehicles ($n_{th,out}$):	2	2	0
Ramp	Exit ramp approach	All lanes (n_{ex}):	2	3	
Right-Turn Channelization see note: →					
Crossroad	Inside approach	Channelization present ($I_{ch,in}$)?:	No	Yes	
	Outside approach	Channelization present ($I_{ch,out}$)?:	Yes	No	
Ramp	Exit ramp approach	Channelization present ($I_{ch,ex}$)?:	Yes	Yes	
Left-Turn Lane or Bay					
Crossroad	Inside approach	Lane or bay present ($I_{bay,lt,in}$)?:	Yes	Yes	
		Width of lane or bay ($W_{b,in}$), ft:	12	12	
	Outside approach	Lane or bay present ($I_{bay,lt,out}$)?:	Yes	Yes	
		Width of lane or bay ($W_{b,out}$), ft:	12	12	
Right-Turn Lane or Bay					
Crossroad	Inside approach	Lane or bay present ($I_{bay,rt,in}$)?:	No	Yes	
	Outside approach	Lane or bay present ($I_{bay,rt,out}$)?:	Yes	No	
Access Data					
Number of driveways on the outside crossroad leg (n_{dw}):		4	3		
Number of public street approaches on the outside crossroad leg (n_{ps}):					

Traffic Data	Year			
Inside Crossroad Leg Data	2025	29000	29000	
Average daily traffic (AADT _{in}) by year, veh/d: (enter data only for those years for which it is available, leave other years blank)	2026			
	2027			
	2028			
	2029			
	2030			
	2031			
	2032			
	2033			
	2034			
	2035			
	2036			
	2037			
	2038			
	2039			
	2040			
	2041			
	2042			
	2043			
	2044			
	2045	35600	35600	
2046				
2047				
2048				
Outside Crossroad Leg Data	2025	35200	25800	
Average daily traffic (AADT _{out}) by year, veh/d: (enter data only for those years for which it is available, leave other years blank)	2026			
	2027			
	2028			
	2029			
	2030			
	2031			
	2032			
	2033			
	2034			
	2035			
	2036			
	2037			
	2038			
	2039			
	2040			
	2041			
	2042			
	2043			
	2044			
	2045	42400	32000	
2046				
2047				
2048				

Exit Ramp Data	2025	3200	6060	
Average daily traffic (AADT _{ex}) by year, veh/d: (enter data only for those years for which it is available, leave other years blank) For a B4 terminal configuration, enter the AADT for the diagonal exit ramp (not the loop exit ramp).	2026			
	2027			
	2028			
	2029			
	2030			
	2031			
	2032			
	2033			
	2034			
	2035			
	2036			
	2037			
	2038			
	2039			
	2040			
	2041			
	2042			
	2043			
	2044			
	2045	3600	7700	
2046				
2047				
2048				
Entrance Ramp Data	2025	6600	2730	
Average daily traffic (AADT _{en}) by year, veh/d: (enter data only for those years for which it is available, leave other years blank) For an A4 terminal configuration, enter the AADT for the diagonal entrance ramp (not the loop entrance ramp).	2026			
	2027			
	2028			
	2029			
	2030			
	2031			
	2032			
	2033			
	2034			
	2035			
	2036			
	2037			
	2038			
	2039			
	2040			
	2041			
	2042			
	2043			
	2044			
	2045	7700	3600	
2046				
2047				
2048				

Crash Data		Year	Ramp Terminal Crashes -->		
Count of Fatal-and-Injury (FI) Crashes by Year					
(N _{o,w,ac,at,fi})	2025				
	2026				
	2027				
	2028				
	2029				
Count of Property-Damage-Only (PDO) Crashes by Year					
(N _{o,w,ac,at,pdo})	2025				
	2026				
	2027				
	2028				
	2029				

Advisory Messages

Variable Limits				
Number of Lanes				
Both approaches		6	6	4
Ramp		4	4	2

Build

Output Summary								
General Information								
Project description:	I-75 at SR 121 Interchange Build							
Analyst:	LL	Date:	6/18/2021	Area type:	Urban			
First year of analysis:	2025							
Last year of analysis:	2045							
Crash Data Description								
Freeway segments	Segment crash data available?	No	First year of crash data:					
	Project-level crash data available?	No	Last year of crash data:					
Ramp segments	Segment crash data available?	No	First year of crash data:					
	Project-level crash data available?	No	Last year of crash data:					
Ramp terminals	Segment crash data available?	No	First year of crash data:					
	Project-level crash data available?	No	Last year of crash data:					
Estimated Crash Statistics								
Crashes for Entire Facility		Total	K	A	B	C	PDO	
Estimated number of crashes during Study Period, crashes:		1381.0	6.1	24.0	143.2	305.9	901.7	
Estimated average crash freq. during Study Period, crashes/yr:		65.8	0.3	1.1	6.8	14.6	42.9	
Crashes by Facility Component		Nbr. Sites	Total	K	A	B	C	PDO
Freeway segments, crashes:		4	675.0	4.4	11.3	63.9	114.4	481.1
Ramp segments, crashes:		8	147.9	1.4	4.3	18.8	30.5	92.9
Crossroad ramp terminals, crashes:		2	558.1	0.3	8.5	60.5	161.0	327.7
Crashes for Entire Facility by Year		Year	Total	K	A	B	C	PDO
Estimated number of crashes during the Study Period, crashes:		2025	59.8	0.3	1.0	6.3	13.5	38.8
		2026	60.4	0.3	1.1	6.3	13.6	39.2
		2027	61.0	0.3	1.1	6.4	13.7	39.6
		2028	61.6	0.3	1.1	6.4	13.8	40.0
		2029	62.2	0.3	1.1	6.5	13.9	40.4
		2030	62.8	0.3	1.1	6.5	14.0	40.9
		2031	63.4	0.3	1.1	6.6	14.1	41.3
		2032	64.0	0.3	1.1	6.7	14.2	41.7
		2033	64.6	0.3	1.1	6.7	14.3	42.1
		2034	65.2	0.3	1.1	6.8	14.5	42.5
		2035	65.8	0.3	1.1	6.8	14.6	42.9
		2036	66.3	0.3	1.2	6.9	14.7	43.3
		2037	66.9	0.3	1.2	6.9	14.8	43.8
		2038	67.5	0.3	1.2	7.0	14.9	44.2
		2039	68.1	0.3	1.2	7.0	15.0	44.6
		2040	68.7	0.3	1.2	7.1	15.1	45.0
		2041	69.3	0.3	1.2	7.2	15.2	45.4
		2042	69.9	0.3	1.2	7.2	15.3	45.8
		2043	70.5	0.3	1.2	7.3	15.4	46.3
		2044	71.1	0.3	1.2	7.3	15.6	46.7
2045	71.7	0.3	1.2	7.4	15.7	47.1		
2046								
2047								
2048								
Distribution of Crashes for Entire Facility								
Crash Type	Crash Type Category	Estimated Number of Crashes During the Study Period						
		Total	K	A	B	C	PDO	
Multiple vehicle	Head-on crashes:	6.5	0.0	0.2	1.0	2.4	2.9	
	Right-angle crashes:	141.5	0.2	2.4	17.0	44.1	77.8	
	Rear-end crashes:	643.2	2.5	11.3	71.7	161.2	396.5	
	Sideswipe crashes:	169.2	0.6	1.8	10.8	21.6	134.4	
	Other multiple-vehicle crashes:	20.5	0.1	0.3	2.0	4.0	14.2	
	Total multiple-vehicle crashes:	980.9	3.4	16.0	102.4	233.3	625.7	
Single vehicle	Crashes with animal:	4.3	0.0	0.0	0.1	0.2	4.0	
	Crashes with fixed object:	298.1	1.9	5.7	28.9	51.3	210.3	
	Crashes with other object:	31.2	0.1	0.3	1.4	2.5	26.8	
	Crashes with parked vehicle:	5.8	0.0	0.1	0.5	1.0	4.2	
	Other single-vehicle crashes:	60.6	0.6	1.9	9.8	17.6	30.6	
	Total single-vehicle crashes:	400.1	2.7	8.0	40.8	72.6	276.0	
Total crashes:		1381.0	6.1	24.0	143.2	305.9	901.7	

Evaluation Site Summary						
General Information						
Project description:		I-75 at SR 121 Interchange Build				
Analyst:		LL	Date:	6/18/2021	Area type:	Urban
First year of analysis:		2025	Total length of freeway segments for Study Period (mi):		1.505	
Last year of analysis:		2045				
Site Description						
Freeway Segments						
Number	Lanes	Study Period Length (mi)	Study Period Description			
1	6	0.375	MP 9.229 to 9.604			
2	6	0.170	MP 9.604 to 9.774			
3	6	0.120	MP 9.774 to 9.895			
4	6	0.840	9.895 to 10.732			
5	0	0.000	0			
6	0	0.000	0			
7	0	0.000	0			
8	0	0.000	0			
9	0	0.000	0			
10	0	0.000	0			
11	0	0.000	0			
12	0	0.000	0			
13	0	0.000	0			
14	0	0.000	0			
15	0	0.000	0			
16	0	0.000	0			
17	0	0.000	0			
18	0	0.000	0			
19	0	0.000	0			
20	0	0.000	0			
Ramp Segments						
Number	Study Period Description		Number	Study Period Description		
1	N exit loop		21	0		
2	N entrance 1		22	0		
3	N entrance 2		23	0		
4	S exit 1		24	0		
5	S exit 2		25	0		
6	S entrance loop		26	0		
7	N exit 2		27	0		
8	N exit 3		28	0		
9	0		29	0		
10	0		30	0		
11	0		31	0		
12	0		32	0		
13	0		33	0		
14	0		34	0		
15	0		35	0		
16	0		36	0		
17	0		37	0		
18	0		38	0		
19	0		39	0		
20	0		40	0		
Crossroad Ramp Terminals						
Number	Config.	Control	Study Period Description			
1	B4	Signal	NB Terminal			
2	A2	Signal	SB Terminal			
3	0	0	0			
4	0	0	0			
5	0	0	0			
6	0	0	0			

Enhanced Interchange Safety Analysis Tool			
General Information			
Project description:	I-75 at SR 121 Interchange Build		
Analyst:	LL	Date:	6/18/2021
		Area type:	Urban
First year of analysis:	2025		
Last year of analysis:	2045		
Crash Data Description			
Freeway segments	No crash data		
Ramp segments	No crash data		
Ramp terminals	No crash data		
Program Control			
1. Enter data in the Main, Input Freeway Segments, Input Ramp Segments, Input Ramp Terminals worksheets. 2. Click Perform Calculations button to start calculation process.			
<div style="display: flex; justify-content: space-around; gap: 20px;"> <div style="border: 1px solid gray; padding: 5px 15px; background-color: #e0e0e0;">Perform Calculations</div> <div style="border: 1px solid gray; padding: 5px 15px; background-color: #e0e0e0;">Print Results (optional)</div> <div style="border: 1px solid gray; padding: 5px 15px; background-color: #e0e0e0;">Print Site Summary (optional)</div> </div>			
3. Review results in the Output Summary worksheet. Optionally, click the Print buttons to print the summary worksheets. 4. Optionally, detailed results can be reviewed in the Output Freeway Segments, Output Ramp Segments, Output Ramp Terminals worksheets.			

