I-75 (SR 93A) at CR 582A (Fletcher Avenue) Interchange Operational Analysis Report (IOAR)

Hillsborough County, Florida

Work Program Item Segment No.: 254677-2

Florida Department of Transportation

District Seven

11201 Malcom McKinley Drive

Tampa, Florida 33612-6403

February 2022

SYSTEMS IMPLEMENTATION OFFICE

QUALITY CONTROL CERTIFICATION FOR INTERCHANGE ACCESS REQUEST SUBMITTAL

Submittal Date: 2/15/2022

WPID Number: 254677-2

Project Title: I-75 (SR 93A) at CR 582A (Fletcher Avenue) Interchange Operational Analysis Report (IOAR)

District: Seven

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Document Type: ☐ MLOU ☐ IJR ☐ IMR ☒ IOAR ☐ OTHER _____

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)

Interchange Operational Analysis Report (IOAR)

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.

Requestor DocuSigned by: Richard Moss CADF49BFE536492... Date: 3/8/2022 | 8:00 AM EST

Richard A. Moss, PE

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Interchange Operational Analysis Report (IOAR)
I-75 (SR 93A) at CR 582A (Fletcher Avenue) Interchange

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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.

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Professional Engineer's Certification

I hereby certify that I am a registered professional engineer in the State of Florida practicing with Wey Engineering, PLLC, a Florida Corporation authorized as an engineering business under provisions of Chapter 471, Florida Statutes, by the State of Florida Department of Business and Professional Regulation, Board of Professional Engineers, and I have prepared or approved the evaluation, findings, opinions, conclusions or technical advice hereby reported for:

Work Program Item Segment Number:	254677-2
Project:	I-75 (SR 93A) and CR 582A (Fletcher Avenue) Interchange Operational Analysis Report (IOAR)
County/State:	Hillsborough, Florida
Project Manager:	Ronald A. Chin, PE District Seven Traffic Operations Engineer

I acknowledge that the procedures and references used to develop the results contained in this report are standard to the professional practice of transportation engineering as applied through professional judgement and experience.

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Executive Summary

The Florida Department of Transportation (FDOT) District Seven, in coordination with Hillsborough County, prepared an Interchange Operational Analysis Report (IOAR) to document the safety, operational and engineering acceptability of improving the I-75 (SR 93A) at CR 582A (Fletcher Avenue) interchange in Hillsborough County, Florida. The proposed improvements are needed to alleviate existing traffic congestion and improve highway safety. The following summarizes the results of an evaluation of existing and future traffic operating and safety conditions with and without the proposed improvements.

A. Existing Conditions

The stop-controlled southbound I-75 off-ramp at Fletcher Avenue exhibits failing Levels of Service (LOS) and excessive vehicle queuing under existing conditions. During the morning peak period, there is a high demand of traffic (1,073 vehicles per hour) traveling from southbound I-75 to westbound Fletcher Avenue, causing significant delays (LOS F) and inefficient intersection traffic control and queue storage at the southbound I-75 ramp terminal intersection. Vehicle queues spillback into the southbound I-75 mainline during the morning peak period. The reciprocal traffic movements occur in the afternoon peak period, with a heavy demand (1,017 vehicles per hour) from eastbound Fletcher Avenue to northbound I-75. The heavy demand on eastbound Fletcher Avenue causes a major conflicting movement for the permitted left turning vehicles from westbound Fletcher Avenue to southbound I-75. Historical crash data from FDOT Crash Analysis Reporting (CAR) Online for the five-year period from 2015 to 2019 reveals that there is a disproportionate number of left turn crashes (38 percent of the total crashes) at the Fletcher Avenue and southbound I-75 ramp terminal intersection. Of the left turn crashes, 74 percent (25 out of 34 crashes) resulted in an injury or fatality.

B. Future Conditions

In order to alleviate existing operational and safety deficiencies, the addition of a traffic signal at Fletcher Avenue and the southbound I-75 ramp terminal intersection is proposed. The following summarizes the results of the operational and safety analysis conducted to evaluate the future conditions of the I-75 at Fletcher Avenue interchange with (Build Alternative) and without (No Build Alternative) the proposed improvements under opening year (2025) and design year (2035) traffic conditions.

Opening Year (2025)

No Build Alternative – The No Build Alternative assumes that the existing traffic control and geometric features of the I-75 at Fletcher Avenue interchange are maintained by the year 2025. The benefit of this alternative is that there are no additional costs associated with implementing the proposed transportation improvements. However, it is anticipated that the operational and safety deficiencies identified under existing conditions will be further exacerbated with increasing levels of traffic; and the purpose and need of the project are not met. The following conclusions are derived from the opening year (2025) traffic analysis:

- The stop-controlled southbound I-75 off ramp is projected to experience excess overall vehicle delays that are greater than the LOS F threshold of 50 seconds (sec) per vehicle (veh) in both the AM and PM peak hours; and
- The estimated vehicle queue of the southbound I-75 to westbound Fletcher Avenue right turn movement is projected to exceed the storage of the ramp, thereby spilling back into the southbound I-75 mainline during the AM peak hour.

Build Alternative – The Build Alternative consists of adding a traffic signal at the Fletcher Avenue and southbound I-75 ramp terminal intersection, as well as lengthening of the westbound to southbound I-75 left turn lane and coordinating the new traffic signal with the Hidden River Parkway/Morris Bridge Road and northbound I-75 ramp terminal intersections. The results of the operational analysis for opening year (2025) traffic conditions are listed below:

- The southbound I-75 off ramp is projected to experience decreased delays as compared to the No Build Alternative, but will still have overall vehicle delays that are greater than 80 sec/veh (LOS F) for the AM peak hour;
- The traffic signal at the southbound I-75 off ramp will create large gaps in the stream of traffic on westbound Fletcher Avenue for the yield-controlled southbound to westbound right turn movement to turn right onto westbound Fletcher Avenue unimpeded when the heavy volume westbound through movement on Fletcher Avenue receives a red signal indication; and
- Queue lengths for the southbound I-75 off ramp are not anticipated to exceed the storage of the ramp.

Design Year (2035)

No Build Alternative – The No Build Alternative assumes that the existing traffic control and geometric features of the I-75 at Fletcher Avenue interchange remain unchanged by the design year (2035). The following conclusions are derived from the design year (2035) No Build traffic analysis:

- The stop-controlled southbound I-75 off ramp is projected to experience excess overall vehicle delays that are greater than the LOS F threshold of 50 sec/veh in both the AM and PM peak hours; and
- The estimated vehicle queue of the southbound I-75 to westbound Fletcher Avenue right turn movement is projected to exceed the storage of the ramp, thereby spilling back into the southbound I-75 mainline during the AM peak hour.

Build Alternative – The Build Alternative consists of adding a traffic signal at the Fletcher Avenue and southbound I-75 ramp terminal intersection, as well as lengthening of the westbound to southbound I-75 left turn lane and coordinating the new traffic signal with the Hidden River Parkway/Morris Bridge Road and northbound I-75 ramp terminal intersections. The results of the operational analysis for design year (2035) traffic conditions are listed below:

- The southbound I-75 off ramp is projected to experience decreased delays as compared to the No Build Alternative, but will still have overall vehicle delays that are greater than 80 sec/veh (LOS F) for the AM peak hour; and
- Queue lengths for the southbound I-75 off ramp are not anticipated to exceed the storage of the ramp.

Safety Analysis

A quantitative safety analysis, using procedures from the *Highway Safety Manual (HSM),* was conducted to estimate the safety benefits of the proposed improvements. The quantitative safety analysis revealed that adding a signal to the Fletcher Avenue at southbound I-75 ramp terminal intersection is projected to marginally reduce crashes within the study area.

C. FHWA Policy Points

It is in the national interest to preserve and enhance the Interstate System to meet the needs of the 21st Century by assuring that it provides the highest level of service in terms of safety and mobility. Full control of access along the Interstate mainline and ramps, along with control of access on the crossroad at interchanges, is critical to providing such service. Therefore, Federal Highway Administrations (FHWA's) decision to approve new or revise access points to the Interstate System under 23 U.S.C. 111 must be supported by substantiated information justifying and

documenting that decision. The FHWA's decision to approve a request is dependent on the proposal satisfying and documenting the following requirements.

The following two FHWA Policy Criteria (dated May 22, 2017) are addressed in this IOAR:

Policy Point 1: 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, and ramp intersections with crossroad) or on the local street network based on both the current and the planned future traffic projections. The analysis should, particularly in urbanized areas, include at least the first adjacent existing or proposed interchange on either side of the proposed change in access (Title 23, Code of Federal Regulations (CFR), paragraphs 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, should 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 should 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 should also include a conceptual plan o 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)).

With the proposed signalization and coordination of the southbound I-75 ramp terminal intersection at Fletcher Avenue, operations along Fletcher Avenue and along the southbound I-75 off ramp are anticipated to improve, as compared to a No Build condition. The queues along the southbound I-75 off ramp currently exceed the length of the ramp and spillback into the I-75 mainline, causing a safety concern as fast-moving through vehicles [70 miles per hour (mph)] must navigate around stopped/slow moving vehicles trying to access the southbound off ramp. These conditions are expected to become more severe by the design year (2035) as traffic demand increases through the area. However, the southbound to westbound right turn movement from the southbound I-75 off ramp will be able to benefit from the green indication of the southbound to eastbound left turn movement under the Build Alternative. This southbound left turn green indication will create gaps in the heavy westbound through traffic stream along Fletcher Avenue, thereby allowing the southbound to westbound right turn movement to navigate through the intersection unimpeded. In the design year (2035), the queue length of the southbound I-75 off ramp is not anticipated spillback into the I-75 mainline under the Build Alternative. Additionally, the southbound I-75 off ramp is projected to experience overall vehicle delays that are less than the No-Build Alternative for both the AM and PM peak hours and the northbound I-75 ramp terminal intersection is projected to experience overall decreased vehicle delays that are less than 20 sec/veh (LOS B) for both the AM and PM peak hours.

Additionally, the proposed modification to provide signalization at the southbound I-75 at Fletcher Avenue ramp terminal intersection is expected to marginally reduce crashes within the study area. Signalizing the southbound I-75 at Fletcher Avenue ramp terminal intersection and providing permissive/protected left turn signal phasing for the westbound Fletcher Avenue to southbound I-75 left turn movement would enhance safety by periodically allowing left-turning vehicles to safely cross Fletcher Avenue to gain access to southbound I-75 without having to conflict with the high-speed (50 mph) opposing vehicles on eastbound Fletcher Avenue. Additionally, the proposed Build Alternative would improve safety for other traffic movements within the area of influence of the interchange, including the southbound I-75 to eastbound Fletcher Avenue unsignalized left turn movement and the southbound I-75 to westbound Fletcher Avenue yield-controlled right turn movement. In the case of the left turn movement on the southbound I-75 off ramp, a dedicated signal phase would assign right of way to the previously stop-controlled left turn movement and help

traffic safely cross over the high volume/high speed westbound Fletcher Avenue lanes to gain access to eastbound Fletcher Avenue.

Policy Point 2: 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 modifications documented in this IOAR maintain the existing full interchange configuration and do not modify access at the I-75 at Fletcher Avenue interchange. The highway safety and operations of the southbound I-75 ramp terminal intersection is enhanced with the Build Alternative by providing new traffic signalization, a permissive/ protected signal phase for the westbound to southbound left turn movement, a protected-only signal phase for the southbound to eastbound left turn movement, and additional vehicle queue storage and deceleration distance for the westbound to southbound left turn movement. Reducing the median shoulder width on westbound Fletcher Avenue beneath the southbound I-75 bridge from 14 feet (ft) to two ft would require a design variance, but a design exception is not required with the recommended Build Alternative. The Build Alternative also enhances safety at the I-75 at Fletcher Avenue interchange by providing upgraded wrong-way driver signage on the southbound off ramp and improved signal coordination on Fletcher Avenue between the existing signalized Hidden River Parkway/Morris Bridge Road and northbound I-75 ramp terminal intersections.

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Glossary of Terms

Term	Definition
AADT	Annual Average Daily Traffic
AASHTO	American Association of State Highway and Transportation Officials
ADT	Average Daily Traffic
CAR	Crash Analysis Reporting
CFR	Code of Federal Regulations
CIP	Capital Improvement Program
CMF	Crash Modification Factor
CR	County Road
D	Directional Factor
DDHV	Directional Design Hour Volumes
DHT	Design Hour Trucks
ERC	Electronic Review Comments
ERP	Environmental Resources Permit
ETDM	Efficient Transportation Decision Making
FAC	Florida Administrative Code
FDM	FDOT Design Manual
FDOT	Florida Department of Transportation
FHWA	Federal Highway Administration
FPN	Financial Project Number
FSUTMS	Florida Standard Urban Transportation Model Structure
ft	Feet
FTO	Florida Traffic Online
FY	Fiscal Year
GIS	Geographic Information System
HART	Hillsborough Area Regional Transit
HSM	Highway Safety Manual
IAR	Interchange Access Request
IARUG	Interchange Access Request User's Guide
IOAR	Interchange Operational Access Request
ISATe	Enhanced Interchange Safety Analysis Tool
ITE	Institute of Transportation Engineers
K	Design Hour Traffic Factor
KABCO	K-Fatal; A-Incapacitating injury; B-Non incapacitating injury; C-Possible injury; and O-No injury
LOS	Level of Service
LRTP	Long Range Transportation Plan
ML	Managed Lanes
MLOU	Methodology Letter of Understanding
MOCF	Model Output Conversion Factor
MPO	Metropolitan Planning Organization
MUTCD	Manual on Uniform Traffic Control Devices
NCHRP	National Cooperative Highway Research Project

Glossary of Terms (Cont.)

Term	Definition
NEPA	National Environmental Policy Act
ODME	Origin-Destination Matrix Estimation
PD&E	Project Development and Environment
PHF	Peak Hour Factor
PSWADT	Peak Season Weekday Average Daily Traffic
QC	Quality Control
RCI	Roadway Characteristics Inventory
ROW	Right of Way
sec	Seconds
SIO	Systems Implementation Office
SIS	Strategic Intermodal System
SLD	Straight Line Diagram
SPF	Safety Performance Funtion
SR	State Road
STIP	State Transportation Improvement Program
T_{24}	Daily Trucks
TBNext	Tampa Bay Next
TBRPM	Tampa Bay Regional Planning Model
TIP	Transportation Improvement Program
TSM&O	Transportation Systems Management and Operations
TWSC	Two-Way Stop Control
USC	United States Code
USDOT	United States Department of Transportation
USF	University of South Florida
VA	Veterans Affairs
V/C	Volume-to-Capacity
veh	Vehicle
WPID	Work Program Identification

1.0 *Project Description*

Interstate 75/State Road 93A (I-75/SR 93A) is a major interstate highway that is part of Florida's Strategic Intermodal System (SIS), a high priority network of transportation facilities important to the state's economy and mobility. I-75 primarily runs north-south along the western portion of the State of Florida and plays a critical role in transporting people, freight, and goods safely and efficiently between South Florida (at its terminus with SR 826/Palmetto Expressway) and the rest of the United States via its entry into the State of Georgia, approximately midway between Lake City in northern Florida and City of Valdosta in southern Georgia. County Road (CR) 582A (Fletcher Avenue) is a four-lane divided arterial roadway that serves several purposes: to provide access to residential communities located in Hillsborough County, to provide access to the University of South Florida (USF), and to form an east-west connection linking four primary north-south routes in the Tampa Bay Region (SR 597, US 41, and I-275 to the west, and I-75 to the east). East of I-75, Fletcher Avenue transitions to Morris Bridge Road, which is an arterial that provides access to SR 56 and SR 54.

Along with experiencing a significant growth in population in recent years, this area of Hillsborough County is also home to numerous nationally recognized medical facilities and business complexes that have placed a strain on the I-75 at Fletcher Avenue interchange. The interchange itself has not kept pace with these changes in the intensity of land use and currently fails to operate at current Level of Service (LOS) targets. The Florida Department of Transportation (FDOT) District Seven, in coordination with Hillsborough County, proposes to modify the I-75 at Fletcher Avenue interchange by installing a traffic signal at the southbound ramp terminal. This improvement, proposed as part of this Interchange Access Request (IAR), is intended to help alleviate traffic congestion and improve highway safety at the I-75 at Fletcher Avenue interchange.

Additionally, the ongoing I-75 Project Development and Environment (PD&E) Study from south of US 301 to north of Fletcher Avenue in Hillsborough County (WPID: 419235-3) is currently evaluating the need for tolled express lanes on I-75 by 2045. This PD&E Study has been screened through FDOT's Efficient Transportation Decision Making (ETDM) process (ETDM #8002). However, improvements proposed as part of this IAR are anticipated to have a design year of 2035, prior to the implementation of the PD&E Study's tolled express lanes. Therefore, the impacts of the tolled express lanes along I-75 have not been taken into account as part of this IAR.

This Interchange Operational Analysis Report (IOAR) documents the evaluation of the safety, operational, and engineering acceptability of the improvements proposed for the I-75 at Fletcher Avenue interchange in Hillsborough County, Florida. The IOAR is developed in accordance with the FDOT's *Interchange Access Request User's Guide (IARUG)* prepared by the Systems Implementation Office (SIO) and FDOT Topic No: 525-030-160-I (*New or Modified Interchanges*).

1.1 Purpose and Need

The purpose of this IOAR is to identify safety, operational, and engineering improvements needed for the I-75 at Fletcher Avenue interchange, that would not only provide for immediate relief to existing traffic congestion and highway safety deficiencies, but also allow for added highway capacity to support future growth and economic development. The need for this project is based on the following list of identified deficiencies:

- This interchange has been identified as a top priority for FDOT Traffic Operations because of the high number of left turn crashes that occur on Fletcher Avenue at the unsignalized southbound I-75 ramp terminal intersection. Historical crash data has shown that 34 left turn crashes have occurred from 2015 to 2019 for

the westbound Fletcher Avenue to southbound I-75 left turn movement, making up 38% of the total crashes for the intersection. Of the 34 left turn crashes, there was one fatality and 24 injury crashes, resulting in an economic loss of $15.0 million for left turn crashes alone at the Fletcher Avenue and southbound I-75 ramp terminal intersection; and

- Significant delays and queues have been observed for the southbound I-75 off ramp to Fletcher Avenue due to the Two-Way Stop-Control (TWSC) operation of the ramp terminal intersection. Under existing year (2021) conditions, the southbound I-75 off ramp is operating at LOS F during the AM peak hour with the southbound I-75 to westbound Fletcher Avenue right turn movement exceeding the storage of the ramp, thereby causing traffic to backup onto the I-75 mainline. The queue spillback on the southbound I-75 off ramp is a safety concern as through vehicles on the 70 miles per hour (mph) facility must navigate around stopped/slow moving vehicles trying to access the southbound off ramp to Fletcher Avenue.

1.2 Project Location

The I-75 at Fletcher Avenue interchange is in northeast Hillsborough County, 1.1 miles north of the I-75 at Fowler Avenue interchange and 3.9 miles south of the I-75 at CR 581 (Bruce B. Downs Boulevard) interchange. Fletcher Avenue connects I-75 with US 41 (located 5.8 miles to the west), I-275 (located 6.0 miles to the west), and SR 597 (Dale Mabry Highway) (located 9.1 miles to the west). **Figure 1** graphically displays the location of the I-75 at Fletcher Avenue interchange and the spacing between adjacent interchanges on I-75. The northwest quadrant of the I-75 at Fletcher Avenue interchange is occupied by the Women's Care Tampa Veterans Affairs (VA) facility. The southwest quadrant is occupied by various hotels and restaurants. In the northeast quadrant, there is access to Flatwoods Park Trail. Currently, the southeast quadrant of the interchange is being developed into a single-family residential neighborhood. Access to this development is achieved via 127th Avenue and Old Morris Bridge Road.

1.3 Area of Influence

The area of influence for this IOAR includes the segment of Fletcher Avenue from west of Hidden River Parkway/Morris Bridge Road to east of the northbound I-75 on ramp, and includes the following intersections:

- Fletcher Avenue and Hidden River Parkway/Morris Bridge Road;
- Fletcher Avenue and southbound I-75 ramp terminal; and
- Fletcher Avenue and northbound I-75 ramp terminal.

The area of influence is graphically displayed on **Figure 2**. No adjacent intersection is included in the area of influence east of the Fletcher Avenue and northbound I-75 ramp terminal intersection because there are no state highways nor traffic signals located within 1.0 mile of the ramp terminal. The only access within 1.0 mile of the ramp terminal is Trout Creek, an unsignalized driveway serving a wilderness park.

1.4 Project Schedule

This IOAR is being prepared to document the safety, operational, and engineering acceptability of the improvements proposed for the I-75 at Fletcher Avenue interchange. A Methodology Letter of Understanding (MLOU) was completed and signed July 2021, and can be found in **Appendix A**. FDOT Traffic Operations will design and construct the proposed improvements at the southbound I-75 off ramp as part of the Design Push Button Contract (WPID: 254677-2) in fiscal year (FY) 2022/2023. Correspondence with the District Seven Traffic Operations Engineer about funding for the project can be found in **Appendix B**. Right of way (ROW) is not required for the construction of the proposed improvements.

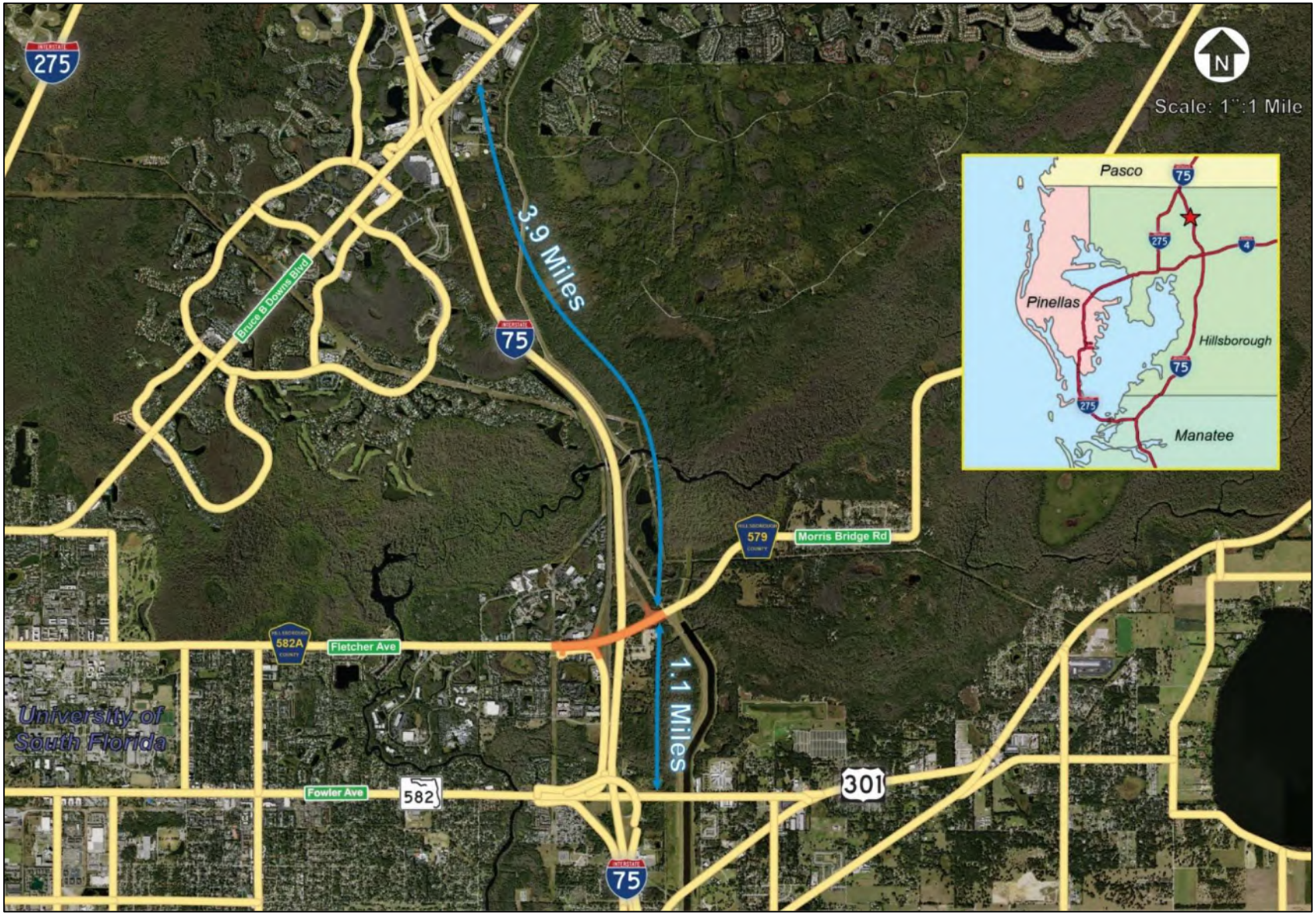


Figure 1: Project Location Map

Figure 2: Area of Influence

2.0 Existing Conditions

2.1 Existing Area Type/Traffic Conditions

The I-75 at Fletcher Avenue interchange provides residential developments located nearby access to key activity centers within the Tampa Bay Region [i.e., business developments, medical facilities, and the USF area] via I-75. As such, highly directional traffic flows associated with the morning commute into the activity centers and the afternoon commute out of the activity centers, place high vehicle volumes on certain traffic movements. During the morning peak hour, vehicles entering westbound Fletcher Avenue from the southbound and northbound I-75 ramps are required to perform short distance weaving maneuvers. These maneuvers, combined with the close proximity of the traffic signal at the intersection of Fletcher Avenue at Hidden River Parkway/Morris Bridge Road to I-75, have contributed to a high number of rear-end crashes. Additionally, vehicles entering the southbound I-75 on ramp from westbound Fletcher Avenue must make a permitted left turn movement across high speed (50 miles per hour) eastbound Fletcher Avenue traffic, resulting in a high number of left turn crashes. As a result, there are numerous recorded crashes related to traffic congestion of these deficient traffic movements. With the addition of the Build Alternative's traffic signal at the southbound ramps to/from I-75, it is anticipated that high risk, uncontrolled maneuvers will be mitigated by providing protected/permitted movements.

2.2 Roadway Characteristics

I-75 is functionally classified as an urban principal arterial interstate freeway within the vicinity of Fletcher Avenue with a posted speed limit of 70 mph. I-75 provides eight lanes (four in each direction) of travel at the Fletcher Avenue interchange and is oriented in the north-south direction. South of Fletcher Avenue, I-75 provides 10 lanes, with the outside lane serving as an auxiliary lane in both the northbound and southbound directions of I-75 between the Fowler Avenue and Fletcher Avenue on and off ramps.

Fletcher Avenue is functionally classified as an urban minor arterial west of the northbound I-75 ramp terminal and a rural minor arterial east of the northbound I-75 ramp terminal. Fletcher Avenue is a four-lane divided roadway within the study area, is oriented in the east-west direction, and has a posted speed limit of 50 mph. At the I-75 interchange, the Fletcher Avenue typical section consists of two 12-foot (ft) travel lanes in each direction, 14-ft outside shoulders, 40-ft median, and 192 ft of ROW. The lane geometry, traffic control features, posted speed limits, and signalized intersections are shown on **Figure 3.**

2.3 Land Use

The existing land use immediately adjacent to I-75 mainline is sparsely developed north and south of the Fletcher Avenue interchange. There are various medical facilities, business complexes, and the University of South Florida located along Fletcher Avenue, approximately 3.0 miles west of I-75. East of I-75, Trout Creek Park and some residential developments are located along Fletcher Avenue. The existing land use map obtained from the Hillsborough County Metropolitan Planning Organization (MPO) is displayed on **Figure 4**.

The future land use of the study area is expected to maintain relatively the same as existing, with large open spaces and sparse developments around/near the I-75 at Fletcher Avenue interchange. The future land use map is shown on **Figure 5**.

Figure 3: Existing Roadway Characteristics

Figure 4: Existing Land Use Map

Figure 5: Future Land Use Map

2.4 Data Collection

The following data was collected and used in the existing and future traffic operational analysis of the No Build and Build Alternatives.

2.4.1 Transportation System Data

Roadway characteristics, traffic control, and signing/pavement marking data were collected in the field or gathered from available electronic sources for this IOAR. A summary of the data collection effort is outlined below.

- Roadway Characteristics Data – The FDOT Transportation Data and Analytics/Geographic Information System (GIS) Section's linear referencing of the Roadway Characteristics Inventory (RCI) database and FDOT Straight Line Diagrams (SLDs) were utilized to establish roadway characteristics within the study area. Field visits were conducted to verify roadway geometry identified from aerial imagery. The information collected included functional classification, access class, number of lanes, length of acceleration/deceleration lanes, storage bay and taper lengths for turn lanes, and posted speed limits. Roadway construction or as-built plans were obtained to verify roadway geometry.
- Traffic Control Data – Traffic signal timing data for AM and PM peak hours were obtained from the maintaining agency, Hillsborough County. A field visit was conducted to verify the signal timing and phasing information provided for the AM and PM peak hours. Field visits were also conducted to inventory stop/yield sign locations, regulatory/advisory speed limits, and guide sign locations.
- Signing and Pavement Marking Data – An existing sign inventory was performed through a field visit, which also included the recording of pavement markings and traffic delineators.

2.4.2 Existing and Historical Traffic Data

Due to the impacts of COVID-19 on data collection efforts, the 2017 data collection conducted to support the I-75 PD&E Study served as a basis for this IOAR's traffic data collection effort. Historical trend data from FDOT's 2020 Florida Traffic Online (FTO) and growth rates from the Tampa Bay Regional Planning Model (TBRPM) were examined in the development of existing year (2021) traffic volumes. Existing Year (2021) traffic volumes were checked to ensure traffic volumes are greater than comparable pre COVID-19 traffic volumes obtained from FTO count sites in the area of influence. **Appendix C** provides copies of the FTO count data on I-75 and the year 2017 traffic counts on Fletcher Avenue that were collected during the three-day period from May 9-11, 2017. The type and location of each count is listed in the following:

<u>4-Hour (7 AM to 9 AM and 4 PM to 6 PM) Turning Movement Count (1 location):</u>

- Fletcher Avenue at Hidden River Parkway/Morris Bridge Road.

<u>72-Hour Bi-Directional Traffic Volumes on Fletcher Avenue (3 Locations):</u>

- West of Hidden River Parkway/Morris Bridge Road;
- Between Hidden River Parkway/Morris Bridge Road and southbound I-75 ramps; and
- East of northbound I-75 ramps.

<u>72-Hour Directional I-75 Ramp Counts (8 Locations):</u>

- Southbound I-75 on ramp from eastbound Fletcher Avenue;
- Southbound I-75 on ramp from westbound Fletcher Avenue;

- Southbound I-75 off ramp to westbound Fletcher Avenue;
- Southbound I-75 off ramp to eastbound Fletcher Avenue;
- Northbound I-75 off ramp to westbound Fletcher Avenue;
- Northbound I-75 off ramp to eastbound Fletcher Avenue/Morris Bridge Road;
- Northbound I-75 on ramp from eastbound Fletcher Avenue; and
- Northbound I-75 on ramp from westbound Fletcher Avenue/Morris Bridge Road.

72-Hour Bi-Directional Traffic Volumes on Cross Streets (2 Locations):

- Morris Bridge Road south of Fletcher Avenue; and
- Hidden River Parkway north of Fletcher Avenue.

FDOT 2020 FTO Sites (6 locations):

- Site 109242 – Fletcher Avenue west of I-75;
- Site 102744 – Southbound I-75 off ramp;
- Site 102742 – Southbound I-75 on ramp;
- Site 102745 – Northbound I-75 off ramp;
- Site 102743 – Northbound I-75 on ramp; and
- Site 109007 – Morris Bridge Road east of I-75.

In addition to the I-75 PD&E Study and FTO count data listed above, FDOT Traffic Operations performed an 8-hour vehicle turning movement count at the southbound I-75 at Fletcher Avenue ramp terminal intersection on February 13, 2020. This count was performed prior to the stay-at-home mandate issued on March 15, 2020 to address safety concerns related to COVID-19. The combination of the I-75 PD&E Study, FDOT Traffic Operations, and FTO data was used to develop existing year (2021) traffic volumes. A manual smoothing process was applied to the resulting design hour turning movement volumes to ensure that traffic flows balance (i.e., volume in equals volume out) between successive intersections on Fletcher Avenue, since there does not exist any driveway access on Fletcher Avenue within the area of influence.

2.5 Design Traffic Factors

Utilizing the FDOT's Standard design hour traffic factor (K-factor) of 9.0 percent, historical traffic count information from the FDOT's 2020 FTO database, and design traffic factors from companion studies, the recommended design traffic factors for the I-75 at Fletcher Avenue IOAR are shown in **Table 1.** The MLOU in **Appendix A** established an initial estimate for the directional factors (D) based on the acceptable range of values identified in the FDOT's *2019 Project Traffic Forecasting Handbook* and *Project Traffic Forecasting Procedure (525-030-120)*. However, the observed D factors from the historical count data showed higher directionality along Fletcher Avenue and on the southbound I-75 off ramp/northbound I-75 on ramp pair than recommended for urban arterials and freeways. This directionality showed high demand on the southbound I-75 off ramp and in the westbound direction along Fletcher Avenue during the AM peak hour and vice versa during the PM peak hour. This is likely due to the attraction of traffic to the various office parks, medical facilities, and USF campus west of I-75 during the AM peak hour and from these developments to I-75 during the PM peak hour. Therefore, D factors were established for the study area based on preserving the existing high directionality of traffic traveling to/from I-75. Further detail on the development of the design traffic factors can be found in **Appendix D**.

Table 1: Recommended Design Traffic Factors

Roadway	K	D	T_{24}	DHT	PHF	MOCF
Rural Arterial (Fletcher Avenue east of I-75)	9%	78.2 – 79.5	7%	4%	0.95	0.99
Urban Arterial (Fletcher Avenue west of I-75)	9%	64.6 – 87.7	7%	4%	0.95	0.99
Urban Freeway (I-75 Ramps)	9%	55.0 – 83.5	7%	4%	0.95	0.99

Sources: 2020 FTO, I-75 PD&E Study, and FDOT 2019 Project Traffic Forecasting Handbook and Project Traffic Forecasting Procedure (525-030-120)

2.6 Existing Year (2021) Traffic Volumes

Existing year (2021) annual average daily traffic (AADT) volumes were developed for this IOAR by interpolating between the 2017 and 2045 AADT values from the I-75 PD&E Study, which can be found in **Appendix C**. The interpolated 2021 AADT values were compared to the FTO 2019 AADT for reasonableness. Directional design hour volumes (DDHVs) for the existing year (2021) were developed by multiplying the AADTs by the standard K-factor and the D factors, shown previously in **Table 1**. The approach DDHVs were then multiplied by the turning movement percentages of the 2017 PD&E Study count data to estimate the 2021 design hour traffic volumes. A graphical depiction of the existing year (2021) AADT and AM and PM design hour traffic volumes is shown on **Figure 6**.

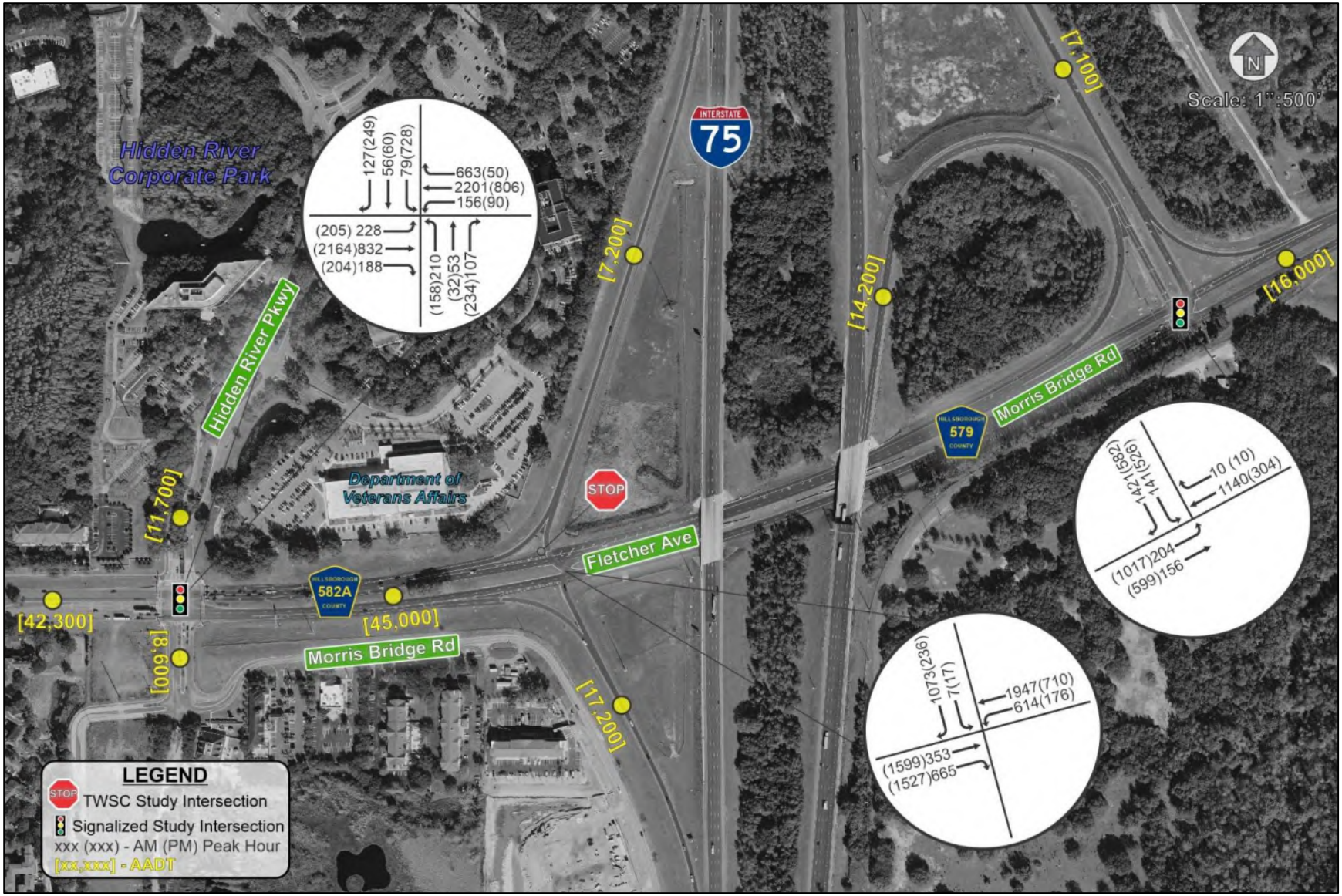


Figure 6: Existing Year (2021) AADT, AM and PM Peak Hour Turning Movement Volumes

3.0 *Existing Year (2021) Traffic Analysis*

Synchro, Version 11 was used to analyze existing and future traffic operating conditions within the influence area of the I-75 at Fletcher Avenue interchange. Synchro is capable of analyzing unsignalized/signalized intersection traffic operations on arterial roadways. **Appendix E** includes the existing signal timing information provided by the Hillsborough County Public Works Traffic Services Division. This information was used for the existing Synchro networks, and then later used as a baseline for signal optimization of the proposed Build Alternative.

A LOS target of "D" was established for each study intersection within the area of influence. Synchro delays were used to estimate existing LOS. The existing year (2021) design hour traffic volumes shown in **Figure 6** were input into the Synchro networks for both the AM and PM peak hours. The following summarizes the peak hour results of the existing year (2021) operational analysis for each of the study intersections. **Appendix F** provides the Synchro analysis results for the existing year (2021).

3.1 Intersection Vehicle Delay and LOS

The Synchro results for the evaluation of the I-75 at Fletcher Avenue IOAR's study intersections during both the AM and PM peak hours of the existing year (2021) are shown in **Table 2**. The results of the analysis indicate that the Fletcher Avenue at Hidden River Parkway/Morris Bridge Road intersection operates at an overall poor LOS (LOS E or worse) during both the AM and PM peak hours. Additionally, the stop-controlled southbound I-75 to eastbound Fletcher Avenue left turn movement operates at a poor LOS during both peak hours and the yield-controlled southbound I-75 to westbound Fletcher Avenue right turn movement operates as a poor LOS during the AM peak hour.

Table 2: Existing Year (2021) Intersection Vehicle Delay and LOS

Approach	Movement	AM Peak Hour		PM Peak Hour	
		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Fletcher Ave at Hidden River Pkwy/Morris Bridge Rd					
Eastbound	Left	128.5	F	257.3	F
	Through/Right	17.6	B	62.9	E
	Approach Total	**37.9**	**D**	**78.4**	**E**
Westbound	Left	109.4	F	183.4	F
	Through	48.6	D	29.9	C
	Right	10.1	B	0.1	A
	Approach Total	**43.3**	**D**	**43.0**	**D**
Northbound	Left/Through	305.6	F	112.1	F
	Right	10.3	B	104.7	F
	Approach Total	**219.9**	**F**	**107.5**	**F**
Southbound	Left/Through	220.4	F	210.2	F
	Right	25.1	C	24.9	C
	Approach Total	**123.8**	**F**	**164.4**	**F**
Intersection Total		***59.6***	***E***	***92.1***	***F***

Table 2 (Continued): Existing Year (2021) Intersection Vehicle Delay and LOS

Approach	Movement	AM Peak Hour		PM Peak Hour	
		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Fletcher Ave at Southbound I-75 Ramp Terminal*					
Eastbound	Through	-	-	-	-
	Right	0.0	A	0.0	A
	Approach Total	**-**	**-**	**-**	**-**
Westbound	Left	11.8	B	15.5	C
	Through	-	-	-	-
	Approach Total	**-**	**-**	**-**	**-**
Southbound	Left	2,547.7	F	42.0	E
	Right	**	F	14.7	B
	Approach Total	**9,953.1**	**F**	**16.5**	**C**
Intersection Total		**-**	**-**	**-**	**-**
Fletcher Ave at Northbound I-75 Ramp Terminal					
Eastbound	Left	32.0	C	29.1	C
	Through	7.6	A	7.7	A
	Approach Total	**21.4**	**C**	**21.1**	**C**
Westbound	Through/Right	84.0	F	41.2	D
	Approach Total	**84.0**	**F**	**41.2**	**D**
Southbound	Left	22.5	C	42.1	D
	Right	0.8	A	0.2	A
	Approach Total	**2.7**	**A**	**20.1**	**C**
Intersection Total		***35.3***	***D***	***22.8***	***C***

*Represents an unsignalized intersection. Only stop/yield-controlled movements have been summarized.
**No results provided, or computation not completed. Delay threshold has been exceeded.

3.2 Intersection Vehicle Queue Lengths

The Synchro results for the evaluation of vehicle queue lengths for intersections within the area of influence of the I-75 at Fletcher Avenue interchange during both the AM and PM peak hours of the existing year (2021) are shown in **Table 3**. The results of the analysis indicate that the westbound through lanes at the Fletcher Avenue and Hidden River Parkway/Morris Bridge Road intersection spillback into the southbound I-75 ramp terminal intersection during the AM peak hour. Additionally, the southbound I-75 to westbound Fletcher Avenue right turn movement exceeds the storage of the ramp, thereby causing traffic to backup onto the I-75 mainline. The queue spillback on the southbound I-75 off ramp is a safety concern as through vehicles on the 70 mph facility must navigate around stopped/slow moving vehicles trying to access the southbound off ramp to Fletcher Avenue during the AM peak hour.

Table 3: Existing Year (2021) Intersection Vehicle Queue Lengths

Movement	Available Storage (ft)	95th Percentile Vehicle Queue Length (ft)	
		AM Peak	PM Peak
Fletcher Ave at Hidden River Pkwy/Morris Bridge Rd			
EBL	450	#256	#268
EBT/R	-	286	#1,192
WBL	600	295	#255
WBT	1,300	#1,749	398
WBR	400	343	0
NBL/T	-	#435	#231
NBR	200	22	#366
SBL/T	-	#242	#896
SBR	450	63	185
Fletcher Ave at Southbound I-75 Ramp Terminal			
EBT	1,300	-	-
EBR	1,300	0	0
WBL	270	88	39
WBT	2,200	-	-
SBL	120*	47	13
SBR	2,200**	***	48
Fletcher Ave at Northbound I-75 Ramp Terminal			
EBL	740	76	332
EBT	2,200	28	98
WBT/R	-	#479	149
SBL	550	51	#260
SBR	2,000**	0	0

*Storage length is measured as the distance from the stop bar to the gore point of the SBL and SBR split on the off-ramp.

**Storage length is measured as the length from the gore point where the SBR and Fletcher Avenue meet to the gore point on the I-75 mainline minus a deceleration of 490 feet, as defined in Table 10-6 of the AASHTO A Policy on Geometric Design of Highways and Streets.

***No results provided, or computation not completed. Queue threshold is exceeded.

95th percentile volume exceeds capacity, queue may be longer.

4.0 *Historical* Crash Analysis

4.1 Crash Data

Historical crash data within the study area was obtained from FDOT's *Crash Analysis Reporting (CAR) Online* for the five-year period from 2015 to 2019. The historical crash data included crashes that occurred on Fletcher Avenue, I-75 ramps, and at cross streets within the area of influence. The data collected includes crash frequency, type, severity, lighting conditions (day versus night), and pavement surface conditions (wet versus dry) and are summarized in **Table 4**. Approximately 49 percent of the 284 total crashes over the five-year period were rear end crashes, which is a crash type that is related to "stop-and-go driving" conditions and is indictive of traffic congestion. Of the 284 total crashes, there was one fatality, 93 crashes involving personal injury, and 190 crashes that were property damage only. Approximately 79% of the total crashes in the area of influence occurred during daylight and 80% of the total crashes occurred on dry pavement conditions.

Table 4: Fletcher Avenue from Morris Bridge Road/Hidden River Parkway to Northbound I-75 Ramp Terminal Crash Summary (2015 – 2019)

Category	2015	2016	2017	2018	2019	Total	Mean	Percentage
Crash Type								
Angle	3	4	3	6	2	18	3.6	6.34%
Head On	0	1	0	0	0	1	0.2	0.35%
Hit Fixed Object	5	2	6	7	5	25	5.0	8.80%
Hit Non-Fixed Object	1	0	0	0	0	1	0.2	0.35%
Left Turn	5	7	16	11	13	52	10.4	18.31%
Pedestrian/Bike	0	0	0	0	1	1	0.2	0.35%
Rear End	24	25	29	31	31	140	28.0	49.30%
Right Turn	0	0	0	0	2	2	0.4	0.70%
Sideswipe	7	4	5	12	6	34	6.8	11.97%
Single Vehicle	0	0	4	1	4	9	1.8	3.17%
U-Turn	1	0	0	0	0	1	0.2	0.35%
Total	46	43	63	68	64	284	56.8	100.00%
Crash Severity								
Property Damage Only	33	26	41	47	43	190	38.0	66.90%
Possible Injury	5	9	15	11	13	53	10.6	18.66%
Non-Incapacitating	9	6	6	7	7	35	7.0	12.32%
Incapacitating	0	2	0	2	1	5	1.0	1.76%
Fatal	0	0	0	1	0	1	0.2	0.35%
Total	46	43	63	68	64	284	56.8	100.00%
Lighting Condition								
Dark-Lighted	5	7	13	10	11	46	9.2	16.20%
Dark-Not Lighted	3	2	2	3	5	15	3.0	5.28%
Day	38	34	48	55	48	223	44.6	78.52%
Total	46	43	63	68	64	284	56.8	100.00%
Surface Condition								
Dry	36	39	49	51	51	226	45.2	79.58%
Wet	10	4	14	17	13	58	11.6	20.42%
Total	46	43	63	68	64	284	56.8	100.00%

4.2 Crash Analysis

Utilizing the information obtained from the crash data, the safety evaluation identified the need for improved safety conditions of the existing facility.

4.2.1 Intersection Crash Data

The crash types for the area of influence and the Fletcher Avenue at I-75 southbound ramp terminal are shown on **Figure 7**. Throughout the area of influence, rear end crashes were the most frequent crash type. At the intersection of Fletcher Avenue at the I-75 southbound ramp terminal, left turn crashes and rear end crashes were the most frequent types of crashes.

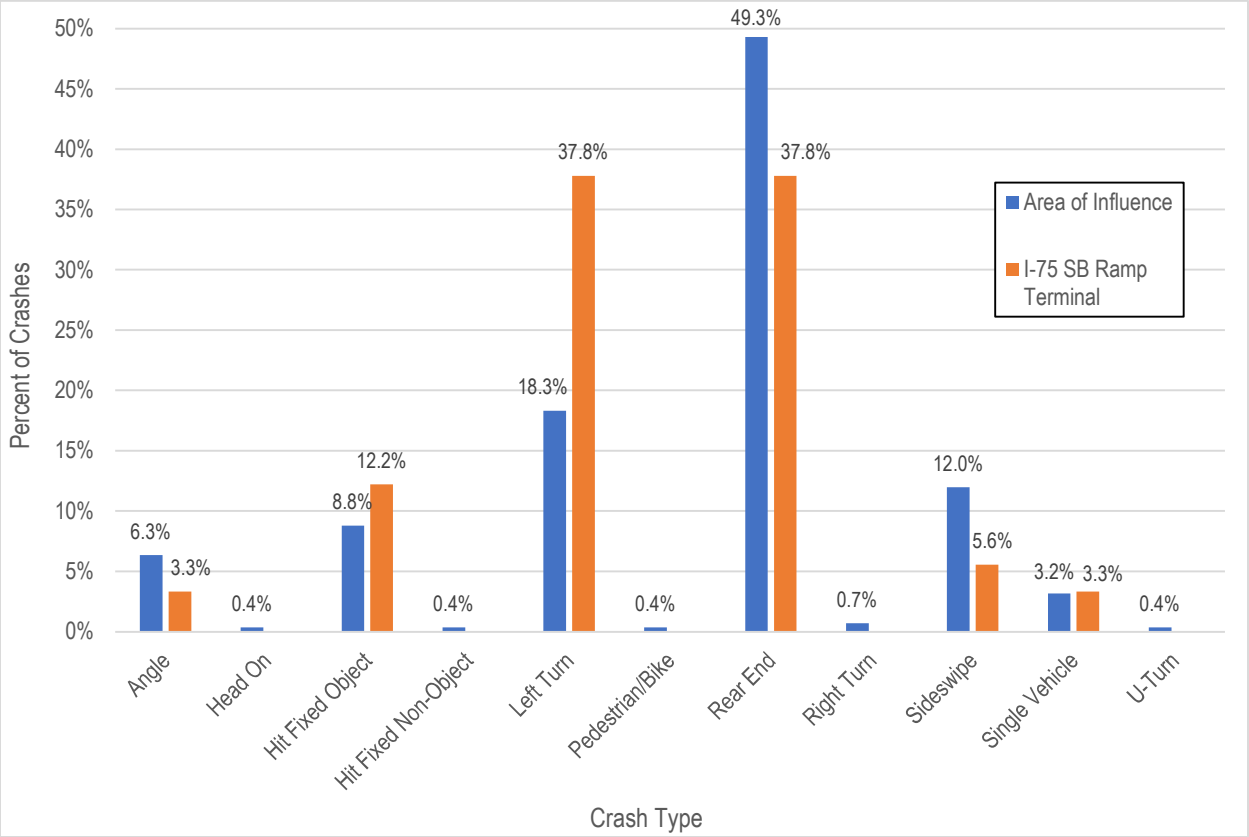


Figure 7: Five Year (2015 – 2019) Study Area Crash Types

Figure 8 displays the crash types at the Fletcher Avenue at I-75 southbound ramp terminal intersection. The Fletcher Avenue at the I-75 southbound ramp terminal experienced a high number of left turn crashes. Of the 90 total crashes over the five-year period, 34 crashes were left turn crashes, which is a crash type that is related to inadequate sight distance and/or drivers turning left miscalculating gap distances in the opposing traffic stream.

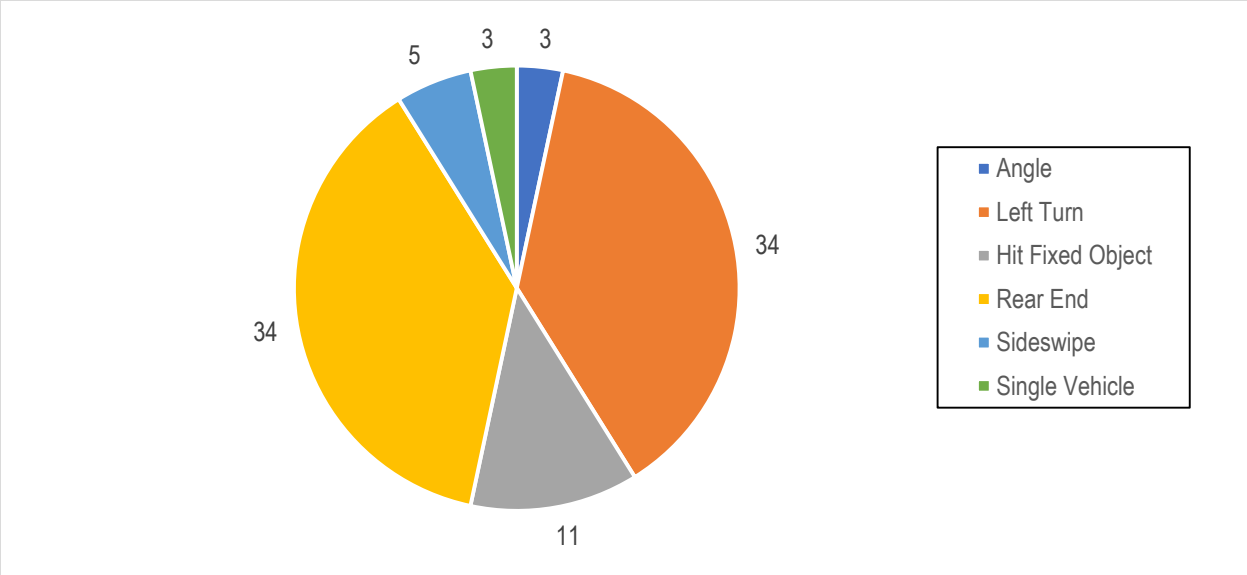


Figure 8: Five Year (2015 – 2019) Fletcher Avenue and Southbound I-75 Ramp Terminal Crash Types

Of the more prevalent crash types within the area of influence, left turn crashes are more likely to result in fatalities or injuries. This correlates with the higher percentage of injury crashes at the I-75 southbound ramp terminal compared to the overall percentage of injury crashes for the entire area of influence, as seen in **Figure 9**. At the Fletcher Avenue at southbound I-75 ramp terminal intersection, 43 percent of the crashes resulted in an injury or fatality while only 33 percent of crashes in the entire area of influence resulted in an injury. The crash types and crash locations for the Fletcher Avenue at southbound I-75 ramp terminal intersection are displayed on **Figure 10**. **Figure 11** displays the crash locations and denotes fatal and injury crashes versus property damage only crashes at the Fletcher Avenue at southbound I-75 ramp terminal intersection. Approximately 63 percent of the injury crashes were left turn crashes, and approximately 71 percent of all of the left turn crashes resulted in an injury. Additionally, one of the left turn crashes resulted in a fatality.

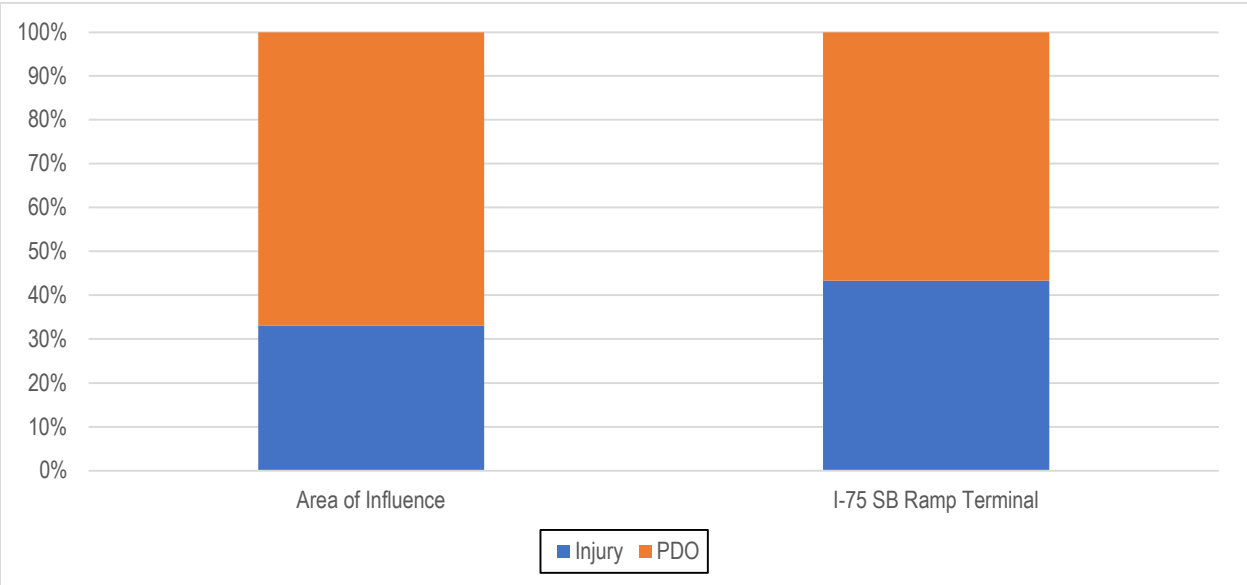


Figure 9: Five Year (2015 – 2019) Injury Crashes Versus Property Damage Only (PDO) Crashes

Category	2015	2016	2017	2018	2019	Total
TYPE						
Angle	1	1	0	0	1	3
Hit Fixed Object	2	1	4	3	1	11
Left Turn	1	4	13	8	8	34
Rear End	10	6	8	6	4	34
Sideswipe	1	0	1	2	1	5
Single Vehicle	0	0	1	0	2	3
Total	15	12	27	19	17	90

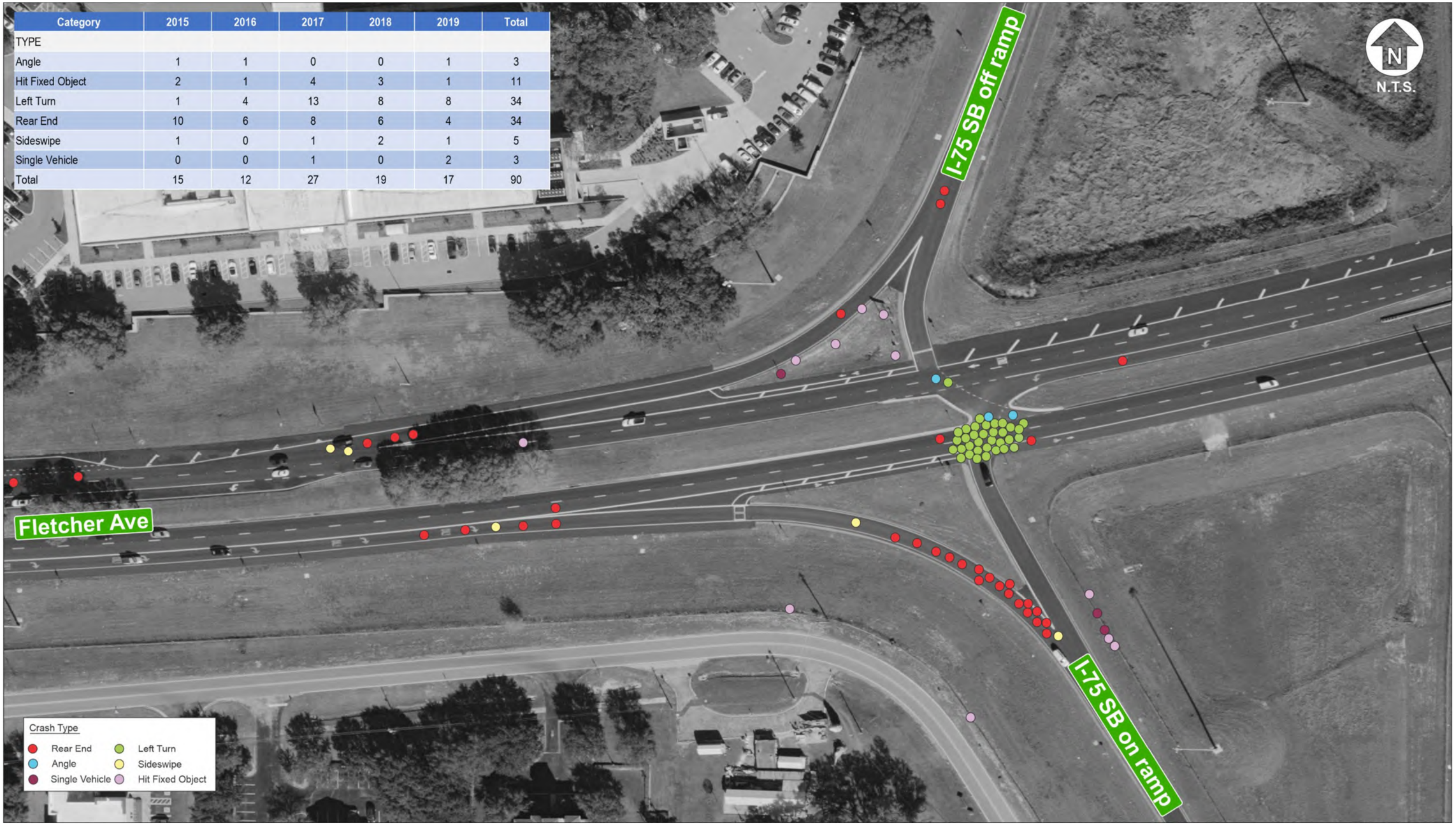


Figure 10: Five Year (2015 – 2019) Fletcher Avenue and Southbound I-75 Ramp Terminal Intersection Collision Diagram

Crash Type	Fataliy	Injury	No Injury
Angle	0	2	1
Left Turn	1	24	9
Hit Fixed Object	0	2	9
Rear End	0	9	25
Sideswipe	0	0	5
Single Vehicle	0	1	2
Grand Total	**1**	**38**	**51**

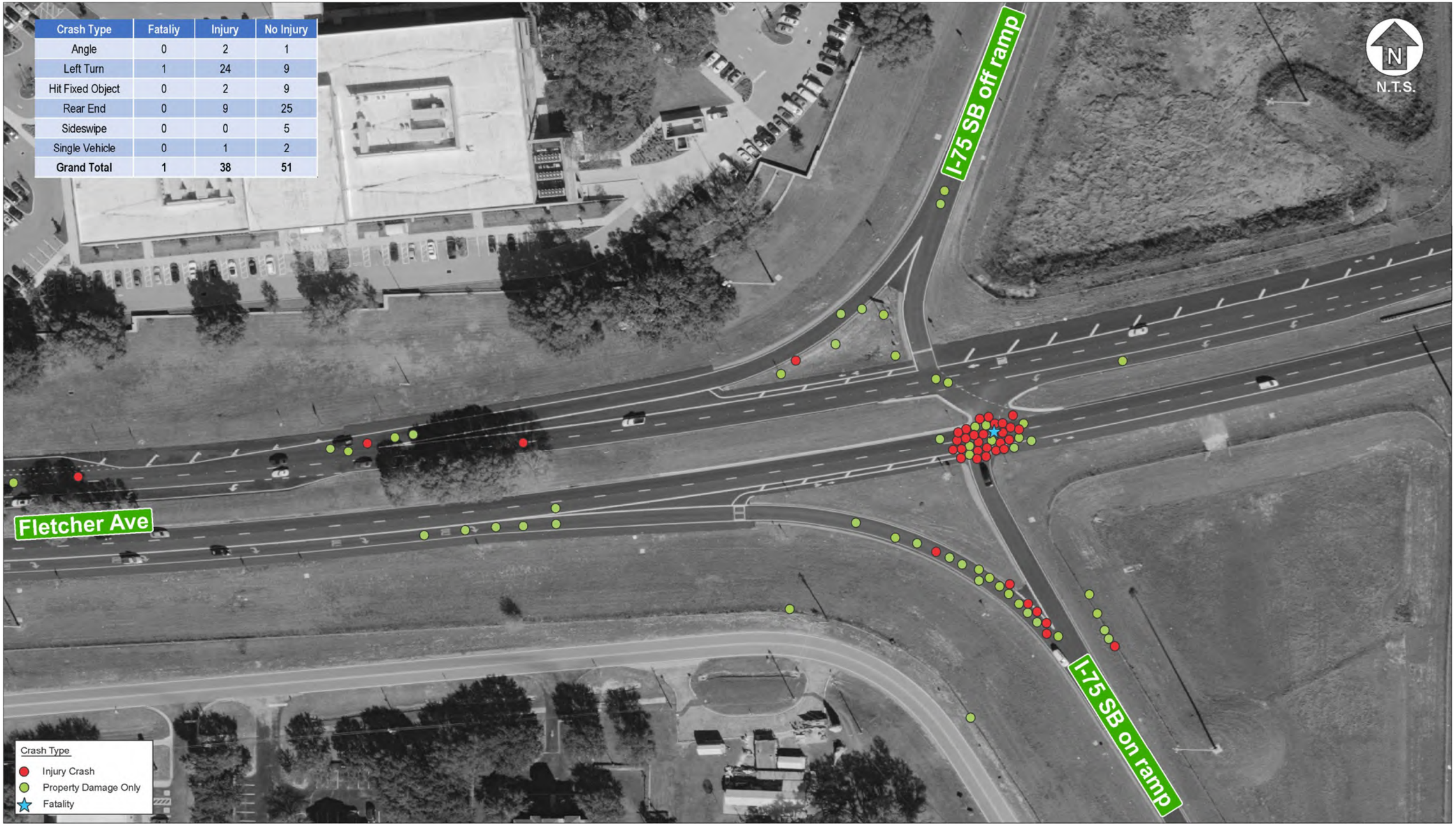


Figure 11: Five Year (2015 – 2019) Fletcher Avenue and Southbound I-75 Ramp Terminal Intersection Injury Crash Locations

4.2.2 Economic Loss

Monetary estimates of property damage and economic loss due to injury or a fatality were calculated using average unit costs from the United States Department of Transportation (USDOT)/Federal Highway Administration (FHWA) KABCO (K-Fatal; A-Incapacitating injury; B-Non incapacitating injury; C-Possible injury; and O-No injury) injury classification scale. FDOT's CAR Online provides unit costs for calculating the cost of crashes and injuries. Based on these unit costs, that are documented in Table 122.6.2 of the FDOT Design Manual (FDM), the crashes in the area of influence in the five-year period from 2015 to 2019 resulted in an estimated economic loss of approximately $28.6 million, as shown in **Table 5**.

Table 5: Estimated Economic Loss from Crashes (2015 – 2019)

Crash Severity	CARS Crash Cost[1]	Number of Crashes	Economic Loss
Fatal	$10,890,000	1	$10,890,000
Severe Injury (Incapacitating)	$888,030	5	$4,440,150
Moderate Injury (Non-incapacitating)	$180,180	35	$6,306,300
Minor Injury	$103,950	53	$5,509,350
Property Damage Only	$7,700	190	$1,463,000
Total		**284**	**$28,608,800**

[1]Source: Florida Department of Transportation State Safety Office's Crash Analysis Reporting (CAR) System, analysis years 2014 through 2018. Published by FDOT State Safety Office on 11/5/2020.

Table 6 displays the estimated economic loss in the five-year period from 2015 to 2019 due to crashes at the Fletcher Avenue at southbound I-75 ramp terminal intersection. Most of the economic loss within the area of influence occurred at the Fletcher Avenue at southbound I-75 ramp terminal. Of the estimated $17.2 million lost due to crashes at the Fletcher Avenue at southbound I-75 ramp terminal intersection, left turn crashes accounted for $15.0 million, as seen in **Table 7**.

Table 6: Estimated Economic Loss from Crashes (2015 – 2019) at Fletcher Avenue and Southbound I-75 Ramp Terminal

Crash Severity	CARS Crash Cost[1]	Number of Crashes	Economic Loss
Fatal	$10,890,000	1	$10,890,000
Severe Injury (Incapacitating)	$888,030	1	$888,030
Moderate Injury (Non-incapacitating)	$180,180	15	$2,702,700
Minor Injury	$103,950	22	$2,286,900
Property Damage Only	$7,700	51	$392,700
Total		**90**	**$17,160,330**

[1]Source: Florida Department of Transportation State Safety Office's Crash Analysis Reporting (CAR) System, analysis years 2014 through 2018. Published by FDOT State Safety Office on 11/5/2020.

Table 7: Estimated Economic Loss from Left Turn Crashes (2015 – 2019) at Fletcher Avenue and Southbound I-75 Ramp Terminal

Crash Severity	CARS Crash Cost[1]	Number of Crashes	Economic Loss
Fatal	$10,890,000	1	$10,890,000
Severe Injury (Incapacitating)	$888,030	1	$888,030
Moderate Injury (Non-incapacitating)	$180,180	10	$1,801,800
Minor Injury	$103,950	13	$1,351,350
Property Damage Only	$7,700	9	$69,300
Total		**34**	**$15,000,480**

[1]Source: Florida Department of Transportation State Safety Office's Crash Analysis Reporting (CAR) System, analysis years 2014 through 2018. Published by FDOT State Safety Office on 11/5/2020.

5.0 *Travel Demand Forecasting*

Travel demand forecasts were prepared for the I-75 at Fletcher Avenue IOAR to: identify the future transportation needs within the study area, define the lane geometry and traffic control improvements required to meet LOS targets, and quantify the operational and safety benefit of implementing the proposed Build Alternative relative to the No Build Alternative. In order to ensure consistency with the ongoing I-75 PD&E Study, the I-75 at Fletcher Avenue IOAR's traffic forecasts were extracted from the travel demand projections for this larger-scale PD&E Study. The process for developing traffic forecasts followed the FDOT's *2019 Project Traffic Forecasting Handbook* and the *Project Traffic Forecasting Procedure Topic No. 525-030-120*. The travel demand forecasting analysis years in the I-75 PD&E Study included Base Year (2010) and Horizon Year (2045). The methodology and procedures employed in the I-75 PD&E Study to develop traffic forecasts for the I-75 at Fletcher Avenue IOAR are generally described in the following sections.

5.1 Selected Travel Demand Model

Traffic forecasts for I-75 at Fletcher Avenue IOAR and I-75 PD&E Study were developed using the same methodology and procedures that were employed by FDOT to estimate future travel demand for the interstate modernization initiative of the Tampa Bay Next (TBNext) Program. The TBRPM, Version 8.1 Managed Lanes (ML) was the primary source for developing traffic projections. This model is based on the Florida Standard Urban Transportation Model Structure (FSUTMS) and is recognized by FDOT District Seven and the four regional MPOs [Hernando/Citrus, Hillsborough, Pasco, and Pinellas] as an acceptable travel demand forecasting tool.

The TBRPM Base Year (2010) model was validated at a regional level to ensure that the model replicated the counts within the study area. A subarea model network was extracted from the validated regional model to further calibrate the traffic volumes and subarea trip tables. The subarea network and trip tables, along with traffic counts, provided input for the Origin-Destination Matrix Estimation (ODME) process. The ODME process was intended to help refine the subarea and corridor level travel demand. The 2010 Base Year volume to count ratios were reviewed to ensure that the I-75 mainline and Fletcher Avenue volumes were within targeted ranges.

The TBRPM Base Year (2010) validation model was checked for reasonableness and adjustments were made to improve accuracy. This review compared validation year (2010) model volumes with FDOT-recorded traffic counts in the immediate area of the I-75 at Fletcher Avenue interchange. Locations where the counts and model volumes differed substantially were identified and reviewed for potential causes, such as erroneous zonal data (z-data), unreasonable network coding, or adjustments to facility-type (speed and capacity) assignments. Adjustments were considered in the context of improving the local area assignments without compromising model-wide validation. The guidelines of the FDOT's *Project Traffic Forecasting Handbook* were used as the criteria for evaluating model validity.

5.2 Planned and Programmed Projects

Several planned and programmed projects exist within the influence area of the I-75 at Fletcher Avenue interchange or could influence the traffic characteristics within the study area. These projects are in various stages of either the FDOT Work Program or Hillsborough County Capital Improvement Program (CIP), and are listed in the following:

- The ongoing I-75 PD&E Study from south of US 301 to north of Bruce B. Downs Boulevard (WPID: 419235-3) is evaluating the need for tolled express lanes on I-75. The I-75 PD&E Study is proposing long-term mainline and ramp improvements at the I-75 at Fletcher Avenue interchange. However, the specific improvements documented within this IOAR are not included in the PD&E Study. This IOAR is intended to provide

improvements that can mitigate existing safety and operation concerns at the I-75 at Fletcher Avenue interchange, prior to the implementation of the PD&E Study's tolled express lanes;

- In addition to the I-75 PD&E Study, the Hillsborough County MPO's 2045 Long Range Transportation Plan (LRTP) has identified the design and ROW phases for I-75 from US 301 to north of Bruce B. Downs Boulevard (FPN: 419235-6) as cost feasible from FY 2030/31 to 2034/35 and FY 2035/36 to 2044/45, respectively; and
- The ongoing Morris Bridge Road Repaving from Davis Road to Fletcher Avenue (WPID: 439532-1) will provide multimodal accommodations, including sidewalks, paved shoulders, and a shared-use path along Morris Bridge Road.

The travel demand forecasts prepared for the I-75 at Fletcher Avenue IOAR consider the impacts of the above-listed transportation improvement projects that are located within the vicinity of the I-75 at Fletcher Avenue interchange.

5.3 Design Year (2035) No Build and Build Alternatives Daily Traffic Volumes

Base year calibration efforts were carried over to the I-75 PD&E Study's 2045 No Build (without tolled express lanes on I-75) TBPRM and subarea ODME models. Model Output Conversion Factors (MOCFs) were applied to convert Peak Season Weekday Average Daily Traffic (PSWADT) obtained from the TBRPM and ODME sub area models to arrive at AADTs for base year 2010 and horizon year 2045. The "Factoring Procedure-Difference Method" defined in the *National Cooperative Highway Research Project (NCHRP) Report 765* was utilized to correct the error associated with regional model projected volumes. Following this procedure, the PD&E Study's existing year (2017) AADTs were interpolated from the base year and the horizon year TBRPM model. These values were compared to 2017 traffic count data to calculate the difference (delta). This delta was applied to the 2045 TBRPM model AADT values to correct the error in the model and to make sure growth rates were reasonable.

The traffic forecasts developed for this I-75 at Fletcher Avenue IOAR were derived through linear interpolation of the 2017 and 2045 No Build Alternative PD&E Study AADTs to obtain design year (2035) AADTs. The Build Alternative AADTs from the PD&E Study (with tolled express lanes on I-75) were not taken into account for this IOAR. The PD&E Study assumes that the tolled express lanes will not be implemented until 2045. Since the design year (2035) for this IOAR falls prior to the anticipated adoption of the tolled express lanes, it is not necessary to analyze the impacts of the PD&E Study Build Alternative at this time. The improvements proposed in this IOAR are only intended to alleviate existing traffic congestion and highway safety concerns at the I-75 at Fletcher Avenue interchange.

5.4 Design Year (2035) Design Hour Traffic Volumes

After design year (2035) AADTs were developed for this IOAR, the recommended K- and D-factors (as provided in **Table 1**) were applied to the AADTs to derive DDHVs. The future peak direction of traffic flow followed existing traffic conditions. In general, the peak direction of traffic flow in the AM peak period is westbound on Fletcher Avenue, while the peak direction of traffic flow in the PM peak period is eastbound on Fletcher Avenue. The design hour AM and PM peak turning movement volumes were developed by applying the existing turning movement percentages to the DDHVs. A manual smoothing process was employed to ensure that traffic volumes balanced between successive intersections on Fletcher Avenue where there is no access. **Figure 12** and **Figure 13** graphically illustrate the design year (2035) AADT and AM and PM peak hour turning movement volumes for the No Build Alternative (without interchange improvements) and Build Alternative (with interchange improvements), respectively.

The design year (2035) No Build and Build Alternatives traffic volumes were utilized to define the lane geometry and traffic control features needed to meet LOS targets in the design year (2035). These traffic forecasts incorporate

Hillsborough County's assumptions for the anticipated growth in land development within the I-75 at Fletcher Avenue interchange study area.

5.5 Opening Year (2025) No Build and Build Alternatives Traffic Volumes

In addition to the development of traffic forecasts for the design year (2035), opening year (2025) traffic volumes were estimated to assess a level of operational benefit of the proposed modifications to the I-75 at Fletcher Avenue interchange for the anticipated year of opening (2025). Opening year (2025) traffic forecasts for the I-75 at Fletcher Avenue interchange were developed by performing linear interpolation of the design year (2035) traffic forecasts and existing year (2021) traffic volumes. **Figure 14** and **Figure 15** graphically illustrate the opening year (2025) AADT and AM and PM peak hour turning movement volumes for the No Build Alternative (without interchange improvements) and Build Alternative (with interchange improvements), respectively.

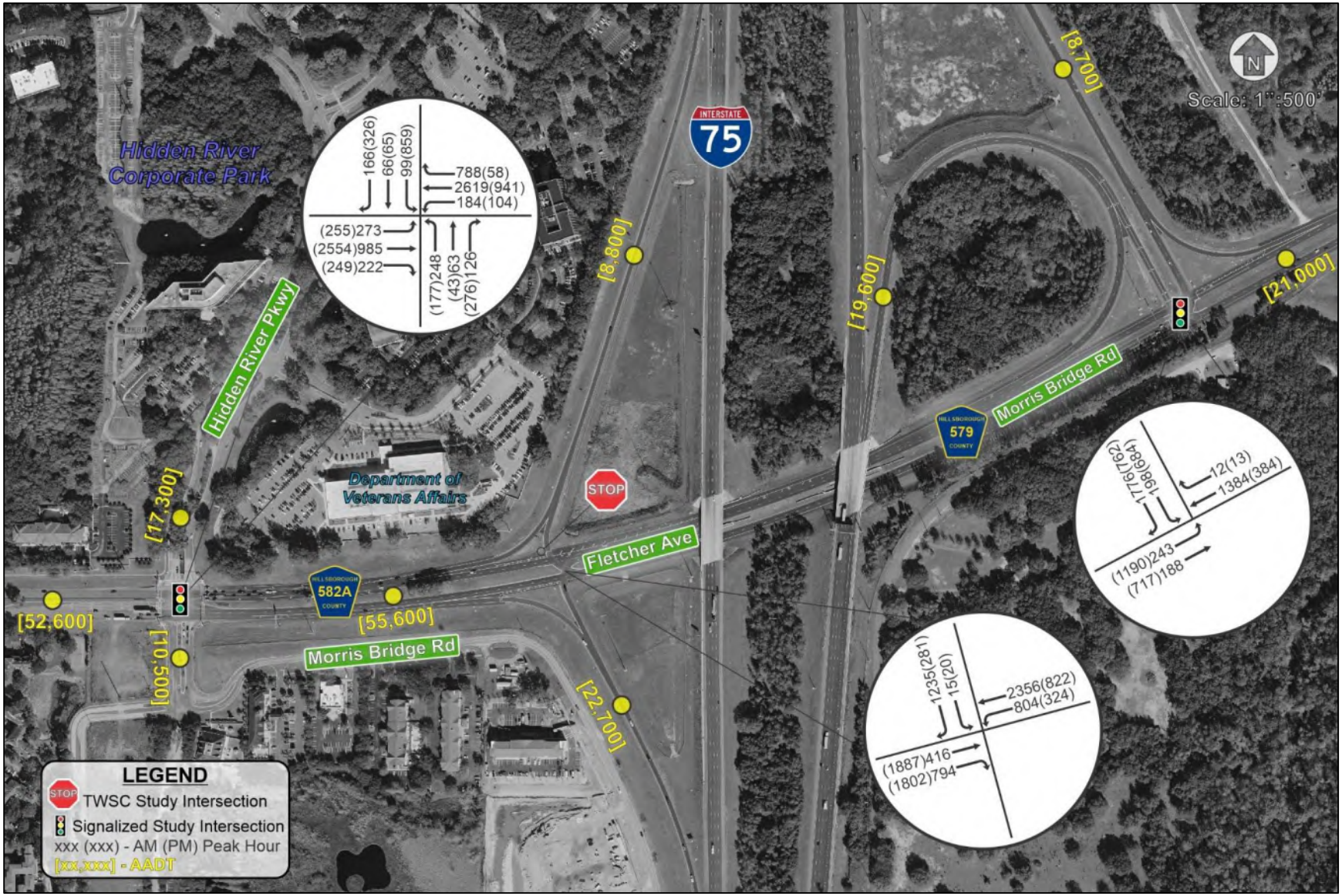


Figure 12: Design Year (2035) No Build Alternative AADT, AM and PM Peak Hour Turning Movement Volumes

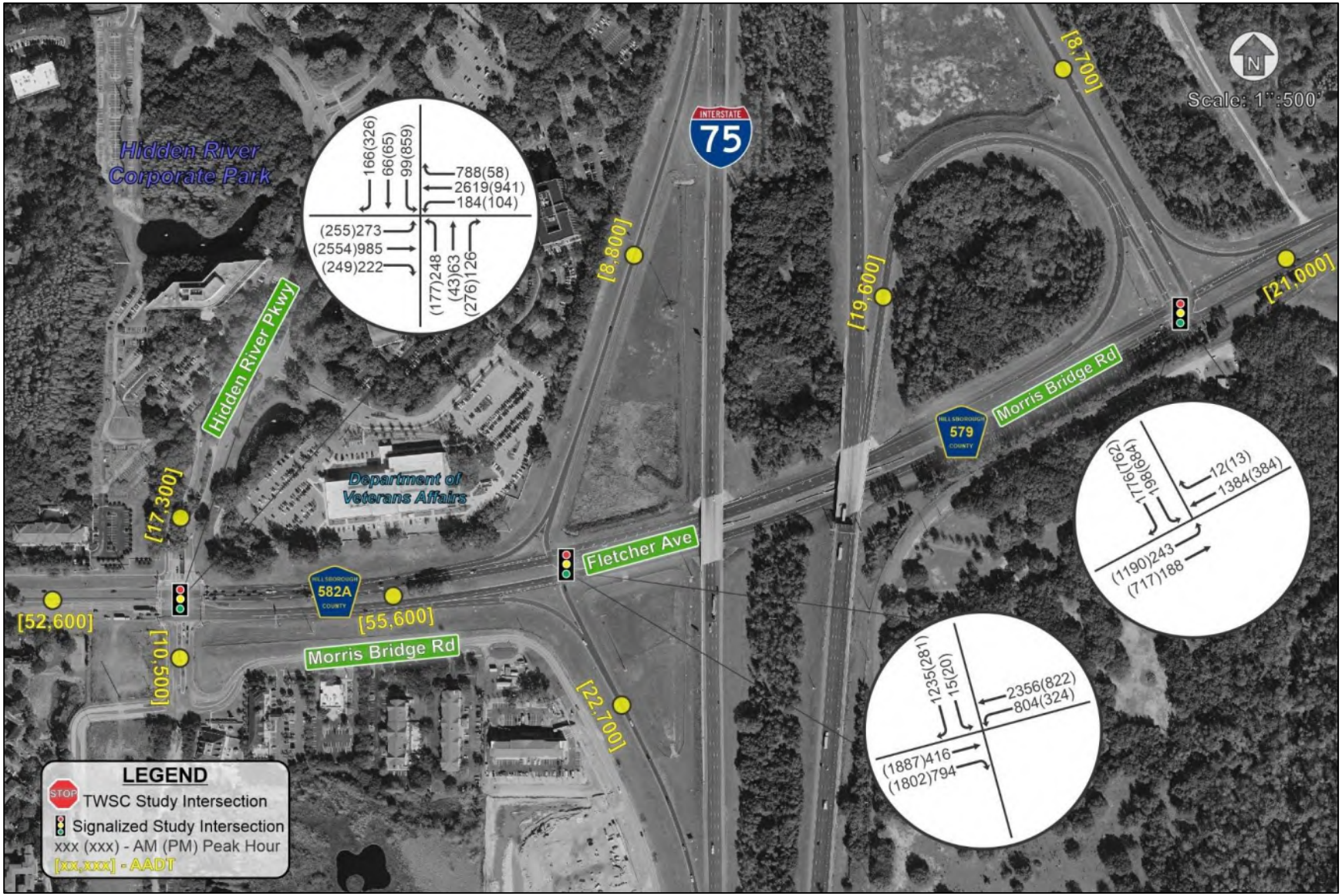


Figure 13: Design Year (2035) Build Alternative AADT, AM and PM Peak Hour Turning Movement Volumes

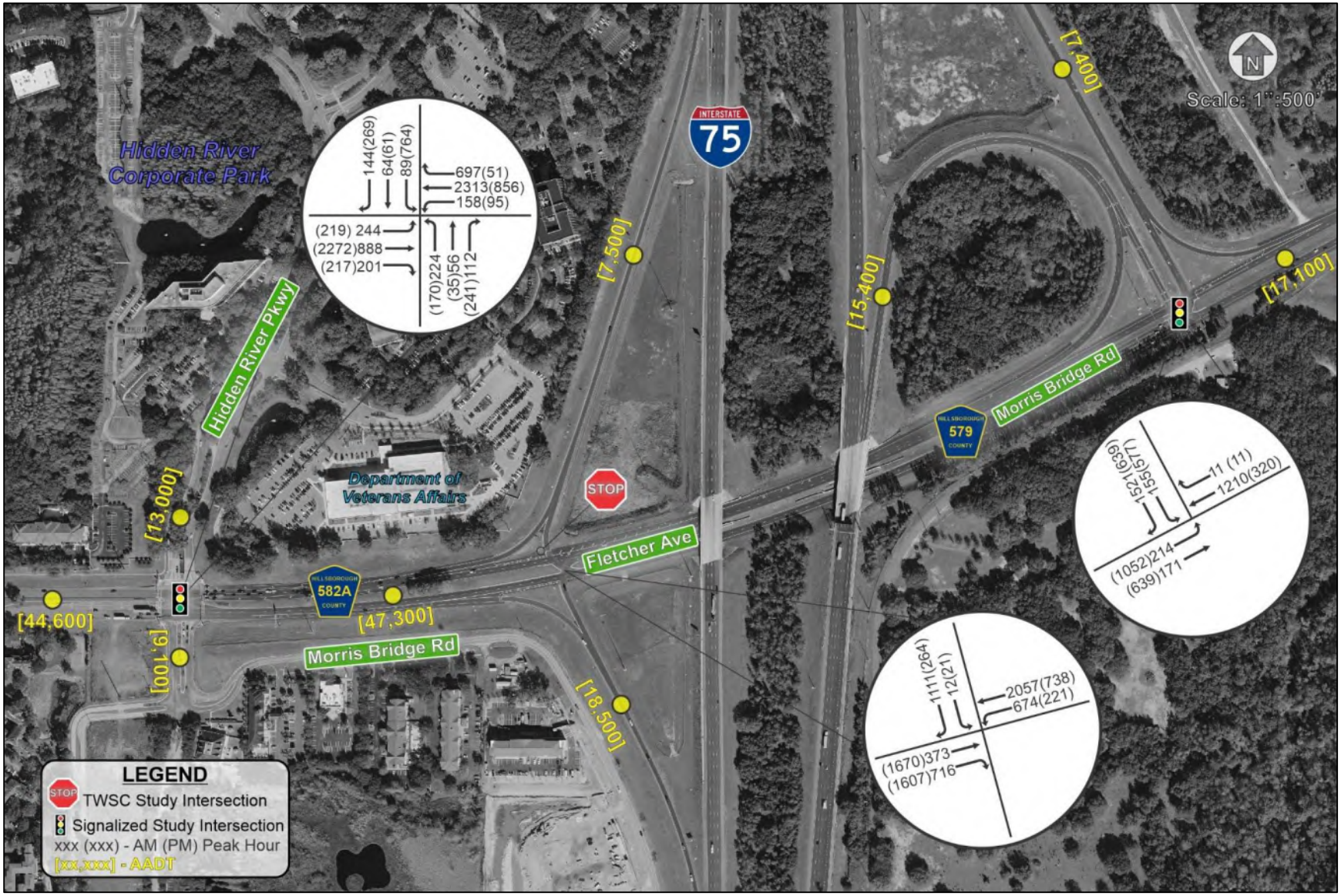


Figure 14: Opening Year (2025) No Build Alternative AADT, AM and PM Peak Hour Turning Movement Volumes

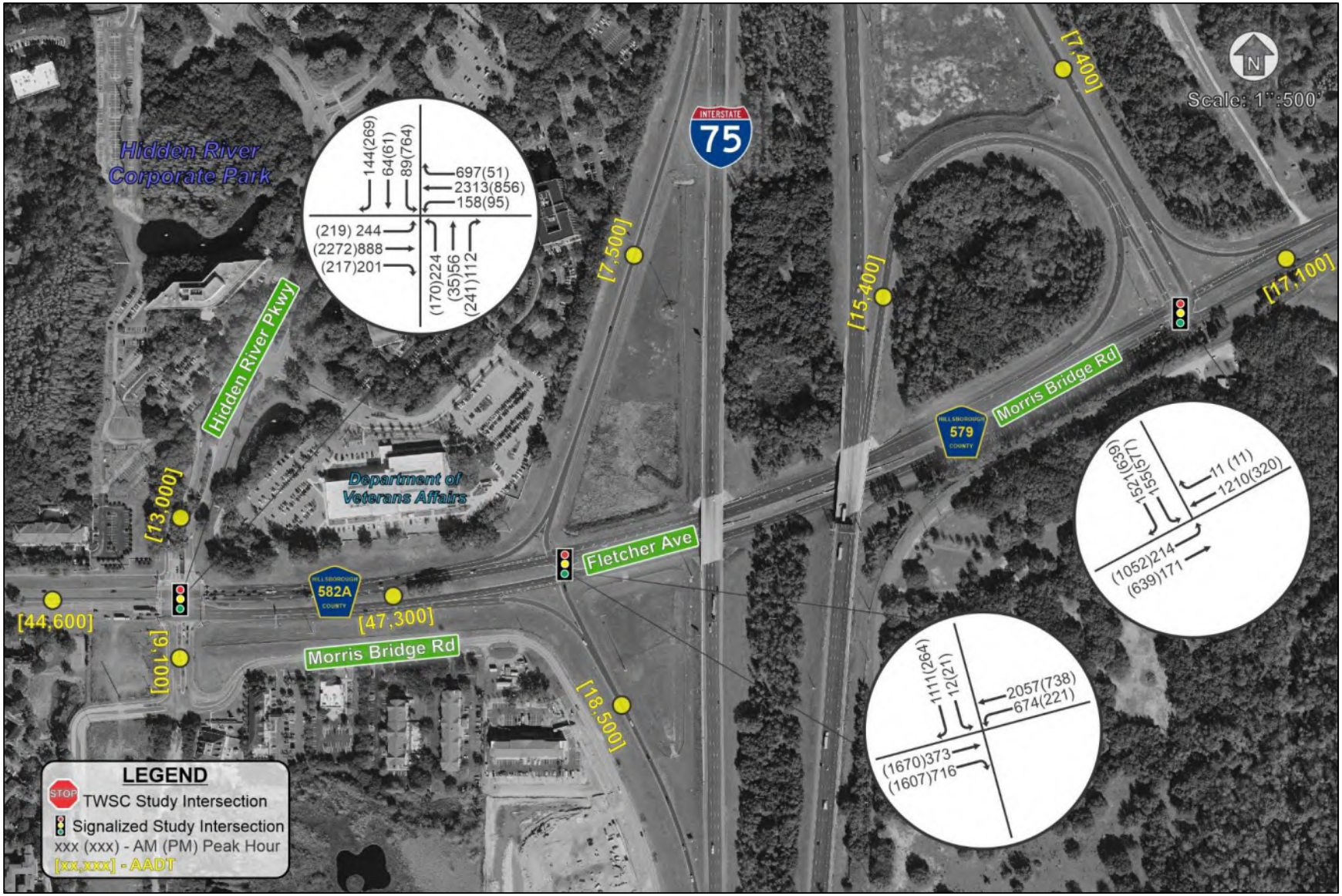


Figure 15: Opening Year (2025) Build Alternative AADT, AM and PM Peak Hour Turning Movement Volumes

6.0 *Proposed Alternatives*

Two Alternatives have been developed and analyzed for the I-75 at Fletcher Avenue IOAR, a No Build and Build Alternative. Both Alternatives are described in further detail below.