Warning Messages ↖ See note		
Freeway Segments	Ramp Segments	Ramp Terminals

	Freeway			Ramp			Ramp
	Segments			Segments			Terminals
First year:	2025			2025			2025
Last year:	2045			2045			2045
First crash data year:	2025	2025		2025	2025		2025
Last crash data year:	2021	2045		2021	2045		2021

Freeway Segments		Ramp Segments		Ramp Terminals	
No crash data	No crash data	No crash data	No crash data	No crash data	No crash data
Data for all segments combined		Data for all segments combined		Data for all terminals combined	
Data for each individual segment		Data for each individual segment		Data for each individual terminal	
Data?	FALSE				FALSE
Project?	FALSE				FALSE

Clear Temp

Print Input (optional)

Input Worksheet for Freeway Segments							
Clear	Echo Input Values	Check Input Values	Segment 1	Segment 2	Segment 3	Segment 4	Segment 5
(View results in Column AV)		(View results in Advisory Messages)		Study Period	Study Period	Study Period	Study Period
Basic Roadway Data							
Number of through lanes (n):			6	6	6	6	
Freeway segment description:			MP 9.229 to 9.604	MP 9.604 to 9.774	MP 9.774 to 9.895	10.732	
Segment length (L), mi:			0.375	0.17	0.12	0.84	
Alignment Data							
Horizontal Curve Data			← See note				
1	Horizontal curve in segment?:		No	No	No	No	
	Curve radius (R ₁), ft:						
	Length of curve (L _{c1}), mi:						
	Length of curve in segment (L _{c1,seg}), mi:						
2	Horizontal curve in segment?:						
	Curve radius (R ₂), ft:						
	Length of curve (L _{c2}), mi:						
	Length of curve in segment (L _{c2,seg}), mi:						
3	Horizontal curve in segment?:						
	Curve radius (R ₃), ft:						
	Length of curve (L _{c3}), mi:						
	Length of curve in segment (L _{c3,seg}), mi:						
Cross Section Data							
Lane width (W _l), ft:			12	12	12	12	
Outside shoulder width (W _s), ft:			10	10	10	10	
Inside shoulder width (W _{is}), ft:			10	10	10	10	
Median width (W _m), ft:			35	35	35	35	
Rumble strips on outside shoulders?:			Yes	Yes	Yes	Yes	
	Length of rumble strips for travel in increasing milepost direction, mi:		0.375	0.17	0.12	0.38	
	Length of rumble strips for travel in decreasing milepost direction, mi:		0.375	0.17	0.12	0.84	
Rumble strips on inside shoulders?:			Yes	Yes	Yes	Yes	
	Length of rumble strips for travel in increasing milepost direction, mi:		0.375	0.17	0.12	0.55	
	Length of rumble strips for travel in decreasing milepost direction, mi:		0.375	0.17	0.12	0.55	
Presence of barrier in median:			Center	Center	Center	Center	
1	Length of barrier (L _{ib,1}), mi:		0.375	0.17	0.12	0.84	
	Distance from edge of traveled way to barrier face (W _{off,in,1}), ft:		10	10	10	10	
2	Length of barrier (L _{ib,2}), mi:		0.375	0.17	0.12	0.84	
	Distance from edge of traveled way to barrier face (W _{off,in,2}), ft:		10	10	10	10	
3	Length of barrier (L _{ib,3}), mi:						
	Distance from edge of traveled way to barrier face (W _{off,in,3}), ft:						
4	Length of barrier (L _{ib,4}), mi:						
	Distance from edge of traveled way to barrier face (W _{off,in,4}), ft:						
5	Length of barrier (L _{ib,5}), mi:						
	Distance from edge of traveled way to barrier face (W _{off,in,5}), ft:						
Median barrier width (W _{ib}), ft:			3	3	3	3	
Nearest distance from edge of traveled way to barrier face (W _{near}), ft:							

Roadside Data					
Clear zone width (W_{hc}), ft:		30	30	30	30
Presence of barrier on roadside:		None	None	None	None
1	Length of barrier ($L_{ob,1}$), mi:				
	Distance from edge of traveled way to barrier face ($W_{off,o,1}$), ft:				
2	Length of barrier ($L_{ob,2}$), mi:				
	Distance from edge of traveled way to barrier face ($W_{off,o,2}$), ft:				
3	Length of barrier ($L_{ob,3}$), mi:				
	Distance from edge of traveled way to barrier face ($W_{off,o,3}$), ft:				
4	Length of barrier ($L_{ob,4}$), mi:				
	Distance from edge of traveled way to barrier face ($W_{off,o,4}$), ft:				
5	Length of barrier ($L_{ob,5}$), mi:				
	Distance from edge of traveled way to barrier face ($W_{off,o,5}$), ft:				
Distance from edge of traveled way to barrier face, increasing milepost ($W_{off,inc}$), ft:					
Distance from edge of traveled way to barrier face, decreasing milepost ($W_{off,dec}$), ft:					
Ramp Access Data					
Travel in Increasing Milepost Direction					
Entrance Ramp	Ramp entrance in segment? (If yes, indicate type.):	No	No	No	S-C Lane
	Distance from begin milepost to upstream entrance ramp gore ($X_{b,ent}$), mi:	999	999	999	
	Length of ramp entrance ($L_{en,inc}$), mi:				0.11
	Length of ramp entrance in segment ($L_{en,seg,inc}$), mi:				0.11
Entrance side?:					Right
Exit Ramp	Ramp exit in segment? (If yes, indicate type.):	S-C Lane	S-C Lane	No	No
	Distance from end milepost to downstream exit ramp gore ($X_{e,ext}$), mi:			999	
	Length of ramp exit ($L_{ex,inc}$), mi:	0.05	0.17		
	Length of ramp exit in segment ($L_{ex,seg,inc}$), mi:	0.05	0.17		
Exit side?:		Right	Right		
Weave	Type B weave in segment?:	No	No	No	No
	Length of weaving section ($L_{wev,inc}$), mi:				
	Length of weaving section in segment ($L_{wev,seg,inc}$), mi:				
Travel in Decreasing Milepost Direction					
Entrance Ramp	Ramp entrance in segment? (If yes, indicate type.):	S-C Lane	S-C Lane	No	S-C Lane
	Distance from end milepost to upstream entrance ramp gore ($X_{e,ent}$), mi:			999	
	Length of ramp entrance ($L_{en,dec}$), mi:	0.2	0.14		0.17
	Length of ramp entrance in segment ($L_{en,seg,dec}$), mi:	0.2	0.14		0.17
Entrance side?:		Right	Right		Right
Exit Ramp	Ramp exit in segment? (If yes, indicate type.):	No	No	No	S-C Lane
	Distance from begin milepost to downstream exit ramp gore ($X_{b,ext}$), mi:	999	999	999	
	Length of ramp exit ($L_{ex,dec}$), mi:				0.12
	Length of ramp exit in segment ($L_{ex,seg,dec}$), mi:				0.12
Exit side?:					Right
Weave	Type B weave in segment?:	No	No	No	No
	Length of weaving section ($L_{wev,dec}$), mi:				
	Length of weaving section in segment ($L_{wev,seg,dec}$), mi:				

Traffic Data	Year				
Proportion of AADT during high-volume hours (P_{hv}):		0.29	0.17	0.12	0
Freeway Segment Data	Year	71840	71840	65910	78630
Average daily traffic (AADT _{fs}) by year, veh/d: (enter data only for those years for which it is available, leave other years blank)	2025				
	2026				
	2027				
	2028				
	2029				
	2030				
	2031				
	2032				
	2033				
	2034				
	2035				
	2036				
	2037				
	2038				
	2039				
	2040				
	2041				
	2042				
	2043				
	2044				
	2045	87200	87200	80000	95400
	2046				
	2047				
	2048				
Entrance Ramp Data for Travel in Increasing Milepost Dir.	Year				
Average daily traffic (AADT _{b,ent}) by year, veh/d: (enter data only for those years for which it is available, leave other years blank)	2025				6660
	2026				
	2027				
	2028				
	2029				
	2030				
	2031				
	2032				
	2033				
	2034				
	2035				
	2036				
	2037				
	2038				
	2039				
	2040				
	2041				
	2042				
	2043				
	2044				
	2045				7700
	2046				
	2047				
	2048				

Exit Ramp Data for Travel in Increasing Milepost Direction	Year				
Average daily traffic (AADT _{e,ext}) by year, veh/d: (enter data only for those years for which it is available, leave other years blank)	2025	2720	480		4300
	2026				
	2027				
	2028				
	2029				
	2030				
	2031				
	2032				
	2033				
	2034				
	2035				
	2036				
	2037				
	2038				
	2039				
	2040				
	2041				
	2042				
	2043				
	2044				
	2045	3060	540		5300
	2046				
	2047				
	2048				
Entrance Ramp Data for Travel in Decreasing Milepost Dir.	Year				
Average daily traffic (AADT _{e,ent}) by year, veh/d: (enter data only for those years for which it is available, leave other years blank)	2025	2730	2730		4430
	2026				
	2027				
	2028				
	2029				
	2030				
	2031				
	2032				
	2033				
	2034				
	2035				
	2036				
	2037				
	2038				
	2039				
	2040				
	2041				
	2042				
	2043				
	2044				
	2045	3600	3600		5300
	2046				
	2047				
	2048				

Exit Ramp Data for Travel in Decreasing Milepost Direction		Year				
Average daily traffic (AADT _{b,ext}) by year, veh/d: (enter data only for those years for which it is available, leave other years blank)		2025				6060
		2026				
		2027				
		2028				
		2029				
		2030				
		2031				
		2032				
		2033				
		2034				
		2035				
		2036				
		2037				
		2038				
		2039				
		2040				
		2041				
		2042				
		2043				
		2044				
2045				7700		
2046						
2047						
2048						
Crash Data		Year	Segment Crashes -->			
Count of Fatal-and-Injury (FI) Crashes by Year						
Multiple-vehicle crashes (not ramp related) (N _{o,fs,n,mv,fi})	2025					
	2026					
	2027					
	2028					
	2029					
Single-vehicle crashes (not ramp related) (N _{o,fs,n,sv,fi})	2025					
	2026					
	2027					
	2028					
	2029					
Ramp-entrance-related crashes (N _{o,sc,EN,at,fi})	2025					
	2026					
	2027					
	2028					
	2029					
Ramp-exit-related crashes (N _{o,sc,EX,at,fi})	2025					
	2026					
	2027					
	2028					
	2029					