6.1 No Build Alternative

The No Build Alternative generally consists of maintaining the existing year (2021) lane geometry and traffic control features along I-75 and on Fletcher Avenue at the I-75 ramp terminal intersections. The benefit of the No Build Alternative is that there are no additional costs or social, environmental, or physical impacts associated with maintaining the existing lane geometry and traffic control. However, it is anticipated that any existing operational and safety deficiency would be further exacerbated with increasing levels of future traffic demand. As such, the purpose and the need for the project may not be met with the No Build Alternative unless improvements are made to the I-75 at Fletcher Avenue interchange. The lane geometry for the No Build Alternative is assumed to be unchanged from the existing lane geometry, shown previously in **Figure 3**.

6.2 Build Alternative

FDOT District Seven is proposing modifications to the I-75 at Fletcher Avenue interchange that will alleviate existing traffic congestion and improve safety. The Build Alternative consists of modifying the lane geometry and traffic control of the I-75 at Fletcher Avenue interchange as follows:

- Adding a traffic signal at the Fletcher Avenue at southbound I-75 ramp terminal intersection to mitigate the frequency of left turn crashes from westbound Fletcher Avenue to southbound I-75. All existing lane geometry would remain the same as the No Build Alternative with the addition of the traffic signal;
- Extending the storage length for the westbound Fletcher Avenue left turn lane onto southbound I-75. With the signalization of the southbound I-75 ramp terminal intersection, the vehicle queue length for the westbound left turn lane is expected to increase, thereby requiring extended storage length for the movement; and
- Coordination of the southbound and northbound I-75 ramp terminal intersections with the Fletcher Avenue at Morris Bridge Road/Hidden River Parkway signal. The Morris Bridge Road/Hidden River Parkway signal is already part of a coordinated system along Fletcher Avenue, to the west. With the addition of the southbound I-75 ramp terminal signal between Morris Bridge Road/Hidden River Parkway and the northbound I-75 ramp terminal, the signal spacing becomes less than ¼ of a mile. Therefore, coordination of the I-75 ramp terminal intersections is recommended to allow for better platooning of vehicles along Fletcher Avenue to/from I-75.

Because the I-75 PD&E Study assumes that the express lanes will not be constructed until 2045, existing lane geometry on I-75 is assumed for the Build Alternative. **Figure 16** provides a graphical depiction of the lane geometry assumed for the Build Alternative. A conceptual roadway design plan and cost estimates for the Build Alternative can be found in **Appendix G**. The estimated cost for construction of the Build Alternative is $840,334.63.

Figure 16: Build Alternative Lane Geometry and Traffic Control

6.2.1 Transportation Systems Management and Operations (TSM&O)

TSM&O is an integrated program to optimize the performance of existing infrastructure through implementation of systems, services, and projects to preserve capacity and improve the security, safety, and reliability of our transportation system. TSM&O alternatives are relatively low-cost approaches that can satisfy the traffic needs without having to construct or modify an interchange. The Build Alternative for this IOAR is intended as a low-cost improvement, meeting the requirements of a TSM&O alternative. This IOAR serves to propose a TSM&O alternative as the Build Alternative to improve the safety of the southbound I-75 ramp terminal intersection.

6.2.2 Multimodal Accommodations

Currently, marked crosswalks are provided at the Fletcher Avenue and Morris Bridge Road/Hidden River Parkway intersection, with sidewalks along the north side of Fletcher Avenue, west of Morris Bridge Road/Hidden River Parkway, and on the west side of Morris Bridge Road/Hidden River Parkway, north and south of Fletcher Avenue. Bike lanes are also provided along Fletcher Avenue, east of Morris Bridge Road/Hidden River Parkway. Pedestrian accommodations are not provided along Fletcher Avenue east of Morris Bridge Road/Hidden River Parkway, within the area of influence.

Within the area of influence, Hillsborough Area Regional Transit (HART) Route 33 currently runs along eastbound Fletcher Avenue to northbound to Hidden River Parkway, providing access from Northdale to the University Area and to Hidden River. Service for Route 33 is provided on weekdays and weekends from approximately 4:30 AM to 11:00 PM.

The Build Alternative does not propose any additional multimodal accommodations than are currently present.

7.0 *Future Traffic Operational Analysis*

The following section summarizes the results of the Synchro analysis conducted to evaluate the future traffic operations of the I-75 at Fletcher Avenue interchange with and without the proposed improvements for this IOAR. The key MOEs are summarized for intersection delay and vehicle queue length.

7.1 Opening Year (2025) Traffic Operational Analysis

An analysis of the future traffic operations of the I-75 at Fletcher Avenue interchange was conducted to evaluate the No Build and Build Alternatives at the opening year (2025) of the proposed interchange improvements. Synchro analysis results for the opening year (2025) can be found in **Appendix H**.

7.1.1 No Build Alternative

The No Build Alternative maintains existing roadway geometric and traffic control features within the influence area of the I-75 at Fletcher Avenue interchange. However, the signal timing for the Fletcher Avenue at the northbound I-75 ramp terminal intersection has been updated to match the Build Alternative signal timing split in order to provide a direct comparison of the No Build uncoordinated signal to the Build coordinated signal with the Hidden River Parkway/Morris Bridge Road and southbound I-75 ramp terminal intersections.

7.1.1.1 Intersection Vehicle Delay and LOS

The intersection vehicle delay and LOS results of the I-75 at Fletcher Avenue interchange for the opening year (2025) are shown in **Table 8**. The results of the analysis indicate that the Fletcher Avenue at Hidden River Parkway/Morris Bridge Road intersection is anticipated to operate at an overall poor LOS (LOS E or worse) by the opening year (2025). Additionally, the southbound I-75 off ramp is anticipated to operate at a poor LOS by the opening year (2025). As can be expected, intersection delay for the study area is anticipated to increase as traffic demand increases from the existing year (2021) to the opening year (2025) under the No Build Alternative.

Table 8: Opening Year (2025) Intersection Vehicle Delay and LOS – No Build Alternative

Approach	Movement	AM Peak Hour		PM Peak Hour	
		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Fletcher Ave at Hidden River Pkwy/Morris Bridge Rd					
Eastbound	Left	141.7	F	292.1	F
	Through/Right	18.2	B	77.7	E
	Approach Total	**40.8**	**D**	**95.1**	**F**
Westbound	Left	109.3	F	196.0	F
	Through	63.2	E	30.7	C
	Right	11.4	B	0.1	A
	Approach Total	**54.1**	**D**	**44.8**	**D**
Northbound	Left/Through	340.2	F	118.8	F
	Right	11.7	B	114.3	F
	Approach Total	**246.0**	**F**	**116.2**	**F**
Southbound	Left/Through	257.7	F	233.8	F
	Right	35.8	D	33.0	C
	Approach Total	**148.5**	**F**	**182.5**	**F**
Intersection Total		***70.6***	***E***	***105.5***	***F***

Table 8 (Continued): Opening Year (2025) Intersection Vehicle Delay and LOS – No Build Alternative

Approach	Movement	AM Peak Hour		PM Peak Hour	
		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Fletcher Ave at Southbound I-75 Ramp Terminal*					
Eastbound	Through	-	-	-	-
	Right	0.0	A	0.0	A
	Approach Total	**-**	**-**	**-**	**-**
Westbound	Left	13.1	B	19.7	C
	Through	-	-	-	-
	Approach Total	-	-	-	-
Southbound	Left	**	F	71.6	F
	Right	**	F	15.9	C
	Approach Total	**	**F**	**20.0**	**C**
Intersection Total		**-**	**-**	**-**	**-**
Fletcher Ave at Northbound I-75 Ramp Terminal					
Eastbound	Left	40.4	D	34.5	C
	Through	4.2	A	9.0	A
	Approach Total	**24.3**	**C**	**24.8**	**C**
Westbound	Through/Right	22.8	C	43.7	D
	Approach Total	**22.8**	**C**	**43.7**	**D**
Southbound	Left	36.9	D	42.3	D
	Right	0.9	A	0.2	A
	Approach Total	**4.3**	**A**	**20.2**	**C**
Intersection Total		***13.5***	***B***	***25.0***	***C***

*Represents an unsignalized intersection. Only stop/yield-controlled movements have been summarized.
**No results provided, or computation not completed. Delay threshold has been exceeded.

7.1.1.2 Intersection Vehicle Queue Lengths

The vehicle queue analysis results of the I-75 at Fletcher Avenue interchange for the opening year (2025) are shown in **Table 9**. The results of the analysis indicate that 95th percentile vehicle queue lengths for the study area are anticipated to increase as traffic demand increases from the existing year (2021) to the opening year (2025) under the No Build Alternative. The westbound approach of the Fletcher Avenue at Hidden River Parkway/Morris Bridge Road intersection is anticipated to exceed the available storage length and spillback into the southbound I-75 ramp terminal intersection. Additionally, the southbound I-75 off ramp to Fletcher Avenue is expected to exceed the storage of the ramp, thereby backing into the I-75 mainline and causing a safety concern as through vehicles on the 70 mph facility must navigate around stopped/slow moving vehicles trying to access the southbound off ramp to Fletcher Avenue.

Table 9: Opening Year (2025) Intersection Vehicle Queue Lengths – No Build Alternative

Movement	Available Storage (ft)	95th Percentile Vehicle Queue Length (ft)	
		AM Peak	PM Peak
Fletcher Ave at Hidden River Pkwy/Morris Bridge Rd			
EBL	450	#282	#289
EBT/R	-	312	#1,303
WBL	600	298	#272
WBT	1,300	#1,911	430
WBR	400	401	0
NBL/T	-	#464	#254
NBR	200	31	#388
SBL/T	-	#278	#948
SBR	450	#112	236
Fletcher Ave at Southbound I-75 Ramp Terminal			
EBT	1,300	-	-
EBR	1,300	0	0
WBL	270	112	67
WBT	2,200	-	-
SBL	120*	***	27
SBR	2,200**	***	60
Fletcher Ave at Northbound I-75 Ramp Terminal			
EBL	740	107	406
EBT	2,200	22	128
WBT/R	-	376	160
SBL	550	82	248
SBR	2,000**	0	0

*Storage length is measured as the distance from the stop bar to the gore point of the SBL and SBR split on the off-ramp.
**Storage length is measured as the length from the gore point where the SBR and Fletcher Avenue meet to the gore point on the I-75 mainline minus a deceleration of 490 feet, as defined in Table 10-6 of the AASHTO A Policy on Geometric Design of Highways and Streets.
***No results provided, or computation not completed. Queue threshold is exceeded.
95th percentile volume exceeds capacity, queue may be longer.

7.1.2 Build Alternative

The Build Alternative includes the signalization of the Fletcher Avenue at southbound I-75 ramp terminal intersection, as well as the lengthening of the westbound to southbound I-75 left turn lane. Additionally, the study intersections have been coordinated with a 200 second cycle length at the Fletcher Avenue at Hidden River Parkway/Morris Bridge Road intersection and a half cycle length of 100 seconds at the southbound and northbound I-75 ramp terminal intersections. The following provides a summary of the operational analysis results for the Build Alternative under opening year (2025) traffic conditions.

7.1.2.1 Intersection Vehicle Delay and LOS

The intersection vehicle delay and LOS results of the I-75 at Fletcher Avenue interchange for the opening year (2025) are shown in **Table 10**. The results of the analysis indicate that the Fletcher Avenue at Hidden River Parkway/Morris Bridge Road and Fletcher Avenue at southbound I-75 ramp terminal intersections are anticipated to operate at a poor LOS (LOS E or worse) by the opening year (2025). However, operations of the Fletcher Avenue at Hidden River Parkway/Morris Bridge Road and Fletcher Avenue at northbound I-75 ramp terminal intersections are anticipated to improve with the coordination of the southbound I-75 ramp terminal intersection. This is due to the platooning of vehicles through the newly coordinated system.

Table 10: Opening Year (2025) Intersection Vehicle Delay and LOS – Build Alternative

Approach	Movement	AM Peak Hour		PM Peak Hour	
		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Fletcher Ave at Hidden River Pkwy/Morris Bridge Rd					
Eastbound	Left	141.7	F	104.7	F
	Through/Right	18.2	B	99.7	F
	Approach Total	**40.8**	**D**	**100.1**	**F**
Westbound	Left	91.6	F	196.0	F
	Through	67.3	E	38.0	D
	Right	5.3	A	0.6	A
	Approach Total	**54.8**	**D**	**51.0**	**D**
Northbound	Left/Through	340.2	F	133.5	F
	Right	11.7	B	84.5	F
	Approach Total	**246.0**	**F**	**106.7**	**F**
Southbound	Left/Through	257.7	F	150.4	F
	Right	35.8	D	23.3	C
	Approach Total	**148.5**	**F**	**117.8**	**F**
Intersection Total		***71.0***	***E***	***95.0***	***F***
Fletcher Ave at Southbound I-75 Ramp Terminal					
Eastbound	Through	35.6	D	19.7	B
	Right	33.3	C	273.2	F
	Approach Total	**34.1**	**C**	**144.0**	**F**
Westbound	Left	169.8	F	27.7	C
	Through	187.6	F	1.8	A
	Approach Total	**183.2**	**F**	**7.8**	**A**
Southbound	Left	18.5	B	50.8	D
	Right	341.9	F	23.4	C
	Approach Total	**338.3**	**F**	**25.4**	**C**
Intersection Total		***185.6***	***F***	***107.6***	***F***
Fletcher Ave at Northbound I-75 Ramp Terminal					
Eastbound	Left	14.2	B	10.4	B
	Through	6.1	A	0.7	A
	Approach Total	**10.6**	**B**	**6.7**	**A**
Westbound	Through/Right	18.2	B	44.8	D
	Approach Total	**18.2**	**B**	**44.8**	**D**
Southbound	Left	44.2	D	47.5	D
	Right	0.9	A	0.2	A
	Approach Total	**4.9**	**A**	**22.6**	**C**
Intersection Total		***10.5***	***B***	***16.6***	***B***

Additionally, delay for the southbound I-75 off ramp is expected to decrease, as compared to the No-Build Alternative. However, the delay for the eastbound right turn movement onto southbound I-75 is expected to increase with the signalization of the southbound I-75 ramp terminal intersection. This can be expected with the heavy westbound left turn movement being provided a protected green phase, thereby releasing a platoon of vehicles that the eastbound right turn will be required to yield under the Build Alternative. Even though the eastbound right turn is under yield control in the No Build Alternative, it nearly operates as a free-flow movement (having minimal delay) because the westbound left turn is being metered by the having to find gaps in the eastbound through traffic along Fletcher Avenue. Overall, the safety benefit of the proposed Build Alternative on the westbound left turn movement is expected to outweigh the operational impact on the eastbound right turn movement at the southbound I-75 ramp terminal intersection.

Due to the poor operations of the southbound I-75 off ramp to Fletcher Avenue, even under the Build conditions, FDOT Traffic Operations has identified the need for Phase 2 improvements once funding becomes available. These improvements include triple southbound to westbound right turn lanes onto Fletcher Avenue that are carried through the Hidden River Parkway intersection before tying back into the two-lane westbound typical section of Fletcher Avenue. Additionally, the I-75 PD&E Study from south of US 301 to north of Bruce B. Downs Boulevard (WPID: 419235-3) has identified the need for dual eastbound to southbound right turn lanes at the southbound I-75 on ramp from Fletcher Avenue.

7.1.2.2 Intersection Vehicle Queue Lengths

The vehicle queue analysis results of the I-75 at Fletcher Avenue interchange for the opening year (2025) are shown in **Table 11**. The results of the analysis indicate that 95th percentile vehicle queue lengths for the study area are anticipated to improve with the addition of a coordinated signal at the Fletcher Avenue and southbound I-75 ramp terminal intersection, as compared to the No Build Alternative. Queue lengths at the Fletcher Avenue at Hidden River Parkway/Morris Bridge Road intersection are anticipated to no longer impact the southbound I-75 ramp terminal intersection. Additionally, queue lengths for the southbound I-75 off ramp are anticipated to improve, especially for the AM peak hour, and to no longer exceed the storage of the ramp. However, the queue length for the eastbound right turn movement onto southbound I-75 is expected to increase with the signalization of the southbound I-75 ramp terminal intersection, but the overall safety benefit of the proposed Build Alternative on the westbound left turn movement is expected to outweigh the operational impact on the eastbound right turn movement.

Table 11: Opening Year (2025) Intersection Vehicle Queue Lengths – Build Alternative

Movement	Available Storage (ft)	95th Percentile Vehicle Queue Length (ft)	
		AM Peak	PM Peak
Fletcher Ave at Hidden River Pkwy/Morris Bridge Rd			
EBL	450	#282	204
EBT/R	-	312	#1,484
WBL	600	m132	m#271
WBT	1,300	m619	538
WBR	400	m21	m4
NBL/T	-	#464	#282
NBR	200	31	#350
SBL/T	-	#278	#940
SBR	450	#112	201
Fletcher Ave at Southbound I-75 Ramp Terminal			
EBT	1,300	m187	m441
EBR	1,300	m666	m#2,673
WBL	700	#648	180
WBT	2,200	#1,111	40
SBL	120*	17	39
SBR	2,200**	#1,314	#118

*Storage length is measured as the distance from the stop bar to the gore point of the SBL and SBR split on the off-ramp.

**Storage length is measured as the length from the gore point where the SBR and Fletcher Avenue meet to the gore point on the I-75 mainline minus a deceleration of 490 feet, as defined in Table 10-6 of the AASHTO A Policy on Geometric Design of Highways and Streets.

95th percentile volume exceeds capacity, queue may be longer.

m Volume for the 95th percentile queue happens metered by upstream signal.

Table 11 (Continued): Opening Year (2025) Intersection Vehicle Queue Lengths – Build Alternative

Movement	Available Storage (ft)	95th Percentile Vehicle Queue Length (ft)	
		AM Peak	PM Peak
Fletcher Ave at Northbound I-75 Ramp Terminal			
EBL	740	67	232
EBT	2,200	41	m6
WBT/R	-	376	160
SBL	550	82	248
SBR	2,000**	0	0

*Storage length is measured as the distance from the stop bar to the gore point of the SBL and SBR split on the off-ramp.
**Storage length is measured as the length from the gore point where the SBR and Fletcher Avenue meet to the gore point on the I-75 mainline minus a deceleration of 490 feet, as defined in Table 10-6 of the AASHTO A Policy on Geometric Design of Highways and Streets.
95th percentile volume exceeds capacity, queue may be longer.
m Volume for the 95th percentile queue happens metered by upstream signal.

7.2 Design Year (2035) Traffic Operational Analysis

An analysis of the future traffic operations of the I-75 at Fletcher Avenue interchange was conducted to evaluate the No Build and Build Alternatives in the design year (2035). Synchro analysis results for the design year (2035) can be found in **Appendix I**.

7.2.1 No Build Alternative

The No Build Alternative maintains existing roadway geometric and traffic control features within the influence area of the I-75 at Fletcher Avenue interchange. However, the signal timing for the Fletcher Avenue at the northbound I-75 ramp terminal intersection has been updated to match the Build Alternative signal timing split in order to provide a direct comparison of the No Build uncoordinated signal to the Build coordinated signal with the Hidden River Parkway/Morris Bridge Road and southbound I-75 ramp terminal intersections.

7.2.1.1 Intersection Vehicle Delay and LOS

The intersection vehicle delay and LOS results of the I-75 at Fletcher Avenue interchange for the design year (2035) are shown in **Table 12**. The results of the analysis indicate that the Fletcher Avenue at Hidden River Parkway/Morris Bridge Road intersection is anticipated to operate at an overall poor LOS (LOS E or worse) by the design year (2035). Additionally, the southbound I-75 off ramp is anticipated to operate at a poor LOS by the design year (2035). As can be expected, intersection delay for the study area is anticipated to increase as traffic demand increases from the opening year (2025) to the design year (2035) under the No Build Alternative.

Table 12: Design Year (2035) Intersection Vehicle Delay and LOS – No Build Alternative

Approach	Movement	AM Peak Hour		PM Peak Hour	
		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Fletcher Ave at Hidden River Pkwy/Morris Bridge Rd					
Eastbound	Left	165.4	F	383.3	F
	Through/Right	20.2	C	128.9	F
	Approach Total	**47.0**	**D**	**150.1**	**F**
Westbound	Left	111.0	F	222.5	F
	Through	117.6	F	32.0	C
	Right	15.5	B	0.2	A
	Approach Total	**94.8**	**F**	**48.2**	**D**
Northbound	Left/Through	404.9	F	128.0	F
	Right	17.2	B	167.0	F
	Approach Total	**291.9**	**F**	**149.1**	**F**
Southbound	Left/Through	286.7	F	300.3	F
	Right	55.1	E	53.5	D
	Approach Total	**170.2**	**F**	**231.9**	**F**
Intersection Total		***101.7***	***F***	***148.3***	***F***
Fletcher Ave at Southbound I-75 Ramp Terminal*					
Eastbound	Through	-	-	-	-
	Right	0.0	A	0.0	A
	Approach Total	-	-	-	-
Westbound	Left	18.0	C	91.3	F
	Through	-	-	-	-
	Approach Total	-	-	-	-
Southbound	Left	**	F	**	F
	Right	**	F	18.1	C
	Approach Total	**	**F**	**	**F**
Intersection Total		**-**	**-**	**-**	**-**
Fletcher Ave at Northbound I-75 Ramp Terminal					
Eastbound	Left	45.5	D	43.3	D
	Through	3.9	A	9.7	A
	Approach Total	**27.4**	**C**	**30.7**	**C**
Westbound	Through/Right	24.5	C	54.3	D
	Approach Total	**24.5**	**C**	**54.3**	**D**
Southbound	Left	42.3	D	52.6	D
	Right	1.4	A	0.3	A
	Approach Total	**5.5**	**A**	**25.0**	**C**
Intersection Total		***15.0***	***B***	***31.0***	***C***

*Represents an unsignalized intersection. Only stop/yield-controlled movements have been summarized.

**No results provided, or computation not completed. Delay threshold is exceeded.

7.2.1.2 Intersection Vehicle Queue Lengths

The vehicle queue analysis results of the I-75 at Fletcher Avenue interchange for the design year (2035) are shown in **Table 13**. The results of the analysis indicate that 95th percentile vehicle queue lengths for the study area are anticipated to increase as traffic demand increases from the opening year (2025) to the design year (2035) under the No Build Alternative. The westbound approach of the Fletcher Avenue at Hidden River Parkway/Morris Bridge Road intersection is anticipated to exceed the available storage length and spillback into the southbound I-75 ramp terminal intersection. Additionally, the southbound I-75 off ramp to Fletcher Avenue is expected to exceed the storage of the

ramp, thereby backing into the I-75 mainline and causing a safety concern as through vehicles on the 70 mph facility must navigate around stopped/slow moving vehicles trying to access the southbound off ramp to Fletcher Avenue.

Table 13: Design Year (2035) Intersection Vehicle Queue Lengths – No Build Alternative

Movement	Available Storage (ft)	95th Percentile Vehicle Queue Length (ft)	
		AM Peak	PM Peak
Fletcher Ave at Hidden River Pkwy/Morris Bridge Rd			
EBL	450	#329	#339
EBT/R	-	363	#1,591
WBL	600	344	#296
WBT	1,300	#2,355	486
WBR	400	581	0
NBL/T	-	#518	#277
NBR	200	53	#487
SBL/T	-	#300	#1,097
SBR	450	#184	#382
Fletcher Ave at Southbound I-75 Ramp Terminal			
EBT	1,300	-	-
EBR	1,300	0	0
WBL	270	197	294
WBT	2,200	-	-
SBL	120*	***	***
SBR	2,200**	***	76
Fletcher Ave at Northbound I-75 Ramp Terminal			
EBL	740	121	#529
EBT	2,200	24	147
WBT/R	-	468	#210
SBL	550	102	#333
SBR	2,000**	0	0

*Storage length is measured as the distance from the stop bar to the gore point of the SBL and SBR split on the off-ramp.
**Storage length is measured as the length from the gore point where the SBR and Fletcher Avenue meet to the gore point on the I-75 mainline minus a deceleration of 490 feet, as defined in Table 10-6 of the AASHTO A Policy on Geometric Design of Highways and Streets.
***No results provided, or computation not completed. Queue threshold is exceeded.
95th percentile volume exceeds capacity, queue may be longer.

7.2.2 Build Alternative

The Build Alternative includes the signalization of the Fletcher Avenue at southbound I-75 ramp terminal intersection, as well as the lengthening of the westbound to southbound I-75 left turn lane. Additionally, the study intersections have been coordinated with a 200 second cycle length at the Fletcher Avenue at Hidden River Parkway/Morris Bridge Road intersection and a half cycle length of 100 seconds at the southbound and northbound I-75 ramp terminal intersections. The following provides a summary of the operational analysis results for the Build Alternative under design year (2035) traffic conditions.

7.2.2.1 Intersection Vehicle Delay and LOS

The intersection vehicle delay and LOS results of the I-75 at Fletcher Avenue interchange for the design year (2035) are shown in **Table 14**. The results of the analysis indicate that the Fletcher Avenue at Hidden River Parkway/Morris Bridge Road and Fletcher Avenue at southbound I-75 ramp terminal intersections are anticipated to operate at a poor LOS (LOS E or worse) by the design year (2035). However, operations of the Fletcher Avenue at Hidden River

Parkway/Morris Bridge Road and Fletcher Avenue at northbound I-75 ramp terminal intersections are anticipated to improve with the coordination of the southbound I-75 ramp terminal intersection. This is due to the platooning of vehicles through the newly coordinated system.

Table 14: Design Year (2035) Intersection Vehicle Delay and LOS – Build Alternative

Approach	Movement	AM Peak Hour		PM Peak Hour	
		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Fletcher Ave at Hidden River Pkwy/Morris Bridge Rd					
Eastbound	Left	165.4	F	106.5	F
	Through/Right	20.2	C	154.2	F
	Approach Total	**47.0**	**D**	**150.2**	**F**
Westbound	Left	90.2	F	222.7	F
	Through	105.5	F	41.7	D
	Right	7.9	A	0.8	A
	Approach Total	**83.3**	**F**	**56.6**	**E**
Northbound	Left/Through	404.9	F	144.0	F
	Right	17.2	B	126.7	F
	Approach Total	**291.9**	**F**	**133.7**	**F**
Southbound	Left/Through	286.7	F	196.9	F
	Right	55.1	E	37.6	D
	Approach Total	**170.2**	**F**	**152.2**	**F**
Intersection Total		***94.6***	***F***	***131.8***	***F***
Fletcher Ave at Southbound I-75 Ramp Terminal					
Eastbound	Through	35.1	D	29.4	C
	Right	44.4	D	386.9	F
	Approach Total	**41.2**	**D**	**204.1**	**F**
Westbound	Left	305.8	F	66.6	E
	Through	274.9	F	1.9	A
	Approach Total	**282.8**	**F**	**20.2**	**C**
Southbound	Left	18.6	B	50.5	D
	Right	426.1	F	34.9	C
	Approach Total	**421.2**	**F**	**36.0**	**D**
Intersection Total		***261.6***	***F***	***153.2***	***F***
Fletcher Ave at Northbound I-75 Ramp Terminal					
Eastbound	Left	15.2	B	12.9	B
	Through	5.8	A	0.7	A
	Approach Total	**11.1**	**B**	**8.3**	**A**
Westbound	Through/Right	21.4	C	54.0	D
	Approach Total	**21.4**	**C**	**54.0**	**D**
Southbound	Left	46.5	D	54.6	D
	Right	1.4	A	0.3	A
	Approach Total	**5.9**	**A**	**26.0**	**C**
Intersection Total		***12.2***	***B***	***20.0***	***B***

Additionally, delay for the southbound I-75 off ramp is expected to decrease, as compared to the No-Build Alternative. However, the delay for the eastbound right turn movement onto southbound I-75 is expected to increase with the signalization of the southbound I-75 ramp terminal intersection. This can be expected with the heavy westbound left turn movement being provided a protected green phase, thereby releasing a platoon of vehicles that the eastbound right turn will be required to yield under the Build Alternative. Even though the eastbound right turn is under yield control in the No Build Alternative, it nearly operates as a free-flow movement (having minimal delay) because the westbound

left turn is being metered by the having to find gaps in the eastbound through traffic along Fletcher Avenue. Overall, the safety benefit of the proposed Build Alternative on the westbound left turn movement is expected to outweigh the operational impact on the eastbound right turn movement at the southbound I-75 ramp terminal intersection.

Due to the poor operations of the southbound I-75 off ramp to Fletcher Avenue, even under the Build conditions, FDOT Traffic Operations has identified the need for Phase 2 improvements once funding becomes available. These improvements include triple southbound to westbound right turn lanes onto Fletcher Avenue that are carried through the Hidden River Parkway intersection before tying back into the two-lane westbound typical section of Fletcher Avenue. Additionally, the I-75 PD&E Study from south of US 301 to north of Bruce B. Downs Boulevard (WPID: 419235-3) has identified the need for dual eastbound to southbound right turn lanes at the southbound I-75 on ramp from Fletcher Avenue.

7.2.2.2 Intersection Vehicle Queue Lengths

The vehicle queue analysis results of the I-75 at Fletcher Avenue interchange for the design year (2035) are shown in **Table 15**. The results of the analysis indicate that 95th percentile vehicle queue lengths for the study area are anticipated to increase as traffic demand increases from the opening year (2025) to the design year (2035) under the Build Alternative. Queue lengths at the Fletcher Avenue at Hidden River Parkway/Morris Bridge Road intersection are anticipated to improve and to no longer impact the southbound I-75 ramp terminal intersection. Additionally, queue lengths for the southbound I-75 off ramp are anticipated to improve, especially for the AM peak hour, and to no longer exceed the storage of the ramp. However, the queue length for the eastbound right turn movement onto southbound I-75 is expected to increase with the signalization of the southbound I-75 ramp terminal intersection, but the overall safety benefit of the proposed Build Alternative on the westbound left turn movement is expected to outweigh the operational impact on the eastbound right turn movement.

Table 15: Design Year (2035) Intersection Vehicle Queue Lengths – Build Alternative

Movement	Available Storage (ft)	95th Percentile Vehicle Queue Length (ft)	
		AM Peak	PM Peak
Fletcher Ave at Hidden River Pkwy/Morris Bridge Rd			
EBL	450	#329	234
EBT/R	-	363	#1,804
WBL	600	m136	m#292
WBT	1,300	m616	606
WBR	400	m23	m5
NBL/T	-	#518	#306
NBR	200	53	#460
SBL/T	-	#300	#1,104
SBR	450	#184	321
Fletcher Ave at Southbound I-75 Ramp Terminal			
EBT	1,300	m206	m442
EBR	1,300	m835	m#2,720
WBL	700	#877	m#332
WBT	2,200	#1,335	44
SBL	120*	19	37
SBR	2,200**	#1,498	#161

*Storage length is measured as the distance from the stop bar to the gore point of the SBL and SBR split on the off-ramp.

**Storage length is measured as the length from the gore point where the SBR and Fletcher Avenue meet to the gore point on the I-75 mainline minus a deceleration of 490 feet, as defined in Table 10-6 of the AASHTO A Policy on Geometric Design of Highways and Streets.

95th percentile volume exceeds capacity, queue may be longer.

m Volume for the 95th percentile queue is metered by upstream signal.

Table 15 (Continued): Design Year (2035) Intersection Vehicle Queue Lengths – Build Alternative

Movement	Available Storage (ft)	95th Percentile Vehicle Queue Length (ft)	
		AM Peak	PM Peak
Fletcher Ave at Northbound I-75 Ramp Terminal			
EBL	740	70	m255
EBT	2,200	40	m5
WBT/R	-	468	#210
SBL	550	102	#333
SBR	2,000**	0	0

**Storage length is measured as the length from the gore point where the SBR and Fletcher Avenue meet to the gore point on the I-75 mainline minus a deceleration of 490 feet, as defined in Table 10-6 of the AASHTO A Policy on Geometric Design of Highways and Streets.

95th percentile volume exceeds capacity, queue may be longer.

m Volume for the 95th percentile queue is metered by upstream signal.

8.0 Quantitative *Safety Analysis*

A quantitative safety analysis was conducted to evaluate the highway safety benefits of implementing the Build Alternative. The *Highway Safety Manual (HSM)* provides techniques to estimate crashes for a given facility, test the effectiveness of design alternatives on crash reduction, and evaluate their economic crash benefits. The FDOT *IARUG Safety Analysis Guidance* also gives guidance on performing safety analyses relative to this IOAR.

For this quantitative safety analysis, Safety Performance Functions (SPFs) from the Enhanced Interchange Safety Analysis Tool (ISATe) were utilized to evaluate the safety benefits of the primary improvements proposed for the I-75 at Fletcher Avenue interchange, as listed below:

1. Install a traffic signal at the southbound I-75 and Fletcher Avenue intersection;
2. Extend the westbound to southbound left turn storage at the intersection of Fletcher Avenue and the southbound I-75 ramp terminal intersection; and
3. Coordinate the new traffic signal with existing traffic signals at Hidden River Parkway/Morris Bridge Road and the northbound I-75 ramp terminal intersections.

ISATe uses a combination of SPFs, Crash Modification Factors (CMFs), and Florida specific calibration factors to estimate the predicted number of crashes for the ramp terminal. **Appendix J** provides the ISATe documents employed to estimate the annual number of crashes for the No Build and Build Alternatives. The ISATe results show a significant reduction in right angle crashes and a corresponding increase in rear end crashes with the implementation of traffic signal control at the southbound I-75 off ramp.

The HSM crash distribution for Florida for freeway ramps, provided in Table 122.6.4 of the FDM, was applied to the ISATe results to determine the distribution of crash severity for the No-Build and Build Alternatives. **Table 16** shows the No Build and Build crash estimates for the entire 11-year study period (2025 – 2035) for the southbound I-75 ramp terminal intersection only.

Table 16: Crash Severity Summary for the Study Period (2025 – 2035) at the Fletcher Avenue and Southbound I-75 Ramp Terminal Intersection

Crash Severity	HSM Crash Distribution for Florida[1]	No Build Predicted Crashes (2025 - 2035)	Build Predicted Crashes (2025 - 2035)
Fatal	0.004	1.0	1.0
Severe Injury (Incapacitating)	0.032	8.2	8.1
Moderate Injury (Non-incapacitating)	0.107	27.6	27.1
Minor Injury	0.210	54.1	53.2
Property Damage Only	0.647	166.7	163.8
Total	**1.000**	**257.6**	**253.1**

[1]Source: Florida Department of Transportation State Safety Office's Crash Analysis Reporting (CAR) System, analysis years 2014 through 2018. Published by FDOT State Safety Office on 11/5/2020.

Table 17 shows the cost summary during the study period for the southbound ramp terminal. Between 2025 and 2035, the predicted economic loss without the proposed improvements is approximately $30.1 million. Under the Build scenario for that same time period, the estimated economic loss is approximately $29.8 million, resulting in $300,000 in savings.

Table 17: Estimated Economic Loss from Crashes for the Study Period (2025 – 2035) at the Fletcher Avenue and Southbound I-75 Ramp Terminal Intersection

Crash Severity	CARS Crash Cost[1]	No Build Scenario (2025 - 2035)		Build Scenario (2025 - 2035)	
		Number of Crashes	Economic Loss	Number of Crashes	Economic Loss
Fatal	$10,890,000	1.0	$10,890,000	1.0	$10,890,000
Severe Injury (Incapacitating)	$888,030	8.2	$7,281,846	8.1	$7,193,043
Moderate Injury (Non-incapacitating)	$180,180	27.6	$4,972,968	27.1	$4,882,878
Minor Injury	$103,950	54.1	$5,623,695	53.2	$5,530,140
Property Damage Only	$7,700	166.7	$1,283,590	163.8	$1,261,260
Total		**257.6**	**$30,052,099**	**253.1**	**$29,757,321**

[1]Source: Florida Department of Transportation State Safety Office's Crash Analysis Reporting (CAR) System, analysis years 2014 through 2018. Published by FDOT State Safety Office on 11/5/2020.

9.0 *Consistency with Other Plans/Projects*

The I-75 at Fletcher Avenue IOAR is consistent with planned and ongoing projects within the study area, as listed in **Section 5.2**. There are no other existing IARs, either approved or pending approval, currently located within the area of influence.

10.0 *Environmental Considerations*

The proposed improvements are anticipated to qualify as an exempt activity under Chapter 62-330.051 (4) (c) F.A.C. and will not require an Environmental Resources Permit (ERP). ROW is not required to construct the proposed Build Alternative improvements and minimal to no environmental impacts are anticipated.

11.0 Coordination

Table 18 provides a checklist of the coordination efforts that have occurred between Hillsborough County and FDOT to ensure that the transportation improvements proposed in the I-75 at Fletcher Avenue IOAR are consistent with local government and state transportation plans.

Table 18: Agency and Stakeholder Coordination

Yes	No/NA	
☒	☐	*An appropriate effort of coordination will be made with appropriate proposed developments in the area*. – Because no changes are being made to the traffic pattern or access management of the I-75 at Fletcher Avenue interchange, coordination with future developments is not needed at this time. However, should the need for any future coordination with future developments arise, FDOT, District 7 does hold periodic Technical Review Committee meetings with Hillsborough County to discuss future planned improvements, in which any future developments within the area will have the opportunity for coordination.
☒	☐	*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.* – No other improvements are being proposed at this time for other non-interchanges/non-intersections. However, future coordination may be required for improvements at the Fletcher Avenue at Hidden River Parkway/Morris Bridge Road intersection as future demand continues to increase through the I-75 at Fletcher Avenue interchange.
☒	☐	*Request will document whether the project requires financial or infrastructure commitments from other agencies, organizations, or private entities.* The I-75 at Fletcher Avenue interchange improvements do not require financial or infrastructure commitments from other agencies, organizations, or private entities.
☒	☐	*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 National Environmental Policy Act (NEPA) document).* There are no pre-condition contingencies associated with the I-75 at Fletcher Avenue IOAR.
☒	☐	*Request will document the funding and phasing.* – FDOT Traffic Operations will design and construct the proposed improvements at the southbound I-75 off ramp as part of the Design Push Button Contract (WPID: 254677-2).

12.0 Design Exceptions and Variations

The proposed new traffic signal at the Fletcher Avenue and southbound I-75 ramp terminal intersection will require the existing westbound to southbound left turn lane to be lengthened an additional 480 ft in order to sufficiently accommodate vehicle queues estimated in the design year (2035) and to meet vehicle deceleration distance requirements for a 50 mph rural typical section per Exhibit 212-1 of the FDM. Instead of the entrance to the subject left turn lane on westbound Fletcher Avenue beginning west of the southbound I-75 bridge, the proposed lengthening would require motorists to enter the left turn lane east of the southbound I-75 bridge. The existing 14-ft median shoulder on westbound Fletcher Avenue beneath the southbound I-75 bridge would be reduced to two ft to accommodate the lengthening of the existing 12-ft wide westbound to southbound left turn lane. The Fletcher Avenue roadway typical section, illustrating the lengthened westbound to southbound left turn lane beneath the southbound I-75 bridge, is shown in **Appendix G**. According to Table 210.4.1 of the FDM, the required median shoulder width is 8 ft for a four lane rural arterial roadway. Therefore, a design variation would need to be approved by the FDOT District 7 Design Engineer to allow for the 2-ft wide inside shoulder that results from lengthening the westbound to southbound left turn lane on Fletcher Avenue beneath the southbound I-75 bridge. However, a design exception may not be required, since FDM Table 122.5.3 does not specify a minimum median shoulder width per the American Association of State Highway and Transportation Officials (AASHTO) for a rural arterial with average daily traffic (ADT) greater than 2,000 vehicles per day.

13.0 *Conceptual Signing Plan*

A conceptual signing and marking plan, in accordance with the *Manual on Uniform Traffic Control Devices (MUTCD)*, was prepared for the Build Alternative and is shown in **Appendix G.1**. The purpose of the signing plan is to demonstrate that advanced signing will be provided to safely guide drivers entering and/or exiting the subject interchange under the proposed Build configuration. The conceptual signing plan also identifies existing signs that will need to be relocated and new signs to be installed as a result of the proposed alternative's construction. The signing plan provided in the IOAR is conceptual in nature and shall be subject to final design for construction.

14.0 *Access Management Plan*

The total number (4) of existing ramp entrances and exits on I-75 at Fletcher Avenue will be maintained with the Build Alternative. The access management within the area of influence will not be changed by the proposed operational and safety improvements. Therefore, an Access Management Plan or an update to an already existing Access Management Plan is not needed for this IOAR.

15.0 *FHWA Policy Points*

It is in the national interest to preserve and enhance the Interstate System to meet the needs of the 21st Century by assuring that it provides the highest level of service in terms of safety and mobility. Full control of access along the Interstate mainline and ramps, along with control of access on the crossroad at interchanges, is critical to providing such service. Therefore, FHWA's decision to approve new or revise access points to the Interstate System under 23 U.S.C. 111 must be supported by substantiated information justifying and documenting that decision. The FHWA's decision to approve a request is dependent on the proposal satisfying and documenting the following requirements.

The following two FHWA Policy Criteria (dated May 22, 2017) are addressed in this IOAR:

Policy Point 1: 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, and ramp intersections with crossroad) or on the local street network based on both the current and the planned future traffic projections. The analysis should, particularly in urbanized areas, include at least the first adjacent existing or proposed interchange on either side of the proposed change in access (Title 23, Code of Federal Regulations (CFR), paragraphs 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, should 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 should 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 should also include a conceptual plan o 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)).

With the proposed signalization and coordination of the southbound I-75 ramp terminal intersection at Fletcher Avenue, operations along Fletcher Avenue and along the southbound I-75 off ramp are anticipated to improve, as compared to a No Build condition. The queues along the southbound I-75 off ramp currently exceed the length of the ramp and spillback into the I-75 mainline, causing a safety concern as fast-moving through vehicles [70 miles per hour (mph)] must navigate around stopped/slow moving vehicles trying to access the southbound off ramp. These conditions are expected to become more severe by the design year (2035) as traffic demand increases through the area. However, the southbound to westbound right turn movement from the southbound I-75 off ramp will be able to benefit from the green indication of the southbound to eastbound left turn movement under the Build Alternative. This southbound left turn green indication will create gaps in the heavy westbound through traffic stream along Fletcher Avenue, thereby allowing the southbound to westbound right turn movement to navigate through the intersection unimpeded. In the design year (2035), the queue length of the southbound I-75 off ramp is not anticipated spillback into the I-75 mainline under the Build Alternative. Additionally, the southbound I-75 off ramp is projected to experience overall vehicle delays that are less than the No-Build Alternative for both the AM and PM peak hours and the northbound I-75 ramp terminal intersection is projected to experience overall decreased vehicle delays that are less than 20 sec/veh (LOS B) for both the AM and PM peak hours.

Additionally, the proposed modification to provide signalization at the southbound I-75 at Fletcher Avenue ramp terminal intersection is expected to marginally reduce crashes within the study area. Signalizing the southbound I-75 at Fletcher Avenue ramp terminal intersection and providing permissive/protected left turn signal phasing for the westbound Fletcher Avenue to southbound I-75 left turn movement would enhance safety by periodically allowing left-

turning vehicles to safely cross Fletcher Avenue to gain access to southbound I-75 without having to conflict with the high-speed (50 mph) opposing vehicles on eastbound Fletcher Avenue. Additionally, the proposed Build Alternative would improve safety for other traffic movements within the area of influence of the interchange, including the southbound I-75 to eastbound Fletcher Avenue unsignalized left turn movement and the southbound I-75 to westbound Fletcher Avenue yield-controlled right turn movement. In the case of the left turn movement on the southbound I-75 off ramp, a dedicated signal phase would assign right of way to the previously stop-controlled left turn movement and help traffic safely cross over the high volume/high speed westbound Fletcher Avenue lanes to gain access to eastbound Fletcher Avenue.

Policy Point 2: 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 modifications documented in this IOAR maintain the existing full interchange configuration and do not modify access at the I-75 at Fletcher Avenue interchange. The highway safety and operations of the southbound I-75 ramp terminal intersection is enhanced with the Build Alternative by providing new traffic signalization, a permissive/ protected signal phase for the westbound to southbound left turn movement, a protected-only signal phase for the southbound to eastbound left turn movement, and additional vehicle queue storage and deceleration distance for the westbound to southbound left turn movement. Reducing the median shoulder width on westbound Fletcher Avenue beneath the southbound I-75 bridge from 14 feet (ft) to two ft would require a design variance, but a design exception is not required with the recommended Build Alternative. The Build Alternative also enhances safety at the I-75 at Fletcher Avenue interchange by providing upgraded wrong-way driver signage on the southbound off ramp and improved signal coordination on Fletcher Avenue between the existing signalized Hidden River Parkway/Morris Bridge Road and northbound I-75 ramp terminal intersections.

16.0 *Summary and Conclusions*

16.1 Summary

An IOAR was prepared by FDOT District Seven, in collaboration with Hillsborough County, to document the safety, operational, and engineering acceptability of improving the I-75 at Fletcher Avenue interchange in Hillsborough County, Florida. The operational analyses were conducted using Synchro, Version 11. An AM and PM peak period analysis was performed in this IOAR to analyze existing and future traffic operating conditions within the influence area of the I-75 at Fletcher Avenue interchange. The results of the operational analysis indicate that the existing high vehicle delays and poor LOS exhibited at the I-75 at Fletcher Avenue interchange during AM and PM peak periods will be further exacerbated with increasing levels of traffic volume in the future. If no improvements are made by the design year (2035), the number of vehicle crashes are likely to increase, as well as the magnitude of vehicle delays and duration of traffic congestion experienced by motorists traveling through the I-75 at Fletcher Avenue interchange. With the implementation of the proposed roadway geometric and traffic improvements associated with the Build Alternative, it is projected that operating conditions for the southbound I-75 off ramp to Fletcher Avenue will improve with a decrease in overall vehicle delay and vehicle queue length. Signalization of the southbound I-75 at Fletcher Avenue ramp terminal intersection will help facilitate the safe and efficient movement of traffic off of I-75 and onto Fletcher Avenue. Additional ROW is not needed to construct the proposed improvements and there are minimal to no environmental impacts associated with implementing the recommended Build Alternative.

16.2 Conclusions

The following summarizes the key conclusions identified in this IOAR:

Existing Traffic Conditions

- The stop-controlled southbound I-75 off ramp at Fletcher Avenue currently operates at a poor LOS (LOS E or worse) in both the AM and PM peak hours;
- Vehicle queues from the southbound I-75 off ramp spillback into the I-75 mainline during the AM peak hour;
- During the PM peak hour, heavy traffic demand on eastbound Fletcher Avenue causes a major conflicting movement for the permitted left turning vehicles from westbound Fletcher Avenue to southbound I-75; and
- Historical crash data for the five-year period from 2015 to 2019 reveals that 38 percent of the crashes at the Fletcher Avenue and southbound I-75 ramp terminal intersection were left turn crashes. Of the left turn crashes, 74 percent resulted in an injury or fatality.

Future Traffic Conditions

- Vehicle delays, vehicle queues, traffic congestion, and the number of vehicle crashes will increase at the I-75 at Fletcher Avenue interchange if no improvements are made by the design year (2035);
- Under the Build Alternative, the southbound I-75 off ramp is projected to experience decreased vehicle delays as compared to the No Build Alternative, but will still have overall vehicle delays that are greater than 80 sec/veh (LOS F) for the AM peak hour;
- Under the Build Alternative, queue lengths for the southbound I-75 off ramp are not anticipated to exceed the storage of the ramp;
- Under the Build Alternative, the westbound Fletcher Avenue to southbound I-75 left turn vehicle queue is

projected to stay within the provided storage of the left turn lane; and

- A quantitative safety analysis using HSM procedures revealed that modifying the I-75 at Fletcher Avenue interchange to provide the proposed Build Alternative improvements is projected to marginally reduce crashes within the study area.

A

Approved Methodology Letter of Understanding (MLOU)

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

I-75 (SR 93A) at CR 582A (Fletcher Avenue) Interchange Operational Analysis Report (IOAR)

FPIDs: 445720-1

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	DocuSigned by: CADF49BFE536492... Richard Moss, PE Director of Transportation Development, District Seven	7/29/2021 | 2:29 PM EDT Date
Interchange Review Coordinator	DocuSigned by: 9C8365A20D9447F... Waddah Farah, EI District Interchange Review Coordinator, District Seven	7/29/2021 | 2:37 PM EDT Date
Systems Management Administrator	DocuSigned by: 4AD03E6A337F4C1... Jenna Bowman, PE Systems Implementation Office-Central Office	7/30/2021 | 7:47 AM EDT Date

1.0 Project Description

Interstate 75 (I-75/SR 93A) is a major freeway that is part of Florida's Strategic Intermodal System (SIS) and plays an important role in the state's economy and mobility. Operating north-south along west Florida, it serves a key role in moving people, freight, and goods in a safe and effective manner from its southern terminus at SR 826 (Palmetto Expressway) in Miami-Dade County to the Georgia State Line in the north. I-75 at Fletcher Avenue operates as an eight-lane urban principal arterial interstate with a posted speed limit of 70 miles per hour (mph). South of Fletcher Avenue, I-75 provides 10 lanes, with the outside lane serving as an auxiliary lane in both the northbound and southbound directions of I-75 between Fowler Avenue and Fletcher Avenue on and off ramps.

The I-75/CR 582A (Fletcher Avenue) interchange serves as a major access point from I-75 to the University of South Florida (USF) area. The I-75/Fletcher Avenue interchange is configured as a diamond interchange with a loop off ramp in the northeast quadrant. Fletcher Avenue has an east-west orientation and is functionally classified as an urban minor arterial from its western terminus at SR 597 (Dale Mabry Highway) to its eastern terminus at I-75. East of I-75, Fletcher Avenue becomes CR 579 (Morris Bridge Road), a rural minor arterial with a northeast orientation that provides a connection to New Tampa, Wesley Chapel, and City of Zephyrhills. Fletcher Avenue at I-75 is a four-lane divided highway with a posted speed limit of 50 mph west of the Tampa Bypass Canal. East of the Tampa Bypass Canal, Morris Bridge Road at I-75 is a two-lane undivided highway with a posted speed limit of 40 mph.

Hillsborough County has been experiencing significant population growth in recent years with growth rates that consistently outpace the statewide average. Much of this growth has occurred in the "bedroom" communities of New Tampa in unincorporated Hillsborough County and Wesley Chapel in southern Pasco County. Moreover, the USF area is home to numerous nationally recognized medical facilities such as Moffitt Cancer Center, James A. Haley Veteran's Hospital, USF Health Morsani, Advent Health/Florida Hospital, Shriner's Healthcare for Children, American Cancer Society, Richard M. Schultze Family Foundation Hope Lodge, all which employ residents in the New Tampa and southern Pasco areas. With this growth, it is vital for regional access to be available to these communities and businesses for economic viability and mobility, but also for hurricane evacuation.

The immediate area surrounding the I-75/Fletcher Avenue interchange has also experienced recent growth, as the northwest quadrant of the interchange is occupied by Hidden River Corporate Park, a large mixed-use office and multifamily residential development. A similar corporate park, Telecom Park, is located approximately one mile west of I-75. The interchange itself has not kept pace with these changes in the intensity of land use and currently fails to operate at current Level of Service (LOS) targets. The short-term transportation improvements proposed as part of this Interchange Access Request (IAR) are intended to help alleviate traffic congestion and improve highway safety at the I-75/Fletcher Avenue interchange. The impacts of implementing longer-term transportation improvements to meet future LOS targets at the I-75/Fletcher Avenue interchange are currently being evaluated under the ongoing I-75 Project Development and Environment (PD&E) Study from south of US 301 to north of Bruce B. Downs Boulevard in Hillsborough County (WPID: 419235-3).

The Florida Department of Transportation (FDOT), District Seven is the requestor for this Methodology Letter of Understanding (MLOU). The MLOU is developed in accordance with FDOT's 2020 Interchange Access Request User's Guide (IARUG) and documents the methodology and procedures that will be employed to develop this Interchange Operational Analysis Report (IOAR). All proposed improvements will be on the southbound I-75 ramp terminal intersection and along Fletcher Avenue, without any modification to the gore points on the I-75 mainline.

Purpose and Need Statement

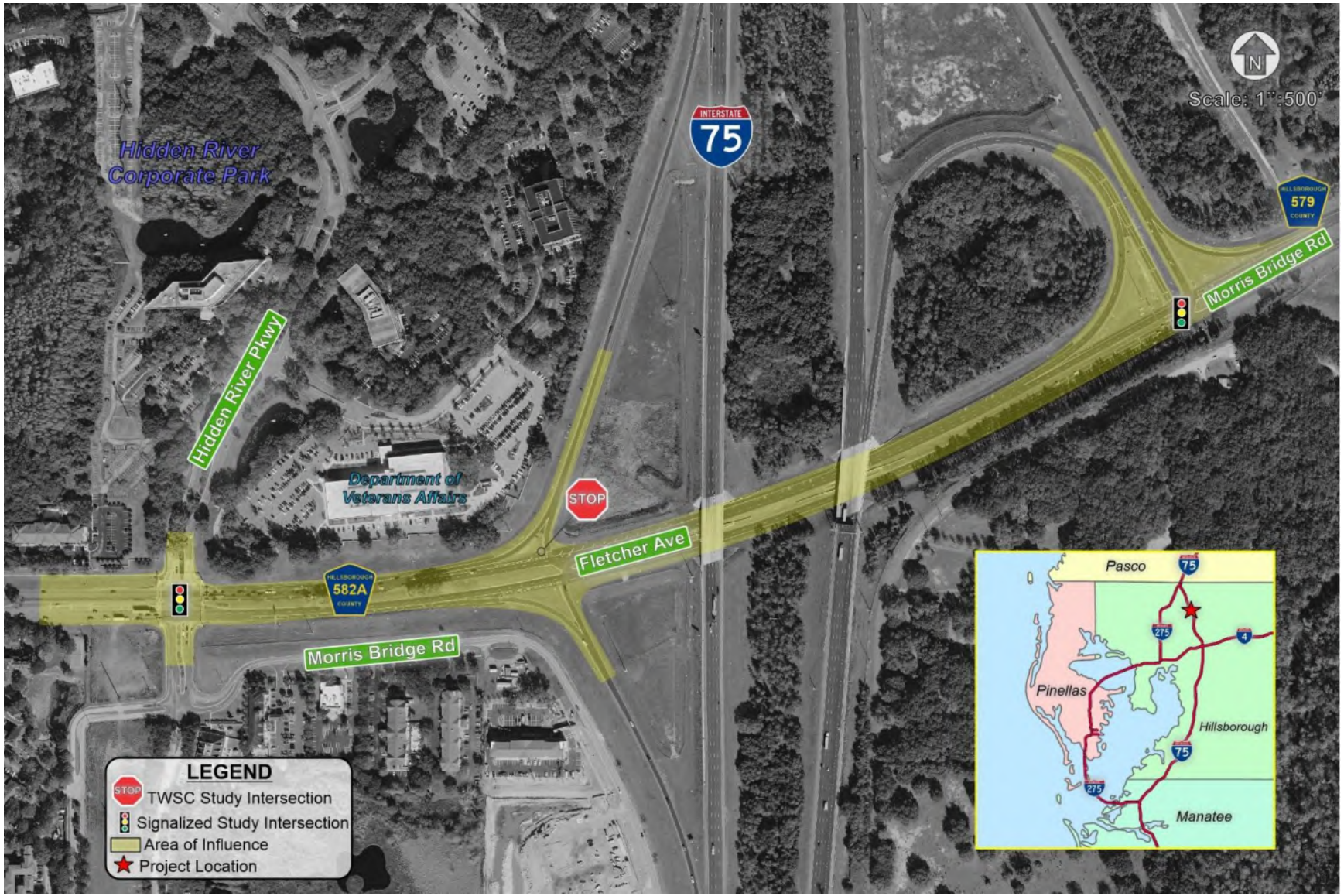
The purpose of this IOAR is to identify safety, operational, and engineering improvements needed for the I-75/Fletcher Avenue interchange, that would not only provide for immediate relief to existing traffic congestion and highway safety deficiencies, but also allow for added highway capacity to support future growth and economic development. The need for this project is based on the following list of identified deficiencies:

- Significant traffic congestion occurs on westbound Fletcher Avenue between Hidden River Parkway/Morris Bridge Road and the southbound I-75 off ramp during the morning peak period due to insufficient roadway capacity at the signal-controlled Fletcher Avenue and Hidden River Parkway/Morris Bridge Road intersection. Long vehicle queues, undue vehicle delay, and the inability for vehicles to clear the intersection during one signal cycle is a common occurrence. As a result, there is a greater likelihood of rear-end crashes to occur due to elevated levels of stop-and-go driving conditions.
- The southbound I-75 right turn movement enters westbound Fletcher Avenue 470 feet east of Hidden River Parkway/Morris Bridge Road under free flow traffic conditions. Speed variance is caused by higher speed traffic exiting southbound I-75 interacting with stopped traffic on westbound Fletcher Avenue, which in turn increases the propensity for more severe rear end crashes to occur.
- Due to the close spacing between the signalized intersection of Fletcher Avenue and Hidden River Parkway/Morris Bridge Road and the southbound I-75 off ramp's entrance onto westbound Fletcher Avenue, a vehicle weaving area exists that requires traffic on westbound Fletcher Avenue to cross the paths of traffic exiting the southbound I-75 ramp to travel north on Hidden River Parkway. The skewed angle by which traffic enters onto westbound Fletcher Avenue from southbound I-75 limits the sight line for motorists, which consequently could lead to more severe angle and sideswipe crashes.
- The southbound I-75/Fletcher Avenue ramp terminal intersection operates under Two-Way Stop Control (TWSC) conditions. The southbound I-75 to eastbound Fletcher Avenue left turn movement is a complex movement, since motorists are required to select gaps in the traffic stream on Fletcher Avenue that is detrimentally affected by fast-moving traffic exiting the free flow northbound I-75 to westbound Fletcher Avenue loop off ramp. Additionally, the ability for left turning traffic exiting the southbound I-75 off ramp to safely perform the movement in two stages (i.e., store in the Fletcher Avenue median) is impacted by the fact that they must cross the path of a heavy volume of westbound Fletcher Avenue to southbound I-75 left turning traffic. The complex nature of the unsignalized left turn movement on the southbound I-75 off ramp has led to a history of right-angle crashes. Additionally, historical crash data has shown the westbound Fletcher Avenue to southbound I-75 left turn movement to exhibit a high number of left turn crashes.

A. Project Location

The I-75/Fletcher Avenue interchange is in northeast Hillsborough County, 1.1 miles north of the I-75 at Fowler Avenue interchange and 3.9 miles south of the I-75 at CR 581 (Bruce B. Downs Boulevard) interchange.

Figure 1 – Area of Influence



B. Area of Influence

As shown on **Figure 1,** the area of influence (AOI) for this IOAR includes the segment of Fletcher Avenue from west of Hidden River Parkway/Morris Bridge Road to east of the northbound I-75 on ramp, and includes the following intersections:

- Fletcher Avenue and Hidden River Parkway/Morris Bridge Road;
- Fletcher Avenue and southbound I-75 ramp terminal; and
- Fletcher Avenue and northbound I-75 ramp terminal.

No adjacent intersection is included in the area of influence east of the northbound I-75/Fletcher Avenue ramp terminal intersection because there are no state highways nor traffic signals located within 1.0 mile of the ramp terminal. The only access within 1.0 mile of the ramp terminal is Trout Creek, an unsignalized driveway serving a wilderness park.

C. Project Schedule

An IOAR will be prepared to document the safety, operational, and engineering acceptability of the improvements proposed for the I-75/Fletcher Avenue interchange. This interchange has been identified as a top priority for FDOT Traffic Operations because of the high number of angle crashes that occur on Fletcher Avenue at the unsignalized southbound I-75 ramp terminal intersection. Construction is not yet funded in the FDOT Five-Year Work Program, but Traffic Operations will design proposed improvements at the southbound I-75 off ramp as part of the design push button contract (WPID: 445720-1).

2.0 Analysis Years

A. Travel Demand Model

- Base year – 2010
- Horizon year – 2045

B. Traffic Operational Analysis

- Existing year – 2021
- Opening year – 2025
- Design year – 2035

The proposed improvements are Transportation System Management and Operations (TSM&O) improvements. Thus, the design year in this IAR is taken to be 10 years after the opening year. The I-75 PD&E Study from south of US 301 to north of Bruce B. Downs Boulevard will evaluate the longer-term needs of the I-75/Fletcher Avenue interchange under horizon year traffic conditions.

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

3.0 Alternatives

No-build and build alternatives will be analyzed in the IOAR. Details of all reasonable build alternatives considered, including those eliminated from further consideration, will be documented.

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

4.0 Data Collection

A. Transportation System Data

FDOT Straight-Line Diagrams (SLDs), Roadway Characteristic Inventory (RCI) data, and field observations,

historical crash data, and prior studies will be used in the development of IOAR. Data will be collected from various sources including FDOT District Seven, Hillsborough County, and other agencies. Field visits will be conducted to collect existing roadway geometry and to verify signal phasing information such as left-turn operations, right-turn-on-red restrictions, phase overlaps, etc. The signal timing plans for signalized intersections will be obtained from the maintaining agencies.

B. Existing and Historical Traffic Data

Due to the impacts of COVID-19 on data collection efforts, the 2017 data collection conducted to support the I-75 PD&E Study will serve as a basis for this IOAR's traffic data collection effort. Historical trend data from FDOT's 2020 Florida Traffic Online (FTO) and growth rates from the Tampa Bay Regional Planning Model (TBRPM) will be examined to develop Existing Year (2021) traffic volumes. Existing Year (2021) traffic volumes will be checked to ensure traffic volumes are greater than comparable pre COVID-19 traffic volumes obtained from FTO count sites in the AOI. The I-75 PD&E Study developed existing traffic demand based on traffic count data that was collected during the three-day period from May 9-11, 2017. The type and location of each count are listed as follows:

<u>4-hour (7 AM to 9 AM and 4 PM to 6 PM) Turning Movement Count (1 Location):</u>

- Fletcher Avenue at Hidden River Parkway/Morris Bridge Road.

<u>72-Hour Bi-Directional Traffic Volumes on Fletcher Avenue (3 Locations):</u>

- West of Hidden River Parkway/Morris Bridge Road;
- Between Hidden River Parkway/Morris Bridge Road and southbound I-75 ramps; and
- East of northbound I-75 ramps.

<u>72-Hour Directional I-75 Ramp Counts (8 Locations):</u>

- Eastbound Fletcher Avenue on ramp to southbound I-75;
- Westbound Fletcher Avenue on ramp to southbound I-75;
- Southbound I-75 off ramp to westbound Fletcher Avenue;
- Southbound I-75 off ramp to eastbound Fletcher Avenue;
- Northbound I-75 off ramp to westbound Fletcher Avenue;
- Northbound I-75 off ramp to eastbound Fletcher Avenue/Morris Bridge Road;
- Eastbound Fletcher Avenue on ramp to northbound I-75; and
- Westbound Fletcher Avenue/Morris Bridge Road on ramp to northbound I-75.

<u>72-Hour Bi-Directional Traffic Volumes on Cross Streets (2 Locations):</u>

- Morris Bridge Road south of Fletcher Avenue; and
- Hidden River Parkway north of Fletcher Avenue.

<u>FDOT 2020 Florida Traffic Online Sites (6 Locations):</u>

- Site 109242 - Fletcher Avenue west of I-75;
- Site 102744 - Southbound I-75 off-ramp;
- Site 102742 - Southbound I-75 on-ramp;
- Site 102745 - Northbound I-75 off-ramp;
- Site 102743 - Northbound I-75 on-ramp; and
- Site 109007 - Morris Bridge Road east of I-75.

In addition to the I-75 PD&E Study and FTO count data listed above, FDOT Traffic Operations performed an 8-hour vehicle turning movement count at the southbound I-75/Fletcher Avenue ramp terminal intersection on February 13, 2020. This count was performed prior to the stay at home mandate issued

on March 15, 2020 to address safety concerns related to COVID-19. The combination of the I-75 PD&E Study, FDOT Traffic Operations, and FTO data will be used to develop existing year (2021) traffic volumes. A manual smoothing process shall be applied to the resulting design hour turning movement volumes to ensure that traffic flows balance (i.e., volume in equals volume out) between successive intersections on Fletcher Avenue, since there does not exist any driveway access on Fletcher Avenue within the AOI.

C. Land Use Data

The existing and future land uses within and directly adjacent to the I-75/Fletcher Avenue interchange shall be documented in this IOAR. Geographic Information System (GIS) shape files obtained from Hillsborough County shall be used to graphically display the existing and future land uses.

D. Environmental Data

This IOAR will document any fatal flaw impacts associated with implementing the proposed transportation improvements.

E. Planned and Programmed Projects

The I-75 PD&E Study from south of US 301 to north of Bruce B. Downs Boulevard evaluates the need for long-term mainline and ramp improvements at the I-75/Fletcher Avenue interchange. While the I-75 PD&E Study does propose improvements within the interchange area, the specific improvement to be documented in this IAR is not included in the PD&E study. This IOAR is intended to document the safety, operational, and engineering acceptability of short-term improvements proposed for the southbound I-75 ramp terminal intersection. Besides the I-75 PD&E Study's planned mainline and ramp improvements, Hillsborough County Metropolitan Planning Organization's (MPO's) 2045 Long Range Transportation Plan (LRTP) identifies Fletcher Avenue as a local high-congestion roadway and is a cost feasible candidate for widening from a four-lane divided roadway to a six-lane divided roadway between Bruce B. Downs Boulevard/30th Street and Morris Bridge Road.

5.0 Travel Demand Forecasting

A. *Selected Travel Demand Model(s)*

The Tampa Bay Regional Planning Model (TBRPM v8.1) was calibrated by FDOT District 7 in May 2018 for use in the development of volumes in support of the TBNEXT projects. This TBNEXT focused TBRPM v8.1 validation serves as the basis for further refinement for TBNEXT Sections 9 and 10, extending along I-75 from Moccasin Wallow Road in Manatee County to CR 581 (Bruce B. Downs Boulevard) in northern Hillsborough County, through use of the Express Lanes Time of Day (ELToD v2.3) model. The ELTOD v2.3 model is the Florida Turnpike model used in determining access and egress locations for proposed express lane systems and establishes general purpose and express lane demand for use in the development of traffic forecasts. The results of the TBNEXT Section 9 and 10 ELTOD modeling efforts were used for the development of horizon year demand volumes for the I-75 PD&E Study. For consistency, forecasts developed for those efforts will be extracted for use in this IOAR. The following sections reflect the methodology utilized and approved for use under the I-75 PD&E Study and only serve to document the methodology.

B. *Project Traffic Forecast Development Methodology*

Traffic forecasts generated from the TBNEXT related travel demand model were reviewed for reasonableness and were compared to traffic forecasts generated from a historical trend analysis of available counts. In addition, the Base Year (2010) and horizon year model Annual Average Daily Traffic (AADT) volumes were used to estimate 2017 model AADT volumes. The estimated 2017 model AADT

volumes were compared to actual 2017 count volumes to ensure growth rates were reasonable. A Model Output Conversion Factor (MOCF) was applied to the Base Year (2010) model to convert Peak Season Weekday Average Daily Traffic (PSWADT) obtained from the modeling efforts to arrive at AADTs for Existing Year (2017) and the I-75 PD&E Study's horizon year. For this IOAR, Existing Year (2021) traffic volumes will be compared to pre COVID-19 traffic volumes obtained from FDOT's 2020 FTO counts and assessed for reasonableness.

After Design Year (2045) AADTs were established, the recommended K- and D-factors for this project were applied to derive Directional Design Hour Volumes (DDHVs). The future peak direction of traffic flow follows existing traffic conditions. In general, the peak direction of traffic flow in the AM peak is westbound on Fletcher Avenue and eastbound on Fletcher Avenue in the PM peak. Linear interpolation between Existing Year (2021) and the I-75 PD&E Study's horizon year traffic volumes will be employed to estimate this IAR's Opening Year (2025) and Design Year (2035) traffic volumes.

C. *Validation Methodology*

The TBRPM Base Year (2010) model was validated at a regional level to ensure that the model replicates traffic counts within the study area. The Base Year (2010) model performance was reviewed to ensure that demand with TBNEXT Sections 9 and 10, directly impacting Fletcher Avenue volumes, are within targeted ranges as prescribed by FDOT's Project Traffic Forecasting Handbook.

D. *Adjustment Procedures*

The Base Year (2010) validation model was checked for reasonableness and, if necessary, adjustments were made to improve accuracy. This review compared validation year (2010) model volumes with FDOT collected traffic counts in the immediate area of the I-75/Fletcher Avenue interchange. Locations where the counts and model volumes differed substantially were identified and reviewed for potential causes, such as erroneous zonal data (Z-data), unreasonable network coding, or adjustments to facility type (speed and capacity) assignments. Adjustments were considered in the context of improving the local area assignments without compromising model-wide validation. The guidelines of FDOT's Project Traffic Forecasting Handbook and the National Cooperative Highway Research Program (NCHRP) Report 765 were used as the criteria for evaluating model validity and adjustment procedures.

E. *Traffic Factors*

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

  East of I-75, Fletcher Avenue/Morris Bridge Road lies outside the urban service boundary. As such, traffic flows at the I-75/Fletcher Avenue interchange are highly directional during both the AM and PM peak hour periods. The D factors used in this IAR will be within the recommended ranges identified in the 2019 Project Traffic Forecasting Handbook, identified below:

  *Recommended D-Factors for Project Traffic Forecasting

Road Type (Study Roadways)	Low	D	High
Rural Arterial (Fletcher Avenue east of I-75)	51.1	58.1	79.6
Urban Arterial (Fletcher Avenue west of I-75)	50.8	57.9	67.1
Urban Freeway (I-75 Ramps)	50.4	55.8	61.2

- Utilizing other factors, identified below:

Roadway	K	D	T	T_f	PHF	MOCF
Fletcher Avenue and I-75 Ramps	9.0%	*	7.0%	4.0%	0.95	0.99

If any of the above traffic factors are modified during the IAR due to additional information becoming available, then Central Office Systems Implementation Office (SIO) will be informed and supporting information will be provided in the IOAR.

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	☐	☐
Urban Area/Transitioning Area	☐	☒

B. Traffic Analysis Software Used

Software		System Component					
		Freeway				Crossroad	
Name	Version	Basic Segment	Weaving	Ramp Merge	Ramp Diverge	Arterials	Intersections
HCS/HCM	☐	☐	☐	☐	☐	☐	☐
Synchro	11	☐	☐	☐	☐	☒	☒
Corsim	☐	☐	☐	☐	☐	☐	☐
Vissim	☐	☐	☐	☐	☐	☐	☐
Other	☐	☐	☐	☐	☐	☐	☐

C. Calibration Methodology

For the Fletcher Avenue intersection analysis, Synchro models will be calibrated based on guidelines in the FDOT 2021 Traffic Analysis Handbook, as follows:

- The lost time adjustment factor will be modified to replicate field observed queue lengths;
- All link terminals will be extended to at least 1,000 feet from the last node to calculate reasonable queuing in the model; and
- 95th percentile queue lengths that are tagged with “#” or “m” will be examined for the extent of queuing problems.

D. Selection of Measures of Effectiveness (MOE)

A target LOS "D" shall be established for the I-75/Fletcher Avenue interchange's AOI. The MOEs for the study intersections include:

- Queue lengths and available storage; and
- Level of service and control delay for individual movements and overall intersection.

7.0 Safety Analysis

A. Detailed crash data within the study area will be analyzed and documented. The latest five year of crash data shall be used.

Years: 2015 – 2019
Source: FDOT Crash Analysis Reporting (CAR) Online for state highway facilities, FDOT State Safety Office GIS (SSOGIS) and Signal Four Analytics for non-state highways. A query will be performed to remove duplicate crash records among the various crash data sources.

B. Identify the level of safety analysis to be performed, along with any software and tools to be used.

An existing conditions safety analysis and a quantitative safety analysis will be performed as per the 2020 FDOT IARUG. The analysis will comply with the guidelines of the FDOT IARUG Safety Analysis Guidance to determine the estimated change in the expected number of crashes due to the proposed improvements.

8.0 Consistency with Other Plans/Projects

A. The request will be reviewed for consistency with facility Master Plans, Actions Plans, SIS Plan, MPO Long Range Transportation Plans, Local Government Comprehensive Plans, or development applications, etc.

This study will incorporate all planned projects proposed under Hillsborough County MPO's 2045 LRTP and the FDOT's SIS Cost Affordable Plan.

B. Where the request is inconsistent with any plan, steps to bring the plan into consistency will be developed.

The FDOT will coordinate with Hillsborough County MPO to ensure that the proposed improvements are consistent with the improvements documented in the Hillsborough County 2045 LRTP. In the case that the proposed improvements are not consistent, the FDOT will work with MPO staff to amend the 2045 LRTP to match the improvements documented in the I-75/Fletcher Avenue IOAR.

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.

There are no other IARs located within the proposed area of influence.

9.0 Environmental Considerations

A. Status of Environmental Approval and permitting process.

The proposed improvements are anticipated to qualify as an exempt activity under Chapter 62-330.051 (4) (c) F.A.C. and will not require an Environmental Resources Permit (ERP). Information concerning the status of the approval of the environmental document, and the permitting process, will be included in the I-75/Fletcher Avenue IOAR.

B. Identify the environmental considerations that could influence the outcome of the alternative development and selection process.

No additional right-of-way is required to construct the proposed improvements. It is anticipated that the proposed improvements will be processed as a categorical exclusion.

10.0 Coordination

Yes	No*	N/A*	
☒	☐	☐	An appropriate effort of coordination will be made with appropriate proposed developments in the area.
☒	☐	☐	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.
☒	☐	☐	Request will document whether the project requires financial or infrastructure commitments from other agencies, organizations, or private entities.
☒	☐	☐	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).
☒	☐	☐	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/variations are not anticipated, but if an exception/variation should arise it will be processed per FHWA and FDOT standards.*

☐ *The following exceptions/variations 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 consistent with the Manual on Uniform Traffic Control Devices (MUTCD) will be prepared and included as part of the I-75/Fletcher Avenue IOAR.

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 the access management within the area of influence that will require a change to the access management plan. 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.

B

Correspondence with FDOT for Funding

Elizabeth Fernandez, PE

From: Chin, Ronald <Ronald.Chin@dot.state.fl.us>
Sent: Tuesday, October 26, 2021 8:39 AM
To: Matthew G. Wey, PE
Cc: Elizabeth Fernandez, PE; Arasteh, Megan; Albritton, Edward; Guthrie, Jo Ellyn
Subject: RE: Southbound I-75 Ramp Terminal at Fletcher Avenue
Attachments: 445720-1_I-75_at_Fletcher_Ave_Draft_IOAR_09-24-2021.pdf; 445720-1_I-75 _at_Fletcher_Ave_Draft_IOAR_RTC_10-14-2021.pdf

Matt:

Funds to construct this improvement are allocated with our Design Build Push Button Contract (E-7R27; FPID NO. 254677-2-52-XX) within fiscal years 2022 and 2023.

Ronald A. Chin
District Seven Traffic Operations Engineer
813.975.6253

Submit an Innovative Idea here or here – big or small, they all count!

From: Matthew G. Wey, PE <mwey@weyeng.com>
Sent: Tuesday, October 26, 2021 8:27 AM
To: Chin, Ronald <Ronald.Chin@dot.state.fl.us>
Cc: Elizabeth Fernandez, PE <efernandez@weyeng.com>
Subject: Southbound I-75 Ramp Terminal at Fletcher Avenue

Good morning Ron,

Attached for your reference is the draft Interchange Operational Analysis Report (IOAR) for I-75 at Fletcher Avenue.

Appendix E in the IOAR shows the concept to lengthen the westbound Fletcher Avenue to southbound I-75 left turn lane and add signalization at the southbound I-75 ramp terminal. The estimated cost to construct these improvements is $535,565.

Please see Comments 5 and 25 from Planning that indicate a need to coordinate construction funding.

If you can provide an email indicating that there are funds available to construct the improvement upon approval of the interchange access request, then we can add the statement to our upcoming submittal of the IOAR to FDOT Central Office.