Count of Property-Damage-Only (PDO) Crashes by Year								
Multiple-vehicle crashes (not ramp related) (N _{o,fs,n,mv,pdo})	2025							
	2026							
	2027							
	2028							
	2029							
Single-vehicle crashes (not ramp related) (N _{o,fs,n,sv,pdo})	2025							
	2026							
	2027							
	2028							
	2029							
Ramp-entrance-related crashes (N _{o,sc,EN,at,pdo})	2025							
	2026							
	2027							
	2028							
	2029							
Ramp-exit-related crashes (N _{o,sc,EX,at,pdo})	2025							
	2026							
	2027							
	2028							
	2029							

Advisory Messages

Variable Limits

Number of through lanes (n):	10	10	10	10	10
Length of curve in segment (Lc1,seg), mi:	0.375	0.17	0.12	0.23	0
Length of curve in segment (Lc2,seg), mi:	0.375	0.17	0.12	0.84	0
Length of curve in segment (Lc3,seg), mi:	0.375	0.17	0.12	0.84	0
Length of ramp entrance in segment (Len,seg,inc), mi:	0.11	0.07	0.12	0.11	0.3
Length of ramp exit in segment (Lex,seg,inc), mi:	0.05	0.17	0.11	0.11	0.3
Length of weaving section in segment (Lwev,seg,inc), mi:	0.375	0.17	0.12	0.35	0.85
Length of ramp entrance in segment (Len,seg,dec), mi:	0.2	0.14	0.12	0.17	0.3
Length of ramp exit in segment (Lex,seg,dec), mi:	0.135	0	0.12	0.12	0.3
Length of weaving section in segment (Lwev,seg,dec), mi:	0.375	0.17	0.12	0.84	0.85

Input Worksheet for Ramp Segments												
Clear	Echo Input Values	Check Input Values	Segment 1	Segment 2	Segment 3	Segment 4	Segment 5	Segment 6	Segment 7	Segment 8	Segment 9	Segment 10
(View results in Column CJ)		(View results in Advisory Messages)		Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period
Basic Roadway Data												
Number of through lanes (n):	1	2	1	1	2	1	1	2				
Ramp segment description:	N exit loop	N entrance 1	N entrance 2	S exit 1	S exit 2	S entrance 1	N exit 2	N exit 3				
Segment length (L), mi:	0.11	0.09	0.1	0.05	0.21	0.16	0.21	0.21				
Average traffic speed on the freeway (V_{fwy}), mi/h:	70	70	70	70	70	70	70	70				
Segment type (ramp or collector-distributor road):	Exit	Entrance	Entrance	Exit	Exit	Entrance	Exit	Exit				
Type of control at crossroad ramp terminal:	Signal	Signal	Signal	Signal	Signal	None	Signal	Signal				
Alignment Data												
Horizontal Curve Data ← See notes →												
1	Horizontal curve?:	In Seg.	In Seg.	In Seg.	In Seg.	Off Seg.	In Seg.	In Seg.	Off Seg.			
	Curve radius (R_1), ft:	190	175	250	780	780	200	800	800			
	Length of curve (L_{c1}), mi:	0.09	0.05	0.08	0.05	0.05	0.14	0.07	0.07			
	Length of curve in segment ($L_{c1,seg}$), mi:	0.09	0.05	0.08	0.05		0.14	0.07				
	Ramp-mile of beginning of curve in direction of travel (X_1), mi:	0	0.05	0.11	0.03	0.03	0	0.05	0.05			
2	Horizontal curve?:	No	No	No	No	In Seg.	No	No	In Seg.			
	Curve radius (R_2), ft:					150			100			
	Length of curve (L_{c2}), mi:					0.03			0.05			
	Length of curve in segment ($L_{c2,seg}$), mi:					0.03			0.05			
	Ramp-mile of beginning of curve in direction of travel (X_2), mi:					0.15			0.15			
3	Horizontal curve?:					No			No			
	Curve radius (R_3), ft:											
	Length of curve (L_{c3}), mi:											
	Length of curve in segment ($L_{c3,seg}$), mi:											
	Ramp-mile of beginning of curve in direction of travel (X_3), mi:											
4	Horizontal curve?:											
	Curve radius (R_4), ft:											
	Length of curve (L_{c4}), mi:											
	Length of curve in segment ($L_{c4,seg}$), mi:											
	Ramp-mile of beginning of curve in direction of travel (X_4), mi:											
5	Horizontal curve?:											
	Curve radius (R_5), ft:											
	Length of curve (L_{c5}), mi:											
	Length of curve in segment ($L_{c5,seg}$), mi:											
	Ramp-mile of beginning of curve in direction of travel (X_5), mi:											
Cross Section Data												
Lane width (W_l), ft:	15	15	15	15	12	15	15	12				
Right shoulder width (W_{rs}), ft:	5	4	4	8	10	5	4	10				
Left shoulder width (W_{ls}), ft:	4	3	3	4	4	4	4	4				
Presence of lane add or lane drop by taper:	No	No	No	No	Lane Add	No	No	Lane Add				
Length of taper in segment ($L_{add,seg}$ or $L_{drop,seg}$), mi:					0.03			0.05				

Crash Data		Year	Segment Crashes -->									
Count of Fatal-and-Injury (FI) Crashes by Year												
Multiple-vehicle crashes (N _{o,w,n,mv,fi})	2025											
	2026											
	2027											
	2028											
	2029											
Single-vehicle crashes (N _{o,w,n,sv,fi})	2025											
	2026											
	2027											
	2028											
	2029											
Count of Property-Damage-Only (PDO) Crashes by Year												
Multiple-vehicle crashes (N _{o,w,n,mv,pdo})	2025											
	2026											
	2027											
	2028											
	2029											
Single-vehicle crashes (N _{o,w,n,sv,pdo})	2025											
	2026											
	2027											
	2028											
	2029											

Advisory Messages											

Variable Limits											
Number of through lanes (n):	2	2	2	2	2	2	2	2	2	2	2
Length of curve in segment (Lc1,seg), mi:	0.09	0.05	0.08	0.05	0.05	0.14	0.07	0.07	0	0	0
Length of curve in segment (Lc2,seg), mi:	0.11	0.08	0.1	0.03	0.03	0.16	0.21	0.05	0	0	0
Length of curve in segment (Lc3,seg), mi:	0.11	0.09	0.1	0.05	0.21	0.16	0.21	0.21	0	0	0
Length of curve in segment (Lc4,seg), mi:	0.11	0.09	0.1	0.05	0.21	0.16	0.21	0.21	0	0	0
Length of curve in segment (Lc5,seg), mi:	0.11	0.09	0.1	0.05	0.21	0.16	0.21	0.21	0	0	0
Length of taper in segment (Ladd,seg or Ldrop,seg), mi:	0.11	0.09	0.1	0.05	0.21	0.16	0.21	0.21	0.3	0.3	0.3
Length of entrance s-c lane in segment (Len,seg), mi:	0.11	0.09	0.1	0.05	0.19	0.16	0.19	0.19	0.19	0.19	0.19
Length of exit s-c lane in segment (Lex,seg), mi:	0.11	0.09	0.1	0.05	0.19	0.16	0.19	0.19	0.19	0.19	0.19
Length of weaving section in segment (Lwev,seg), mi:	0.11	0.09	0.1	0.05	0.21	0.16	0.21	0.21	0.3	0.3	0.3

Traffic Data		Year					
Inside Crossroad Leg Data		2025	29000	29000			
Average daily traffic (AADT _{in}) by year, veh/d: (enter data only for those years for which it is available, leave other years blank)		2026					
		2027					
		2028					
		2029					
		2030					
		2031					
		2032					
		2033					
		2034					
		2035					
		2036					
		2037					
		2038					
		2039					
		2040					
		2041					
		2042					
		2043					
		2044					
		2045	35600	35600			
		2046					
		2047					
		2048					
Outside Crossroad Leg Data		2025	35200	25800			
Average daily traffic (AADT _{out}) by year, veh/d: (enter data only for those years for which it is available, leave other years blank)		2026					
		2027					
		2028					
		2029					
		2030					
		2031					
		2032					
		2033					
		2034					
		2035					
		2036					
		2037					
		2038					
		2039					
		2040					
		2041					
		2042					
		2043					
		2044					
		2045	42400	32000			
		2046					
		2047					
		2048					

Exit Ramp Data	2025	2720	6060				
Average daily traffic (AADT _{ex}) by year, veh/d: (enter data only for those years for which it is available, leave other years blank) For a B4 terminal configuration, enter the AADT for the diagonal exit ramp (not the loop exit ramp).	2026						
	2027						
	2028						
	2029						
	2030						
	2031						
	2032						
	2033						
	2034						
	2035						
	2036						
	2037						
	2038						
	2039						
	2040						
	2041						
	2042						
	2043						
	2044						
	2045	3060	7700				
2046							
2047							
2048							
Entrance Ramp Data	2025	6600	2730				
Average daily traffic (AADT _{en}) by year, veh/d: (enter data only for those years for which it is available, leave other years blank) For an A4 terminal configuration, enter the AADT for the diagonal entrance ramp (not the loop entrance ramp).	2026						
	2027						
	2028						
	2029						
	2030						
	2031						
	2032						
	2033						
	2034						
	2035						
	2036						
	2037						
	2038						
	2039						
	2040						
	2041						
	2042						
	2043						
	2044						
	2045	7700	3600				
2046							
2047							
2048							

Crash Data		Year	Ramp Terminal Crashes -->					
Count of Fatal-and-Injury (FI) Crashes by Year								
(N _{o,w,ac,at,fi})	2025							
	2026							
	2027							
	2028							
	2029							
Count of Property-Damage-Only (PDO) Crashes by Year								
(N _{o,w,ac,at,pdo})	2025							
	2026							
	2027							
	2028							
	2029							

Advisory Messages

Variable Limits							
Number of Lanes							
Both approaches		6	6	4	4	4	4
Ramp		4	4	2	2	2	2

Appendix H

Construction Long Range Estimate

Date: 4/15/2021 8:53:18 AM

FDOT Long Range Estimating System - Production

R3: Project Details by Sequence Report

Project: 423071-3-52-01

Letting Date: 01/2099

Description: SR 93 (I-75)/ SR 121 Interchange Improvements

District: 02 **County:** 26 ALACHUA **Market Area:** 06 **Units:** English
Contract Class: Lump Sum Project: N **Design/Build:** N **Project Length:** 0.759 MI

Project Manager: Leigh Ann Bennett

Version 6 Project Grand Total **\$10,170,976.87**

Description: Version created on 04/14/2021 by Connelly & Wicker and updated based on ongoing design changes requested by FDOT Planning.