Thank you,

Matt

Matthew G. Wey, PE | Principal Transportation Engineer
WEY Engineering, PLLC | 301 W. Platt Street, Suite 437, Tampa, Florida 33606
Ph: 813.924.6910; E: mwey@weyeng.com
www.weyeng.com
Certified DBE, MBE, and SBE Consultant
Follow Us on Social Media: LinkedIn and Facebook

C

Traffic Count Data

C.1

Florida Traffic Online (2020)

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 10 - HILLSBOROUGH

SITE: 0152 - SR 93A/I-75, SOUTH OF FLETCHER AVE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	114500 C	N 55500	S 59000	9.00	54.30	10.50
2019	123500 E			9.00	57.50	9.00
2018	122500 S	N 59000	S 63500	9.00	57.40	9.10
2017	123500 F	N 59500	S 64000	9.00	55.50	9.10
2016	126500 C	N 61000	S 65500	9.00	57.00	9.10
2015	101500 T			9.00	56.20	10.70
2014	101000 S	N 49000	S 52000	9.00	56.20	8.40
2013	103000 F	N 50000	S 53000	9.00	58.40	7.90
2012	103000 C	N 50000	S 53000	9.00	58.30	7.90
2011	105000 C	N 51500	S 53500	9.00	56.80	7.90
2010	111000 C	N 53500	S 57500	8.92	54.78	9.20
2009	108500 C	N 52500	S 56000	8.51	54.06	9.80
2008	108500 C	N 52000	S 56500	8.99	55.49	10.50
2007	123500 C	N 53500	S 70000	8.56	52.31	9.80
2006	122000 C	N 51500	S 70500	8.75	52.50	9.80
2005	102500 C	N 52000	S 50500	8.50	56.40	12.10

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
2020 HISTORICAL AADT REPORT

COUNTY: 10 - HILLSBOROUGH

SITE: 0153 - SR 93A/I-75, NORTH OF FLETCHER AVE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	95500 C	S 48000	N 47500	9.00	54.30	10.50
2019	109000 E			9.00	57.50	9.00
2018	108000 S	N 53500	S 54500	9.00	57.40	9.70
2017	109000 F	N 54000	S 55000	9.00	55.50	9.70
2016	111000 C	N 55000	S 56000	9.00	57.00	9.70
2015	99000 C	N 49000	S 50000	9.00	56.20	9.30
2014	83500 S	N 41000	S 42500	9.00	56.20	8.40
2013	85500 F	N 42000	S 43500	9.00	58.40	11.10
2012	85500 C	N 42000	S 43500	9.00	58.30	11.10
2011	86500 C	N 43000	S 43500	9.00	56.80	11.10
2010	82000 C	N 39500	S 42500	8.92	54.78	10.30
2009	90500 C	N 44500	S 46000	8.51	54.06	11.60
2008	87000 C	N 42500	S 44500	8.99	55.49	11.60
2007	92500 C	N 46500	S 46000	8.56	52.31	12.20
2006	93000 C	N 47500	S 45500	8.75	52.50	12.20
2005	82000 C	N 39000	S 43000	8.50	56.40	14.60

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
2020 HISTORICAL AADT REPORT

COUNTY: 10 - HILLSBOROUGH

SITE: 2742 - RP, CR582A/FLETCHER AVE TO SB SR93A/I-75

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	13500 C	S 13500	0	9.00	99.90	8.10
2019	17500 E	0	0	9.00	99.90	7.20
2018	17000 V	0	0	9.00	99.90	5.70
2017	16500 R	0	0	9.00	99.90	7.90
2016	16000 T	0	0	9.00	99.90	6.80
2015	15500 S	0	0	9.00	99.90	6.90
2014	15500 F			9.00	99.90	9.10
2013	15500 C	S 15500	0	9.00	99.90	7.20
2012	15500 S	0	0	9.00	99.90	6.60
2011	15500 F	0	0	9.00	99.90	5.60
2010	15500 C	S 15500	0	9.51	99.99	9.60
2009	15000 C	S 15000	0	9.54	99.99	8.40
2008	16000 C	S 16000	0	9.13	99.99	9.10
2007	15000 C	S 15000	0	9.52	99.99	8.90

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
2020 HISTORICAL AADT REPORT

COUNTY: 10 - HILLSBOROUGH

SITE: 2743 - RP, CR582A/FLETCHER AVE TO NB SR93A/I-75

YEAR	AADT		DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	3500	C	N 3500	0	9.00	99.90	8.10
2019	5700	E	0	0	9.00	99.90	7.20
2018	5600	V	0	0	9.00	99.90	5.70
2017	5400	R	0	0	9.00	99.90	7.90
2016	5200	T	0	0	9.00	99.90	6.80
2015	5100	S	0	0	9.00	99.90	6.90
2014	5100	F			9.00	99.90	9.10
2013	5100	C	N 5100	0	9.00	99.90	7.20
2012	5000	S	0	0	9.00	99.90	6.60
2011	5000	F	0	0	9.00	99.90	5.60
2010	5000	C	N 5000	0	9.51	99.99	9.60
2009	5200	C	N 5200	0	9.54	99.99	8.40
2008	5000	C	N 5000	0	9.13	99.99	9.10
2007	4800	C	N 4800	0	9.52	99.99	8.90

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
2020 HISTORICAL AADT REPORT

COUNTY: 10 - HILLSBOROUGH

SITE: 2744 - RP, SB SR93A/I-75 TO CR582A/FLETCHER AVE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	3500 C	S 3500	0	9.00	99.90	8.10
2019	4600 E	0	0	9.00	99.90	7.20
2018	4500 V	0	0	9.00	99.90	5.70
2017	4400 R	0	0	9.00	99.90	7.90
2016	4300 T	0	0	9.00	99.90	6.80
2015	4200 S	0	0	9.00	99.90	6.90
2014	4200 F			9.00	99.90	9.10
2013	4200 C	S 4200	0	9.00	99.90	7.20
2012	4700 S	0	0	9.00	99.90	6.60
2011	4700 F	0	0	9.00	99.90	5.60
2010	4700 C	S 4700	0	9.51	99.99	9.60
2009	4700 C	S 4700	0	9.54	99.99	8.40
2008	4700 C	S 4700	0	9.13	99.99	9.10
2007	4300 C	S 4300	0	9.52	99.99	8.90

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
2020 HISTORICAL AADT REPORT

COUNTY: 10 - HILLSBOROUGH

SITE: 2745 - RP, NB SR93A/I-75 TO CR582A/FLETCHER AVE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	11500 C	N 11500	0	9.00	99.90	8.10
2019	14500 E	0	0	9.00	99.90	7.20
2018	14000 V	0	0	9.00	99.90	5.70
2017	13500 R	0	0	9.00	99.90	7.90
2016	13000 T	0	0	9.00	99.90	6.80
2015	13000 S	0	0	9.00	99.90	6.90
2014	13000 F			9.00	99.90	9.10
2013	13000 C	N 13000	0	9.00	99.90	7.20
2012	13000 S	0	0	9.00	99.90	6.60
2011	13000 F	0	0	9.00	99.90	5.60
2010	13000 C	N 13000	0	9.51	99.99	9.60
2009	14000 C	N 14000	0	9.54	99.99	8.40
2008	15000 C	N 15000	0	9.13	99.99	9.10
2007	15500 C	N 15500	0	9.52	99.99	8.90

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
2020 HISTORICAL AADT REPORT

COUNTY: 10 - HILLSBOROUGH

SITE: 9007 - MORRIS BRIDGE RD/CR 579, E OF I-75

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	13700 F	E 6800	W 6900	9.00	58.10	8.10
2019	14100 C	E 7000	W 7100	9.00	58.90	7.20
2018	15000 V	E 7200	W 7800	9.00	59.70	5.70
2017	14600 R	E 7000	W 7600	9.00	59.60	7.90
2016	14200 T	E 6800	W 7400	9.00	57.00	6.80
2015	14000 S	E 6700	W 7300	9.00	56.80	6.90
2014	14000 F	E 6700	W 7300	9.00	58.60	9.10
2013	14000 C	E 6700	W 7300	9.50	58.20	7.20
2012	13800 F	E 6700	W 7100	9.50	59.00	6.60
2011	13800 C	E 6700	W 7100	9.50	57.20	5.60

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
2020 HISTORICAL AADT REPORT

COUNTY: 10 - HILLSBOROUGH

SITE: 9242 - FLETCHER AVE, W OF I-75

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	37500 S	E 19000	W 18500	9.00	58.10	8.10
2019	38500 F	E 19500	W 19000	9.00	58.90	7.20
2018	37500 C	E 19000	W 18500	9.00	59.70	5.70
2017	36500 V	E 19500	W 17000	9.00	59.60	7.90
2016	35500 R	E 19000	W 16500	9.00	57.00	6.80
2015	34500 T	E 18500	W 16000	9.00	56.80	6.90
2014	34500 S	E 18500	W 16000	9.00	58.60	9.10
2013	34500 F	E 18500	W 16000	9.00	58.20	7.20
2012	34500 C	E 18500	W 16000	9.00	59.00	6.60

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

C.2

Turning Movement Count Data

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
Weather: Clear
Comments:

File Name : Fletcher&HiddenRiver
Site Code : 1702903
Start Date : 5/9/2017
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	HIDDEN RIVER PARKWAY Southbound					FLETCHER AVENUE Westbound					MORRIS BRIDGE ROAD Northbound					FLETCHER AVENUE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
07:00 AM	16	4	4	4	28	40	445	100	27	612	21	9	7	21	58	42	197	13	0	252	950
07:15 AM	15	11	2	3	31	38	575	139	41	793	32	5	3	26	66	41	229	19	0	289	1179
07:30 AM	28	9	7	7	51	42	528	135	29	734	42	16	2	28	88	55	171	24	2	252	1125
07:45 AM	13	6	1	7	27	42	515	118	21	696	37	12	5	19	73	51	163	35	1	250	1046
Total	72	30	14	21	137	162	2063	492	118	2835	132	42	17	94	285	189	760	91	3	1043	4300
08:00 AM	23	15	4	9	51	34	504	154	26	718	23	12	3	12	50	39	173	22	1	235	1054
08:15 AM	19	2	0	11	32	40	438	150	19	647	21	16	4	7	48	66	156	19	0	241	968
08:30 AM	19	5	3	11	38	38	396	173	37	644	26	10	4	17	57	45	214	29	2	290	1029
08:45 AM	17	9	4	9	39	42	378	148	57	625	23	8	2	25	58	41	154	27	1	223	945
Total	78	31	11	40	160	154	1716	625	139	2634	93	46	13	61	213	191	697	97	4	989	3996
*** BREAK ***																					
04:00 PM	174	11	8	26	219	16	163	8	9	196	27	2	28	43	100	19	532	31	0	582	1097
04:15 PM	95	11	5	10	121	18	195	11	7	231	17	0	15	34	66	15	459	14	0	488	906
04:30 PM	175	4	5	14	198	26	164	6	7	203	18	7	29	35	89	14	518	26	1	559	1049
04:45 PM	200	10	12	9	231	19	200	10	3	232	17	2	15	32	66	17	495	25	0	537	1066
Total	644	36	30	59	769	79	722	35	26	862	79	11	87	144	321	65	2004	96	1	2166	4118
05:00 PM	208	6	5	7	226	23	180	9	3	215	29	2	48	29	108	17	530	29	0	576	1125
05:15 PM	206	5	3	9	223	18	198	5	11	232	32	1	25	28	86	9	551	26	0	586	1127
05:30 PM	209	9	12	11	241	19	181	7	2	209	32	2	28	36	98	14	547	27	0	588	1136
05:45 PM	162	5	8	13	188	18	177	5	4	204	22	0	3	38	63	14	371	33	2	420	875
Total	785	25	28	40	878	78	736	26	20	860	115	5	104	131	355	54	1999	115	2	2170	4263
Grand Total	1579	122	83	160	1944	473	5237	1178	303	7191	419	104	221	430	1174	499	5460	399	10	6368	16677
Apprch %	81.2	6.3	4.3	8.2		6.6	72.8	16.4	4.2		35.7	8.9	18.8	36.6		7.8	85.7	6.3	0.2		
Total %	9.5	0.7	0.5	1	11.7	2.8	31.4	7.1	1.8	43.1	2.5	0.6	1.3	2.6	7	3	32.7	2.4	0.1	38.2	
Passenger Vehicles	1567	118	83	158	1926	456	5186	1169	300	7111	413	104	219	429	1165	384	5415	391	8	6198	16400
% Passenger Vehicles	99.2	96.7	100	98.8	99.1	96.4	99	99.2	99	98.9	98.6	100	99.1	99.8	99.2	77	99.2	98	80	97.3	98.3
Heavy Vehicles	9	4	0	2	15	5	51	9	3	68	6	0	2	1	9	11	45	8	2	66	158
% Heavy Vehicles	0.6	3.3	0	1.2	0.8	1.1	1	0.8	1	0.9	1.4	0	0.9	0.2	0.8	2.2	0.8	2	20	1	0.9
UTurns	3	0	0	0	3	12	0	0	0	12	0	0	0	0	0	104	0	0	0	104	119
% UTurns	0.2	0	0	0	0.2	2.5	0	0	0	0.2	0	0	0	0	0	20.8	0	0	0	1.6	0.7

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
Weather: Clear
Comments:

File Name : Fletcher&HiddenRiver
Site Code : 1702903
Start Date : 5/9/2017

	HIDDEN RIVER PARKWAY Southbound					FLETCHER AVENUE Westbound					MORRIS BRIDGE ROAD Northbound					FLETCHER AVENUE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	15	11	2	3	31	38	575	139	41	793	32	5	3	26	66	41	229	19	0	289	1179
07:30 AM	28	9	7	7	51	42	528	135	29	734	42	16	2	28	88	55	171	24	2	252	1125
07:45 AM	13	6	1	7	27	42	515	118	21	696	37	12	5	19	73	51	163	35	1	250	1046
08:00 AM	23	15	4	9	51	34	504	154	26	718	23	12	3	12	50	39	173	22	1	235	1054
Total Volume	79	41	14	26	160	156	2122	546	117	2941	134	45	13	85	277	186	736	100	4	1026	4404
% App. Total	49.4	25.6	8.8	16.2		5.3	72.2	18.6	4		48.4	16.2	4.7	30.7		18.1	71.7	9.7	0.4		
PHF	.705	.683	.500	.722	.784	.929	.923	.886	.713	.927	.798	.703	.650	.759	.787	.845	.803	.714	.500	.888	.934
Passenger Vehicles	73	41	14	26	154	152	2105	541	117	2915	133	45	13	85	276	159	723	96	2	980	4325
% Passenger Vehicles	92.4	100	100	100	96.3	97.4	99.2	99.1	100	99.1	99.3	100	100	100	99.6	85.5	98.2	96.0	50.0	95.5	98.2
Heavy Vehicles	4	0	0	0	4	3	17	5	0	25	1	0	0	0	1	3	13	4	2	22	52
% Heavy Vehicles	5.1	0	0	0	2.5	1.9	0.8	0.9	0	0.9	0.7	0	0	0	0.4	1.6	1.8	4.0	50.0	2.1	1.2
UTurns	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	24	0	0	0	24	27
% UTurns	2.5	0	0	0	1.3	0.6	0	0	0	0.0	0	0	0	0	0	12.9	0	0	0	2.3	0.6

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM					07:15 AM					07:00 AM					07:00 AM				
+0 mins.	28	9	7	7	51	38	575	139	41	793	21	9	7	21	58	42	197	13	0	252
+15 mins.	13	6	1	7	27	42	528	135	29	734	32	5	3	26	66	41	229	19	0	289
+30 mins.	23	15	4	9	51	42	515	118	21	696	42	16	2	28	88	55	171	24	2	252
+45 mins.	19	2	0	11	32	34	504	154	26	718	37	12	5	19	73	51	163	35	1	250
Total Volume	83	32	12	34	161	156	2122	546	117	2941	132	42	17	94	285	189	760	91	3	1043
% App. Total	51.6	19.9	7.5	21.1		5.3	72.2	18.6	4		46.3	14.7	6	33		18.1	72.9	8.7	0.3	
PHF	.741	.533	.429	.773	.789	.929	.923	.886	.713	.927	.786	.656	.607	.839	.810	.859	.830	.650	.375	.902
Passenger Vehicles	79	31	12	34	156	152	2105	541	117	2915	131	42	17	94	284	161	749	88	2	1000
% Passenger Vehicles	95.2	96.9	100	100	96.9	97.4	99.2	99.1	100	99.1	99.2	100	100	100	99.6	85.2	98.6	96.7	66.7	95.9	
Heavy Vehicles	2	1	0	0	3	3	17	5	0	25	1	0	0	0	1	3	11	3	1	18	
% Heavy Vehicles	2.4	3.1	0	0	1.9	1.9	0.8	0.9	0	0.9	0.8	0	0	0	0.4	1.6	1.4	3.3	33.3	1.7	
UTurns	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	25	0	0	0	25	
% UTurns	2.4	0	0	0	1.2	0.6	0	0	0	0	0	0	0	0	0	13.2	0	0	0	2.4	

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
Weather: Clear
Comments:

File Name : Fletcher&HiddenRiver
Site Code : 1702903
Start Date : 5/9/2017

	HIDDEN RIVER PARKWAY Southbound					FLETCHER AVENUE Westbound					MORRIS BRIDGE ROAD Northbound					FLETCHER AVENUE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	200	10	12	9	231	19	200	10	3	232	17	2	15	32	66	17	495	25	0	537	1066
05:00 PM	208	6	5	7	226	23	180	9	3	215	29	2	48	29	108	17	530	29	0	576	1125
05:15 PM	206	5	3	9	223	18	198	5	11	232	32	1	25	28	86	9	551	26	0	586	1127
05:30 PM	209	9	12	11	241	19	181	7	2	209	32	2	28	36	98	14	547	27	0	588	1136
Total Volume	823	30	32	36	921	79	759	31	19	888	110	7	116	125	358	57	2123	107	0	2287	4454
% App. Total	89.4	3.3	3.5	3.9		8.9	85.5	3.5	2.1		30.7	2	32.4	34.9		2.5	92.8	4.7	0		
PHF	.984	.750	.667	.818	.955	.859	.949	.775	.432	.957	.859	.875	.604	.868	.829	.838	.963	.922	.000	.972	.980
Passenger Vehicles	823	29	32	35	919	70	750	29	18	867	108	7	115	124	354	27	2111	106	0	2244	4384
% Passenger Vehicles	100	96.7	100	97.2	99.8	88.6	98.8	93.5	94.7	97.6	98.2	100	99.1	99.2	98.9	47.4	99.4	99.1	0	98.1	98.4
Heavy Vehicles	0	1	0	1	2	2	9	2	1	14	2	0	1	1	4	2	12	1	0	15	35
% Heavy Vehicles	0	3.3	0	2.8	0.2	2.5	1.2	6.5	5.3	1.6	1.8	0	0.9	0.8	1.1	3.5	0.6	0.9	0	0.7	0.8
UTurns	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	28	0	0	0	28	35
% UTurns	0	0	0	0	0	8.9	0	0	0	0.8	0	0	0	0	0	49.1	0	0	0	1.2	0.8

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM					04:45 PM					04:45 PM					04:45 PM				
+0 mins.	200	10	12	9	231	19	200	10	3	232	17	2	15	32	66	17	495	25	0	537
+15 mins.	208	6	5	7	226	23	180	9	3	215	29	2	48	29	108	17	530	29	0	576
+30 mins.	206	5	3	9	223	18	198	5	11	232	32	1	25	28	86	9	551	26	0	586
+45 mins.	209	9	12	11	241	19	181	7	2	209	32	2	28	36	98	14	547	27	0	588
Total Volume	823	30	32	36	921	79	759	31	19	888	110	7	116	125	358	57	2123	107	0	2287
% App. Total	89.4	3.3	3.5	3.9		8.9	85.5	3.5	2.1		30.7	2	32.4	34.9		2.5	92.8	4.7	0	
PHF	.984	.750	.667	.818	.955	.859	.949	.775	.432	.957	.859	.875	.604	.868	.829	.838	.963	.922	.000	.972
Passenger Vehicles	823	29	32	35	919	70	750	29	18	867	108	7	115	124	354	27	2111	106	0	2244
% Passenger Vehicles	100	96.7	100	97.2	99.8	88.6	98.8	93.5	94.7	97.6	98.2	100	99.1	99.2	98.9	47.4	99.4	99.1	0	98.1
Heavy Vehicles	0	1	0	1	2	2	9	2	1	14	2	0	1	1	4	2	12	1	0	15
% Heavy Vehicles	0	3.3	0	2.8	0.2	2.5	1.2	6.5	5.3	1.6	1.8	0	0.9	0.8	1.1	3.5	0.6	0.9	0	0.7
UTurns	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	28	0	0	0	28
% UTurns	0	0	0	0	0	8.9	0	0	0	0.8	0	0	0	0	0	49.1	0	0	0	1.2

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
Weather: Clear
Comments:

File Name : Fletcher&HiddenRiver
Site Code : 1702903
Start Date : 5/9/2017
Page No : 1

Groups Printed- Passenger Vehicles

	HIDDEN RIVER PARKWAY Southbound					FLETCHER AVENUE Westbound					MORRIS BRIDGE ROAD Northbound					FLETCHER AVENUE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
07:00 AM	15	4	4	4	27	39	440	100	27	606	21	9	7	21	58	35	195	13	0	243	934
07:15 AM	13	11	2	3	29	37	572	136	41	786	32	5	3	26	66	34	226	18	0	278	1159
07:30 AM	27	9	7	7	50	42	523	134	29	728	41	16	2	28	87	50	169	24	1	244	1109
07:45 AM	11	6	1	7	25	42	510	117	21	690	37	12	5	19	73	42	159	33	1	235	1023
Total	66	30	14	21	131	160	2045	487	118	2810	131	42	17	94	284	161	749	88	2	1000	4225
08:00 AM	22	15	4	9	50	31	500	154	26	711	23	12	3	12	50	33	169	21	0	223	1034
08:15 AM	19	1	0	11	31	40	435	150	19	644	21	16	4	7	48	62	155	19	0	236	959
08:30 AM	18	5	3	10	36	38	395	173	36	642	26	10	4	17	57	39	209	27	2	277	1012
08:45 AM	14	9	4	9	36	42	374	147	57	620	22	8	2	25	57	33	152	27	1	213	926
Total	73	30	11	39	153	151	1704	624	138	2617	92	46	13	61	212	167	685	94	3	949	3931
*** BREAK ***																					
04:00 PM	174	10	8	26	218	16	161	8	8	193	26	2	28	43	99	9	530	31	0	570	1080
04:15 PM	95	11	5	10	121	17	191	11	7	226	17	0	15	34	66	8	457	13	0	478	891
04:30 PM	175	4	5	14	198	24	160	6	7	197	17	7	28	35	87	5	513	26	1	545	1027
04:45 PM	200	10	12	9	231	14	196	10	3	223	17	2	15	31	65	10	489	25	0	524	1043
Total	644	35	30	59	768	71	708	35	25	839	77	11	86	143	317	32	1989	95	1	2117	4041
05:00 PM	208	5	5	7	225	21	179	8	3	211	28	2	48	29	107	6	527	28	0	561	1104
05:15 PM	206	5	3	9	223	16	195	5	11	227	31	1	24	28	84	6	550	26	0	582	1116
05:30 PM	209	9	12	10	240	19	180	6	1	206	32	2	28	36	98	5	545	27	0	577	1121
05:45 PM	161	4	8	13	186	18	175	4	4	201	22	0	3	38	63	7	370	33	2	412	862
Total	784	23	28	39	874	74	729	23	19	845	113	5	103	131	352	24	1992	114	2	2132	4203
Grand Total	1567	118	83	158	1926	456	5186	1169	300	7111	413	104	219	429	1165	384	5415	391	8	6198	16400
Apprch %	81.4	6.1	4.3	8.2		6.4	72.9	16.4	4.2		35.5	8.9	18.8	36.8		6.2	87.4	6.3	0.1		
Total %	9.6	0.7	0.5	1	11.7	2.8	31.6	7.1	1.8	43.4	2.5	0.6	1.3	2.6	7.1	2.3	33	2.4	0	37.8	

	HIDDEN RIVER PARKWAY Southbound					FLETCHER AVENUE Westbound					MORRIS BRIDGE ROAD Northbound					FLETCHER AVENUE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	13	11	2	3	29	37	572	136	41	786	32	5	3	26	66	34	226	18	0	278	1159
07:30 AM	27	9	7	7	50	42	523	134	29	728	41	16	2	28	87	50	169	24	1	244	1109
07:45 AM	11	6	1	7	25	42	510	117	21	690	37	12	5	19	73	42	159	33	1	235	1023
08:00 AM	22	15	4	9	50	31	500	154	26	711	23	12	3	12	50	33	169	21	0	223	1034
Total Volume	73	41	14	26	154	152	2105	541	117	2915	133	45	13	85	276	159	723	96	2	980	4325
% App. Total	47.4	26.6	9.1	16.9		5.2	72.2	18.6	4		48.2	16.3	4.7	30.8		16.2	73.8	9.8	0.2		
PHF	.676	.683	.500	.722	.770	.905	.920	.878	.713	.927	.811	.703	.650	.759	.793	.795	.800	.727	.500	.881	.933

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
Weather: Clear
Comments:

File Name : Fletcher&HiddenRiver
Site Code : 1702903
Start Date : 5/9/2017

	HIDDEN RIVER PARKWAY Southbound					FLETCHER AVENUE Westbound					MORRIS BRIDGE ROAD Northbound					FLETCHER AVENUE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:30 AM					07:15 AM					07:00 AM					07:00 AM					
+0 mins.	27	9	7	7	50	37	572	136	41	786	21	9	7	21	58	35	195	13	0	243	
+15 mins.	11	6	1	7	25	42	523	134	29	728	32	5	3	26	66	34	226	18	0	278	
+30 mins.	22	15	4	9	50	42	510	117	21	690	41	16	2	28	87	50	169	24	1	244	
+45 mins.	19	1	0	11	31	31	500	154	26	711	37	12	5	19	73	42	159	33	1	235	
Total Volume	79	31	12	34	156	152	2105	541	117	2915	131	42	17	94	284	161	749	88	2	1000	
% App. Total	50.6	19.9	7.7	21.8		5.2	72.2	18.6	4		46.1	14.8	6	33.1		16.1	74.9	8.8	0.2		
PHF	.731	.517	.429	.773	.780	.905	.920	.878	.713	.927	.799	.656	.607	.839	.816	.805	.829	.667	.500	.899	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	200	10	12	9	231	14	196	10	3	223	17	2	15	31	65	10	489	25	0	524	1043
05:00 PM	208	5	5	7	225	21	179	8	3	211	28	2	48	29	107	6	527	28	0	561	1104
05:15 PM	206	5	3	9	223	16	195	5	11	227	31	1	24	28	84	6	550	26	0	582	1116
05:30 PM	209	9	12	10	240	19	180	6	1	206	32	2	28	36	98	5	545	27	0	577	1121
Total Volume	823	29	32	35	919	70	750	29	18	867	108	7	115	124	354	27	2111	106	0	2244	4384
% App. Total	89.6	3.2	3.5	3.8		8.1	86.5	3.3	2.1		30.5	2	32.5	35		1.2	94.1	4.7	0		
PHF	.984	.725	.667	.875	.957	.833	.957	.725	.409	.955	.844	.875	.599	.861	.827	.675	.960	.946	.000	.964	.978

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:45 PM					04:45 PM					04:45 PM					04:45 PM					
+0 mins.	200	10	12	9	231	14	196	10	3	223	17	2	15	31	65	10	489	25	0	524	
+15 mins.	208	5	5	7	225	21	179	8	3	211	28	2	48	29	107	6	527	28	0	561	
+30 mins.	206	5	3	9	223	16	195	5	11	227	31	1	24	28	84	6	550	26	0	582	
+45 mins.	209	9	12	10	240	19	180	6	1	206	32	2	28	36	98	5	545	27	0	577	
Total Volume	823	29	32	35	919	70	750	29	18	867	108	7	115	124	354	27	2111	106	0	2244	
% App. Total	89.6	3.2	3.5	3.8		8.1	86.5	3.3	2.1		30.5	2	32.5	35		1.2	94.1	4.7	0		
PHF	.984	.725	.667	.875	.957	.833	.957	.725	.409	.955	.844	.875	.599	.861	.827	.675	.960	.946	.000	.964	

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
Weather: Clear
Comments:

File Name : Fletcher&HiddenRiver
Site Code : 1702903
Start Date : 5/9/2017
Page No : 1

Groups Printed- Heavy Vehicles

	HIDDEN RIVER PARKWAY Southbound					FLETCHER AVENUE Westbound					MORRIS BRIDGE ROAD Northbound					FLETCHER AVENUE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
07:00 AM	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	1	2	0	0	3	9
07:15 AM	2	0	0	0	2	1	3	3	0	7	0	0	0	0	0	1	3	1	0	5	14
07:30 AM	1	0	0	0	1	0	5	1	0	6	1	0	0	0	1	1	2	0	1	4	12
07:45 AM	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	0	4	2	0	6	12
Total	4	0	0	0	4	1	18	5	0	24	1	0	0	0	1	3	11	3	1	18	47
08:00 AM	1	0	0	0	1	2	4	0	0	6	0	0	0	0	0	1	4	1	1	7	14
08:15 AM	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	1	1	0	0	2	6
08:30 AM	1	0	0	1	2	0	1	0	1	2	0	0	0	0	0	1	5	2	0	8	12
08:45 AM	2	0	0	0	2	0	4	1	0	5	1	0	0	0	1	1	2	0	0	3	11
Total	4	1	0	1	6	2	12	1	1	16	1	0	0	0	1	4	12	3	1	20	43
*** BREAK ***																					
04:00 PM	0	1	0	0	1	0	2	0	1	3	1	0	0	0	1	1	2	0	0	3	8
04:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	1	0	3	7
04:30 PM	0	0	0	0	0	0	4	0	0	4	1	0	1	0	2	1	5	0	0	6	12
04:45 PM	0	0	0	0	0	1	4	0	0	5	0	0	0	1	1	0	6	0	0	6	12
Total	0	1	0	0	1	1	14	0	1	16	2	0	1	1	4	2	15	1	0	18	39
05:00 PM	0	1	0	0	1	1	1	1	0	3	1	0	0	0	1	1	3	1	0	5	10
05:15 PM	0	0	0	0	0	0	3	0	0	3	1	0	1	0	2	0	1	0	0	1	6
05:30 PM	0	0	0	1	1	0	1	1	1	3	0	0	0	0	0	1	2	0	0	3	7
05:45 PM	1	1	0	0	2	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	6
Total	1	2	0	1	4	1	7	3	1	12	2	0	1	0	3	2	7	1	0	10	29
Grand Total	9	4	0	2	15	5	51	9	3	68	6	0	2	1	9	11	45	8	2	66	158
Apprch %	60	26.7	0	13.3		7.4	75	13.2	4.4		66.7	0	22.2	11.1		16.7	68.2	12.1	3		
Total %	5.7	2.5	0	1.3	9.5	3.2	32.3	5.7	1.9	43	3.8	0	1.3	0.6	5.7	7	28.5	5.1	1.3	41.8	

	HIDDEN RIVER PARKWAY Southbound					FLETCHER AVENUE Westbound					MORRIS BRIDGE ROAD Northbound					FLETCHER AVENUE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	2	0	0	0	2	1	3	3	0	7	0	0	0	0	0	1	3	1	0	5	14
07:30 AM	1	0	0	0	1	0	5	1	0	6	1	0	0	0	1	1	2	0	1	4	12
07:45 AM	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	0	4	2	0	6	12
08:00 AM	1	0	0	0	1	2	4	0	0	6	0	0	0	0	0	1	4	1	1	7	14
Total Volume	4	0	0	0	4	3	17	5	0	25	1	0	0	0	1	3	13	4	2	22	52
% App. Total	100	0	0	0		12	68	20	0		100	0	0	0		13.6	59.1	18.2	9.1		
PHF	.500	.000	.000	.000	.500	.375	.850	.417	.000	.893	.250	.000	.000	.000	.250	.750	.813	.500	.500	.786	.929

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
Weather: Clear
Comments:

File Name : Fletcher&HiddenRiver
Site Code : 1702903
Start Date : 5/9/2017

	HIDDEN RIVER PARKWAY Southbound					FLETCHER AVENUE Westbound					MORRIS BRIDGE ROAD Northbound					FLETCHER AVENUE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	08:00 AM					07:15 AM					07:00 AM					07:45 AM					
+0 mins.	1	0	0	0	1	1	3	3	0	7	0	0	0	0	0	0	4	2	0	6	
+15 mins.	0	1	0	0	1	0	5	1	0	6	0	0	0	0	0	1	4	1	1	7	
+30 mins.	1	0	0	1	2	0	5	1	0	6	1	0	0	0	1	1	1	0	0	2	
+45 mins.	2	0	0	0	2	2	4	0	0	6	0	0	0	0	0	1	5	2	0	8	
Total Volume	4	1	0	1	6	3	17	5	0	25	1	0	0	0	1	3	14	5	1	23	
% App. Total	66.7	16.7	0	16.7		12	68	20	0		100	0	0	0		13	60.9	21.7	4.3		
PHF	.500	.250	.000	.250	.750	.375	.850	.417	.000	.893	.250	.000	.000	.000	.250	.750	.700	.625	.250	.719	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	1	0	3	7
04:30 PM	0	0	0	0	0	0	4	0	0	4	1	0	1	0	2	1	5	0	0	6	12
04:45 PM	0	0	0	0	0	1	4	0	0	5	0	0	0	1	1	0	6	0	0	6	12
05:00 PM	0	1	0	0	1	1	1	1	0	3	1	0	0	0	1	1	3	1	0	5	10
Total Volume	0	1	0	0	1	2	13	1	0	16	2	0	1	1	4	2	16	2	0	20	41
% App. Total	0	100	0	0		12.5	81.2	6.2	0		50	0	25	25		10	80	10	0		
PHF	.000	.250	.000	.000	.250	.500	.813	.250	.000	.800	.500	.000	.250	.250	.500	.500	.667	.500	.000	.833	.854

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	05:00 PM					04:00 PM					04:30 PM					04:15 PM					
+0 mins.	0	1	0	0	1	0	2	0	1	3	1	0	1	0	2	0	2	1	0	3	
+15 mins.	0	0	0	0	0	0	4	0	0	4	0	0	0	1	1	1	5	0	0	6	
+30 mins.	0	0	0	1	1	0	4	0	0	4	1	0	0	0	1	0	6	0	0	6	
+45 mins.	1	1	0	0	2	1	4	0	0	5	1	0	1	0	2	1	3	1	0	5	
Total Volume	1	2	0	1	4	1	14	0	1	16	3	0	2	1	6	2	16	2	0	20	
% App. Total	25	50	0	25		6.2	87.5	0	6.2		50	0	33.3	16.7		10	80	10	0		
PHF	.250	.500	.000	.250	.500	.250	.875	.000	.250	.800	.750	.000	.500	.250	.750	.500	.667	.500	.000	.833	

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
Weather: Clear
Comments:

File Name : Fletcher&HiddenRiver
Site Code : 1702903
Start Date : 5/9/2017
Page No : 1

Groups Printed- UTurns

	HIDDEN RIVER PARKWAY Southbound					FLETCHER AVENUE Westbound					MORRIS BRIDGE ROAD Northbound					FLETCHER AVENUE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	6	0	0	0	6	7
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	6
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4
07:45 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	11
Total	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	25	0	0	0	25	28
08:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	5	0	0	0	5	6
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	5
08:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	8
Total	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	20	0	0	0	20	22
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	9
04:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	7	0	0	0	7	8
04:30 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	8	0	0	0	8	10
04:45 PM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	7	0	0	0	7	11
Total	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	31	0	0	0	31	38
05:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	10	0	0	0	10	11
05:15 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3	0	0	0	3	5
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	8
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	7
Total	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	28	0	0	0	28	31
Grand Total	3	0	0	0	3	12	0	0	0	12	0	0	0	0	0	104	0	0	0	104	119
Apprch %	100	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0		
Total %	2.5	0	0	0	2.5	10.1	0	0	0	10.1	0	0	0	0	0	87.4	0	0	0	87.4	

	HIDDEN RIVER PARKWAY Southbound					FLETCHER AVENUE Westbound					MORRIS BRIDGE ROAD Northbound					FLETCHER AVENUE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	6	0	0	0	6	7
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	6
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4
07:45 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	11
Total Volume	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	25	0	0	0	25	28
% App. Total	100	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0		
PHF	.250	.000	.000	.000	.250	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.694	.000	.000	.000	.694	.636

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
Weather: Clear
Comments:

File Name : Fletcher&HiddenRiver
Site Code : 1702903
Start Date : 5/9/2017

	HIDDEN RIVER PARKWAY Southbound					FLETCHER AVENUE Westbound					MORRIS BRIDGE ROAD Northbound					FLETCHER AVENUE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:00 AM					07:00 AM					07:00 AM					07:00 AM					
+0 mins.	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	6	0	0	0	6	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	
+45 mins.	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	
Total Volume	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	25	0	0	0	25	
% App. Total	100	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0		
PHF	.250	.000	.000	.000	.250	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.694	.000	.000	.000	.694	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	7	0	0	0	7	8
04:30 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	8	0	0	0	8	10
04:45 PM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	7	0	0	0	7	11
05:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	10	0	0	0	10	11
Total Volume	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	32	0	0	0	32	40
% App. Total	0	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.000	.000	.500	.000	.000	.000	.000	.000	.800	.000	.000	.000	.800	.909

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM					04:30 PM					04:00 PM					04:15 PM				
+0 mins.	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	7	0	0	0	7
+15 mins.	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	8	0	0	0	8
+30 mins.	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	7	0	0	0	7
+45 mins.	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	10	0	0	0	10
Total Volume	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	32	0	0	0	32
% App. Total	0	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0	
PHF	.000	.000	.000	.000	.000	.563	.000	.000	.000	.563	.000	.000	.000	.000	.000	.800	.000	.000	.000	.800

Intersection Pedestrian & Bicycle Count

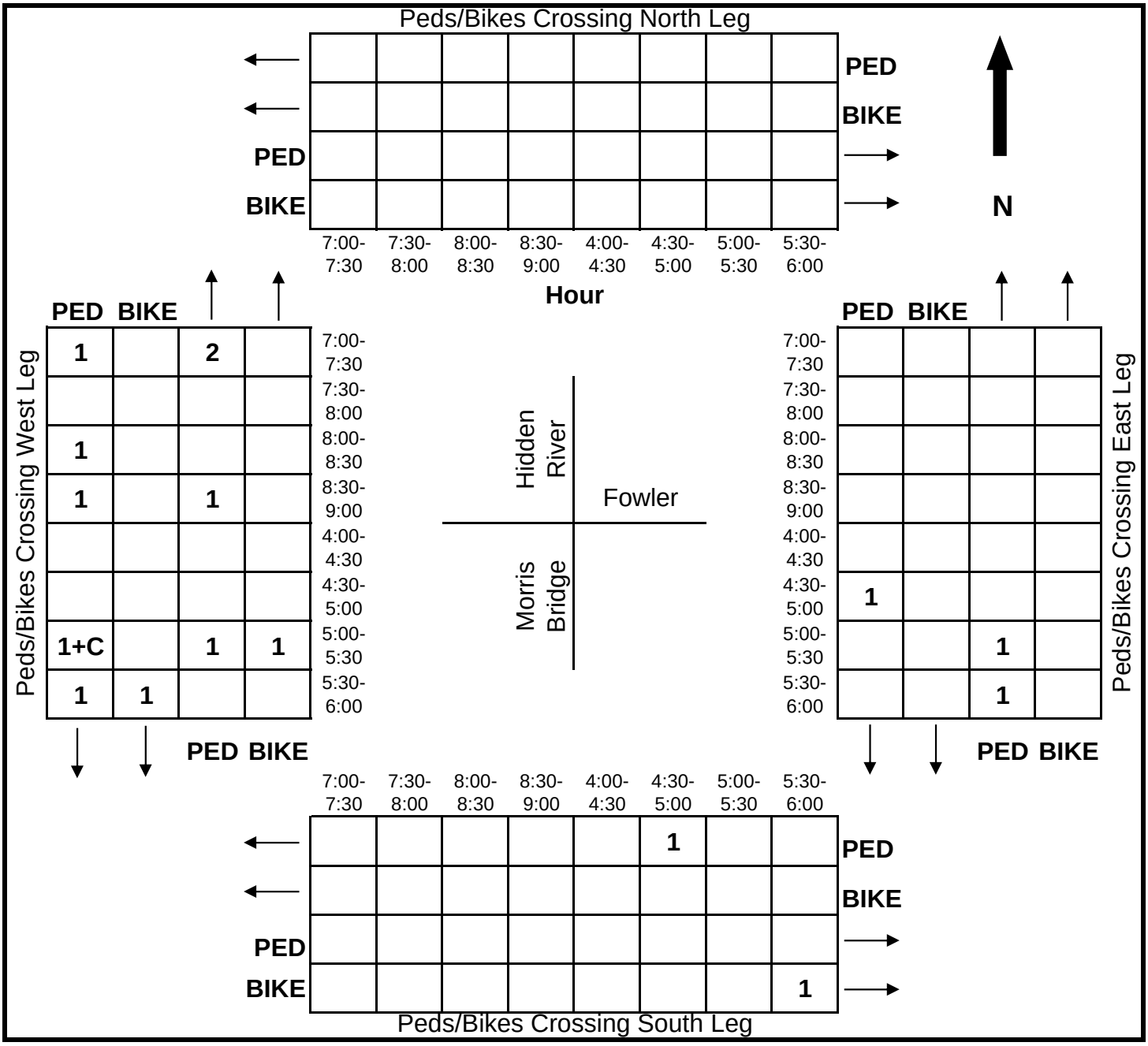
Date: 5/9/17 Day: Tuesday

Count Times: 7-9am & 4-6pm Weather: Clear

Intersection: Fowler Avenue at Hidden River Parkway/Morris Bridge Road

Comments:

C - Children under 12; S - Seniors 65 or over; D - Physical Disability



C.3

Daily Traffic Count Data

Volume Count Report

Start Date:	May 9, 2017	Start Time:	00:00	Station:	0
Stop Date:	May 9, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	Fletcher Ave between Hidden River Pkwy & I-75 SB				

Eastbound Volume for Lane 1

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	62	26	19	15	28	47	137	259	240	234	203	252
30	41	18	18	16	26	56	168	275	225	209	235	305
45	25	14	29	19	40	87	203	254	257	242	248	316
00	37	18	14	19	28	126	206	219	220	213	239	274
Hr Total	**165**	**76**	**80**	**69**	**122**	**316**	**714**	**1,007**	**942**	**898**	**925**	**1,147**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	322	251	310	448	784	854	555	279	206	139	102	80
30	341	279	319	461	671	867	569	271	175	118	96	105
45	287	288	356	629	820	832	389	226	153	95	87	80
00	281	241	337	612	789	627	364	222	158	119	72	69
Hr Total	**1,231**	**1,059**	**1,322**	**2,150**	**3,064**	**3,180**	**1,877**	**998**	**692**	**471**	**357**	**334**

24 Hour Total:	23,196					
AM Peak Hour begins:	11:30	AM Peak Volume:	1,253	AM Peak Hour Factor:	0.92	
PM Peak Hour begins:	16:45	PM Peak Volume:	3,342	PM PeaK Hour Factor:	0.96	

Westbound Volume for Lane 2

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	43	26	11	7	12	67	266	647	751	557	267	228
30	33	24	11	23	40	87	392	815	713	444	256	207
45	24	18	14	23	30	133	511	799	655	374	247	222
00	26	28	9	17	39	197	633	823	719	344	261	241
Hr Total	**126**	**96**	**45**	**70**	**121**	**484**	**1,802**	**3,084**	**2,838**	**1,719**	**1,031**	**898**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	213	256	241	216	198	218	248	183	150	124	86	80
30	241	264	225	226	240	241	231	162	131	131	92	68
45	268	259	257	222	214	212	202	145	138	124	101	73
00	282	257	240	202	244	217	158	127	122	102	105	47
Hr Total	**1,004**	**1,036**	**963**	**866**	**896**	**888**	**839**	**617**	**541**	**481**	**384**	**268**

24 Hour Total:	21,097					
AM Peak Hour begins:	7:15	AM Peak Volume:	3,188	AM Peak Hour Factor:	0.97	
PM Peak Hour begins:	12:30	PM Peak Volume:	1,070	PM PeaK Hour Factor:	0.95	

Total Volume for All Lanes

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	105	52	30	22	40	114	403	906	991	791	470	480
30	74	42	29	39	66	143	560	1,090	938	653	491	512
45	49	32	43	42	70	220	714	1,053	912	616	495	538
00	63	46	23	36	67	323	839	1,042	939	557	500	515
Hr Total	**291**	**172**	**125**	**139**	**243**	**800**	**2,516**	**4,091**	**3,780**	**2,617**	**1,956**	**2,045**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	535	507	551	664	982	1,072	803	462	356	263	188	160
30	582	543	544	687	911	1,108	800	433	306	249	188	173
45	555	547	613	851	1,034	1,044	591	371	291	219	188	153
00	563	498	577	814	1,033	844	522	349	280	221	177	116
Hr Total	**2,235**	**2,095**	**2,285**	**3,016**	**3,960**	**4,068**	**2,716**	**1,615**	**1,233**	**952**	**741**	**602**

24 Hour Total:	44,293					
AM Peak Hour begins:	7:15	AM Peak Volume:	4,176	AM Peak Hour Factor:	0.96	
PM Peak Hour begins:	16:45	PM Peak Volume:	4,257	PM PeaK Hour Factor:	0.96	

Volume Count Report

Start Date:	May 10, 2017	Start Time:	00:00	Station:	0
Stop Date:	May 10, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	Fletcher Ave between Hidden River Pkwy & I-75 SB				

Eastbound Volume for Lane 1

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	57	22	22	18	14	36	140	244	260	249	198	278
30	53	30	23	15	28	59	201	243	275	237	257	259
45	38	23	18	22	33	81	223	235	259	219	211	296
00	26	25	12	17	33	120	244	239	231	230	241	293
Hr Total	**174**	**100**	**75**	**72**	**108**	**296**	**808**	**961**	**1,025**	**935**	**907**	**1,126**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	293	261	321	423	731	845	559	336	185	174	102	66
30	323	255	304	518	615	835	514	313	194	127	94	113
45	280	282	374	625	812	778	435	239	155	126	80	93
00	287	293	341	574	786	573	333	206	154	113	63	47
Hr Total	**1,183**	**1,091**	**1,340**	**2,140**	**2,944**	**3,031**	**1,841**	**1,094**	**688**	**540**	**339**	**319**

24 Hour Total:	23,137					
AM Peak Hour begins:	11:30	AM Peak Volume:	1,205	AM Peak Hour Factor:		0.93
PM Peak Hour begins:	16:30	PM Peak Volume:	3,278	PM PeaK Hour Factor:		0.97

Westbound Volume for Lane 2

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	41	24	10	10	27	50	264	689	729	512	308	206
30	59	26	12	18	28	86	351	789	732	414	267	222
45	35	22	10	22	42	137	492	760	647	373	236	212
00	30	14	10	14	48	218	656	826	755	335	228	214
Hr Total	**165**	**86**	**42**	**64**	**145**	**491**	**1,763**	**3,064**	**2,863**	**1,634**	**1,039**	**854**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	210	257	222	236	212	217	245	167	128	149	100	89
30	240	228	251	252	230	278	238	161	148	134	114	76
45	257	238	269	206	211	218	216	133	148	133	109	50
00	281	254	245	210	240	220	181	144	140	127	108	49
Hr Total	**988**	**977**	**987**	**904**	**893**	**933**	**880**	**605**	**564**	**543**	**431**	**264**

24 Hour Total:	21,179					
AM Peak Hour begins:	7:15	AM Peak Volume:	3,104	AM Peak Hour Factor:		0.94
PM Peak Hour begins:	12:15	PM Peak Volume:	1,035	PM PeaK Hour Factor:		0.92