Sequence: 1 WDR - Widen/Resurface, Divided, Rural **Net Length:** 0.189 MI
1,000 LF

Description: SR 93 (I-75) Auxiliary Lane addition for Ramp E

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 94.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.189
Top of Structural Course For Begin Section	114.00
Top of Structural Course For End Section	114.00
Horizontal Elevation For Begin Section	105.00
Horizontal Elevation For End Section	105.00
Existing Front Slope L/R	0 to 1 / 6 to 1
Existing Median Slope L/R	0 to 1 / 0 to 1
Existing Median Shoulder Cross Slope L/R	0.00 % / 0.00 %
Existing Outside Shoulder Cross Slope L/R	0.00 % / 6.00 %
Front Slope L/R	0 to 1 / 6 to 1
Median Slope L/R	0 to 1 / 0 to 1
Median Shoulder Cross Slope L/R	0.00 % / 0.00 %
Outside Shoulder Cross Slope L/R	0.00 % / 6.00 %
Roadway Cross Slope L/R	0.00 % / 3.00 %

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	2.15	AC	\$17,500.00	\$37,625.00
120-2-2	BORROW EXCAVATION, TRUCK MEASURE	2,565.02	CY	\$25.00	\$64,125.50
Earthwork Component Total					\$101,750.50

ROADWAY COMPONENT

User Input Data

Description	Value
-------------	-------

Number of Lanes	1
Existing Roadway Pavement Width L/R	0.00 / 0.00
Structural Spread Rate	0
Friction Course Spread Rate	80
Widened Outside Pavement Width L/R	0.00 / 12.00
Widened Inside Pavement Width L/R	0.00 / 0.00
Widened Structural Spread Rate	440
Widened Friction Course Spread Rate	80

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	2,666.75	SY	\$5.05	\$13,467.09
285-710	OPTIONAL BASE,BASE GROUP 10	1,370.04	SY	\$38.02	\$52,088.92
334-1-15	SUPERPAVE ASPHALTIC CONC, TRAFFIC E	293.34	TN	\$134.07	\$39,328.09
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	53.34	TN	\$136.55	\$7,283.58

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
710-90	PAINTED PAVEMENT MARKINGS, FINAL SURFACE Comment: full project	1.00	LS	\$45,427.62	\$45,427.62

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	1
Solid Stripe No. of Stripes	0
Skip Stripe No. of Paint Applications	1
Skip Stripe No. of Stripes	0

Roadway Component Total \$157,595.30

SHOULDER COMPONENT

User Input Data

Description	Value
Existing Total Outside Shoulder Width L/R	0.00 / 12.00
New Total Outside Shoulder Width L/R	0.00 / 12.00
Total Outside Shoulder Perf. Turf Width L/R	0.00 / 2.00
Existing Paved Outside Shoulder Width L/R	0.00 / 10.00
New Paved Outside Shoulder Width L/R	0.00 / 10.00
Structural Spread Rate	440
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips 1/2No. of Sides	0

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	1,147.81	SY	\$14.11	\$16,195.60
334-1-15	SUPERPAVE ASPHALTIC CONC, TRAFFIC E	244.45	TN	\$134.07	\$32,773.41
337-7-25		2.93	TN	\$136.55	\$400.09

	ASPH CONC FC,INC BIT,FC-5,PG76-22			
570-1-2	PERFORMANCE TURF, SOD	222.23 SY	\$3.25	\$722.25

X-Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
570-1-2	PERFORMANCE TURF, SOD	7,500.00 SY	\$3.25	\$24,375.00

Erosion Control

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	2,300.07 LF	\$1.56	\$3,588.11
104-11	FLOATING TURBIDITY BARRIER	18.94 LF	\$10.13	\$191.86
104-12	STAKED TURBIDITY BARRIER- NYL REINF PVC	18.94 LF	\$5.48	\$103.79
104-15	SOIL TRACKING PREVENTION DEVICE	1.00 EA	\$3,117.45	\$3,117.45
107-1	LITTER REMOVAL	1.38 AC	\$300.00	\$414.00
107-2	MOWING	1.38 AC	\$870.00	\$1,200.60

Shoulder Component Total \$83,082.16

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
430-174-124	PIPE CULV, OPT MATL, ROUND,24"SD	152.00 LF	\$164.06	\$24,937.12
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	16.00 LF	\$250.36	\$4,005.76
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	8.00 EA	\$1,824.44	\$14,595.52
570-1-1	PERFORMANCE TURF	133.34 SY	\$1.66	\$221.34

Drainage Component Total \$43,759.74

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	1.00 AS	\$391.43	\$391.43
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	5.00 AS	\$1,143.17	\$5,715.85
700-1-50	SINGLE POST SIGN, RELOCATE	1.00 AS	\$135.53	\$135.53
700-1-60	SINGLE POST SIGN, REMOVE	5.00 AS	\$31.83	\$159.15
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	1.00 AS	\$5,162.52	\$5,162.52
700-2-60	MULTI- POST SIGN, REMOVE	1.00 AS	\$571.93	\$571.93

X-Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-3-206	SIGN PANEL, F&I OM, 101-200 SF Comment: Overhead sign Panels (4 new signs and 1 replacement of existing)	4.00 EA	\$4,106.41	\$16,425.64

700-4-114	OH STATIC SIGN STR, F&I, C 41-50 FT Comment: New Cantilever Exit Signs	3.00 EA	\$88,645.14	\$265,935.42
Signing Component Total				\$294,497.47

LIGHTING COMPONENT

High Mast Lighting Subcomponent

Description	Value
Multiplier (Number of Poles)	7
Pay Items	
Pay item	Extended Amount
630-2-11 CONDUIT, F&I, OPEN TRENCH	\$24,080.00
635-2-11 PULL & SPLICE BOX, F&I, 13" x 24"	\$11,529.28
715-1-12 LIGHTING CONDUCTORS, F&I, INSUL,NO.8-6	\$4,935.00
715-1-13 LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2	\$21,105.00
715-7-11 LOAD CENTER, F&I, SECONDARY VOLTAGE	\$10,030.43
715-19-113 HIGH MAST LIGHT POLE,F&I,WS-150,120'	\$420,000.00
715-500-2 POLE CABLE DISTRIBUTION SYS, HIGH MAST	\$2,722.16
Subcomponent Total	\$494,401.87
Lighting Component Total	\$494,401.87

Sequence 1 Total	\$1,175,087.04
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Sequence: 2NUR - New Construction, Undivided, Rural

Net Length: 0.189 MI
1,000 LF

Description: Ramp E - 1 lane section from SR 93 (I-75)

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	100.00 / 100.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.189
Top of Structural Course For Begin Section	116.00
Top of Structural Course For End Section	112.00
Horizontal Elevation For Begin Section	115.00
Horizontal Elevation For End Section	103.00
Front Slope L/R	6 to 1 / 6 to 1
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	4.58	AC	\$17,500.00	\$80,150.00
120-6	EMBANKMENT	6,874.56	CY	\$14.00	\$96,243.84
Earthwork Component Total					\$176,393.84

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	1
Roadway Pavement Width L/R	0.00 / 15.00
Structural Spread Rate	440
Friction Course Spread Rate	165

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	3,000.10	SY	\$5.05	\$15,150.50
285-709	OPTIONAL BASE,BASE GROUP 09	1,703.39	SY	\$27.73	\$47,235.00
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	366.68	TN	\$107.50	\$39,418.10
337-7-83	ASPH CONC FC,TRAFFIC C,FC- 12.5,PG 76-22	137.50	TN	\$122.55	\$16,850.62

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
550-10-110	FENCING, TYPE A, 0.0-5.0', STANDARD	3,000.00	LF	\$19.04	\$57,120.00

Pavement Marking Subcomponent

Description	Value
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Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	1
Solid Stripe No. of Stripes	2
Skip Stripe No. of Paint Applications	1
Skip Stripe No. of Stripes	0

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.38 GM	\$984.25	\$374.02
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	0.38 GM	\$4,592.31	\$1,745.08
Roadway Component Total				\$177,893.34

SHOULDER COMPONENT

User Input Data

Description	Value
Total Outside Shoulder Width L/R	6.00 / 6.00
Total Outside Shoulder Perf. Turf Width L/R	4.00 / 2.00
Paved Outside Shoulder Width L/R	2.00 / 4.00
Structural Spread Rate	220
Friction Course Spread Rate	165
Total Width (T) / 8" Overlap (O)	T
Rumble Strips $\frac{1}{2}$ No. of Sides	0

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	740.02 SY	\$14.11	\$10,441.68
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	73.34 TN	\$107.50	\$7,884.05
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	55.00 TN	\$122.55	\$6,740.25
570-1-2	PERFORMANCE TURF, SOD	666.69 SY	\$3.25	\$2,166.74

X-Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
570-1-2	PERFORMANCE TURF, SOD	10,000.00 SY	\$3.25	\$32,500.00

Erosion Control

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	2,600.08 LF	\$1.56	\$4,056.12
104-11	FLOATING TURBIDITY BARRIER	47.35 LF	\$10.13	\$479.66
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	47.35 LF	\$5.48	\$259.48
104-15	SOIL TRACKING PREVENTION DEVICE	1.00 EA	\$3,117.45	\$3,117.45
107-1	LITTER REMOVAL	2.30 AC	\$300.00	\$690.00

107-2	MOWING	2.30 AC	\$870.00	\$2,001.00
Shoulder Component Total				\$70,336.43

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
430-174-124	PIPE CULV, OPT MATL, ROUND,24"SD	152.00 LF	\$164.06	\$24,937.12
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	32.00 LF	\$250.36	\$8,011.52
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	8.00 EA	\$1,824.44	\$14,595.52
570-1-1	PERFORMANCE TURF	133.34 SY	\$1.66	\$221.34
Drainage Component Total				\$47,765.50

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	1.00 AS	\$391.43	\$391.43
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	4.00 AS	\$1,143.17	\$4,572.68
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	1.00 AS	\$5,162.52	\$5,162.52
Signing Component Total				\$10,126.63

Sequence 2 Total				\$482,515.74
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Sequence: 3NUR - New Construction, Undivided, Rural

Net Length: 0.114 MI
600 LF

Description: Ramp E - 2 lane section from SR 93 (I-75)