Total Volume for All Lanes

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	98	46	32	28	41	86	404	933	989	761	506	484
30	112	56	35	33	56	145	552	1,032	1,007	651	524	481
45	73	45	28	44	75	218	715	995	906	592	447	508
00	56	39	22	31	81	338	900	1,065	986	565	469	507
Hr Total	**339**	**186**	**117**	**136**	**253**	**787**	**2,571**	**4,025**	**3,888**	**2,569**	**1,946**	**1,980**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	503	518	543	659	943	1,062	804	503	313	323	202	155
30	563	483	555	770	845	1,113	752	474	342	261	208	189
45	537	520	643	831	1,023	996	651	372	303	259	189	143
00	568	547	586	784	1,026	793	514	350	294	240	171	96
Hr Total	**2,171**	**2,068**	**2,327**	**3,044**	**3,837**	**3,964**	**2,721**	**1,699**	**1,252**	**1,083**	**770**	**583**

24 Hour Total:	44,316					
AM Peak Hour begins:	7:15	AM Peak Volume:	4,081	AM Peak Hour Factor:		0.96
PM Peak Hour begins:	16:30	PM Peak Volume:	4,224	PM PeaK Hour Factor:		0.95

Volume Count Report

Start Date:	May 11, 2017	Start Time:	00:00	Station:	0
Stop Date:	May 11, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	Fletcher Ave between Hidden River Pkwy & I-75 SB				

Eastbound Volume for Lane 1

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	63	28	23	14	23	51	129	242	257	212	222	239
30	36	22	15	16	28	70	161	234	262	207	236	257
45	34	25	16	16	32	75	208	241	256	241	243	326
00	27	18	17	15	28	128	227	254	228	260	255	287
Hr Total	**160**	**93**	**71**	**61**	**111**	**324**	**725**	**971**	**1,003**	**920**	**956**	**1,109**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	357	281	302	466	753	839	556	314	188	143	140	84
30	290	257	336	451	685	853	498	276	174	129	99	114
45	277	276	412	672	820	737	408	241	187	112	106	102
00	276	275	359	613	771	590	358	239	134	125	74	71
Hr Total	**1,200**	**1,089**	**1,409**	**2,202**	**3,029**	**3,019**	**1,820**	**1,070**	**683**	**509**	**419**	**371**

24 Hour Total:	23,324					
AM Peak Hour begins:	11:30	AM Peak Volume:	1,260	AM Peak Hour Factor:		0.88
PM Peak Hour begins:	16:30	PM Peak Volume:	3,283	PM PeaK Hour Factor:		0.96

Westbound Volume for Lane 2

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	40	21	15	21	19	63	251	703	696	515	275	224
30	40	30	11	18	30	74	385	748	655	441	257	237
45	40	13	16	17	38	150	467	856	703	409	245	219
00	21	16	13	12	48	207	640	826	666	339	227	194
Hr Total	**141**	**80**	**55**	**68**	**135**	**494**	**1,743**	**3,133**	**2,720**	**1,704**	**1,004**	**874**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	215	232	238	276	218	207	243	156	148	130	94	83
30	247	238	245	262	239	260	235	162	155	116	124	67
45	258	245	276	214	214	245	225	163	166	142	101	55
00	251	225	268	223	242	248	190	161	148	97	105	47
Hr Total	**971**	**940**	**1,027**	**975**	**913**	**960**	**893**	**642**	**617**	**485**	**424**	**252**

24 Hour Total:	21,250					
AM Peak Hour begins:	7:00	AM Peak Volume:	3,133	AM Peak Hour Factor:		0.92
PM Peak Hour begins:	14:30	PM Peak Volume:	1,082	PM PeaK Hour Factor:		0.98

Total Volume for All Lanes

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	103	49	38	35	42	114	380	945	953	727	497	463
30	76	52	26	34	58	144	546	982	917	648	493	494
45	74	38	32	33	70	225	675	1,097	959	650	488	545
00	48	34	30	27	76	335	867	1,080	894	599	482	481
Hr Total	**301**	**173**	**126**	**129**	**246**	**818**	**2,468**	**4,104**	**3,723**	**2,624**	**1,960**	**1,983**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	572	513	540	742	971	1,046	799	470	336	273	234	167
30	537	495	581	713	924	1,113	733	438	329	245	223	181
45	535	521	688	886	1,034	982	633	404	353	254	207	157
00	527	500	627	836	1,013	838	548	400	282	222	179	118
Hr Total	**2,171**	**2,029**	**2,436**	**3,177**	**3,942**	**3,979**	**2,713**	**1,712**	**1,300**	**994**	**843**	**623**

24 Hour Total:	44,574					
AM Peak Hour begins:	7:15	AM Peak Volume:	4,112	AM Peak Hour Factor:		0.94
PM Peak Hour begins:	16:30	PM Peak Volume:	4,206	PM PeaK Hour Factor:		0.94

Volume Count Report

3-Day Average

Start Date:	May 9, 2017	Start Time:	00:00	Station:	0
Stop Date:	May 11, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	Fletcher Ave between Hidden River Pkwy & I-75 SB				

Eastbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	61	25	21	16	22	45	135	248	252	232	208	256
30	43	23	19	16	27	62	177	251	254	218	243	274
45	32	21	21	19	35	81	211	243	257	234	234	313
00	30	20	14	17	30	125	226	237	226	234	245	285
Hr Total	**166**	**90**	**75**	**67**	**114**	**312**	**749**	**980**	**990**	**918**	**929**	**1,127**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	324	264	311	446	756	846	557	310	193	152	115	77
30	318	264	320	477	657	852	527	287	181	125	96	111
45	281	282	381	642	817	782	411	235	165	111	91	92
00	281	270	346	600	782	597	352	222	149	119	70	62
Hr Total	**1,205**	**1,080**	**1,357**	**2,164**	**3,012**	**3,077**	**1,846**	**1,054**	**688**	**507**	**372**	**341**

24 Hour Total:	23,219					
AM Peak Hour begins:	11:30	AM Peak Volume:	1,239	AM Peak Hour Factor:	0.96	
PM Peak Hour begins:	16:30	PM Peak Volume:	3,297	PM PeaK Hour Factor:	0.97	

Westbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	41	24	12	13	19	60	260	680	725	528	283	219
30	44	27	11	20	33	82	376	784	700	433	260	222
45	33	18	13	21	37	140	490	805	668	385	243	218
00	26	19	11	14	45	207	643	825	713	339	239	216
Hr Total	**144**	**87**	**47**	**67**	**134**	**490**	**1,769**	**3,094**	**2,807**	**1,686**	**1,025**	**875**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	213	248	234	243	209	214	245	169	142	134	93	84
30	243	243	240	247	236	260	235	162	145	127	110	70
45	261	247	267	214	213	225	214	147	151	133	104	59
00	271	245	251	212	242	228	176	144	137	109	106	48
Hr Total	**988**	**984**	**992**	**915**	**901**	**927**	**871**	**621**	**574**	**503**	**413**	**261**

24 Hour Total:	21,175					
AM Peak Hour begins:	7:15	AM Peak Volume:	3,139	AM Peak Hour Factor:	0.95	
PM Peak Hour begins:	12:30	PM Peak Volume:	1,024	PM PeaK Hour Factor:	0.94	

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	102	49	33	28	41	105	396	928	978	760	491	476
30	87	50	30	35	60	144	553	1,035	954	651	503	496
45	65	38	34	40	72	221	701	1,048	926	619	477	530
00	56	40	25	31	75	332	869	1,062	940	574	484	501
Hr Total	**310**	**177**	**123**	**135**	**247**	**802**	**2,518**	**4,073**	**3,797**	**2,603**	**1,954**	**2,003**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	537	513	545	688	965	1,060	802	478	335	286	208	161
30	561	507	560	723	893	1,111	762	448	326	252	206	181
45	542	529	648	856	1,030	1,007	625	382	316	244	195	151
00	553	515	597	811	1,024	825	528	366	285	228	176	110
Hr Total	**2,192**	**2,064**	**2,349**	**3,079**	**3,913**	**4,004**	**2,717**	**1,675**	**1,262**	**1,010**	**785**	**603**

24 Hour Total:	44,394					
AM Peak Hour begins:	7:15	AM Peak Volume:	4,123	AM Peak Hour Factor:	0.97	
PM Peak Hour begins:	16:30	PM Peak Volume:	4,226	PM PeaK Hour Factor:	0.95	

Volume Count Report

Start Date:	May 9, 2017	Start Time:	00:00	Station:	0
Stop Date:	May 9, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	Fletcher Ave east of I-75 NB				

Eastbound Volume for Lane 1

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	13	7	6	10	6	11	41	85	49	43	46
30	11	5	6	7	7	10	36	52	77	49	47	69
45	14	6	3	6	3	12	56	68	78	46	68	68
00	16	8	4	6	6	15	30	65	64	43	49	63
Hr Total	**64**	**32**	**20**	**25**	**26**	**43**	**133**	**226**	**304**	**187**	**207**	**246**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	72	77	81	112	227	234	246	119	91	75	36	30
30	91	91	87	159	243	328	184	123	82	70	40	30
45	77	85	105	186	259	320	155	123	88	58	43	23
00	90	88	101	201	269	271	138	102	79	63	35	25
Hr Total	**330**	**341**	**374**	**658**	**998**	**1,153**	**723**	**467**	**340**	**266**	**154**	**108**

24 Hour Total:	7,425					
AM Peak Hour begins:	7:45	AM Peak Volume:	305	AM Peak Hour Factor:	0.90
PM Peak Hour begins:	17:15	PM Peak Volume:	1,165	PM PeaK Hour Factor:	0.89

Westbound Volume for Lane 2

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	5	2	9	13	21	126	324	254	155	107	97
30	2	3	5	8	23	53	200	309	216	155	94	85
45	3	1	4	12	21	90	243	344	195	130	109	88
00	5	3	3	12	14	105	292	348	207	133	80	90
Hr Total	**15**	**12**	**14**	**41**	**71**	**269**	**861**	**1,325**	**872**	**573**	**390**	**360**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	83	79	88	96	58	64	55	55	44	25	15	16
30	81	78	80	91	63	83	76	49	45	31	25	15
45	78	85	104	75	92	75	60	55	60	38	17	14
00	82	77	119	82	70	73	62	64	33	21	23	6
Hr Total	**324**	**319**	**391**	**344**	**283**	**295**	**253**	**223**	**182**	**115**	**80**	**51**

24 Hour Total:	7,663					
AM Peak Hour begins:	7:00	AM Peak Volume:	1,325	AM Peak Hour Factor:	0.95
PM Peak Hour begins:	14:30	PM Peak Volume:	410	PM PeaK Hour Factor:	0.86

Total Volume for All Lanes

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	28	18	9	15	23	27	137	365	339	204	150	143
30	13	8	11	15	30	63	236	361	293	204	141	154
45	17	7	7	18	24	102	299	412	273	176	177	156
00	21	11	7	18	20	120	322	413	271	176	129	153
Hr Total	**79**	**44**	**34**	**66**	**97**	**312**	**994**	**1,551**	**1,176**	**760**	**597**	**606**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	155	156	169	208	285	298	301	174	135	100	51	46
30	172	169	167	250	306	411	260	172	127	101	65	45
45	155	170	209	261	351	395	215	178	148	96	60	37
00	172	165	220	283	339	344	200	166	112	84	58	31
Hr Total	**654**	**660**	**765**	**1,002**	**1,281**	**1,448**	**976**	**690**	**522**	**381**	**234**	**159**

24 Hour Total:	15,088					
AM Peak Hour begins:	7:00	AM Peak Volume:	1,551	AM Peak Hour Factor:	0.94
PM Peak Hour begins:	17:15	PM Peak Volume:	1,451	PM PeaK Hour Factor:	0.88

Volume Count Report

Start Date:	May 10, 2017	Start Time:	00:00	Station:	0
Stop Date:	May 10, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	Fletcher Ave east of I-75 NB				

Eastbound Volume for Lane 1

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	27	12	12	8	3	3	22	57	84	74	60	67
30	18	16	7	0	7	7	20	53	89	57	59	50
45	14	8	8	3	6	10	21	49	65	49	55	49
00	9	10	3	5	3	12	39	94	63	67	52	64
Hr Total	**68**	**46**	**30**	**16**	**19**	**32**	**102**	**253**	**301**	**247**	**226**	**230**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	86	65	81	114	221	289	215	133	87	65	53	27
30	69	86	83	150	204	290	186	106	104	68	40	33
45	76	78	110	187	253	299	173	91	80	62	33	27
00	94	68	102	200	306	260	122	97	74	58	38	17
Hr Total	**325**	**297**	**376**	**651**	**984**	**1,138**	**696**	**427**	**345**	**253**	**164**	**104**

24 Hour Total:	7,330					
AM Peak Hour begins:	7:45	AM Peak Volume:	332	AM Peak Hour Factor:		0.88
PM Peak Hour begins:	16:45	PM Peak Volume:	1,184	PM PeaK Hour Factor:		0.97

Westbound Volume for Lane 2

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	3	1	6	18	29	153	301	245	167	124	86
30	6	7	4	11	12	51	182	349	236	163	111	108
45	8	4	3	9	21	81	230	311	225	132	91	79
00	2	3	2	7	17	113	283	296	196	120	99	92
Hr Total	**23**	**17**	**10**	**33**	**68**	**274**	**848**	**1,257**	**902**	**582**	**425**	**365**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	83	70	60	86	86	74	69	59	45	24	18	9
30	80	74	91	94	72	95	59	44	36	26	39	12
45	72	86	109	72	72	62	87	44	30	31	22	8
00	80	90	107	74	77	74	57	54	37	23	20	10
Hr Total	**315**	**320**	**367**	**326**	**307**	**305**	**272**	**201**	**148**	**104**	**99**	**39**

24 Hour Total:	7,607					
AM Peak Hour begins:	7:00	AM Peak Volume:	1,257	AM Peak Hour Factor:		0.90
PM Peak Hour begins:	14:30	PM Peak Volume:	396	PM PeaK Hour Factor:		0.91

Total Volume for All Lanes

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	34	15	13	14	21	32	175	358	329	241	184	153
30	24	23	11	11	19	58	202	402	325	220	170	158
45	22	12	11	12	27	91	251	360	290	181	146	128
00	11	13	5	12	20	125	322	390	259	187	151	156
Hr Total	**91**	**63**	**40**	**49**	**87**	**306**	**950**	**1,510**	**1,203**	**829**	**651**	**595**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	169	135	141	200	307	363	284	192	132	89	71	36
30	149	160	174	244	276	385	245	150	140	94	79	45
45	148	164	219	259	325	361	260	135	110	93	55	35
00	174	158	209	274	383	334	179	151	111	81	58	27
Hr Total	**640**	**617**	**743**	**977**	**1,291**	**1,443**	**968**	**628**	**493**	**357**	**263**	**143**

24 Hour Total:	14,937					
AM Peak Hour begins:	7:00	AM Peak Volume:	1,510	AM Peak Hour Factor:		0.94
PM Peak Hour begins:	16:45	PM Peak Volume:	1,492	PM PeaK Hour Factor:		0.97

Volume Count Report

Start Date:	May 11, 2017	Start Time:	00:00	Station:	0
Stop Date:	May 11, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	Fletcher Ave east of I-75 NB				

Eastbound Volume for Lane 1

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	12	6	3	5	8	9	57	83	68	43	64
30	25	11	6	3	3	5	23	58	87	54	57	62
45	12	12	6	3	10	13	26	57	93	45	69	51
00	6	8	3	7	5	18	43	83	55	65	50	63
Hr Total	**61**	**43**	**21**	**16**	**23**	**44**	**101**	**255**	**318**	**232**	**219**	**240**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	77	80	84	127	220	254	224	156	86	61	59	34
30	80	74	89	158	210	259	204	146	75	62	47	37
45	87	105	104	195	255	294	165	115	81	62	44	28
00	76	90	111	223	259	256	180	115	91	60	41	23
Hr Total	**320**	**349**	**388**	**703**	**944**	**1,063**	**773**	**532**	**333**	**245**	**191**	**122**

24 Hour Total:	7,536				
AM Peak Hour begins:	7:45	AM Peak Volume:	346	AM Peak Hour Factor:	0.93
PM Peak Hour begins:	16:45	PM Peak Volume:	1,066	PM PeaK Hour Factor:	0.91

Westbound Volume for Lane 2

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	3	2	8	8	31	144	305	225	184	101	95
30	3	4	2	6	17	55	191	296	244	127	114	107
45	9	4	6	11	19	68	235	313	195	157	96	79
00	3	3	3	11	16	117	308	322	187	142	89	77
Hr Total	**21**	**14**	**13**	**36**	**60**	**271**	**878**	**1,236**	**851**	**610**	**400**	**358**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	74	82	77	129	67	74	77	51	49	29	22	19
30	91	84	104	93	99	98	66	48	37	23	34	9
45	93	75	108	86	61	72	81	67	41	34	23	14
00	74	71	90	74	84	77	52	52	31	24	18	13
Hr Total	**332**	**312**	**379**	**382**	**311**	**321**	**276**	**218**	**158**	**110**	**97**	**55**

24 Hour Total:	7,699				
AM Peak Hour begins:	7:00	AM Peak Volume:	1,236	AM Peak Hour Factor:	0.96
PM Peak Hour begins:	14:15	PM Peak Volume:	431	PM PeaK Hour Factor:	0.84

Total Volume for All Lanes

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	24	15	8	11	13	39	153	362	308	252	144	159
30	28	15	8	9	20	60	214	354	331	181	171	169
45	21	16	12	14	29	81	261	370	288	202	165	130
00	9	11	6	18	21	135	351	405	242	207	139	140
Hr Total	**82**	**57**	**34**	**52**	**83**	**315**	**979**	**1,491**	**1,169**	**842**	**619**	**598**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	151	162	161	256	287	328	301	207	135	90	81	53
30	171	158	193	251	309	357	270	194	112	85	81	46
45	180	180	212	281	316	366	246	182	122	96	67	42
00	150	161	201	297	343	333	232	167	122	84	59	36
Hr Total	**652**	**661**	**767**	**1,085**	**1,255**	**1,384**	**1,049**	**750**	**491**	**355**	**288**	**177**

24 Hour Total:	15,235				
AM Peak Hour begins:	7:00	AM Peak Volume:	1,491	AM Peak Hour Factor:	0.92
PM Peak Hour begins:	16:45	PM Peak Volume:	1,394	PM PeaK Hour Factor:	0.95

Volume Count Report

3-Day Average

Start Date:	May 9, 2017	Start Time:	00:00	Station:	0
Stop Date:	May 11, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	Fletcher Ave east of I-75 NB				

Eastbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	12	8	6	6	6	14	52	84	64	49	59
30	18	11	6	3	6	7	26	54	84	53	54	60
45	13	9	6	4	6	12	34	58	79	47	64	56
00	10	9	3	6	5	15	37	81	61	58	50	63
Hr Total	**64**	**40**	**24**	**19**	**23**	**40**	**112**	**245**	**308**	**222**	**217**	**239**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	78	74	82	118	223	259	228	136	88	67	49	30
30	80	84	86	156	219	292	191	125	87	67	42	33
45	80	89	106	189	256	304	164	110	83	61	40	26
00	87	82	105	208	278	262	147	105	81	60	38	22
Hr Total	**325**	**329**	**379**	**671**	**975**	**1,118**	**731**	**475**	**339**	**255**	**170**	**111**

24 Hour Total:	7,430					
AM Peak Hour begins:	7:45	AM Peak Volume:	328	AM Peak Hour Factor:		0.97
PM Peak Hour begins:	16:45	PM Peak Volume:	1,134	PM PeaK Hour Factor:		0.93

Westbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	4	2	8	13	27	141	310	241	169	111	93
30	4	5	4	8	17	53	191	318	232	148	106	100
45	7	3	4	11	20	80	236	323	205	140	99	82
00	3	3	3	10	16	112	294	322	197	132	89	86
Hr Total	**20**	**14**	**12**	**37**	**66**	**271**	**862**	**1,273**	**875**	**588**	**405**	**361**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	80	77	75	104	70	71	67	55	46	26	18	15
30	84	79	92	93	78	92	67	47	39	27	33	12
45	81	82	107	78	75	70	76	55	44	34	21	12
00	79	79	105	77	77	75	57	57	34	23	20	10
Hr Total	**324**	**317**	**379**	**351**	**300**	**307**	**267**	**214**	**163**	**110**	**92**	**48**

24 Hour Total:	7,656					
AM Peak Hour begins:	7:00	AM Peak Volume:	1,273	AM Peak Hour Factor:		0.99
PM Peak Hour begins:	14:30	PM Peak Volume:	409	PM PeaK Hour Factor:		0.95

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	29	16	10	13	19	33	155	362	325	232	159	152
30	22	15	10	12	23	60	217	372	316	202	161	160
45	20	12	10	15	27	91	270	381	284	186	163	138
00	14	12	6	16	20	127	332	403	257	190	140	150
Hr Total	**84**	**55**	**36**	**56**	**89**	**311**	**974**	**1,517**	**1,183**	**810**	**622**	**600**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	158	151	157	221	293	330	295	191	134	93	68	45
30	164	162	178	248	297	384	258	172	126	93	75	45
45	161	171	213	267	331	374	240	165	127	95	61	38
00	165	161	210	285	355	337	204	161	115	83	58	31
Hr Total	**649**	**646**	**758**	**1,021**	**1,276**	**1,425**	**998**	**689**	**502**	**364**	**262**	**160**

24 Hour Total:	15,087					
AM Peak Hour begins:	7:00	AM Peak Volume:	1,517	AM Peak Hour Factor:		0.94
PM Peak Hour begins:	16:45	PM Peak Volume:	1,443	PM PeaK Hour Factor:		0.94

Volume Count Report

Start Date:	May 9, 2017	Start Time:	00:00	Station:	0
Stop Date:	May 9, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	Fletcher Ave EB to I-75 NB On Ramp				

Northbound Volume for Lane 1

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	8	3	4	3	6	6	55	57	42	49	58
30	9	5	3	4	3	8	24	50	41	43	57	68
45	7	5	6	2	7	3	18	47	56	48	59	96
00	5	2	1	2	0	14	38	46	51	31	57	89
Hr Total	**36**	**20**	**13**	**12**	**13**	**31**	**86**	**198**	**205**	**164**	**222**	**311**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	95	80	80	96	252	277	176	82	57	34	26	18
30	94	60	75	124	157	275	173	74	45	21	15	19
45	76	77	83	166	232	279	106	62	43	22	23	17
00	75	72	72	174	251	206	110	55	40	27	16	12
Hr Total	**340**	**289**	**310**	**560**	**892**	**1,037**	**565**	**273**	**185**	**104**	**80**	**66**

24 Hour Total:	6,012					
AM Peak Hour begins:	11:30	AM Peak Volume:	374	AM Peak Hour Factor:	0.97	
PM Peak Hour begins:	16:45	PM Peak Volume:	1,082	PM PeaK Hour Factor:	0.97	

N/A

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!	
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!	

Total Volume for All Lanes

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	8	3	4	3	6	6	55	57	42	49	58
30	9	5	3	4	3	8	24	50	41	43	57	68
45	7	5	6	2	7	3	18	47	56	48	59	96
00	5	2	1	2	0	14	38	46	51	31	57	89
Hr Total	**36**	**20**	**13**	**12**	**13**	**31**	**86**	**198**	**205**	**164**	**222**	**311**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	95	80	80	96	252	277	176	82	57	34	26	18
30	94	60	75	124	157	275	173	74	45	21	15	19
45	76	77	83	166	232	279	106	62	43	22	23	17
00	75	72	72	174	251	206	110	55	40	27	16	12
Hr Total	**340**	**289**	**310**	**560**	**892**	**1,037**	**565**	**273**	**185**	**104**	**80**	**66**

24 Hour Total:	6,012					
AM Peak Hour begins:	11:30	AM Peak Volume:	374	AM Peak Hour Factor:	0.97	
PM Peak Hour begins:	16:45	PM Peak Volume:	1,082	PM PeaK Hour Factor:	0.97	

Volume Count Report

Start Date:	May 10, 2017	Start Time:	00:00	Station:	0
Stop Date:	May 10, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	Fletcher Ave EB to I-75 NB On Ramp				

Northbound Volume for Lane 1

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	8	5	2	3	6	7	43	58	52	49	72
30	8	7	4	1	2	8	25	34	70	49	43	81
45	8	4	2	1	5	7	24	57	48	41	44	94
00	7	4	1	4	4	16	31	53	38	49	38	91
Hr Total	**34**	**23**	**12**	**8**	**14**	**37**	**87**	**187**	**214**	**191**	**174**	**338**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	93	87	82	86	199	232	150	85	55	34	34	11
30	96	63	68	119	180	253	176	97	46	32	27	19
45	85	60	100	189	241	247	146	65	40	42	24	24
00	57	75	88	175	275	193	102	56	43	31	15	14
Hr Total	**331**	**285**	**338**	**569**	**895**	**925**	**574**	**303**	**184**	**139**	**100**	**68**

24 Hour Total:	6,030				
AM Peak Hour begins:	11:30	AM Peak Volume:	374	AM Peak Hour Factor:	0.97
PM Peak Hour begins:	16:45	PM Peak Volume:	1,007	PM PeaK Hour Factor:	0.92

N/A

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0				
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!

Total Volume for All Lanes

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	8	5	2	3	6	7	43	58	52	49	72
30	8	7	4	1	2	8	25	34	70	49	43	81
45	8	4	2	1	5	7	24	57	48	41	44	94
00	7	4	1	4	4	16	31	53	38	49	38	91
Hr Total	**34**	**23**	**12**	**8**	**14**	**37**	**87**	**187**	**214**	**191**	**174**	**338**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	93	87	82	86	199	232	150	85	55	34	34	11
30	96	63	68	119	180	253	176	97	46	32	27	19
45	85	60	100	189	241	247	146	65	40	42	24	24
00	57	75	88	175	275	193	102	56	43	31	15	14
Hr Total	**331**	**285**	**338**	**569**	**895**	**925**	**574**	**303**	**184**	**139**	**100**	**68**

24 Hour Total:	6,030				
AM Peak Hour begins:	11:30	AM Peak Volume:	374	AM Peak Hour Factor:	0.97
PM Peak Hour begins:	16:45	PM Peak Volume:	1,007	PM PeaK Hour Factor:	0.92

Volume Count Report

Start Date:	May 11, 2017	Start Time:	00:00	Station:	0
Stop Date:	May 11, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	Fletcher Ave EB to I-75 NB On Ramp				

Northbound Volume for Lane 1

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	2	4	6	9	8	12	52	62	41	43	45
30	11	7	3	2	6	7	21	49	69	45	46	52
45	4	5	3	2	1	9	23	47	53	50	52	71
00	7	3	0	5	5	12	34	55	44	33	60	95
Hr Total	**33**	**17**	**10**	**15**	**21**	**36**	**90**	**203**	**228**	**169**	**201**	**263**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	96	83	70	117	210	243	177	64	63	27	49	16
30	80	69	91	102	203	292	126	81	49	27	25	20
45	88	62	92	188	230	232	114	68	45	19	24	29
00	75	55	86	168	236	177	86	50	30	30	19	17
Hr Total	**339**	**269**	**339**	**575**	**879**	**944**	**503**	**263**	**187**	**103**	**117**	**82**

24 Hour Total:	5,886					
AM Peak Hour begins:	11:45	AM Peak Volume:	359	AM Peak Hour Factor:	0.93	
PM Peak Hour begins:	16:45	PM Peak Volume:	1,003	PM PeaK Hour Factor:	0.86	

N/A

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!	
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!	

Total Volume for All Lanes

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	2	4	6	9	8	12	52	62	41	43	45
30	11	7	3	2	6	7	21	49	69	45	46	52
45	4	5	3	2	1	9	23	47	53	50	52	71
00	7	3	0	5	5	12	34	55	44	33	60	95
Hr Total	**33**	**17**	**10**	**15**	**21**	**36**	**90**	**203**	**228**	**169**	**201**	**263**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	96	83	70	117	210	243	177	64	63	27	49	16
30	80	69	91	102	203	292	126	81	49	27	25	20
45	88	62	92	188	230	232	114	68	45	19	24	29
00	75	55	86	168	236	177	86	50	30	30	19	17
Hr Total	**339**	**269**	**339**	**575**	**879**	**944**	**503**	**263**	**187**	**103**	**117**	**82**

24 Hour Total:	5,886					
AM Peak Hour begins:	11:45	AM Peak Volume:	359	AM Peak Hour Factor:	0.93	
PM Peak Hour begins:	16:45	PM Peak Volume:	1,003	PM PeaK Hour Factor:	0.86	

Volume Count Report
3-Day Average

Start Date:	May 9, 2017	Start Time:	00:00	Station:	0
Stop Date:	May 11, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	Fletcher Ave EB to I-75 NB On Ramp				

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	6	4	4	5	7	8	50	59	45	47	58
30	9	6	3	2	4	8	23	44	60	46	49	67
45	6	5	4	2	4	6	22	50	52	46	52	87
00	6	3	1	4	3	14	34	51	44	38	52	92
Hr Total	**34**	**20**	**12**	**12**	**16**	**35**	**88**	**196**	**216**	**175**	**199**	**304**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	95	83	77	100	220	251	168	77	58	32	36	15
30	90	64	78	115	180	273	158	84	47	27	22	19
45	83	66	92	181	234	253	122	65	43	28	24	23
00	69	67	82	172	254	192	99	54	38	29	17	14
Hr Total	**337**	**281**	**329**	**568**	**889**	**969**	**547**	**280**	**185**	**115**	**99**	**72**

24 Hour Total:	5,976					
AM Peak Hour begins:	11:30	AM Peak Volume:	363	AM Peak Hour Factor:		0.96
PM Peak Hour begins:	16:45	PM Peak Volume:	1,031	PM PeaK Hour Factor:		0.94

N/A

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:		#DIV/0!
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:		#DIV/0!

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	6	4	4	5	7	8	50	59	45	47	58
30	9	6	3	2	4	8	23	44	60	46	49	67
45	6	5	4	2	4	6	22	50	52	46	52	87
00	6	3	1	4	3	14	34	51	44	38	52	92
Hr Total	**34**	**20**	**12**	**12**	**16**	**35**	**88**	**196**	**216**	**175**	**199**	**304**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	95	83	77	100	220	251	168	77	58	32	36	15
30	90	64	78	115	180	273	158	84	47	27	22	19
45	83	66	92	181	234	253	122	65	43	28	24	23
00	69	67	82	172	254	192	99	54	38	29	17	14
Hr Total	**337**	**281**	**329**	**568**	**889**	**969**	**547**	**280**	**185**	**115**	**99**	**72**

24 Hour Total:	5,976					
AM Peak Hour begins:	11:30	AM Peak Volume:	363	AM Peak Hour Factor:		0.96
PM Peak Hour begins:	16:45	PM Peak Volume:	1,031	PM PeaK Hour Factor:		0.94

Volume Count Report

Start Date:	May 9, 2017	Start Time:	00:00	Station:	0
Stop Date:	May 9, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	Fletcher Ave EB to I-75 SB On Ramp				

Southbound Volume for Lane 1

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	36	15	12	8	22	33	125	187	151	164	138	159
30	29	11	12	10	20	47	138	196	148	147	150	203
45	13	7	18	16	32	73	169	172	165	175	149	173
00	23	13	13	16	26	107	160	144	140	161	153	151
Hr Total	**101**	**46**	**55**	**50**	**100**	**260**	**592**	**699**	**604**	**647**	**590**	**686**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	194	138	177	278	407	465	281	150	108	80	63	49
30	194	167	214	269	391	422	308	124	88	70	68	70
45	172	168	213	373	423	406	221	116	75	59	57	53
00	163	141	205	322	410	315	202	127	81	65	37	52
Hr Total	**723**	**614**	**809**	**1,242**	**1,631**	**1,608**	**1,012**	**517**	**352**	**274**	**225**	**224**

24 Hour Total:	13,661					
AM Peak Hour begins:	11:15	AM Peak Volume:	721	AM Peak Hour Factor:	0.89	
PM Peak Hour begins:	16:30	PM Peak Volume:	1,720	PM PeaK Hour Factor:	0.92	

N/A

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!	
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!	

Total Volume for All Lanes

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	36	15	12	8	22	33	125	187	151	164	138	159
30	29	11	12	10	20	47	138	196	148	147	150	203
45	13	7	18	16	32	73	169	172	165	175	149	173
00	23	13	13	16	26	107	160	144	140	161	153	151
Hr Total	**101**	**46**	**55**	**50**	**100**	**260**	**592**	**699**	**604**	**647**	**590**	**686**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	194	138	177	278	407	465	281	150	108	80	63	49
30	194	167	214	269	391	422	308	124	88	70	68	70
45	172	168	213	373	423	406	221	116	75	59	57	53
00	163	141	205	322	410	315	202	127	81	65	37	52
Hr Total	**723**	**614**	**809**	**1,242**	**1,631**	**1,608**	**1,012**	**517**	**352**	**274**	**225**	**224**

24 Hour Total:	13,661					
AM Peak Hour begins:	11:15	AM Peak Volume:	721	AM Peak Hour Factor:	0.89	
PM Peak Hour begins:	16:30	PM Peak Volume:	1,720	PM PeaK Hour Factor:	0.92	

Volume Count Report

Start Date:	May 10, 2017	Start Time:	00:00	Station:	0
Stop Date:	May 10, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	Fletcher Ave EB to I-75 SB On Ramp				

Southbound Volume for Lane 1

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	32	14	13	14	12	29	118	175	165	159	127	157
30	32	20	15	14	21	50	171	169	165	163	174	161
45	26	19	13	20	25	72	189	154	179	157	154	163
00	13	17	11	10	29	98	192	155	158	151	165	171
Hr Total	**103**	**70**	**52**	**58**	**87**	**249**	**670**	**653**	**667**	**630**	**620**	**652**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	162	148	207	278	399	441	306	182	89	109	49	40
30	191	155	181	317	329	436	270	167	106	82	55	83
45	161	180	222	344	422	375	225	127	82	60	43	59
00	170	169	216	315	409	285	185	119	73	58	34	32
Hr Total	**684**	**652**	**826**	**1,254**	**1,559**	**1,537**	**986**	**595**	**350**	**309**	**181**	**214**

24 Hour Total:	13,658					
AM Peak Hour begins:	6:15	AM Peak Volume:	727	AM Peak Hour Factor:		0.95
PM Peak Hour begins:	16:30	PM Peak Volume:	1,708	PM PeaK Hour Factor:		0.97

N/A

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:		#DIV/0!
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:		#DIV/0!

Total Volume for All Lanes

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	32	14	13	14	12	29	118	175	165	159	127	157
30	32	20	15	14	21	50	171	169	165	163	174	161
45	26	19	13	20	25	72	189	154	179	157	154	163
00	13	17	11	10	29	98	192	155	158	151	165	171
Hr Total	**103**	**70**	**52**	**58**	**87**	**249**	**670**	**653**	**667**	**630**	**620**	**652**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	162	148	207	278	399	441	306	182	89	109	49	40
30	191	155	181	317	329	436	270	167	106	82	55	83
45	161	180	222	344	422	375	225	127	82	60	43	59
00	170	169	216	315	409	285	185	119	73	58	34	32
Hr Total	**684**	**652**	**826**	**1,254**	**1,559**	**1,537**	**986**	**595**	**350**	**309**	**181**	**214**

24 Hour Total:	13,658					
AM Peak Hour begins:	6:15	AM Peak Volume:	727	AM Peak Hour Factor:		0.95
PM Peak Hour begins:	16:30	PM Peak Volume:	1,708	PM PeaK Hour Factor:		0.97

Volume Count Report

Start Date:	May 11, 2017	Start Time:	00:00	Station:	0
Stop Date:	May 11, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	Fletcher Ave EB to I-75 SB On Ramp				

Southbound Volume for Lane 1

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	44	17	18	7	14	40	115	167	171	143	154	173
30	20	16	11	12	20	58	133	165	137	145	146	167
45	21	14	11	13	27	65	170	170	171	169	162	218
00	23	13	15	8	23	106	173	157	156	180	168	168
Hr Total	**108**	**60**	**55**	**40**	**84**	**269**	**591**	**659**	**635**	**637**	**630**	**726**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	209	155	188	280	420	432	266	174	98	78	57	48
30	165	153	209	283	392	434	264	144	87	86	55	77
45	159	167	263	367	449	364	214	120	102	69	62	62
00	175	165	224	325	410	314	197	131	73	67	46	46
Hr Total	**708**	**640**	**884**	**1,255**	**1,671**	**1,544**	**941**	**569**	**360**	**300**	**220**	**233**

24 Hour Total:	13,819					
AM Peak Hour begins:	11:15	AM Peak Volume:	762	AM Peak Hour Factor:	0.87	
PM Peak Hour begins:	16:30	PM Peak Volume:	1,725	PM PeaK Hour Factor:	0.96	

FALSE

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!	
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!	

Total Volume for All Lanes

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	44	17	18	7	14	40	115	167	171	143	154	173
30	20	16	11	12	20	58	133	165	137	145	146	167
45	21	14	11	13	27	65	170	170	171	169	162	218
00	23	13	15	8	23	106	173	157	156	180	168	168
Hr Total	**108**	**60**	**55**	**40**	**84**	**269**	**591**	**659**	**635**	**637**	**630**	**726**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	209	155	188	280	420	432	266	174	98	78	57	48
30	165	153	209	283	392	434	264	144	87	86	55	77
45	159	167	263	367	449	364	214	120	102	69	62	62
00	175	165	224	325	410	314	197	131	73	67	46	46
Hr Total	**708**	**640**	**884**	**1,255**	**1,671**	**1,544**	**941**	**569**	**360**	**300**	**220**	**233**

24 Hour Total:	13,819					
AM Peak Hour begins:	11:15	AM Peak Volume:	762	AM Peak Hour Factor:	0.87	
PM Peak Hour begins:	16:30	PM Peak Volume:	1,725	PM PeaK Hour Factor:	0.96	

Volume Count Report

3-Day Average

Start Date:	May 9, 2017	Start Time:	00:00	Station:	0
Stop Date:	May 11, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	Fletcher Ave EB to I-75 SB On Ramp				

Southbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	37	15	14	10	16	34	119	176	162	155	140	163
30	27	16	13	12	20	52	147	177	150	152	157	177
45	20	13	14	16	28	70	176	165	172	167	155	185
00	20	14	13	11	26	104	175	152	151	164	162	163
Hr Total	**104**	**59**	**54**	**49**	**90**	**259**	**618**	**670**	**635**	**638**	**613**	**688**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	188	147	191	279	409	446	284	169	98	89	56	46
30	183	158	201	290	371	431	281	145	94	79	59	77
45	164	172	233	361	431	382	220	121	86	63	54	58
00	169	158	215	321	410	305	195	126	76	63	39	43
Hr Total	**705**	**635**	**840**	**1,250**	**1,620**	**1,563**	**980**	**560**	**354**	**294**	**209**	**224**

24 Hour Total:	13,713					
AM Peak Hour begins:	11:30	AM Peak Volume:	720	AM Peak Hour Factor:		0.96
PM Peak Hour begins:	16:30	PM Peak Volume:	1,718	PM PeaK Hour Factor:		0.96

N/A

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:		#DIV/0!
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:		#DIV/0!

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	37	15	14	10	16	34	119	176	162	155	140	163
30	27	16	13	12	20	52	147	177	150	152	157	177
45	20	13	14	16	28	70	176	165	172	167	155	185
00	20	14	13	11	26	104	175	152	151	164	162	163
Hr Total	**104**	**59**	**54**	**49**	**90**	**259**	**618**	**670**	**635**	**638**	**613**	**688**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	188	147	191	279	409	446	284	169	98	89	56	46
30	183	158	201	290	371	431	281	145	94	79	59	77
45	164	172	233	361	431	382	220	121	86	63	54	58
00	169	158	215	321	410	305	195	126	76	63	39	43
Hr Total	**705**	**635**	**840**	**1,250**	**1,620**	**1,563**	**980**	**560**	**354**	**294**	**209**	**224**

24 Hour Total:	13,713					
AM Peak Hour begins:	11:30	AM Peak Volume:	720	AM Peak Hour Factor:		0.96
PM Peak Hour begins:	16:30	PM Peak Volume:	1,718	PM PeaK Hour Factor:		0.96

Volume Count Report

Start Date:	May 9, 2017	Start Time:	00:00	Station:	0
Stop Date:	May 9, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	Fletcher Ave WB to I-75 NB On Ramp				

Northbound Volume for Lane 1

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	1	0	0	1	4	3	0	1	5
30	0	0	0	0	1	2	1	1	2	3	2	4
45	0	0	0	1	0	0	4	6	1	1	2	4
00	0	0	0	0	0	0	0	3	1	4	3	5
Hr Total	**0**	**0**	**0**	**2**	**1**	**2**	**6**	**14**	**7**	**8**	**8**	**18**

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

24 Hour Total:	189					
AM Peak Hour begins:	11:00	AM Peak Volume:	18	AM Peak Hour Factor:	0.90	
PM Peak Hour begins:	15:00	PM Peak Volume:	22	PM PeaK Hour Factor:	0.61	

N/A

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!	
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!	

Total Volume for All Lanes

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	1	0	0	1	4	3	0	1	5
30	0	0	0	0	1	2	1	1	2	3	2	4
45	0	0	0	1	0	0	4	6	1	1	2	4
00	0	0	0	0	0	0	0	3	1	4	3	5
Hr Total	**0**	**0**	**0**	**2**	**1**	**2**	**6**	**14**	**7**	**8**	**8**	**18**

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

24 Hour Total:	189					
AM Peak Hour begins:	11:00	AM Peak Volume:	18	AM Peak Hour Factor:	0.90	
PM Peak Hour begins:	15:00	PM Peak Volume:	22	PM PeaK Hour Factor:	0.61	

Volume Count Report

Start Date:	May 10, 2017	Start Time:	00:00	Station:	0
Stop Date:	May 10, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	Fletcher Ave WB to I-75 NB On Ramp				

Northbound Volume for Lane 1

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	2	1	0	4	6	4
30	0	1	0	0	1	0	1	2	4	1	6	3
45	0	0	0	0	1	1	3	2	4	0	4	2
00	0	0	0	0	0	0	1	3	1	4	1	4
Hr Total	**0**	**1**	**0**	**0**	**2**	**1**	**7**	**8**	**9**	**9**	**17**	**13**

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

24 Hour Total:	166					
AM Peak Hour begins:	9:45	AM Peak Volume:	20	AM Peak Hour Factor:	0.83	
PM Peak Hour begins:	14:30	PM Peak Volume:	18	PM PeaK Hour Factor:	0.64	

N/A

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!	
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!	

Total Volume for All Lanes

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	2	1	0	4	6	4
30	0	1	0	0	1	0	1	2	4	1	6	3
45	0	0	0	0	1	1	3	2	4	0	4	2
00	0	0	0	0	0	0	1	3	1	4	1	4
Hr Total	**0**	**1**	**0**	**0**	**2**	**1**	**7**	**8**	**9**	**9**	**17**	**13**

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

24 Hour Total:	166					
AM Peak Hour begins:	9:45	AM Peak Volume:	20	AM Peak Hour Factor:	0.83	
PM Peak Hour begins:	14:30	PM Peak Volume:	18	PM PeaK Hour Factor:	0.64	

Volume Count Report

Start Date:	May 11, 2017	Start Time:	00:00	Station:	0
Stop Date:	May 11, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	Fletcher Ave WB to I-75 NB On Ramp				

Northbound Volume for Lane 1

Thursday, May 11, 2017

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

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

24 Hour Total:	182					
AM Peak Hour begins:	11:00	AM Peak Volume:	14	AM Peak Hour Factor:		0.70
PM Peak Hour begins:	13:00	PM Peak Volume:	21	PM PeaK Hour Factor:		0.75

N/A

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:		#DIV/0!
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:		#DIV/0!