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	94.00 / 94.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.189
Top of Structural Course For Begin Section	116.00
Top of Structural Course For End Section	112.00
Horizontal Elevation For Begin Section	115.00
Horizontal Elevation For End Section	103.00
Front Slope L/R	6 to 1 / 6 to 1
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	2.60	AC	\$17,500.00	\$45,500.00
120-6	EMBANKMENT	8,431.13	CY	\$14.00	\$118,035.82
Earthwork Component Total					\$163,535.82

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	2
Roadway Pavement Width L/R	0.00 / 24.00
Structural Spread Rate	440
Friction Course Spread Rate	165

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	2,932.39	SY	\$5.05	\$14,808.57
285-709	OPTIONAL BASE,BASE GROUP 09	1,621.48	SY	\$27.73	\$44,963.64
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	351.89	TN	\$107.50	\$37,828.18
337-7-83	ASPH CONC FC,TRAFFIC C,FC- 12.5,PG 76-22	131.96	TN	\$122.55	\$16,171.70

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	1
Solid Stripe No. of Stripes	2
Skip Stripe No. of Paint Applications	1
Skip Stripe No. of Stripes	1

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.23	GM	\$984.25	\$226.38
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.11	GM	\$399.08	\$43.90
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	0.23	GM	\$4,592.31	\$1,056.23
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	0.11	GM	\$1,394.33	\$153.38
Roadway Component Total					\$115,251.98

SHOULDER COMPONENT

User Input Data

Description	Value
Total Outside Shoulder Width L/R	8.00 / 12.00
Total Outside Shoulder Perf. Turf Width L/R	3.50 / 2.00
Paved Outside Shoulder Width L/R	4.00 / 10.00
Structural Spread Rate	220
Friction Course Spread Rate	165
Total Width (T) / 8" Overlap (O)	T
Rumble Strips 1/2 No. of Sides	0

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	977.02	SY	\$14.11	\$13,785.75
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	102.63	TN	\$107.50	\$11,032.72
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	76.98	TN	\$122.55	\$9,433.90
570-1-2	PERFORMANCE TURF, SOD	366.55	SY	\$3.25	\$1,191.29

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
570-1-2	PERFORMANCE TURF, SOD	10,000.00	SY	\$3.25	\$32,500.00

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	1,559.50	LF	\$1.56	\$2,432.82
104-11	FLOATING TURBIDITY BARRIER	28.40	LF	\$10.13	\$287.69
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	28.40	LF	\$5.48	\$155.63
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	\$3,117.45	\$3,117.45
107-1	LITTER REMOVAL	1.38	AC	\$300.00	\$414.00
107-2	MOWING	1.38	AC	\$870.00	\$1,200.60

Shoulder Component Total

\$75,551.86

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
430-174-124	PIPE CULV, OPT MATL, ROUND,24"SD	96.00	LF	\$164.06	\$15,749.76
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	24.00	LF	\$250.36	\$6,008.64
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	5.00	EA	\$1,824.44	\$9,122.20
570-1-1	PERFORMANCE TURF	79.97	SY	\$1.66	\$132.75

Retention Basin 1

Description	Value
Size	1.5 AC
Multiplier	1
Depth	8.00
Description	

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	1.50	AC	\$17,500.00	\$26,250.00
120-1	REGULAR EXCAVATION	19,360.00	CY	\$18.32	\$354,675.20
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00	EA	\$5,363.64	\$5,363.64
425-2-71	MANHOLES, J-7, <10'	1.00	EA	\$6,219.87	\$6,219.87
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	56.00	LF	\$656.90	\$36,786.40
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	200.00	LF	\$350.29	\$70,058.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	1,025.00	LF	\$21.24	\$21,771.00
550-60-234	FENCE GATE, TYP B, SLIDE/CANT, 18.1-20' OPEN	1.00	EA	\$1,688.14	\$1,688.14
570-1-2	PERFORMANCE TURF, SOD	7,260.00	SY	\$3.25	\$23,595.00

Drainage Component Total

\$577,420.60

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	1.00	AS	\$391.43	\$391.43
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	3.00	AS	\$1,143.17	\$3,429.51
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	1.00	AS	\$5,162.52	\$5,162.52

Signing Component Total

\$8,983.46

Sequence 3 Total

\$940,743.72

Sequence: 4 WUR - Widen/Resurface, Undivided, Rural

Net Length: 0.485 MI
2,560 LF

Description: SR 121 From Sta. 462+20 to SR 121/34th St. intersection

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	40.00 / 50.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.485
Top of Structural Course For Begin Section	102.00
Top of Structural Course For End Section	102.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Existing Front Slope L/R	6 to 1 / 6 to 1
Existing Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Front Slope L/R	6 to 1 / 6 to 1
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	5.29	AC	\$17,500.00	\$92,575.00
120-2-2	BORROW EXCAVATION, TRUCK MEASURE	608.90	CY	\$25.00	\$15,222.50
Earthwork Component Total					\$107,797.50

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	5
Existing Roadway Pavement Width L/R	36.00 / 24.00
Structural Spread Rate	220
Friction Course Spread Rate	165
Widened Outside Pavement Width L/R	12.00 / 12.00
Widened Structural Spread Rate	385
Widened Friction Course Spread Rate	165

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	12,514.30	SY	\$5.05	\$63,197.22
285-709	OPTIONAL BASE,BASE GROUP 09	7,013.70	SY	\$27.73	\$194,489.90
327-70-2	MILLING EXIST ASPH PAVT,3 1/2" AVG DEPTH	17,064.96	SY	\$3.25	\$55,461.12
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	1,314.00	TN	\$107.50	\$141,255.00
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	1,877.15	TN	\$107.50	\$201,793.62
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	1,407.86	TN	\$122.55	\$172,533.24
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	563.14	TN	\$122.55	\$69,012.81

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-4	REMOVAL OF EXISTING CONCRETE PAVEMENT	2,000.00	SY	\$30.00	\$60,000.00
339-1	MISCELLANEOUS ASPHALT PAVEMENT	65.00	TN	\$248.61	\$16,159.65
520-5-11	TRAF SEP CONC-TYPE I, 4' WIDE	1,000.00	LF	\$44.40	\$44,400.00
521-72-11	SHLDR CONC BARRIER WALL,RIGID SHLDR 54"	380.00	LF	\$498.76	\$189,528.80
527-2	DETECTABLE WARNINGS	38.00	SF	\$28.60	\$1,086.80
536-1-1	GUARDRAIL- ROADWAY, GEN TL-3	200.00	LF	\$23.88	\$4,776.00
536-82	GUARDRAIL ANCHORAGE- CONC BARRIER	2.00	EA	\$2,548.03	\$5,096.06
536-85-24	GUARDRAIL END TREATMENT-PARA APP TERM	2.00	EA	\$2,567.47	\$5,134.94
544-75-1	CRASH CUSHION	2.00	EA	\$20,240.05	\$40,480.10

EX-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
521-1	MEDIAN CONCRETE BARRIER WALL	200.00	LF	\$238.85	\$47,770.00

Turnouts/Crossovers Subcomponent

Description	Value
Asphalt Adjustment	15.00
Milling Code	Y
Stabilization Code	Y
Base Code	Y
Friction Course Code	Y

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	1,877.14	SY	\$5.05	\$9,479.56
285-709	OPTIONAL BASE,BASE GROUP 09	1,052.06	SY	\$27.73	\$29,173.62
327-70-2	MILLING EXIST ASPH PAVT,3 1/2" AVG DEPTH	2,559.74	SY	\$3.25	\$8,319.16
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	281.57	TN	\$107.50	\$30,268.78
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	211.18	TN	\$122.55	\$25,880.11

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	1
Solid Stripe No. of Stripes	4
Skip Stripe No. of Paint Applications	1
Skip Stripe No. of Stripes	4

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
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710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	1.94 GM	\$984.25	\$1,909.45
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	1.94 GM	\$399.08	\$774.22
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	1.94 GM	\$4,592.31	\$8,909.08
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	1.94 GM	\$1,394.33	\$2,705.00
Roadway Component Total				\$1,429,594.25

SHOULDER COMPONENT

User Input Data

Description	Value
Existing Total Outside Shoulder Width L/R	10.00 / 10.00
New Total Outside Shoulder Width L/R	10.00 / 10.00
Total Outside Shoulder Perf. Turf Width L/R	3.00 / 3.00
Existing Paved Outside Shoulder Width L/R	5.00 / 5.00
New Paved Outside Shoulder Width L/R	7.00 / 7.00
Structural Spread Rate	220
Friction Course Spread Rate	165
Total Width (T) / 8" Overlap (O)	T
Rumble Strips 1/2No. of Sides	0

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	4,169.54	SY	\$14.11	\$58,832.21
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	438.00	TN	\$107.50	\$47,085.00
337-7-83	ASPH CONC FC,TRAFFIC C,FC- 12.5,PG 76-22	328.50	TN	\$122.55	\$40,257.68
570-1-2	PERFORMANCE TURF, SOD	1,706.50	SY	\$3.25	\$5,546.12

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
520-1-10	CONCRETE CURB & GUTTER, TYPE F	2,500.00	LF	\$28.54	\$71,350.00
522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"	3,500.00	SY	\$42.70	\$149,450.00

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	5,887.41	LF	\$1.56	\$9,184.36
104-11	FLOATING TURBIDITY BARRIER	48.48	LF	\$10.13	\$491.10
104-12	STAKED TURBIDITY BARRIER- NYL REINF PVC	48.48	LF	\$5.48	\$265.67
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	\$3,117.45	\$3,117.45
104-18	INLET PROTECTION SYSTEM	20.00	EA	\$96.46	\$1,929.20
107-1	LITTER REMOVAL	1.17	AC	\$300.00	\$351.00
107-2	MOWING	1.17	AC	\$870.00	\$1,017.90

Shoulder Component Total **\$388,877.70**

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	8.73	CY	\$1,301.59	\$11,362.88
430-174-124	PIPE CULV, OPT MATL, ROUND,24"SD	72.00	LF	\$164.06	\$11,812.32
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	32.00	LF	\$250.36	\$8,011.52
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	5.00	EA	\$1,824.44	\$9,122.20
570-1-1	PERFORMANCE TURF	195.86	SY	\$1.66	\$325.13
Drainage Component Total					\$40,634.05

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	1.00	AS	\$391.43	\$391.43
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	10.00	AS	\$1,143.17	\$11,431.70
700-1-50	SINGLE POST SIGN, RELOCATE	1.00	AS	\$135.53	\$135.53
700-1-60	SINGLE POST SIGN, REMOVE	10.00	AS	\$31.83	\$318.30
700-2-13	MULTI- POST SIGN, F&I GM, 21-30 SF	1.00	AS	\$3,703.80	\$3,703.80
700-2-60	MULTI- POST SIGN, REMOVE	1.00	AS	\$571.93	\$571.93
Signing Component Total					\$16,552.69

SIGNALIZATIONS COMPONENT

Signalization 1

Description	Value
Type	4 Lane Mast Arm
Multiplier	1
Description	SR 121 West of I-75

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	750.00	LF	\$6.88	\$5,160.00
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	250.00	LF	\$23.54	\$5,885.00
632-7-1	SIGNAL CABLE- NEW OR RECO, FUR & INSTALL	1.00	PI	\$4,365.16	\$4,365.16
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	16.00	EA	\$823.52	\$13,176.32
639-1-112	ELECTRICAL POWER SRV,F&I,OH,M,PUR BY CON	1.00	AS	\$2,661.67	\$2,661.67
639-2-1	ELECTRICAL SERVICE WIRE, F&I	60.00	LF	\$4.58	\$274.80
649-21-10	STEEL MAST ARM ASSEMBLY, F&I, 60'	4.00	EA	\$41,974.00	\$167,896.00
650-1-14	VEH TRAF SIGNAL,F&I ALUMINUM, 3 S 1 W	12.00	AS	\$1,043.31	\$12,519.72
653-1-11		8.00	AS	\$592.43	\$4,739.44

	PEDESTRIAN SIGNAL, F&I LED COUNT, 1 WAY			
660-1-102	LOOP DETECTOR INDUCTIVE, F&I, TYPE 2	12.00 EA	\$361.69	\$4,340.28
660-2-106	LOOP ASSEMBLY, F&I, TYPE F	12.00 AS	\$964.72	\$11,576.64
665-1-11	PEDESTRIAN DETECTOR, F&I, STANDARD	8.00 EA	\$297.18	\$2,377.44
670-5-111	TRAF CNTL ASSEM, F&I, NEMA, 1 PREEMPT	1.00 AS	\$30,822.93	\$30,822.93
700-3-101	SIGN PANEL, F&I GM, UP TO 12 SF	4.00 EA	\$228.84	\$915.36

Signalization 2

Description	Value
Type	4 Lane Mast Arm
Multiplier	1
Description	SR 121 East of I-75

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	750.00	LF	\$6.88	\$5,160.00
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	250.00	LF	\$23.54	\$5,885.00
632-7-1	SIGNAL CABLE- NEW OR RECO, FUR & INSTALL	1.00	PI	\$4,365.16	\$4,365.16
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	16.00	EA	\$823.52	\$13,176.32
639-1-112	ELECTRICAL POWER SRV,F&I,OH,M,PUR BY CON	1.00	AS	\$2,661.67	\$2,661.67
639-2-1	ELECTRICAL SERVICE WIRE, F&I	60.00	LF	\$4.58	\$274.80
649-31-103	M/ARM,F&I, WS-150,SING ARM,W/O LUM-60	4.00	EA	\$34,252.60	\$137,010.40
650-1-14	VEH TRAF SIGNAL,F&I ALUMINUM, 3 S 1 W	12.00	AS	\$1,043.31	\$12,519.72
653-1-11	PEDESTRIAN SIGNAL, F&I LED COUNT, 1 WAY	8.00	AS	\$592.43	\$4,739.44
660-1-102	LOOP DETECTOR INDUCTIVE, F&I, TYPE 2	12.00	EA	\$361.69	\$4,340.28
660-2-106	LOOP ASSEMBLY, F&I, TYPE F	12.00	AS	\$964.72	\$11,576.64
665-1-11	PEDESTRIAN DETECTOR, F&I, STANDARD	8.00	EA	\$297.18	\$2,377.44
670-5-111	TRAF CNTL ASSEM, F&I, NEMA, 1 PREEMPT	1.00	AS	\$30,822.93	\$30,822.93
700-3-101	SIGN PANEL, F&I GM, UP TO 12 SF	4.00	EA	\$228.84	\$915.36
Signalizations Component Total					\$502,535.92

INTELLIGENT TRAFFIC SYSTEM (ITS) COMPONENT

Description of Work

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
633-1-123	FIBER OPTIC CABLE, F&I, UG,49-96	5,000.00	LF	\$3.64	\$18,200.00
	Comment: Interconnecting Signals				

Intelligent Traffic System (ITS) Component Total	\$18,200.00
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Sequence 4 Total	\$2,504,192.11
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Sequence: 5RSU - Resurfacing, Undivided

Net Length: 0.663 MI
3,500 LF

Description: SR 93 (I-75) Milling and Resurfacing after Ramp Construction

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	3
Roadway Pavement Width L/R	0.00 / 36.00
Structural Spread Rate	220
Friction Course Spread Rate	80

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
327-70-4	MILLING EXIST ASPH PAVT, 3" AVG DEPTH	14,000.45 SY	\$3.00	\$42,001.35
334-1-15	SUPERPAVE ASPHALTIC CONC, TRAFFIC E	1,540.05 TN	\$134.07	\$206,474.50
337-7-43	ASPH CONC FC, TRAFFIC C, FC-12.5, PG 76-22	560.02 TN	\$134.00	\$75,042.68

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	1
Solid Stripe No. of Stripes	2
Skip Stripe No. of Paint Applications	1
Skip Stripe No. of Stripes	2

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
710-11-101	PAINTED PAVT MARK, STD, WHITE, SOLID, 6"	1.33 GM	\$984.25	\$1,309.05
710-11-131	PAINTED PAVT MARK, STD, WHITE, SKIP, 6"	1.33 GM	\$399.08	\$530.78
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	1.33 GM	\$4,592.31	\$6,107.77
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	1.33 GM	\$1,394.33	\$1,854.46

Roadway Component Total \$333,320.59

SHOULDER COMPONENT

User Input Data

Description	Value
Total Outside Shoulder Width L/R	12.00 / 12.00
Total Outside Shoulder Perf. Turf Width L/R	2.00 / 2.00
Paved Outside Shoulder Width L/R	10.00 / 10.00
Structural Spread Rate	165
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips 1/2 No. of Sides	1

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
327-70-6	MILLING EXIST ASPH PAVT,1 1/2" AVG DEPTH	7,778.03 SY	\$2.66	\$20,689.56
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	641.69 TN	\$107.50	\$68,981.68
337-7-43	ASPH CONC FC, TRAFFIC C, FC-12.5, PG 76-22	20.53 TN	\$134.00	\$2,751.02
546-72-51	RUMBLE STRIPS, GROUND-IN, 16" MIN. WIDTH	0.66 PM	\$650.38	\$429.25
570-1-2	PERFORMANCE TURF, SOD	1,555.61 SY	\$3.25	\$5,055.73

Erosion Control

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-11	FLOATING TURBIDITY BARRIER	66.29 LF	\$10.13	\$671.52
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	66.29 LF	\$5.48	\$363.27
104-18	INLET PROTECTION SYSTEM	2.00 EA	\$96.46	\$192.92
107-1	LITTER REMOVAL	1.60 AC	\$300.00	\$480.00
107-2	MOWING	1.60 AC	\$870.00	\$1,392.00

Shoulder Component Total

\$101,006.95

Sequence 5 Total

\$434,327.54

Sequence: 6 WUU - Widen/Resurface, Undivided, Urban

Net Length: 0.152 MI
800 LF

Description: SR 121/ sw 34th st. intersection to approx. sta. 495+00 sw Williston rd

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	19.00 / 30.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.152
Top of Structural Course For Begin Section	102.00
Top of Structural Course For End Section	102.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Existing Front Slope L/R	6 to 1 / 6 to 1
Existing Outside Shoulder Cross Slope L/R	2.00 % / 2.00 %
Front Slope L/R	6 to 1 / 6 to 1
Outside Shoulder Cross Slope L/R	2.00 % / 2.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	0.90 AC	\$17,500.00	\$15,750.00
120-2-2	BORROW EXCAVATION, TRUCK MEASURE	819.21 CY	\$25.00	\$20,480.25
Earthwork Component Total				\$36,230.25

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	5
Existing Roadway Pavement Width L/R	52.00 / 28.00
Structural Spread Rate	220
Friction Course Spread Rate	165
Widened Outside Pavement Width L/R	12.00 / 0.00
Widened Structural Spread Rate	275
Widened Friction Course Spread Rate	165

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	1,295.87 SY	\$5.05	\$6,544.14
285-709	OPTIONAL BASE,BASE GROUP 09	1,095.89 SY	\$27.73	\$30,389.03
327-70-2	MILLING EXIST ASPH PAVT,3 1/2" AVG DEPTH	7,110.40 SY	\$3.25	\$23,108.80
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	782.14 TN	\$107.50	\$84,080.05
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	146.65 TN	\$107.50	\$15,764.88
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	586.61 TN	\$122.55	\$71,889.06

337-7-83 ASPH CONC FC,TRAFFIC C,FC- 87.99 TN \$122.55 \$10,783.17
 12.5,PG 76-22

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	1
Solid Stripe No. of Stripes	2
Skip Stripe No. of Paint Applications	1
Skip Stripe No. of Stripes	4

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.30	GM	\$984.25	\$295.28
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.61	GM	\$399.08	\$243.44
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	0.30	GM	\$4,592.31	\$1,377.69
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	0.61	GM	\$1,394.33	\$850.54
Roadway Component Total					\$245,326.08

SHOULDER COMPONENT

User Input Data

Description	Value
Existing Total Outside Shoulder Width L/R	0.00 / 0.00
New Total Outside Shoulder Width L/R	8.25 / 0.00
Total Outside Shoulder Perf. Turf Width L/R	0.00 / 0.00
Sidewalk Width L/R	6.00 / 0.00

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
520-1-10	CONCRETE CURB & GUTTER, TYPE F	799.92	LF	\$28.54	\$22,829.72
522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"	533.28	SY	\$42.70	\$22,771.06

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	1,599.84	LF	\$1.56	\$2,495.75
104-11	FLOATING TURBIDITY BARRIER	15.15	LF	\$10.13	\$153.47
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	15.15	LF	\$5.48	\$83.02
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	\$3,117.45	\$3,117.45
104-18	INLET PROTECTION SYSTEM	8.00	EA	\$96.46	\$771.68
107-1	LITTER REMOVAL	0.70	AC	\$300.00	\$210.00