Total Volume for All Lanes

Thursday, May 11, 2017

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

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

24 Hour Total:	182					
AM Peak Hour begins:	11:00	AM Peak Volume:	14	AM Peak Hour Factor:		0.70
PM Peak Hour begins:	13:00	PM Peak Volume:	21	PM PeaK Hour Factor:		0.75

Volume Count Report

3-Day Average

Start Date:	May 9, 2017	Start Time:	00:00	Station:	0
Stop Date:	May 11, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	Fletcher Ave WB to I-75 NB On Ramp				

Northbound Volume for Lane 1

3-Day Average

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

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

24 Hour Total:	179					
AM Peak Hour begins:	11:00	AM Peak Volume:	15	AM Peak Hour Factor:		0.80
PM Peak Hour begins:	14:45	PM Peak Volume:	19	PM PeaK Hour Factor:		0.75

N/A

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:		#DIV/0!
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:		#DIV/0!

Total Volume for All Lanes

3-Day Average

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

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

24 Hour Total:	179					
AM Peak Hour begins:	11:00	AM Peak Volume:	15	AM Peak Hour Factor:		0.80
PM Peak Hour begins:	14:45	PM Peak Volume:	19	PM PeaK Hour Factor:		0.75

Volume Count Report

Start Date:	May 9, 2017	Start Time:	00:00	Station:	0
Stop Date:	May 9, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	Fletcher Ave WB to I-75 SB On Ramp				

Southbound Volume for Lane 1

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	3	1	6	10	10	78	183	146	72	68	50
30	4	3	2	5	11	34	124	167	130	72	50	52
45	3	0	1	7	18	57	140	157	111	60	59	44
00	4	1	3	9	12	73	170	161	105	73	40	45
Hr Total	**14**	**7**	**7**	**27**	**51**	**174**	**512**	**668**	**492**	**277**	**217**	**191**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	36	39	37	51	41	29	31	25	27	18	10	11
30	48	39	42	44	36	56	39	22	28	19	14	9
45	38	49	62	46	50	43	34	31	29	20	6	2
00	40	36	77	51	52	46	44	36	24	13	9	4
Hr Total	**162**	**163**	**218**	**192**	**179**	**174**	**148**	**114**	**108**	**70**	**39**	**26**

24 Hour Total:	4,230					
AM Peak Hour begins:	6:45	AM Peak Volume:	677	AM Peak Hour Factor:	0.92	
PM Peak Hour begins:	14:30	PM Peak Volume:	234	PM PeaK Hour Factor:	0.76	

N/A

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!	
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!	

Total Volume for All Lanes

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	3	1	6	10	10	78	183	146	72	68	50
30	4	3	2	5	11	34	124	167	130	72	50	52
45	3	0	1	7	18	57	140	157	111	60	59	44
00	4	1	3	9	12	73	170	161	105	73	40	45
Hr Total	**14**	**7**	**7**	**27**	**51**	**174**	**512**	**668**	**492**	**277**	**217**	**191**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	36	39	37	51	41	29	31	25	27	18	10	11
30	48	39	42	44	36	56	39	22	28	19	14	9
45	38	49	62	46	50	43	34	31	29	20	6	2
00	40	36	77	51	52	46	44	36	24	13	9	4
Hr Total	**162**	**163**	**218**	**192**	**179**	**174**	**148**	**114**	**108**	**70**	**39**	**26**

24 Hour Total:	4,230					
AM Peak Hour begins:	6:45	AM Peak Volume:	677	AM Peak Hour Factor:	0.92	
PM Peak Hour begins:	14:30	PM Peak Volume:	234	PM PeaK Hour Factor:	0.76	

Volume Count Report

Start Date:	May 10, 2017	Start Time:	00:00	Station:	0
Stop Date:	May 10, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	Fletcher Ave WB to I-75 SB On Ramp				

Southbound Volume for Lane 1

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	1	0	6	8	23	100	172	138	81	64	36
30	2	3	1	6	8	28	116	154	132	91	46	60
45	4	1	1	5	13	55	131	179	115	70	49	48
00	1	1	2	6	15	72	175	151	109	63	53	46
Hr Total	**14**	**6**	**4**	**23**	**44**	**178**	**522**	**656**	**494**	**305**	**212**	**190**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	52	38	29	56	36	37	36	40	27	17	9	6
30	36	52	37	50	44	51	37	33	12	20	25	7
45	41	39	60	46	47	34	42	25	15	17	13	6
00	40	51	65	53	46	43	36	28	17	10	11	6
Hr Total	**169**	**180**	**191**	**205**	**173**	**165**	**151**	**126**	**71**	**64**	**58**	**25**

24 Hour Total:	4,226					
AM Peak Hour begins:	6:45	AM Peak Volume:	680	AM Peak Hour Factor:	0.95
PM Peak Hour begins:	14:30	PM Peak Volume:	231	PM PeaK Hour Factor:	0.89

N/A

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!

Total Volume for All Lanes

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	1	0	6	8	23	100	172	138	81	64	36
30	2	3	1	6	8	28	116	154	132	91	46	60
45	4	1	1	5	13	55	131	179	115	70	49	48
00	1	1	2	6	15	72	175	151	109	63	53	46
Hr Total	**14**	**6**	**4**	**23**	**44**	**178**	**522**	**656**	**494**	**305**	**212**	**190**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	52	38	29	56	36	37	36	40	27	17	9	6
30	36	52	37	50	44	51	37	33	12	20	25	7
45	41	39	60	46	47	34	42	25	15	17	13	6
00	40	51	65	53	46	43	36	28	17	10	11	6
Hr Total	**169**	**180**	**191**	**205**	**173**	**165**	**151**	**126**	**71**	**64**	**58**	**25**

24 Hour Total:	4,226					
AM Peak Hour begins:	6:45	AM Peak Volume:	680	AM Peak Hour Factor:	0.95
PM Peak Hour begins:	14:30	PM Peak Volume:	231	PM PeaK Hour Factor:	0.89

Volume Count Report

Start Date:	May 11, 2017	Start Time:	00:00	Station:	0
Stop Date:	May 11, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	Fletcher Ave WB to I-75 SB On Ramp				

Southbound Volume for Lane 1

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	3	1	6	5	17	94	172	163	77	56	61
30	2	0	1	5	10	34	126	158	128	66	56	46
45	7	2	1	6	15	39	143	134	96	73	47	47
00	2	2	2	9	11	76	166	163	113	77	53	48
Hr Total	**18**	**7**	**5**	**26**	**41**	**166**	**529**	**627**	**500**	**293**	**212**	**202**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	43	47	43	78	39	35	40	29	25	15	12	11
30	58	43	55	47	68	41	49	30	22	16	17	6
45	54	35	66	50	31	50	36	37	17	25	15	8
00	32	31	49	40	54	38	39	31	22	21	8	6
Hr Total	**187**	**156**	**213**	**215**	**192**	**164**	**164**	**127**	**86**	**77**	**52**	**31**

24 Hour Total:	4,290					
AM Peak Hour begins:	6:30	AM Peak Volume:	639	AM Peak Hour Factor:	0.93	
PM Peak Hour begins:	14:15	PM Peak Volume:	248	PM PeaK Hour Factor:	0.79	

FALSE

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!	
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!	

Total Volume for All Lanes

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	3	1	6	5	17	94	172	163	77	56	61
30	2	0	1	5	10	34	126	158	128	66	56	46
45	7	2	1	6	15	39	143	134	96	73	47	47
00	2	2	2	9	11	76	166	163	113	77	53	48
Hr Total	**18**	**7**	**5**	**26**	**41**	**166**	**529**	**627**	**500**	**293**	**212**	**202**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	43	47	43	78	39	35	40	29	25	15	12	11
30	58	43	55	47	68	41	49	30	22	16	17	6
45	54	35	66	50	31	50	36	37	17	25	15	8
00	32	31	49	40	54	38	39	31	22	21	8	6
Hr Total	**187**	**156**	**213**	**215**	**192**	**164**	**164**	**127**	**86**	**77**	**52**	**31**

24 Hour Total:	4,290					
AM Peak Hour begins:	6:30	AM Peak Volume:	639	AM Peak Hour Factor:	0.93	
PM Peak Hour begins:	14:15	PM Peak Volume:	248	PM PeaK Hour Factor:	0.79	

Volume Count Report

3-Day Average

Start Date:	May 9, 2017	Start Time:	00:00	Station:	0
Stop Date:	May 11, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	Fletcher Ave WB to I-75 SB On Ramp				

Southbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	2	1	6	8	17	91	176	149	77	63	49
30	3	2	1	5	10	32	122	160	130	76	51	53
45	5	1	1	6	15	50	138	157	107	68	52	46
00	2	1	2	8	13	74	170	158	109	71	49	46
Hr Total	**15**	**7**	**5**	**25**	**45**	**173**	**521**	**650**	**495**	**292**	**214**	**194**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	44	41	36	62	39	34	36	31	26	17	10	9
30	47	45	45	47	49	49	42	28	21	18	19	7
45	44	41	63	47	43	42	37	31	20	21	11	5
00	37	39	64	48	51	42	40	32	21	15	9	5
Hr Total	**173**	**166**	**207**	**204**	**181**	**168**	**154**	**122**	**88**	**70**	**50**	**27**

24 Hour Total:	4,249					
AM Peak Hour begins:	6:45	AM Peak Volume:	662	AM Peak Hour Factor:	0.94	
PM Peak Hour begins:	14:30	PM Peak Volume:	235	PM PeaK Hour Factor:	0.92	

N/A

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!	
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!	

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	2	1	6	8	17	91	176	149	77	63	49
30	3	2	1	5	10	32	122	160	130	76	51	53
45	5	1	1	6	15	50	138	157	107	68	52	46
00	2	1	2	8	13	74	170	158	109	71	49	46
Hr Total	**15**	**7**	**5**	**25**	**45**	**173**	**521**	**650**	**495**	**292**	**214**	**194**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	44	41	36	62	39	34	36	31	26	17	10	9
30	47	45	45	47	49	49	42	28	21	18	19	7
45	44	41	63	47	43	42	37	31	20	21	11	5
00	37	39	64	48	51	42	40	32	21	15	9	5
Hr Total	**173**	**166**	**207**	**204**	**181**	**168**	**154**	**122**	**88**	**70**	**50**	**27**

24 Hour Total:	4,249					
AM Peak Hour begins:	6:45	AM Peak Volume:	662	AM Peak Hour Factor:	0.94	
PM Peak Hour begins:	14:30	PM Peak Volume:	235	PM PeaK Hour Factor:	0.92	

Volume Count Report

Start Date:	May 9, 2017	Start Time:	00:00	Station:	0
Stop Date:	May 9, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	Fletcher Ave west of Hidden River Pkwy				

Eastbound Volume for Lane 1

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	59	30	17	13	31	42	130	259	251	217	199	238
30	48	23	23	14	23	67	175	287	245	225	226	284
45	30	17	31	20	37	75	203	282	281	255	247	271
00	38	21	15	19	28	130	219	261	244	236	218	277
Hr Total	**175**	**91**	**86**	**66**	**119**	**314**	**727**	**1,089**	**1,021**	**933**	**890**	**1,070**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	297	265	287	351	586	625	371	220	175	162	116	94
30	314	268	284	406	534	615	397	258	189	126	120	87
45	285	279	325	481	599	612	285	209	168	111	94	87
00	291	261	308	511	570	456	278	216	163	132	84	67
Hr Total	**1,187**	**1,073**	**1,204**	**1,749**	**2,289**	**2,308**	**1,331**	**903**	**695**	**531**	**414**	**335**

24 Hour Total:	20,600					
AM Peak Hour begins:	11:45	AM Peak Volume:	1,173	AM Peak Hour Factor:	0.93	
PM Peak Hour begins:	16:45	PM Peak Volume:	2,422	PM PeaK Hour Factor:	0.97	

Westbound Volume for Lane 2

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	41	34	11	8	12	59	209	469	576	423	260	259
30	39	23	9	21	37	82	305	585	452	355	241	223
45	28	17	17	16	33	114	396	615	467	338	253	246
00	30	28	11	23	36	159	464	569	421	303	243	248
Hr Total	**138**	**102**	**48**	**68**	**118**	**414**	**1,374**	**2,238**	**1,916**	**1,419**	**997**	**976**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	279	260	243	267	237	242	277	176	156	123	87	93
30	280	277	254	238	252	254	238	182	173	127	98	78
45	268	277	242	258	226	240	241	150	142	127	105	70
00	309	241	259	225	263	252	174	147	124	111	91	57
Hr Total	**1,136**	**1,055**	**998**	**988**	**978**	**988**	**930**	**655**	**595**	**488**	**381**	**298**

24 Hour Total:	19,298					
AM Peak Hour begins:	7:15	AM Peak Volume:	2,345	AM Peak Hour Factor:	0.95	
PM Peak Hour begins:	12:00	PM Peak Volume:	1,136	PM PeaK Hour Factor:	0.92	

Total Volume for All Lanes

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	100	64	28	21	43	101	339	728	827	640	459	497
30	87	46	32	35	60	149	480	872	697	580	467	507
45	58	34	48	36	70	189	599	897	748	593	500	517
00	68	49	26	42	64	289	683	830	665	539	461	525
Hr Total	**313**	**193**	**134**	**134**	**237**	**728**	**2,101**	**3,327**	**2,937**	**2,352**	**1,887**	**2,046**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	576	525	530	618	823	867	648	396	331	285	203	187
30	594	545	538	644	786	869	635	440	362	253	218	165
45	553	556	567	739	825	852	526	359	310	238	199	157
00	600	502	567	736	833	708	452	363	287	243	175	124
Hr Total	**2,323**	**2,128**	**2,202**	**2,737**	**3,267**	**3,296**	**2,261**	**1,558**	**1,290**	**1,019**	**795**	**633**

24 Hour Total:	39,898					
AM Peak Hour begins:	7:15	AM Peak Volume:	3,426	AM Peak Hour Factor:	0.95	
PM Peak Hour begins:	16:45	PM Peak Volume:	3,421	PM PeaK Hour Factor:	0.98	

Volume Count Report

Start Date:	May 10, 2017	Start Time:	00:00	Station:	0
Stop Date:	May 10, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	Fletcher Ave west of Hidden River Pkwy				

Eastbound Volume for Lane 1

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	57	28	18	16	18	39	132	236	242	251	198	257
30	54	29	25	13	31	53	186	266	299	233	247	259
45	40	30	21	18	30	91	219	264	253	230	218	257
00	28	25	11	21	36	112	256	261	250	240	226	278
Hr Total	**179**	**112**	**75**	**68**	**115**	**295**	**793**	**1,027**	**1,044**	**954**	**889**	**1,051**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	267	273	296	344	555	605	391	272	175	179	120	81
30	298	260	267	439	458	591	357	266	196	153	108	89
45	303	272	320	493	624	585	330	234	167	111	92	95
00	296	298	319	481	576	411	245	193	170	134	83	46
Hr Total	**1,164**	**1,103**	**1,202**	**1,757**	**2,213**	**2,192**	**1,323**	**965**	**708**	**577**	**403**	**311**

24 Hour Total:	20,520					
AM Peak Hour begins:	11:45	AM Peak Volume:	1,146	AM Peak Hour Factor:		0.95
PM Peak Hour begins:	16:30	PM Peak Volume:	2,396	PM PeaK Hour Factor:		0.96

Westbound Volume for Lane 2

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	54	31	11	8	21	52	199	499	554	395	288	221
30	57	27	10	19	31	68	271	571	448	329	231	256
45	40	20	10	22	37	122	400	594	457	288	235	243
00	32	19	12	16	41	175	496	562	523	295	244	267
Hr Total	**183**	**97**	**43**	**65**	**130**	**417**	**1,366**	**2,226**	**1,982**	**1,307**	**998**	**987**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	238	259	237	236	249	252	246	197	149	139	105	94
30	263	266	230	293	219	271	280	167	148	138	123	85
45	261	245	296	246	258	258	238	140	138	127	105	63
00	269	251	245	263	261	239	200	171	150	119	105	49
Hr Total	**1,031**	**1,021**	**1,008**	**1,038**	**987**	**1,020**	**964**	**675**	**585**	**523**	**438**	**291**

24 Hour Total:	19,382					
AM Peak Hour begins:	7:15	AM Peak Volume:	2,281	AM Peak Hour Factor:		0.96
PM Peak Hour begins:	14:30	PM Peak Volume:	1,070	PM PeaK Hour Factor:		0.90

Total Volume for All Lanes

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	111	59	29	24	39	91	331	735	796	646	486	478
30	111	56	35	32	62	121	457	837	747	562	478	515
45	80	50	31	40	67	213	619	858	710	518	453	500
00	60	44	23	37	77	287	752	823	773	535	470	545
Hr Total	**362**	**209**	**118**	**133**	**245**	**712**	**2,159**	**3,253**	**3,026**	**2,261**	**1,887**	**2,038**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	505	532	533	580	804	857	637	469	324	318	225	175
30	561	526	497	732	677	862	637	433	344	291	231	174
45	564	517	616	739	882	843	568	374	305	238	197	158
00	565	549	564	744	837	650	445	364	320	253	188	95
Hr Total	**2,195**	**2,124**	**2,210**	**2,795**	**3,200**	**3,212**	**2,287**	**1,640**	**1,293**	**1,100**	**841**	**602**

24 Hour Total:	39,902					
AM Peak Hour begins:	7:15	AM Peak Volume:	3,314	AM Peak Hour Factor:		0.97
PM Peak Hour begins:	16:30	PM Peak Volume:	3,438	PM PeaK Hour Factor:		0.97

Volume Count Report

Start Date:	May 11, 2017	Start Time:	00:00	Station:	0
Stop Date:	May 11, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	Fletcher Ave west of Hidden River Pkwy				

Eastbound Volume for Lane 1

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	64	25	27	12	22	39	140	226	276	205	211	228
30	36	23	19	15	31	66	165	274	287	210	231	237
45	42	29	16	19	26	65	200	244	271	223	231	292
00	33	17	20	18	32	126	250	274	220	272	223	273
Hr Total	**175**	**94**	**82**	**64**	**111**	**296**	**755**	**1,018**	**1,054**	**910**	**896**	**1,030**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	310	286	298	406	578	631	401	266	180	161	157	87
30	295	253	320	375	544	592	368	250	163	140	115	83
45	293	266	350	515	615	561	312	214	179	134	109	94
00	278	282	340	513	569	429	287	227	153	112	90	74
Hr Total	**1,176**	**1,087**	**1,308**	**1,809**	**2,306**	**2,213**	**1,368**	**957**	**675**	**547**	**471**	**338**

24 Hour Total:	20,740				
AM Peak Hour begins:	11:45	AM Peak Volume:	1,171	AM Peak Hour Factor:	0.94
PM Peak Hour begins:	16:30	PM Peak Volume:	2,407	PM PeaK Hour Factor:	0.95

Westbound Volume for Lane 2

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	49	26	16	21	18	49	191	526	533	372	250	237
30	37	25	13	18	26	74	306	611	412	388	251	245
45	40	20	14	17	34	118	368	602	475	338	235	262
00	31	19	18	12	44	170	461	577	463	303	239	209
Hr Total	**157**	**90**	**61**	**68**	**122**	**411**	**1,326**	**2,316**	**1,883**	**1,401**	**975**	**953**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	255	229	227	279	239	239	260	200	148	124	100	86
30	270	246	279	321	259	273	261	197	156	117	120	75
45	296	232	251	249	246	264	253	164	162	129	111	66
00	266	239	296	245	264	262	208	187	149	102	97	53
Hr Total	**1,087**	**946**	**1,053**	**1,094**	**1,008**	**1,038**	**982**	**748**	**615**	**472**	**428**	**280**

24 Hour Total:	19,514				
AM Peak Hour begins:	7:15	AM Peak Volume:	2,323	AM Peak Hour Factor:	0.95
PM Peak Hour begins:	14:30	PM Peak Volume:	1,147	PM PeaK Hour Factor:	0.89

Total Volume for All Lanes

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	113	51	43	33	40	88	331	752	809	577	461	465
30	73	48	32	33	57	140	471	885	699	598	482	482
45	82	49	30	36	60	183	568	846	746	561	466	554
00	64	36	38	30	76	296	711	851	683	575	462	482
Hr Total	**332**	**184**	**143**	**132**	**233**	**707**	**2,081**	**3,334**	**2,937**	**2,311**	**1,871**	**1,983**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	565	515	525	685	817	870	661	466	328	285	257	173
30	565	499	599	696	803	865	629	447	319	257	235	158
45	589	498	601	764	861	825	565	378	341	263	220	160
00	544	521	636	758	833	691	495	414	302	214	187	127
Hr Total	**2,263**	**2,033**	**2,361**	**2,903**	**3,314**	**3,251**	**2,350**	**1,705**	**1,290**	**1,019**	**899**	**618**

24 Hour Total:	40,254				
AM Peak Hour begins:	7:15	AM Peak Volume:	3,391	AM Peak Hour Factor:	0.96
PM Peak Hour begins:	16:30	PM Peak Volume:	3,429	PM PeaK Hour Factor:	0.99

Volume Count Report

3-Day Average

Start Date:	May 9, 2017	Start Time:	00:00	Station:	0
Stop Date:	May 11, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	Fletcher Ave west of Hidden River Pkwy				

Eastbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	60	28	21	14	24	40	134	240	256	224	203	241
30	46	25	22	14	28	62	175	276	277	223	235	260
45	37	25	23	19	31	77	207	263	268	236	232	273
00	33	21	15	19	32	123	242	265	238	249	222	276
Hr Total	**176**	**99**	**81**	**66**	**115**	**302**	**758**	**1,045**	**1,040**	**932**	**892**	**1,050**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	291	275	294	367	573	620	388	253	177	167	131	87
30	302	260	290	407	512	599	374	258	183	140	114	86
45	294	272	332	496	613	586	309	219	171	119	98	92
00	288	280	322	502	572	432	270	212	162	126	86	62
Hr Total	**1,176**	**1,088**	**1,238**	**1,772**	**2,269**	**2,238**	**1,341**	**942**	**693**	**552**	**429**	**328**

24 Hour Total:	20,620					
AM Peak Hour begins:	11:45	AM Peak Volume:	1,163	AM Peak Hour Factor:		0.96
PM Peak Hour begins:	16:30	PM Peak Volume:	2,404	PM PeaK Hour Factor:		0.97

Westbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	48	30	13	12	17	53	200	498	554	397	266	239
30	44	25	11	19	31	75	294	589	437	357	241	241
45	36	19	14	18	35	118	388	604	466	321	241	250
00	31	22	14	17	40	168	474	569	469	300	242	241
Hr Total	**159**	**96**	**51**	**67**	**123**	**414**	**1,355**	**2,260**	**1,927**	**1,376**	**990**	**972**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	257	249	236	261	242	244	261	191	151	129	97	91
30	271	263	254	284	243	266	260	182	159	127	114	79
45	275	251	263	251	243	254	244	151	147	128	107	66
00	281	244	267	244	263	251	194	168	141	111	98	53
Hr Total	**1,085**	**1,007**	**1,020**	**1,040**	**991**	**1,015**	**959**	**693**	**598**	**494**	**416**	**290**

24 Hour Total:	19,398					
AM Peak Hour begins:	7:15	AM Peak Volume:	2,316	AM Peak Hour Factor:		0.96
PM Peak Hour begins:	12:00	PM Peak Volume:	1,085	PM PeaK Hour Factor:		0.96

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	108	58	33	26	41	93	334	738	811	621	469	480
30	90	50	33	33	60	137	469	865	714	580	476	501
45	73	44	36	37	66	195	595	867	735	557	473	524
00	64	43	29	36	72	291	715	835	707	550	464	517
Hr Total	**336**	**195**	**132**	**133**	**238**	**716**	**2,114**	**3,305**	**2,967**	**2,308**	**1,882**	**2,022**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	549	524	529	628	815	865	649	444	328	296	228	178
30	573	523	545	691	755	865	634	440	342	267	228	166
45	569	524	595	747	856	840	553	370	319	246	205	158
00	570	524	589	746	834	683	464	380	303	237	183	115
Hr Total	**2,260**	**2,095**	**2,258**	**2,812**	**3,260**	**3,253**	**2,299**	**1,634**	**1,291**	**1,046**	**845**	**618**

24 Hour Total:	40,018					
AM Peak Hour begins:	7:15	AM Peak Volume:	3,377	AM Peak Hour Factor:		0.97
PM Peak Hour begins:	16:30	PM Peak Volume:	3,420	PM PeaK Hour Factor:		0.99

Volume Count Report

Start Date:	May 9, 2017	Start Time:	00:00	Station:	0
Stop Date:	May 9, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	Hidden River Pkwy north of Fletcher Ave				

Northbound Volume for Lane 1

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	0	0	0	1	8	53	192	313	233	67	45
30	3	0	0	3	0	7	108	243	333	152	67	42
45	1	0	1	2	2	17	123	275	281	104	64	59
00	2	0	0	1	6	53	208	309	283	122	52	73
Hr Total	**9**	**0**	**1**	**6**	**9**	**85**	**492**	**1,019**	**1,210**	**611**	**250**	**219**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	58	82	55	31	30	24	22	15	8	5	5	11
30	65	82	48	35	31	24	18	12	12	10	10	2
45	89	72	48	35	26	27	18	16	5	7	9	5
00	103	75	43	25	23	17	22	15	8	6	13	5
Hr Total	**315**	**311**	**194**	**126**	**110**	**92**	**80**	**58**	**33**	**28**	**37**	**23**

24 Hour Total:	5,318					
AM Peak Hour begins:	7:45	AM Peak Volume:	1,236	AM Peak Hour Factor:	0.93	
PM Peak Hour begins:	12:30	PM Peak Volume:	356	PM PeaK Hour Factor:	0.86	

Southbound Volume for Lane 2

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	1	0	5	2	5	5	35	50	62	49	76
30	0	0	0	2	0	2	13	38	37	40	49	85
45	1	0	0	0	2	2	20	54	44	37	49	109
00	0	1	0	1	0	6	27	37	42	55	54	109
Hr Total	**14**	**2**	**0**	**8**	**4**	**15**	**65**	**164**	**173**	**194**	**201**	**379**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	116	65	75	117	233	222	196	76	51	14	21	17
30	99	60	57	91	149	235	161	44	28	11	10	43
45	79	60	76	190	219	247	127	46	19	13	10	15
00	87	49	87	127	213	191	100	36	14	9	6	11
Hr Total	**381**	**234**	**295**	**525**	**814**	**895**	**584**	**202**	**112**	**47**	**47**	**86**

24 Hour Total:	5,441					
AM Peak Hour begins:	11:30	AM Peak Volume:	433	AM Peak Hour Factor:	0.93	
PM Peak Hour begins:	16:45	PM Peak Volume:	917	PM PeaK Hour Factor:	0.93	

Total Volume for All Lanes

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	1	0	5	3	13	58	227	363	295	116	121
30	3	0	0	5	0	9	121	281	370	192	116	127
45	2	0	1	2	4	19	143	329	325	141	113	168
00	2	1	0	2	6	59	235	346	325	177	106	182
Hr Total	**23**	**2**	**1**	**14**	**13**	**100**	**557**	**1,183**	**1,383**	**805**	**451**	**598**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	174	147	130	148	263	246	218	91	59	19	26	28
30	164	142	105	126	180	259	179	56	40	21	20	45
45	168	132	124	225	245	274	145	62	24	20	19	20
00	190	124	130	152	236	208	122	51	22	15	19	16
Hr Total	**696**	**545**	**489**	**651**	**924**	**987**	**664**	**260**	**145**	**75**	**84**	**109**

24 Hour Total:	10,759					
AM Peak Hour begins:	7:30	AM Peak Volume:	1,408	AM Peak Hour Factor:	0.95	
PM Peak Hour begins:	16:45	PM Peak Volume:	1,015	PM PeaK Hour Factor:	0.93	

Volume Count Report

Start Date:	May 10, 2017	Start Time:	00:00	Station:	0
Stop Date:	May 10, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	Hidden River Pkwy north of Fletcher Ave				

Northbound Volume for Lane 1

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	2	2	2	7	54	193	276	221	79	47
30	1	4	0	3	2	16	85	221	314	132	68	45
45	0	0	0	1	1	24	120	236	236	112	57	51
00	2	1	0	2	7	56	184	315	297	103	53	46
Hr Total	**4**	**5**	**2**	**8**	**12**	**103**	**443**	**965**	**1,123**	**568**	**257**	**189**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	45	89	70	34	19	18	19	19	7	10	13	11
30	79	67	60	35	15	18	15	11	9	6	7	5
45	89	56	46	32	27	33	20	10	15	8	10	6
00	93	65	45	25	26	24	21	8	10	8	13	4
Hr Total	**306**	**277**	**221**	**126**	**87**	**93**	**75**	**48**	**41**	**32**	**43**	**26**

24 Hour Total:	5,054				
AM Peak Hour begins:	7:30	AM Peak Volume:	1,141	AM Peak Hour Factor:	0.91
PM Peak Hour begins:	12:15	PM Peak Volume:	350	PM PeaK Hour Factor:	0.94

Southbound Volume for Lane 2

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	1	0	4	1	1	6	29	51	46	43	79
30	7	0	1	1	0	1	10	37	37	48	40	73
45	1	0	0	1	1	2	19	50	40	49	51	96
00	1	1	1	0	1	7	20	39	60	43	66	97
Hr Total	**22**	**2**	**2**	**6**	**3**	**11**	**55**	**155**	**188**	**186**	**200**	**345**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	119	70	70	122	217	226	184	93	40	15	20	10
30	113	52	72	111	138	212	142	64	15	7	11	45
45	85	47	94	171	226	198	117	43	20	11	5	18
00	70	59	64	138	209	169	110	32	18	7	7	9
Hr Total	**387**	**228**	**300**	**542**	**790**	**805**	**553**	**232**	**93**	**40**	**43**	**82**

24 Hour Total:	5,270				
AM Peak Hour begins:	11:30	AM Peak Volume:	425	AM Peak Hour Factor:	0.89
PM Peak Hour begins:	16:30	PM Peak Volume:	873	PM PeaK Hour Factor:	0.97

Total Volume for All Lanes

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	1	2	6	3	8	60	222	327	267	122	126
30	8	4	1	4	2	17	95	258	351	180	108	118
45	1	0	0	2	2	26	139	286	276	161	108	147
00	3	2	1	2	8	63	204	354	357	146	119	143
Hr Total	**26**	**7**	**4**	**14**	**15**	**114**	**498**	**1,120**	**1,311**	**754**	**457**	**534**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	164	159	140	156	236	244	203	112	47	25	33	21
30	192	119	132	146	153	230	157	75	24	13	18	50
45	174	103	140	203	253	231	137	53	35	19	15	24
00	163	124	109	163	235	193	131	40	28	15	20	13
Hr Total	**693**	**505**	**521**	**668**	**877**	**898**	**628**	**280**	**134**	**72**	**86**	**108**

24 Hour Total:	10,324				
AM Peak Hour begins:	7:30	AM Peak Volume:	1,318	AM Peak Hour Factor:	0.93
PM Peak Hour begins:	16:30	PM Peak Volume:	962	PM PeaK Hour Factor:	0.95

Volume Count Report

Start Date:	May 11, 2017	Start Time:	00:00	Station:	0
Stop Date:	May 11, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	Hidden River Pkwy north of Fletcher Ave				

Northbound Volume for Lane 1

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	1	1	13	55	176	289	195	80	51
30	1	1	1	1	3	10	80	226	274	135	73	39
45	2	0	1	2	4	33	113	264	282	113	54	49
00	1	0	0	0	4	49	201	313	275	107	52	49
Hr Total	**5**	**1**	**2**	**4**	**12**	**105**	**449**	**979**	**1,120**	**550**	**259**	**188**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	63	67	77	44	28	18	18	11	12	8	7	8
30	71	85	61	27	21	15	22	8	4	6	11	6
45	76	70	64	26	17	25	15	15	14	8	5	2
00	100	64	45	21	21	22	25	13	8	9	12	2
Hr Total	**310**	**286**	**247**	**118**	**87**	**80**	**80**	**47**	**38**	**31**	**35**	**18**

24 Hour Total:	5,051					
AM Peak Hour begins:	7:45	AM Peak Volume:	1,158	AM Peak Hour Factor:	0.92	
PM Peak Hour begins:	12:30	PM Peak Volume:	328	PM PeaK Hour Factor:	0.82	

Southbound Volume for Lane 2

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	1	0	6	1	2	6	30	43	57	54	84
30	5	1	1	2	2	1	13	34	43	42	57	85
45	1	4	0	0	2	1	20	45	57	33	56	76
00	2	1	1	0	2	6	24	37	50	55	59	92
Hr Total	**18**	**7**	**2**	**8**	**7**	**10**	**63**	**146**	**193**	**187**	**226**	**337**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	147	65	92	124	211	219	165	91	28	13	13	23
30	108	71	86	109	146	199	127	53	21	10	12	47
45	93	60	92	192	232	224	125	46	24	8	4	18
00	67	57	59	118	175	154	104	29	12	9	3	11
Hr Total	**415**	**253**	**329**	**543**	**764**	**796**	**521**	**219**	**85**	**40**	**32**	**99**

24 Hour Total:	5,300					
AM Peak Hour begins:	11:45	AM Peak Volume:	440	AM Peak Hour Factor:	0.75	
PM Peak Hour begins:	16:30	PM Peak Volume:	825	PM PeaK Hour Factor:	0.89	

Total Volume for All Lanes

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	1	0	7	2	15	61	206	332	252	134	135
30	6	2	2	3	5	11	93	260	317	177	130	124
45	3	4	1	2	6	34	133	309	339	146	110	125
00	3	1	1	0	6	55	225	350	325	162	111	141
Hr Total	**23**	**8**	**4**	**12**	**19**	**115**	**512**	**1,125**	**1,313**	**737**	**485**	**525**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	210	132	169	168	239	237	183	102	40	21	20	31
30	179	156	147	136	167	214	149	61	25	16	23	53
45	169	130	156	218	249	249	140	61	38	16	9	20
00	167	121	104	139	196	176	129	42	20	18	15	13
Hr Total	**725**	**539**	**576**	**661**	**851**	**876**	**601**	**266**	**123**	**71**	**67**	**117**

24 Hour Total:	10,351					
AM Peak Hour begins:	7:45	AM Peak Volume:	1,338	AM Peak Hour Factor:	0.96	
PM Peak Hour begins:	16:30	PM Peak Volume:	896	PM PeaK Hour Factor:	0.90	

Volume Count Report

3-Day Average

Start Date:	May 9, 2017	Start Time:	00:00	Station:	0
Stop Date:	May 11, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	Hidden River Pkwy north of Fletcher Ave				

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	1	1	1	9	54	187	293	216	75	48
30	2	2	0	2	2	11	91	230	307	140	69	42
45	1	0	1	2	2	25	119	258	266	110	58	53
00	2	0	0	1	6	53	198	312	285	111	52	56
Hr Total	**6**	**2**	**2**	**6**	**11**	**98**	**461**	**988**	**1,151**	**576**	**255**	**199**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	55	79	67	36	26	20	20	15	9	8	8	10
30	72	78	56	32	22	19	18	10	8	7	9	4
45	85	66	53	31	23	28	18	14	11	8	8	4
00	99	68	44	24	23	21	23	12	9	8	13	4
Hr Total	**310**	**291**	**221**	**123**	**95**	**88**	**78**	**51**	**37**	**30**	**38**	**22**

24 Hour Total:	5,141					
AM Peak Hour begins:	7:45	AM Peak Volume:	1,178	AM Peak Hour Factor:	0.94	
PM Peak Hour begins:	12:30	PM Peak Volume:	341	PM PeaK Hour Factor:	0.86	

Southbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	1	0	5	1	3	6	31	48	55	49	80
30	4	0	1	2	1	1	12	36	39	43	49	81
45	1	1	0	0	2	2	20	50	47	40	52	94
00	1	1	1	0	1	6	24	38	51	51	60	99
Hr Total	**18**	**4**	**1**	**7**	**5**	**12**	**61**	**155**	**185**	**189**	**209**	**354**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	127	67	79	121	220	222	182	87	40	14	18	17
30	107	61	72	104	144	215	143	54	21	9	11	45
45	86	56	87	184	226	223	123	45	21	11	6	17
00	75	55	70	128	199	171	105	32	15	8	5	10
Hr Total	**394**	**238**	**308**	**537**	**789**	**832**	**553**	**218**	**97**	**42**	**41**	**89**

24 Hour Total:	5,337					
AM Peak Hour begins:	11:30	AM Peak Volume:	427	AM Peak Hour Factor:	0.84	
PM Peak Hour begins:	16:30	PM Peak Volume:	862	PM PeaK Hour Factor:	0.96	

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	1	1	6	3	12	60	218	341	271	124	127
30	6	2	1	4	2	12	103	266	346	183	118	123
45	2	1	1	2	4	26	138	308	313	149	110	147
00	3	1	1	1	7	59	221	350	336	162	112	155
Hr Total	**24**	**6**	**3**	**13**	**16**	**110**	**522**	**1,143**	**1,336**	**765**	**464**	**552**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	183	146	146	157	246	242	201	102	49	22	26	27
30	178	139	128	136	167	234	162	64	30	17	20	49
45	170	122	140	215	249	251	141	59	32	18	14	21
00	173	123	114	151	222	192	127	44	23	16	18	14
Hr Total	**705**	**530**	**529**	**660**	**884**	**920**	**631**	**269**	**134**	**73**	**79**	**111**

24 Hour Total:	10,478					
AM Peak Hour begins:	7:45	AM Peak Volume:	1,350	AM Peak Hour Factor:	0.96	
PM Peak Hour begins:	16:45	PM Peak Volume:	950	PM PeaK Hour Factor:	0.95	

Volume Count Report

Start Date:	May 9, 2017	Start Time:	00:00	Station:	0
Stop Date:	May 9, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	I-75 NB Off Ramp to Fletcher Ave EB				

Southbound Volume for Lane 1

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	6	4	2	5	0	14	30	50	25	17	19
30	1	5	2	3	6	5	11	15	40	13	18	31
45	10	2	3	5	2	8	10	40	41	23	24	22
00	8	4	1	4	5	13	29	22	28	28	21	24
Hr Total	**37**	**17**	**10**	**14**	**18**	**26**	**64**	**107**	**159**	**89**	**80**	**96**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	33	50	38	49	88	119	122	60	45	44	19	12
30	31	28	50	84	120	155	89	70	39	33	32	10
45	41	45	31	90	114	157	69	43	43	42	26	11
00	33	40	43	97	117	136	82	55	43	33	18	15
Hr Total	**138**	**163**	**162**	**320**	**439**	**567**	**362**	**228**	**170**	**152**	**95**	**48**

24 Hour Total:	3,561				
AM Peak Hour begins:	8:00	AM Peak Volume:	159	AM Peak Hour Factor:	0.80
PM Peak Hour begins:	17:15	PM Peak Volume:	570	PM PeaK Hour Factor:	0.91

N/A

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0				
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!

Total Volume for All Lanes

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	6	4	2	5	0	14	30	50	25	17	19
30	1	5	2	3	6	5	11	15	40	13	18	31
45	10	2	3	5	2	8	10	40	41	23	24	22
00	8	4	1	4	5	13	29	22	28	28	21	24
Hr Total	**37**	**17**	**10**	**14**	**18**	**26**	**64**	**107**	**159**	**89**	**80**	**96**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	33	50	38	49	88	119	122	60	45	44	19	12
30	31	28	50	84	120	155	89	70	39	33	32	10
45	41	45	31	90	114	157	69	43	43	42	26	11
00	33	40	43	97	117	136	82	55	43	33	18	15
Hr Total	**138**	**163**	**162**	**320**	**439**	**567**	**362**	**228**	**170**	**152**	**95**	**48**

24 Hour Total:	3,561				
AM Peak Hour begins:	8:00	AM Peak Volume:	159	AM Peak Hour Factor:	0.80
PM Peak Hour begins:	17:15	PM Peak Volume:	570	PM PeaK Hour Factor:	0.91

Volume Count Report

Start Date:	May 10, 2017	Start Time:	00:00	Station:	0
Stop Date:	May 10, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	I-75 NB Off Ramp to Fletcher Ave EB				

Southbound Volume for Lane 1

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	7	9	5	3	2	8	26	43	35	25	33
30	6	9	1	0	2	3	8	23	29	27	36	17
45	8	8	4	5	5	8	28	13	33	33	18	21
00	6	7	2	0	4	8	14	68	31	18	22	23
Hr Total	**33**	**31**	**16**	**10**	**14**	**21**	**58**	**130**	**136**	**113**	**101**	**94**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	34	24	37	58	97	125	129	59	32	32	30	19
30	29	33	37	77	101	151	82	45	54	44	27	21
45	39	29	56	89	127	125	97	55	38	40	15	10
00	37	28	51	89	149	123	61	57	35	24	22	12
Hr Total	**139**	**114**	**181**	**313**	**474**	**524**	**369**	**216**	**159**	**140**	**94**	**62**

24 Hour Total:	3,542					
AM Peak Hour begins:	7:45	AM Peak Volume:	173	AM Peak Hour Factor:	0.64	
PM Peak Hour begins:	16:30	PM Peak Volume:	552	PM PeaK Hour Factor:	0.91	

N/A

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!	
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!	

Total Volume for All Lanes

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	7	9	5	3	2	8	26	43	35	25	33
30	6	9	1	0	2	3	8	23	29	27	36	17
45	8	8	4	5	5	8	28	13	33	33	18	21
00	6	7	2	0	4	8	14	68	31	18	22	23
Hr Total	**33**	**31**	**16**	**10**	**14**	**21**	**58**	**130**	**136**	**113**	**101**	**94**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	34	24	37	58	97	125	129	59	32	32	30	19
30	29	33	37	77	101	151	82	45	54	44	27	21
45	39	29	56	89	127	125	97	55	38	40	15	10
00	37	28	51	89	149	123	61	57	35	24	22	12
Hr Total	**139**	**114**	**181**	**313**	**474**	**524**	**369**	**216**	**159**	**140**	**94**	**62**

24 Hour Total:	3,542					
AM Peak Hour begins:	7:45	AM Peak Volume:	173	AM Peak Hour Factor:	0.64	
PM Peak Hour begins:	16:30	PM Peak Volume:	552	PM PeaK Hour Factor:	0.91	

Volume Count Report

Start Date:	May 11, 2017	Start Time:	00:00	Station:	0
Stop Date:	May 11, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	I-75 NB Off Ramp to Fletcher Ave EB				

Southbound Volume for Lane 1

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	8	5	2	2	5	2	41	40	44	11	33
30	12	9	4	2	1	3	26	27	45	28	31	20
45	6	5	4	2	5	11	5	32	23	22	25	20
00	4	5	1	8	4	13	23	52	22	32	22	30
Hr Total	**35**	**27**	**14**	**14**	**12**	**32**	**56**	**152**	**130**	**126**	**89**	**103**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	14	41	38	58	83	111	101	86	49	32	22	17
30	43	36	37	97	110	125	96	73	37	36	20	21
45	40	34	57	83	111	132	74	62	34	37	29	15
00	41	40	48	118	111	120	79	55	53	30	20	15
Hr Total	**138**	**151**	**180**	**356**	**415**	**488**	**350**	**276**	**173**	**135**	**91**	**68**

24 Hour Total:	3,611					
AM Peak Hour begins:	7:30	AM Peak Volume:	169	AM Peak Hour Factor:	0.81	
PM Peak Hour begins:	17:00	PM Peak Volume:	488	PM PeaK Hour Factor:	0.92	

N/A

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!	
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!	