107-2	MOWING	0.70 AC	\$870.00	\$609.00
Shoulder Component Total				\$53,041.15

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
425-1-351	INLETS, CURB, TYPE P-5, <10'	6.00 EA	\$7,285.24	\$43,711.44
425-1-451	INLETS, CURB, TYPE J-5, <10'	2.00 EA	\$7,634.94	\$15,269.88
425-1-521	INLETS, DT BOT, TYPE C, <10'	1.00 EA	\$3,960.44	\$3,960.44
425-2-41	MANHOLES, P-7, <10'	1.00 EA	\$3,986.67	\$3,986.67
430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	296.00 LF	\$111.84	\$33,104.64
430-175-148	PIPE CULV, OPT MATL, ROUND, 48"S/CD	760.00 LF	\$222.26	\$168,917.60
570-1-1	PERFORMANCE TURF	46.06 SY	\$1.66	\$76.46
Drainage Component Total				\$269,027.13

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	3.00 AS	\$391.43	\$1,174.29
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	1.00 AS	\$1,143.17	\$1,143.17
700-1-50	SINGLE POST SIGN, RELOCATE	1.00 AS	\$135.53	\$135.53
700-1-60	SINGLE POST SIGN, REMOVE	3.00 AS	\$31.83	\$95.49
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	1.00 AS	\$5,162.52	\$5,162.52
700-2-60	MULTI- POST SIGN, REMOVE	1.00 AS	\$571.93	\$571.93
Signing Component Total				\$8,282.93

Sequence 6 Total				\$611,907.54
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Sequence: 7 WUR - Widen/Resurface, Undivided, Rural

Net Length: 0.284 MI
1,500 LF

Description: Ramp D add lane and mill & resurface; includes work on loop ramp

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	30.00 / 20.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.284
Top of Structural Course For Begin Section	102.00
Top of Structural Course For End Section	102.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Existing Front Slope L/R	6 to 1 / 6 to 1
Existing Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Front Slope L/R	6 to 1 / 6 to 1
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	1.72 AC	\$17,500.00	\$30,100.00
120-2-2	BORROW EXCAVATION, TRUCK MEASURE	782.53 CY	\$25.00	\$19,563.25
Earthwork Component Total				\$49,663.25

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	1
Existing Roadway Pavement Width L/R	15.00 / 0.00
Structural Spread Rate	165
Friction Course Spread Rate	165
Widened Outside Pavement Width L/R	0.00 / 12.00
Widened Structural Spread Rate	330
Widened Friction Course Spread Rate	165

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	4,666.82 SY	\$5.05	\$23,567.44
285-709	OPTIONAL BASE,BASE GROUP 09	2,055.07 SY	\$27.73	\$56,987.09
327-70-4	MILLING EXIST ASPH PAVT, 3" AVG DEPTH	2,500.08 SY	\$3.00	\$7,500.24
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	206.26 TN	\$107.50	\$22,172.95
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	330.01 TN	\$107.50	\$35,476.07
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	206.26 TN	\$122.55	\$25,277.16

337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	165.01 TN	\$122.55	\$20,221.98
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Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	N
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	2
Solid Stripe No. of Stripes	2
Skip Stripe No. of Paint Applications	2
Skip Stripe No. of Stripes	0

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	1.14 GM	\$984.25	\$1,122.04
Roadway Component Total				\$192,324.99

SHOULDER COMPONENT

User Input Data

Description	Value
Existing Total Outside Shoulder Width L/R	0.00 / 6.00
New Total Outside Shoulder Width L/R	6.00 / 10.00
Total Outside Shoulder Perf. Turf Width L/R	4.00 / 5.00
Existing Paved Outside Shoulder Width L/R	0.00 / 4.00
New Paved Outside Shoulder Width L/R	2.00 / 5.00
Structural Spread Rate	165
Friction Course Spread Rate	165
Total Width (T) / 8" Overlap (O)	T
Rumble Strips 1/2 No. of Sides	0

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	1,276.71 SY	\$14.11	\$18,014.38
327-70-6	MILLING EXIST ASPH PAVT,1 1/2" AVG DEPTH	666.69 SY	\$2.66	\$1,773.40
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	96.25 TN	\$107.50	\$10,346.88
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	96.25 TN	\$122.55	\$11,795.44
570-1-2	PERFORMANCE TURF, SOD	1,500.05 SY	\$3.25	\$4,875.16

X-Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
570-1-2	PERFORMANCE TURF, SOD	3,000.00 SY	\$3.25	\$9,750.00

Erosion Control

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
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104-10-3	SEDIMENT BARRIER	3,450.11 LF	\$1.56	\$5,382.17
104-11	FLOATING TURBIDITY BARRIER	28.41 LF	\$10.13	\$287.79
104-12	STAKED TURBIDITY BARRIER- NYL REINF PVC	28.41 LF	\$5.48	\$155.69
104-15	SOIL TRACKING PREVENTION DEVICE	1.00 EA	\$3,117.45	\$3,117.45
104-18	INLET PROTECTION SYSTEM	1.00 EA	\$96.46	\$96.46
107-1	LITTER REMOVAL	0.69 AC	\$300.00	\$207.00
107-2	MOWING	0.69 AC	\$870.00	\$600.30
Shoulder Component Total				\$66,402.12

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
430-174-124	PIPE CULV, OPT MATL, ROUND,24"SD	48.00 LF	\$164.06	\$7,874.88
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	24.00 LF	\$250.36	\$6,008.64
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	3.00 EA	\$1,824.44	\$5,473.32
570-1-1	PERFORMANCE TURF	114.78 SY	\$1.66	\$190.53
Drainage Component Total				\$19,547.37

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	1.00 AS	\$391.43	\$391.43
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	6.00 AS	\$1,143.17	\$6,859.02
700-1-50	SINGLE POST SIGN, RELOCATE	1.00 AS	\$135.53	\$135.53
700-1-60	SINGLE POST SIGN, REMOVE	6.00 AS	\$31.83	\$190.98
700-2-13	MULTI- POST SIGN, F&I GM, 21-30 SF	1.00 AS	\$3,703.80	\$3,703.80
700-2-60	MULTI- POST SIGN, REMOVE	1.00 AS	\$571.93	\$571.93
Signing Component Total				\$11,852.69

Sequence 7 Total				\$339,790.42
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Sequence: 8 WDU - Widen/Resurface, Divided, Urban

Net Length: 0.100 MI
530 LF

Description: M&R - SW 34th st. from approx. sta. 834+20 to SR 121/SW 34th st intersection

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	6
Existing Roadway Pavement Width L/R	46.00 / 46.00
Structural Spread Rate	165
Friction Course Spread Rate	165
Widened Outside Pavement Width L/R	0.00 / 0.00
Widened Inside Pavement Width L/R	0.00 / 0.00
Widened Structural Spread Rate	275
Widened Friction Course Spread Rate	80

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
327-70-4	MILLING EXIST ASPH PAVT, 3" AVG DEPTH	5,418.92 SY	\$3.00	\$16,256.76
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	447.06 TN	\$107.50	\$48,058.95
337-7-83	ASPH CONC FC, TRAFFIC C, FC-12.5, PG 76-22	447.06 TN	\$122.55	\$54,787.20

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	1
Solid Stripe No. of Stripes	4
Skip Stripe No. of Paint Applications	1
Skip Stripe No. of Stripes	4

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
710-11-101	PAINTED PAVT MARK, STD, WHITE, SOLID, 6"	0.40 GM	\$984.25	\$393.70
710-11-131	PAINTED PAVT MARK, STD, WHITE, SKIP, 6"	0.40 GM	\$399.08	\$159.63
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	0.40 GM	\$4,592.31	\$1,836.92
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	0.40 GM	\$1,394.33	\$557.73

Roadway Component Total \$122,050.89

SHOULDER COMPONENT

User Input Data

Description	Value
Existing Total Outside Shoulder Width L/R	0.00 / 0.00
New Total Outside Shoulder Width L/R	0.00 / 0.00
Total Outside Shoulder Perf. Turf Width L/R	0.00 / 0.00

Sidewalk Width L/R

0.00 / 0.00

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	1,060.22	LF	\$1.56	\$1,653.94
104-11	FLOATING TURBIDITY BARRIER	10.04	LF	\$10.13	\$101.71
104-12	STAKED TURBIDITY BARRIER- NYL REINF PVC	10.04	LF	\$5.48	\$55.02
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	\$3,117.45	\$3,117.45
104-18	INLET PROTECTION SYSTEM	5.00	EA	\$96.46	\$482.30
107-1	LITTER REMOVAL	0.88	AC	\$300.00	\$264.00
107-2	MOWING	0.88	AC	\$870.00	\$765.60
Shoulder Component Total					\$6,440.02

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	3.00	AS	\$391.43	\$1,174.29
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	1.00	AS	\$1,143.17	\$1,143.17
700-1-50	SINGLE POST SIGN, RELOCATE	1.00	AS	\$135.53	\$135.53
700-1-60	SINGLE POST SIGN, REMOVE	3.00	AS	\$31.83	\$95.49
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	1.00	AS	\$5,162.52	\$5,162.52
700-2-60	MULTI- POST SIGN, REMOVE	1.00	AS	\$571.93	\$571.93
Signing Component Total					\$8,282.93

Sequence 8 Total

\$136,773.84

Sequence: 9WDU - Widen/Resurface, Divided, Urban

Net Length: 0.133 MI
700 LF

Description: SR 121/SW 34th st intersection to approx. sta. 847+00 on SW 34th st. Milling and Resurfacing

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	6
Existing Roadway Pavement Width L/R	65.00 / 40.00
Structural Spread Rate	165
Friction Course Spread Rate	165
Widened Outside Pavement Width L/R	0.00 / 0.00
Widened Inside Pavement Width L/R	0.00 / 0.00
Widened Structural Spread Rate	275
Widened Friction Course Spread Rate	80

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
327-70-4	MILLING EXIST ASPH PAVT, 3" AVG DEPTH	8,168.16 SY	\$3.00	\$24,504.48
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	673.87 TN	\$107.50	\$72,441.02
337-7-83	ASPH CONC FC, TRAFFIC C, FC-12.5, PG 76-22	673.87 TN	\$122.55	\$82,582.77

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	1
Solid Stripe No. of Stripes	4
Skip Stripe No. of Paint Applications	1
Skip Stripe No. of Stripes	4

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
710-11-101	PAINTED PAVT MARK, STD, WHITE, SOLID, 6"	0.53 GM	\$984.25	\$521.65
710-11-131	PAINTED PAVT MARK, STD, WHITE, SKIP, 6"	0.53 GM	\$399.08	\$211.51
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	0.53 GM	\$4,592.31	\$2,433.92
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	0.53 GM	\$1,394.33	\$738.99

Roadway Component Total \$183,434.35

SHOULDER COMPONENT

User Input Data

Description	Value
Existing Total Outside Shoulder Width L/R	0.00 / 0.00
New Total Outside Shoulder Width L/R	0.00 / 0.00
Total Outside Shoulder Perf. Turf Width L/R	0.00 / 0.00

Sidewalk Width L/R

0.00 / 0.00

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	1,400.26	LF	\$1.56	\$2,184.41
104-11	FLOATING TURBIDITY BARRIER	13.26	LF	\$10.13	\$134.32
104-12	STAKED TURBIDITY BARRIER- NYL REINF PVC	13.26	LF	\$5.48	\$72.66
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	\$3,117.45	\$3,117.45
104-18	INLET PROTECTION SYSTEM	7.00	EA	\$96.46	\$675.22
107-1	LITTER REMOVAL	1.16	AC	\$300.00	\$348.00
107-2	MOWING	1.16	AC	\$870.00	\$1,009.20
Shoulder Component Total					\$7,541.26

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	3.00	AS	\$391.43	\$1,174.29
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	1.00	AS	\$1,143.17	\$1,143.17
700-1-50	SINGLE POST SIGN, RELOCATE	1.00	AS	\$135.53	\$135.53
700-1-60	SINGLE POST SIGN, REMOVE	3.00	AS	\$31.83	\$95.49
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	1.00	AS	\$5,162.52	\$5,162.52
700-2-60	MULTI- POST SIGN, REMOVE	1.00	AS	\$571.93	\$571.93
Signing Component Total					\$8,282.93

Sequence 9 Total

\$199,258.54

Sequence: 10 WUU - Widen/Resurface, Undivided, Urban

Net Length: 0.044 MI
230 LF

Description: Left U-turn lane on SW 34th st (SR 121)

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	20.00 / 0.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.044
Top of Structural Course For Begin Section	102.00
Top of Structural Course For End Section	102.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Existing Front Slope L/R	6 to 1 / 6 to 1
Existing Outside Shoulder Cross Slope L/R	2.00 % / 2.00 %
Front Slope L/R	6 to 1 / 6 to 1
Outside Shoulder Cross Slope L/R	2.00 % / 2.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	0.11 AC	\$17,500.00	\$1,925.00
120-2-2	BORROW EXCAVATION, TRUCK MEASURE	210.03 CY	\$25.00	\$5,250.75
Earthwork Component Total				\$7,175.75

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	1
Existing Roadway Pavement Width L/R	0.00 / 0.00
Structural Spread Rate	165
Friction Course Spread Rate	80
Widened Outside Pavement Width L/R	12.00 / 0.00
Widened Structural Spread Rate	330
Widened Friction Course Spread Rate	165

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	372.94 SY	\$5.05	\$1,883.35
285-709	OPTIONAL BASE,BASE GROUP 09	315.38 SY	\$27.73	\$8,745.49
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	50.65 TN	\$107.50	\$5,444.88
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	25.32 TN	\$122.55	\$3,102.97

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	Y

Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	1
Solid Stripe No. of Stripes	2
Skip Stripe No. of Paint Applications	1
Skip Stripe No. of Stripes	0

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.09	GM	\$984.25	\$88.58
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	0.09	GM	\$4,592.31	\$413.31
Roadway Component Total					\$19,678.58

SHOULDER COMPONENT

User Input Data

Description	Value
Existing Total Outside Shoulder Width L/R	0.00 / 0.00
New Total Outside Shoulder Width L/R	7.25 / 0.00
Total Outside Shoulder Perf. Turf Width L/R	0.00 / 0.00
Sidewalk Width L/R	5.00 / 0.00

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
520-1-10	CONCRETE CURB & GUTTER, TYPE F	230.21	LF	\$28.54	\$6,570.19

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	460.42	LF	\$1.56	\$718.26
104-11	FLOATING TURBIDITY BARRIER	4.36	LF	\$10.13	\$44.17
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	4.36	LF	\$5.48	\$23.89
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	\$3,117.45	\$3,117.45
104-18	INLET PROTECTION SYSTEM	3.00	EA	\$96.46	\$289.38
107-1	LITTER REMOVAL	0.20	AC	\$300.00	\$60.00
107-2	MOWING	0.20	AC	\$870.00	\$174.00
Shoulder Component Total					\$10,997.34

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
425-1-351	INLETS, CURB, TYPE P-5, <10'	2.00	EA	\$7,285.24	\$14,570.48
425-2-41	MANHOLES, P-7, <10'	1.00	EA	\$3,986.67	\$3,986.67
430-175-124		88.00	LF	\$111.84	\$9,841.92

570-1-1	PIPE CULV, OPT MATL, ROUND, 24"S/CD PERFORMANCE TURF	13.25 SY	\$1.66	\$22.00
Drainage Component Total				\$28,421.07

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	1.00 AS	\$391.43	\$391.43
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	1.00 AS	\$1,143.17	\$1,143.17
700-1-50	SINGLE POST SIGN, RELOCATE	1.00 AS	\$135.53	\$135.53
700-1-60	SINGLE POST SIGN, REMOVE	1.00 AS	\$31.83	\$31.83
Signing Component Total				\$1,701.96

Sequence 10 Total				\$67,974.70
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Sequence: 11 WUR - Widen/Resurface, Undivided, Rural

Net Length: 0.095 MI
500 LF

Description: NW quadrant ramp work

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	30.00 / 30.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.095
Top of Structural Course For Begin Section	102.00
Top of Structural Course For End Section	102.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Existing Front Slope L/R	6 to 1 / 6 to 1
Existing Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Front Slope L/R	6 to 1 / 6 to 1
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	0.69	AC	\$17,500.00	\$12,075.00
120-2-2	BORROW EXCAVATION, TRUCK MEASURE	185.03	CY	\$25.00	\$4,625.75
Earthwork Component Total					\$16,700.75

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	4
Existing Roadway Pavement Width L/R	36.00 / 12.00
Structural Spread Rate	165
Friction Course Spread Rate	165
Widened Outside Pavement Width L/R	12.00 / 12.00
Widened Structural Spread Rate	330
Widened Friction Course Spread Rate	165

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	2,333.41	SY	\$5.05	\$11,783.72
285-709	OPTIONAL BASE,BASE GROUP 09	1,370.04	SY	\$27.73	\$37,991.21
327-70-4	MILLING EXIST ASPH PAVT, 3" AVG DEPTH	2,666.75	SY	\$3.00	\$8,000.25
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	220.01	TN	\$107.50	\$23,651.08
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	220.01	TN	\$107.50	\$23,651.08
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	220.01	TN	\$122.55	\$26,962.23

337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	110.00 TN	\$122.55	\$13,480.50
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Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	N
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	2
Solid Stripe No. of Stripes	2
Skip Stripe No. of Paint Applications	2
Skip Stripe No. of Stripes	3

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.38 GM	\$984.25	\$374.02
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.57 GM	\$399.08	\$227.48
Roadway Component Total				\$146,121.57

SHOULDER COMPONENT

User Input Data

Description	Value
Existing Total Outside Shoulder Width L/R	12.00 / 6.00
New Total Outside Shoulder Width L/R	12.00 / 6.00
Total Outside Shoulder Perf. Turf Width L/R	2.00 / 2.00
Existing Paved Outside Shoulder Width L/R	10.00 / 4.00
New Paved Outside Shoulder Width L/R	10.00 / 4.00
Structural Spread Rate	165
Friction Course Spread Rate	165
Total Width (T) / 8" Overlap (O)	T
Rumble Strips \bar{i} ; $\frac{1}{2}$ No. of Sides	0

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	814.47 SY	\$14.11	\$11,492.17
327-70-6	MILLING EXIST ASPH PAVT,1 1/2" AVG DEPTH	777.80 SY	\$2.66	\$2,068.95
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	64.17 TN	\$107.50	\$6,898.28
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	64.17 TN	\$122.55	\$7,864.03
570-1-2	PERFORMANCE TURF, SOD	222.23 SY	\$3.25	\$722.25

X-Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
570-1-2	PERFORMANCE TURF, SOD	3,000.00 SY	\$3.25	\$9,750.00

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	1,150.04	LF	\$1.56	\$1,794.06
104-11	FLOATING TURBIDITY BARRIER	9.47	LF	\$10.13	\$95.93
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	9.47	LF	\$5.48	\$51.90
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	\$3,117.45	\$3,117.45
104-18	INLET PROTECTION SYSTEM	1.00	EA	\$96.46	\$96.46
107-1	LITTER REMOVAL	0.23	AC	\$300.00	\$69.00
107-2	MOWING	0.23	AC	\$870.00	\$200.10
Shoulder Component Total					\$44,220.58

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
430-174-124	PIPE CULV, OPT MATL, ROUND,24"SD	16.00	LF	\$164.06	\$2,624.96
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	8.00	LF	\$250.36	\$2,002.88
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	1.00	EA	\$1,824.44	\$1,824.44
570-1-1	PERFORMANCE TURF	38.26	SY	\$1.66	\$63.51
Drainage Component Total					\$6,515.79

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	1.00	AS	\$391.43	\$391.43
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	2.00	AS	\$1,143.17	\$2,286.34
700-1-50	SINGLE POST SIGN, RELOCATE	1.00	AS	\$135.53	\$135.53
700-1-60	SINGLE POST SIGN, REMOVE	2.00	AS	\$31.83	\$63.66
700-2-13	MULTI- POST SIGN, F&I GM, 21-30 SF	1.00	AS	\$3,703.80	\$3,703.80
700-2-60	MULTI- POST SIGN, REMOVE	1.00	AS	\$571.93	\$571.93
Signing Component Total					\$7,152.69

Sequence 11 Total					\$220,711.38
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Date: 4/15/2021 8:53:21 AM

FDOT Long Range Estimating System - Production

R3: Project Details by Sequence Report

Project: 423071-3-52-01

Letting Date: 01/2099

Description: SR 93 (I-75)/ SR 121 Interchange Improvements

District: 02 **County:** 26 ALACHUA **Market Area:** 06 **Units:** English
Contract Class: Lump Sum Project: N **Design/Build:** N **Project Length:** 0.759 MI

Project Manager: Leigh Ann Bennett

Version 6 Project Grand Total **\$10,170,976.87**

Description: Version created on 04/14/2021 by Connelly & Wicker and updated based on ongoing design changes requested by FDOT Planning.

Project Sequences Subtotal **\$7,113,282.57**

102-1	Maintenance of Traffic	10.00 %	\$711,328.26
101-1	Mobilization	10.00 %	\$782,461.08

Project Sequences Total **\$8,607,071.91**

Project Unknowns 17.00 % \$1,463,202.22

Justification for high unknowns 17% per CRA analysis %:

Design/Build 0.00 % \$0.00

Non-Bid Components:

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
999-25	INITIAL CONTINGENCY AMOUNT (DO NOT BID)		LS	\$100,702.74	\$100,702.74

Project Non-Bid Subtotal **\$100,702.74**

Version 6 Project Grand Total **\$10,170,976.87**