Total Volume for All Lanes

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	8	5	2	2	5	2	41	40	44	11	33
30	12	9	4	2	1	3	26	27	45	28	31	20
45	6	5	4	2	5	11	5	32	23	22	25	20
00	4	5	1	8	4	13	23	52	22	32	22	30
Hr Total	**35**	**27**	**14**	**14**	**12**	**32**	**56**	**152**	**130**	**126**	**89**	**103**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	14	41	38	58	83	111	101	86	49	32	22	17
30	43	36	37	97	110	125	96	73	37	36	20	21
45	40	34	57	83	111	132	74	62	34	37	29	15
00	41	40	48	118	111	120	79	55	53	30	20	15
Hr Total	**138**	**151**	**180**	**356**	**415**	**488**	**350**	**276**	**173**	**135**	**91**	**68**

24 Hour Total:	3,611					
AM Peak Hour begins:	7:30	AM Peak Volume:	169	AM Peak Hour Factor:	0.81	
PM Peak Hour begins:	17:00	PM Peak Volume:	488	PM PeaK Hour Factor:	0.92	

Volume Count Report

3-Day Average

Start Date:	May 9, 2017	Start Time:	00:00	Station:	0
Stop Date:	May 11, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	I-75 NB Off Ramp to Fletcher Ave EB				

Southbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	7	6	3	3	2	8	32	44	35	18	28
30	6	8	2	2	3	4	15	22	38	23	28	23
45	8	5	4	4	4	9	14	28	32	26	22	21
00	6	5	1	4	4	11	22	47	27	26	22	26
Hr Total	**35**	**25**	**13**	**13**	**15**	**26**	**59**	**130**	**142**	**109**	**90**	**98**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	27	38	38	55	89	118	117	68	42	36	24	16
30	34	32	41	86	110	144	89	63	43	38	26	17
45	40	36	48	87	117	138	80	53	38	40	23	12
00	37	36	47	101	126	126	74	56	44	29	20	14
Hr Total	**138**	**143**	**174**	**330**	**443**	**526**	**360**	**240**	**167**	**142**	**93**	**59**

24 Hour Total:	3,571					
AM Peak Hour begins:	7:45	AM Peak Volume:	162	AM Peak Hour Factor:		0.86
PM Peak Hour begins:	17:00	PM Peak Volume:	526	PM PeaK Hour Factor:		0.92

N/A

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:		#DIV/0!
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:		#DIV/0!

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	7	6	3	3	2	8	32	44	35	18	28
30	6	8	2	2	3	4	15	22	38	23	28	23
45	8	5	4	4	4	9	14	28	32	26	22	21
00	6	5	1	4	4	11	22	47	27	26	22	26
Hr Total	**35**	**25**	**13**	**13**	**15**	**26**	**59**	**130**	**142**	**109**	**90**	**98**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	27	38	38	55	89	118	117	68	42	36	24	16
30	34	32	41	86	110	144	89	63	43	38	26	17
45	40	36	48	87	117	138	80	53	38	40	23	12
00	37	36	47	101	126	126	74	56	44	29	20	14
Hr Total	**138**	**143**	**174**	**330**	**443**	**526**	**360**	**240**	**167**	**142**	**93**	**59**

24 Hour Total:	3,571					
AM Peak Hour begins:	7:45	AM Peak Volume:	162	AM Peak Hour Factor:		0.86
PM Peak Hour begins:	17:00	PM Peak Volume:	526	PM PeaK Hour Factor:		0.92

Volume Count Report

Start Date:	May 9, 2017	Start Time:	00:00	Station:	0
Stop Date:	May 9, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	I-75 NB Off Ramp to Fletcher Ave WB				

Southbound Volume for Lane 1

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	29	23	8	3	8	43	159	308	359	274	140	131
30	31	18	7	15	20	49	214	399	371	248	150	110
45	21	10	10	18	25	77	287	367	337	185	141	128
00	20	23	8	12	25	104	305	396	366	192	146	125
Hr Total	**101**	**74**	**33**	**48**	**78**	**273**	**965**	**1,470**	**1,433**	**899**	**577**	**494**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	111	130	139	114	133	134	168	111	86	66	60	56
30	129	154	128	122	166	149	147	102	90	78	58	46
45	136	145	140	140	144	145	141	86	79	77	66	44
00	147	145	138	126	154	147	110	71	86	69	63	34
Hr Total	**523**	**574**	**545**	**502**	**597**	**575**	**566**	**370**	**341**	**290**	**247**	**180**

24 Hour Total:	11,755					
AM Peak Hour begins:	7:15	AM Peak Volume:	1,521	AM Peak Hour Factor:	0.95	
PM Peak Hour begins:	17:15	PM Peak Volume:	609	PM PeaK Hour Factor:	0.91	

N/A

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!	
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!	

Total Volume for All Lanes

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	29	23	8	3	8	43	159	308	359	274	140	131
30	31	18	7	15	20	49	214	399	371	248	150	110
45	21	10	10	18	25	77	287	367	337	185	141	128
00	20	23	8	12	25	104	305	396	366	192	146	125
Hr Total	**101**	**74**	**33**	**48**	**78**	**273**	**965**	**1,470**	**1,433**	**899**	**577**	**494**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	111	130	139	114	133	134	168	111	86	66	60	56
30	129	154	128	122	166	149	147	102	90	78	58	46
45	136	145	140	140	144	145	141	86	79	77	66	44
00	147	145	138	126	154	147	110	71	86	69	63	34
Hr Total	**523**	**574**	**545**	**502**	**597**	**575**	**566**	**370**	**341**	**290**	**247**	**180**

24 Hour Total:	11,755					
AM Peak Hour begins:	7:15	AM Peak Volume:	1,521	AM Peak Hour Factor:	0.95	
PM Peak Hour begins:	17:15	PM Peak Volume:	609	PM PeaK Hour Factor:	0.91	

Volume Count Report

Start Date:	May 10, 2017	Start Time:	00:00	Station:	0
Stop Date:	May 10, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	I-75 NB Off Ramp to Fletcher Ave WB				

Southbound Volume for Lane 1

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	35	22	9	6	15	39	154	325	341	259	156	108
30	45	20	10	9	22	48	205	409	401	206	143	123
45	25	12	7	16	24	86	261	308	363	216	128	125
00	25	8	10	12	33	137	363	363	339	177	119	117
Hr Total	**130**	**62**	**36**	**43**	**94**	**310**	**983**	**1,405**	**1,444**	**858**	**546**	**473**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	121	147	132	125	135	119	165	108	82	102	69	62
30	121	134	133	140	142	159	163	107	88	86	72	53
45	140	121	145	126	137	132	133	87	97	85	81	44
00	153	145	129	140	154	147	113	82	78	85	75	39
Hr Total	**535**	**547**	**539**	**531**	**568**	**557**	**574**	**384**	**345**	**358**	**297**	**198**

24 Hour Total:	11,817					
AM Peak Hour begins:	7:45	AM Peak Volume:	1,468	AM Peak Hour Factor:		0.92
PM Peak Hour begins:	17:45	PM Peak Volume:	608	PM PeaK Hour Factor:		0.92

N/A

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:		#DIV/0!
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:		#DIV/0!

Total Volume for All Lanes

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	35	22	9	6	15	39	154	325	341	259	156	108
30	45	20	10	9	22	48	205	409	401	206	143	123
45	25	12	7	16	24	86	261	308	363	216	128	125
00	25	8	10	12	33	137	363	363	339	177	119	117
Hr Total	**130**	**62**	**36**	**43**	**94**	**310**	**983**	**1,405**	**1,444**	**858**	**546**	**473**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	121	147	132	125	135	119	165	108	82	102	69	62
30	121	134	133	140	142	159	163	107	88	86	72	53
45	140	121	145	126	137	132	133	87	97	85	81	44
00	153	145	129	140	154	147	113	82	78	85	75	39
Hr Total	**535**	**547**	**539**	**531**	**568**	**557**	**574**	**384**	**345**	**358**	**297**	**198**

24 Hour Total:	11,817					
AM Peak Hour begins:	7:45	AM Peak Volume:	1,468	AM Peak Hour Factor:		0.92
PM Peak Hour begins:	17:45	PM Peak Volume:	608	PM PeaK Hour Factor:		0.92

Volume Count Report

Start Date:	May 11, 2017	Start Time:	00:00	Station:	0
Stop Date:	May 11, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	I-75 NB Off Ramp to Fletcher Ave WB				

Southbound Volume for Lane 1

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	32	14	14	16	12	38	142	335	343	266	153	130
30	35	25	9	13	17	44	224	379	306	244	129	121
45	33	7	10	9	27	85	252	418	368	201	144	122
00	17	11	11	8	29	129	326	341	324	173	129	114
Hr Total	**117**	**57**	**44**	**46**	**85**	**296**	**944**	**1,473**	**1,341**	**884**	**555**	**487**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	135	123	136	141	149	125	156	105	83	75	60	54
30	127	125	136	151	157	151	156	104	99	69	74	39
45	149	134	151	131	133	160	147	94	108	104	66	36
00	135	109	162	148	151	147	141	99	103	68	63	31
Hr Total	**546**	**491**	**585**	**571**	**590**	**583**	**600**	**402**	**393**	**316**	**263**	**160**

24 Hour Total:	11,829					
AM Peak Hour begins:	7:15	AM Peak Volume:	1,481	AM Peak Hour Factor:	0.89	
PM Peak Hour begins:	17:30	PM Peak Volume:	619	PM PeaK Hour Factor:	0.97	

N/A

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!	
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!	

Total Volume for All Lanes

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	32	14	14	16	12	38	142	335	343	266	153	130
30	35	25	9	13	17	44	224	379	306	244	129	121
45	33	7	10	9	27	85	252	418	368	201	144	122
00	17	11	11	8	29	129	326	341	324	173	129	114
Hr Total	**117**	**57**	**44**	**46**	**85**	**296**	**944**	**1,473**	**1,341**	**884**	**555**	**487**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	135	123	136	141	149	125	156	105	83	75	60	54
30	127	125	136	151	157	151	156	104	99	69	74	39
45	149	134	151	131	133	160	147	94	108	104	66	36
00	135	109	162	148	151	147	141	99	103	68	63	31
Hr Total	**546**	**491**	**585**	**571**	**590**	**583**	**600**	**402**	**393**	**316**	**263**	**160**

24 Hour Total:	11,829					
AM Peak Hour begins:	7:15	AM Peak Volume:	1,481	AM Peak Hour Factor:	0.89	
PM Peak Hour begins:	17:30	PM Peak Volume:	619	PM PeaK Hour Factor:	0.97	

Volume Count Report

3-Day Average

Start Date:	May 9, 2017	Start Time:	00:00	Station:	0
Stop Date:	May 11, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	I-75 NB Off Ramp to Fletcher Ave WB				

Southbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	32	20	10	8	12	40	152	323	348	266	150	123
30	37	21	9	12	20	47	214	396	359	233	141	118
45	26	10	9	14	25	83	267	364	356	201	138	125
00	21	14	10	11	29	123	331	367	343	181	131	119
Hr Total	**116**	**64**	**38**	**46**	**86**	**293**	**964**	**1,449**	**1,406**	**880**	**559**	**485**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	122	133	136	127	139	126	163	108	84	81	63	57
30	126	138	132	138	155	153	155	104	92	78	68	46
45	142	133	145	132	138	146	140	89	95	89	71	41
00	145	133	143	138	153	147	121	84	89	74	67	35
Hr Total	**535**	**537**	**556**	**535**	**585**	**572**	**580**	**385**	**360**	**321**	**269**	**179**

24 Hour Total:	11,800					
AM Peak Hour begins:	7:15	AM Peak Volume:	1,474	AM Peak Hour Factor:		0.93
PM Peak Hour begins:	17:30	PM Peak Volume:	611	PM PeaK Hour Factor:		0.94

N/A

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:		#DIV/0!
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:		#DIV/0!

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	32	20	10	8	12	40	152	323	348	266	150	123
30	37	21	9	12	20	47	214	396	359	233	141	118
45	26	10	9	14	25	83	267	364	356	201	138	125
00	21	14	10	11	29	123	331	367	343	181	131	119
Hr Total	**116**	**64**	**38**	**46**	**86**	**293**	**964**	**1,449**	**1,406**	**880**	**559**	**485**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	122	133	136	127	139	126	163	108	84	81	63	57
30	126	138	132	138	155	153	155	104	92	78	68	46
45	142	133	145	132	138	146	140	89	95	89	71	41
00	145	133	143	138	153	147	121	84	89	74	67	35
Hr Total	**535**	**537**	**556**	**535**	**585**	**572**	**580**	**385**	**360**	**321**	**269**	**179**

24 Hour Total:	11,800					
AM Peak Hour begins:	7:15	AM Peak Volume:	1,474	AM Peak Hour Factor:		0.93
PM Peak Hour begins:	17:30	PM Peak Volume:	611	PM PeaK Hour Factor:		0.94

Volume Count Report

Start Date:	May 9, 2017	Start Time:	00:00	Station:	0
Stop Date:	May 9, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	I-75 SB Off Ramp to Fletcher Ave EB				

Southbound Volume for Lane 1

Tuesday, May 09, 2017

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

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

24 Hour Total:	262				
AM Peak Hour begins:	11:45	AM Peak Volume:	23	AM Peak Hour Factor:	0.48
PM Peak Hour begins:	14:30	PM Peak Volume:	31	PM PeaK Hour Factor:	0.70

N/A

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0				
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!

Total Volume for All Lanes

Tuesday, May 09, 2017

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

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

24 Hour Total:	262				
AM Peak Hour begins:	11:45	AM Peak Volume:	23	AM Peak Hour Factor:	0.48
PM Peak Hour begins:	14:30	PM Peak Volume:	31	PM PeaK Hour Factor:	0.70

Volume Count Report

Start Date:	May 10, 2017	Start Time:	00:00	Station:	0
Stop Date:	May 10, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	I-75 SB Off Ramp to Fletcher Ave EB				

Southbound Volume for Lane 1

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	1	0	4	0	0	1	0	0
30	0	3	0	0	0	3	5	0	0	0	5	6
45	0	0	0	0	0	0	5	0	0	4	8	0
00	1	0	1	0	1	1	2	6	0	3	4	2
Hr Total	**1**	**3**	**1**	**0**	**2**	**4**	**16**	**6**	**0**	**8**	**17**	**8**

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

24 Hour Total:	260				
AM Peak Hour begins:	11:45	AM Peak Volume:	29	AM Peak Hour Factor:	0.52
PM Peak Hour begins:	15:30	PM Peak Volume:	34	PM PeaK Hour Factor:	0.65

N/A

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0				
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!

Total Volume for All Lanes

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	1	0	4	0	0	1	0	0
30	0	3	0	0	0	3	5	0	0	0	5	6
45	0	0	0	0	0	0	5	0	0	4	8	0
00	1	0	1	0	1	1	2	6	0	3	4	2
Hr Total	**1**	**3**	**1**	**0**	**2**	**4**	**16**	**6**	**0**	**8**	**17**	**8**

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

24 Hour Total:	260				
AM Peak Hour begins:	11:45	AM Peak Volume:	29	AM Peak Hour Factor:	0.52
PM Peak Hour begins:	15:30	PM Peak Volume:	34	PM PeaK Hour Factor:	0.65

Volume Count Report

Start Date:	May 11, 2017	Start Time:	00:00	Station:	0
Stop Date:	May 11, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	I-75 SB Off Ramp to Fletcher Ave EB				

Southbound Volume for Lane 1

Thursday, May 11, 2017

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

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

24 Hour Total:	243				
AM Peak Hour begins:	10:30	AM Peak Volume:	27	AM Peak Hour Factor:	0.75
PM Peak Hour begins:	13:15	PM Peak Volume:	30	PM PeaK Hour Factor:	0.50

N/A

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0				
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!

Total Volume for All Lanes

Thursday, May 11, 2017

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

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

24 Hour Total:	243				
AM Peak Hour begins:	10:30	AM Peak Volume:	27	AM Peak Hour Factor:	0.75
PM Peak Hour begins:	13:15	PM Peak Volume:	30	PM PeaK Hour Factor:	0.50

Volume Count Report

3-Day Average

Start Date:	May 9, 2017	Start Time:	00:00	Station:	0
Stop Date:	May 11, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	I-75 SB Off Ramp to Fletcher Ave EB				

Southbound Volume for Lane 1

3-Day Average

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

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

24 Hour Total:	255					
AM Peak Hour begins:	11:45	AM Peak Volume:	25	AM Peak Hour Factor:	0.73	
PM Peak Hour begins:	12:00	PM Peak Volume:	26	PM PeaK Hour Factor:	0.75	

N/A

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!	
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!	

Total Volume for All Lanes

3-Day Average

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

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

24 Hour Total:	255					
AM Peak Hour begins:	11:45	AM Peak Volume:	25	AM Peak Hour Factor:	0.73	
PM Peak Hour begins:	12:00	PM Peak Volume:	26	PM PeaK Hour Factor:	0.75	

Volume Count Report

Start Date:	May 9, 2017	Start Time:	00:00	Station:	0
Stop Date:	May 9, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	I-75 SB Off Ramp to Fletcher Ave WB				

Southbound Volume for Lane 1

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	2	1	2	1	13	62	207	244	196	89	60
30	6	4	2	5	8	20	100	285	239	123	60	63
45	2	8	0	2	2	24	131	285	219	115	64	59
00	6	3	2	2	10	46	192	301	239	103	73	73
Hr Total	**23**	**17**	**5**	**11**	**21**	**103**	**485**	**1,078**	**941**	**537**	**286**	**255**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	62	86	55	68	46	53	54	42	45	48	20	20
30	80	83	58	68	50	59	47	35	28	42	23	14
45	87	78	77	52	46	38	37	40	35	29	23	17
00	91	69	62	50	62	46	34	35	29	24	26	14
Hr Total	**320**	**316**	**252**	**238**	**204**	**196**	**172**	**152**	**137**	**143**	**92**	**65**

24 Hour Total:	6,049				
AM Peak Hour begins:	7:15	AM Peak Volume:	1,115	AM Peak Hour Factor:	0.93
PM Peak Hour begins:	12:30	PM Peak Volume:	347	PM PeaK Hour Factor:	0.95

N/A

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0				
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!

Total Volume for All Lanes

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	2	1	2	1	13	62	207	244	196	89	60
30	6	4	2	5	8	20	100	285	239	123	60	63
45	2	8	0	2	2	24	131	285	219	115	64	59
00	6	3	2	2	10	46	192	301	239	103	73	73
Hr Total	**23**	**17**	**5**	**11**	**21**	**103**	**485**	**1,078**	**941**	**537**	**286**	**255**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	62	86	55	68	46	53	54	42	45	48	20	20
30	80	83	58	68	50	59	47	35	28	42	23	14
45	87	78	77	52	46	38	37	40	35	29	23	17
00	91	69	62	50	62	46	34	35	29	24	26	14
Hr Total	**320**	**316**	**252**	**238**	**204**	**196**	**172**	**152**	**137**	**143**	**92**	**65**

24 Hour Total:	6,049				
AM Peak Hour begins:	7:15	AM Peak Volume:	1,115	AM Peak Hour Factor:	0.93
PM Peak Hour begins:	12:30	PM Peak Volume:	347	PM PeaK Hour Factor:	0.95

Volume Count Report

Start Date:	May 10, 2017	Start Time:	00:00	Station:	0
Stop Date:	May 10, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	I-75 SB Off Ramp to Fletcher Ave WB				

Southbound Volume for Lane 1

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	1	0	3	0	9	61	217	271	178	97	58
30	9	3	0	3	4	16	80	255	218	124	65	53
45	6	8	0	3	10	28	137	264	222	101	64	57
00	3	3	1	1	8	36	187	314	235	104	65	56
Hr Total	**27**	**15**	**1**	**10**	**22**	**89**	**465**	**1,050**	**946**	**507**	**291**	**224**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	58	77	64	83	43	67	50	43	31	40	27	24
30	70	79	69	75	60	73	56	42	37	46	22	16
45	86	81	73	53	52	52	51	31	38	35	21	5
00	89	69	76	48	55	45	44	40	50	27	22	8
Hr Total	**303**	**306**	**282**	**259**	**210**	**237**	**201**	**156**	**156**	**148**	**92**	**53**

24 Hour Total:	6,050					
AM Peak Hour begins:	7:15	AM Peak Volume:	1,104	AM Peak Hour Factor:	0.88	
PM Peak Hour begins:	12:30	PM Peak Volume:	331	PM PeaK Hour Factor:	0.93	

N/A

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!	
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!	

Total Volume for All Lanes

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	1	0	3	0	9	61	217	271	178	97	58
30	9	3	0	3	4	16	80	255	218	124	65	53
45	6	8	0	3	10	28	137	264	222	101	64	57
00	3	3	1	1	8	36	187	314	235	104	65	56
Hr Total	**27**	**15**	**1**	**10**	**22**	**89**	**465**	**1,050**	**946**	**507**	**291**	**224**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	58	77	64	83	43	67	50	43	31	40	27	24
30	70	79	69	75	60	73	56	42	37	46	22	16
45	86	81	73	53	52	52	51	31	38	35	21	5
00	89	69	76	48	55	45	44	40	50	27	22	8
Hr Total	**303**	**306**	**282**	**259**	**210**	**237**	**201**	**156**	**156**	**148**	**92**	**53**

24 Hour Total:	6,050					
AM Peak Hour begins:	7:15	AM Peak Volume:	1,104	AM Peak Hour Factor:	0.88	
PM Peak Hour begins:	12:30	PM Peak Volume:	331	PM PeaK Hour Factor:	0.93	

Volume Count Report

Start Date:	May 11, 2017	Start Time:	00:00	Station:	0
Stop Date:	May 11, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	I-75 SB Off Ramp to Fletcher Ave WB				

Southbound Volume for Lane 1

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	6	1	2	4	10	64	216	250	156	80	59
30	6	2	1	3	6	12	93	238	236	139	70	54
45	3	4	2	3	7	35	133	293	232	116	60	69
00	3	3	1	1	13	39	176	299	232	100	62	56
Hr Total	**21**	**15**	**5**	**9**	**30**	**96**	**466**	**1,046**	**950**	**511**	**272**	**238**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	54	74	69	77	45	52	48	33	42	46	25	22
30	81	82	68	74	49	65	61	45	38	35	31	22
45	71	69	80	52	56	56	42	42	39	34	27	14
00	75	79	70	44	60	61	33	46	35	28	33	9
Hr Total	**281**	**304**	**287**	**247**	**210**	**234**	**184**	**166**	**154**	**143**	**116**	**67**

24 Hour Total:	6,052					
AM Peak Hour begins:	7:15	AM Peak Volume:	1,080	AM Peak Hour Factor:	0.90	
PM Peak Hour begins:	13:00	PM Peak Volume:	304	PM PeaK Hour Factor:	0.93	

N/A

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!	
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!	

Total Volume for All Lanes

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	6	1	2	4	10	64	216	250	156	80	59
30	6	2	1	3	6	12	93	238	236	139	70	54
45	3	4	2	3	7	35	133	293	232	116	60	69
00	3	3	1	1	13	39	176	299	232	100	62	56
Hr Total	**21**	**15**	**5**	**9**	**30**	**96**	**466**	**1,046**	**950**	**511**	**272**	**238**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	54	74	69	77	45	52	48	33	42	46	25	22
30	81	82	68	74	49	65	61	45	38	35	31	22
45	71	69	80	52	56	56	42	42	39	34	27	14
00	75	79	70	44	60	61	33	46	35	28	33	9
Hr Total	**281**	**304**	**287**	**247**	**210**	**234**	**184**	**166**	**154**	**143**	**116**	**67**

24 Hour Total:	6,052					
AM Peak Hour begins:	7:15	AM Peak Volume:	1,080	AM Peak Hour Factor:	0.90	
PM Peak Hour begins:	13:00	PM Peak Volume:	304	PM PeaK Hour Factor:	0.93	

Volume Count Report

3-Day Average

Start Date:	May 9, 2017	Start Time:	00:00	Station:	0
Stop Date:	May 11, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	I-75 SB Off Ramp to Fletcher Ave WB				

Southbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	3	1	2	2	11	62	213	255	177	89	59
30	7	3	1	4	6	16	91	259	231	129	65	57
45	4	7	1	3	6	29	134	281	224	111	63	62
00	4	3	1	1	10	40	185	305	235	102	67	62
Hr Total	**24**	**16**	**4**	**10**	**24**	**96**	**472**	**1,058**	**946**	**518**	**283**	**239**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	58	79	63	76	45	57	51	39	39	45	24	22
30	77	81	65	72	53	66	55	41	34	41	25	17
45	81	76	77	52	51	49	43	38	37	33	24	12
00	85	72	69	47	59	51	37	40	38	26	27	10
Hr Total	**301**	**309**	**274**	**248**	**208**	**222**	**186**	**158**	**149**	**145**	**100**	**62**

24 Hour Total:	6,050					
AM Peak Hour begins:	7:15	AM Peak Volume:	1,100	AM Peak Hour Factor:	0.90	
PM Peak Hour begins:	12:30	PM Peak Volume:	327	PM PeaK Hour Factor:	0.96	

N/A

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!	
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!	

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	3	1	2	2	11	62	213	255	177	89	59
30	7	3	1	4	6	16	91	259	231	129	65	57
45	4	7	1	3	6	29	134	281	224	111	63	62
00	4	3	1	1	10	40	185	305	235	102	67	62
Hr Total	**24**	**16**	**4**	**10**	**24**	**96**	**472**	**1,058**	**946**	**518**	**283**	**239**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	58	79	63	76	45	57	51	39	39	45	24	22
30	77	81	65	72	53	66	55	41	34	41	25	17
45	81	76	77	52	51	49	43	38	37	33	24	12
00	85	72	69	47	59	51	37	40	38	26	27	10
Hr Total	**301**	**309**	**274**	**248**	**208**	**222**	**186**	**158**	**149**	**145**	**100**	**62**

24 Hour Total:	6,050					
AM Peak Hour begins:	7:15	AM Peak Volume:	1,100	AM Peak Hour Factor:	0.90	
PM Peak Hour begins:	12:30	PM Peak Volume:	327	PM PeaK Hour Factor:	0.96	

Volume Count Report

Start Date:	May 9, 2017	Start Time:	00:00	Station:	0
Stop Date:	May 9, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	Morris Bridge Rd south of Fletcher Ave				

Northbound Volume for Lane 1

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	8	4	2	2	10	22	66	79	61	53	58
30	10	2	3	1	6	10	46	87	85	42	40	42
45	13	2	2	3	5	20	59	94	68	48	47	64
00	7	3	3	3	13	31	59	80	72	54	44	57
Hr Total	**40**	**15**	**12**	**9**	**26**	**71**	**186**	**327**	**304**	**205**	**184**	**221**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	87	82	73	67	109	135	103	61	52	36	19	15
30	61	66	65	73	74	98	104	65	48	32	26	8
45	71	70	68	82	101	110	78	49	42	35	19	11
00	51	59	47	54	83	64	79	50	31	23	17	14
Hr Total	**270**	**277**	**253**	**276**	**367**	**407**	**364**	**225**	**173**	**126**	**81**	**48**

24 Hour Total:	4,467				
AM Peak Hour begins:	7:15	AM Peak Volume:	340	AM Peak Hour Factor:	0.90
PM Peak Hour begins:	16:45	PM Peak Volume:	426	PM PeaK Hour Factor:	0.79

Southbound Volume for Lane 2

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	9	1	2	5	14	14	79	98	69	48	62
30	12	9	7	1	3	19	35	80	79	68	49	66
45	11	7	2	9	4	16	45	89	93	63	36	39
00	13	6	1	1	6	12	66	131	105	31	27	60
Hr Total	**55**	**31**	**11**	**13**	**18**	**61**	**160**	**379**	**375**	**231**	**160**	**227**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	60	50	51	37	64	64	52	49	55	46	41	28
30	63	41	59	33	50	56	64	57	56	45	47	21
45	40	44	39	52	55	58	60	56	51	43	23	25
00	59	62	46	56	57	70	57	58	48	40	34	16
Hr Total	**222**	**197**	**195**	**178**	**226**	**248**	**233**	**220**	**210**	**174**	**145**	**90**

24 Hour Total:	4,059				
AM Peak Hour begins:	7:45	AM Peak Volume:	401	AM Peak Hour Factor:	0.77
PM Peak Hour begins:	17:00	PM Peak Volume:	248	PM PeaK Hour Factor:	0.89

Total Volume for All Lanes

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	29	17	5	4	7	24	36	145	177	130	101	120
30	22	11	10	2	9	29	81	167	164	110	89	108
45	24	9	4	12	9	36	104	183	161	111	83	103
00	20	9	4	4	19	43	125	211	177	85	71	117
Hr Total	**95**	**46**	**23**	**22**	**44**	**132**	**346**	**706**	**679**	**436**	**344**	**448**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	147	132	124	104	173	199	155	110	107	82	60	43
30	124	107	124	106	124	154	168	122	104	77	73	29
45	111	114	107	134	156	168	138	105	93	78	42	36
00	110	121	93	110	140	134	136	108	79	63	51	30
Hr Total	**492**	**474**	**448**	**454**	**593**	**655**	**597**	**445**	**383**	**300**	**226**	**138**

24 Hour Total:	8,526				
AM Peak Hour begins:	7:15	AM Peak Volume:	738	AM Peak Hour Factor:	0.87
PM Peak Hour begins:	16:45	PM Peak Volume:	661	PM PeaK Hour Factor:	0.83

Volume Count Report

Start Date:	May 10, 2017	Start Time:	00:00	Station:	0
Stop Date:	May 10, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	Morris Bridge Rd south of Fletcher Ave				

Northbound Volume for Lane 1

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	9	7	7	3	15	35	72	74	69	39	55
30	13	7	1	3	3	17	48	58	103	72	44	46
45	11	5	2	6	5	23	56	84	92	55	44	67
00	5	5	1	2	6	26	73	99	71	63	47	64
Hr Total	**40**	**26**	**11**	**18**	**17**	**81**	**212**	**313**	**340**	**259**	**174**	**232**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	61	72	62	63	86	121	99	66	55	41	16	19
30	69	57	55	66	65	116	98	54	34	19	22	17
45	51	67	60	90	103	104	85	36	33	34	20	16
00	47	61	51	72	80	112	61	52	30	29	22	10
Hr Total	**228**	**257**	**228**	**291**	**334**	**453**	**343**	**208**	**152**	**123**	**80**	**62**

24 Hour Total:	4,482					
AM Peak Hour begins:	7:45	AM Peak Volume:	368	AM Peak Hour Factor:		0.89
PM Peak Hour begins:	17:00	PM Peak Volume:	453	PM PeaK Hour Factor:		0.94

Southbound Volume for Lane 2

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	6	1	5	3	20	23	87	91	69	49	50
30	23	3	10	4	6	16	14	63	84	61	41	42
45	12	11	2	1	2	12	30	93	70	62	40	33
00	4	1	2	3	4	12	64	90	101	64	34	39
Hr Total	**51**	**21**	**15**	**13**	**15**	**60**	**131**	**333**	**346**	**256**	**164**	**164**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	47	53	37	38	52	55	61	46	47	31	37	27
30	60	49	42	44	46	58	56	37	50	41	35	18
45	43	31	33	42	60	69	54	49	35	29	17	13
00	49	51	45	41	49	66	41	38	41	41	37	12
Hr Total	**199**	**184**	**157**	**165**	**207**	**248**	**212**	**170**	**173**	**142**	**126**	**70**

24 Hour Total:	3,622					
AM Peak Hour begins:	7:30	AM Peak Volume:	358	AM Peak Hour Factor:		0.96
PM Peak Hour begins:	17:15	PM Peak Volume:	254	PM PeaK Hour Factor:		0.92

Total Volume for All Lanes

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	15	8	12	6	35	58	159	165	138	88	105
30	36	10	11	7	9	33	62	121	187	133	85	88
45	23	16	4	7	7	35	86	177	162	117	84	100
00	9	6	3	5	10	38	137	189	172	127	81	103
Hr Total	**91**	**47**	**26**	**31**	**32**	**141**	**343**	**646**	**686**	**515**	**338**	**396**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	108	125	99	101	138	176	160	112	102	72	53	46
30	129	106	97	110	111	174	154	91	84	60	57	35
45	94	98	93	132	163	173	139	85	68	63	37	29
00	96	112	96	113	129	178	102	90	71	70	59	22
Hr Total	**427**	**441**	**385**	**456**	**541**	**701**	**555**	**378**	**325**	**265**	**206**	**132**

24 Hour Total:	8,104					
AM Peak Hour begins:	7:30	AM Peak Volume:	718	AM Peak Hour Factor:		0.95
PM Peak Hour begins:	17:00	PM Peak Volume:	701	PM PeaK Hour Factor:		0.98

Volume Count Report

Start Date:	May 11, 2017	Start Time:	00:00	Station:	0
Stop Date:	May 11, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	Morris Bridge Rd south of Fletcher Ave				

Northbound Volume for Lane 1

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	6	4	3	7	19	24	84	84	66	55	39
30	9	6	2	1	2	17	44	84	98	69	58	66
45	4	4	4	1	11	26	53	83	101	65	58	55
00	10	4	4	3	8	24	57	84	76	56	49	45
Hr Total	**31**	**20**	**14**	**8**	**28**	**86**	**178**	**335**	**359**	**256**	**220**	**205**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	62	63	52	66	89	130	95	65	50	34	25	21
30	65	59	63	71	81	129	93	50	42	27	16	20
45	57	61	67	71	97	107	79	62	27	24	25	14
00	63	56	57	92	92	83	64	59	32	33	14	9
Hr Total	**247**	**239**	**239**	**300**	**359**	**449**	**331**	**236**	**151**	**118**	**80**	**64**

24 Hour Total:	4,553			
AM Peak Hour begins:	7:45	AM Peak Volume:	367	AM Peak Hour Factor:	0.91
PM Peak Hour begins:	16:45	PM Peak Volume:	458	PM PeaK Hour Factor:	0.88

Southbound Volume for Lane 2

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	2	4	3	5	6	21	53	54	55	44	33
30	10	5	4	3	2	7	26	56	80	58	41	46
45	13	8	3	3	3	2	30	80	84	45	35	29
00	7	2	4	3	10	9	43	92	76	50	28	48
Hr Total	**42**	**17**	**15**	**12**	**20**	**24**	**120**	**281**	**294**	**208**	**148**	**156**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	51	57	33	46	54	64	53	48	41	43	22	22
30	54	39	37	34	46	48	53	35	37	30	26	21
45	48	34	45	46	51	69	57	45	30	44	22	13
00	39	44	41	48	52	57	44	41	44	26	26	13
Hr Total	**192**	**174**	**156**	**174**	**203**	**238**	**207**	**169**	**152**	**143**	**96**	**69**

24 Hour Total:	3,310			
AM Peak Hour begins:	7:45	AM Peak Volume:	310	AM Peak Hour Factor:	0.84
PM Peak Hour begins:	17:00	PM Peak Volume:	238	PM PeaK Hour Factor:	0.86

Total Volume for All Lanes

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	8	8	6	12	25	45	137	138	121	99	72
30	19	11	6	4	4	24	70	140	178	127	99	112
45	17	12	7	4	14	28	83	163	185	110	93	84
00	17	6	8	6	18	33	100	176	152	106	77	93
Hr Total	**73**	**37**	**29**	**20**	**48**	**110**	**298**	**616**	**653**	**464**	**368**	**361**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	113	120	85	112	143	194	148	113	91	77	47	43
30	119	98	100	105	127	177	146	85	79	57	42	41
45	105	95	112	117	148	176	136	107	57	68	47	27
00	102	100	98	140	144	140	108	100	76	59	40	22
Hr Total	**439**	**413**	**395**	**474**	**562**	**687**	**538**	**405**	**303**	**261**	**176**	**133**

24 Hour Total:	7,863			
AM Peak Hour begins:	7:45	AM Peak Volume:	677	AM Peak Hour Factor:	0.91
PM Peak Hour begins:	16:45	PM Peak Volume:	691	PM PeaK Hour Factor:	0.89

Volume Count Report

3-Day Average

Start Date:	May 9, 2017	Start Time:	00:00	Station:	0
Stop Date:	May 11, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	Morris Bridge Rd south of Fletcher Ave				

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	8	5	4	4	15	27	74	79	65	49	51
30	11	5	2	2	4	15	46	76	95	61	47	51
45	9	4	3	3	7	23	56	87	87	56	50	62
00	7	4	3	3	9	27	63	88	73	58	47	55
Hr Total	**37**	**20**	**12**	**12**	**24**	**79**	**192**	**325**	**334**	**240**	**193**	**219**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	70	72	62	65	95	129	99	64	52	37	20	18
30	65	61	61	70	73	114	98	56	41	26	21	15
45	60	66	65	81	100	107	81	49	34	31	21	14
00	54	59	52	73	85	86	68	54	31	28	18	11
Hr Total	**248**	**258**	**240**	**289**	**353**	**436**	**346**	**223**	**159**	**122**	**80**	**58**

24 Hour Total:	4,501					
AM Peak Hour begins:	7:30	AM Peak Volume:	349	AM Peak Hour Factor:	0.92	
PM Peak Hour begins:	17:00	PM Peak Volume:	436	PM PeaK Hour Factor:	0.85	

Southbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	6	2	3	4	13	19	73	81	64	47	48
30	15	6	7	3	4	14	25	66	81	62	44	51
45	12	9	2	4	3	10	35	87	82	57	37	34
00	8	3	2	2	7	11	58	104	94	48	30	49
Hr Total	**49**	**23**	**14**	**13**	**18**	**48**	**137**	**331**	**338**	**232**	**157**	**182**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	53	53	40	40	57	61	55	48	48	40	33	26
30	59	43	46	37	47	54	58	43	48	39	36	20
45	44	36	39	47	55	65	57	50	39	39	21	17
00	49	52	44	48	53	64	47	46	44	36	32	14
Hr Total	**204**	**185**	**169**	**172**	**212**	**245**	**217**	**186**	**178**	**153**	**122**	**76**

24 Hour Total:	3,664					
AM Peak Hour begins:	7:30	AM Peak Volume:	354	AM Peak Hour Factor:	0.85	
PM Peak Hour begins:	17:00	PM Peak Volume:	245	PM PeaK Hour Factor:	0.94	

Total Volume for All Lanes

3-Day Average

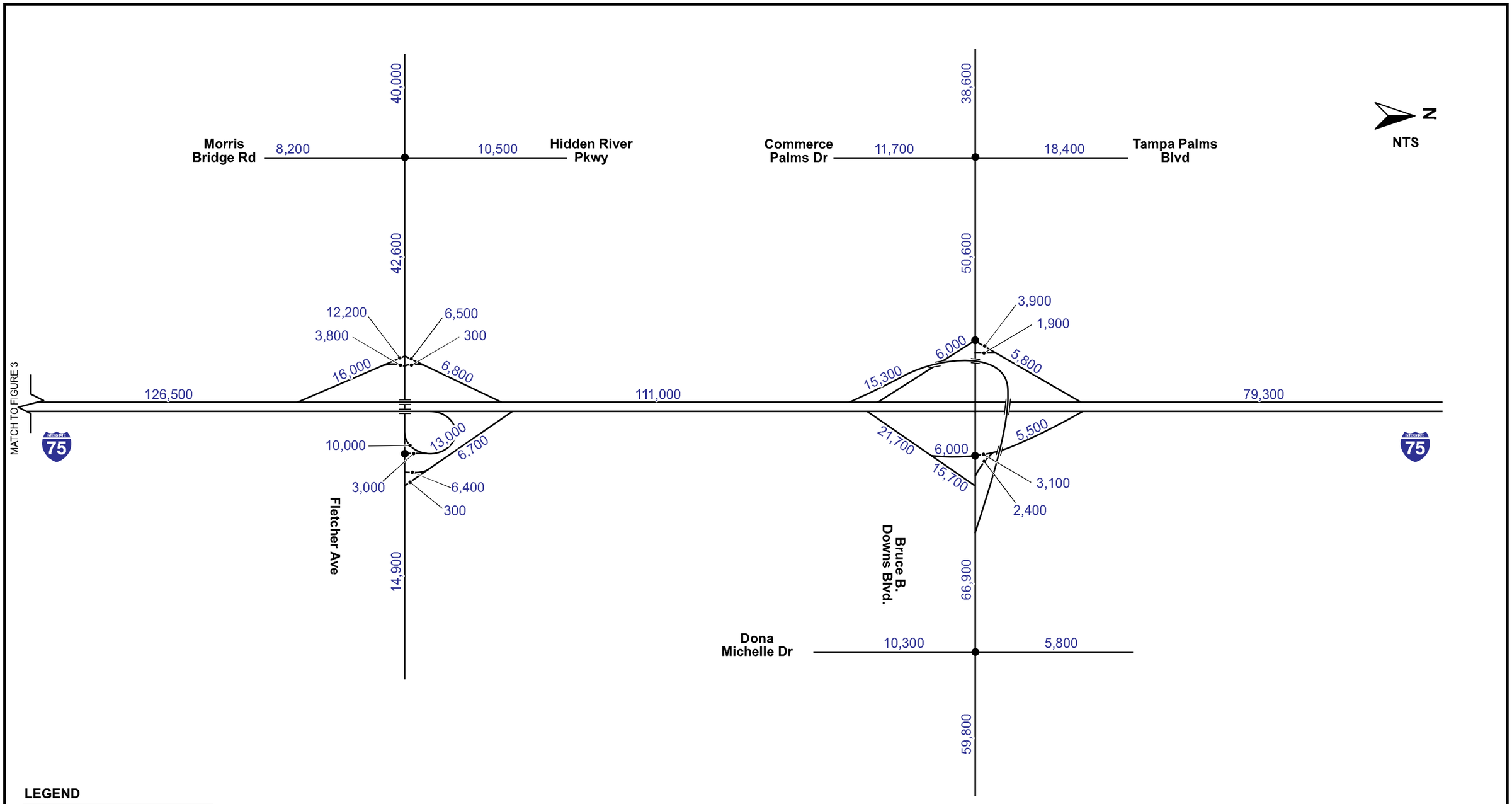
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	24	13	7	7	8	28	46	147	160	130	96	99
30	26	11	9	4	7	29	71	143	176	123	91	103
45	21	12	5	8	10	33	91	174	169	113	87	96
00	15	7	5	5	16	38	121	192	167	106	76	104
Hr Total	**86**	**43**	**26**	**24**	**41**	**128**	**329**	**656**	**673**	**472**	**350**	**402**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	123	126	103	106	151	190	154	112	100	77	53	44
30	124	104	107	107	121	168	156	99	89	65	57	35
45	103	102	104	128	156	172	138	99	73	70	42	31
00	103	111	96	121	138	151	115	99	75	64	50	25
Hr Total	**453**	**443**	**409**	**461**	**565**	**681**	**563**	**409**	**337**	**275**	**203**	**134**

24 Hour Total:	8,164					
AM Peak Hour begins:	7:30	AM Peak Volume:	703	AM Peak Hour Factor:	0.91	
PM Peak Hour begins:	17:00	PM Peak Volume:	681	PM PeaK Hour Factor:	0.90	

C.4

I-75 PD&E Study Traffic Volumes



LEGEND

- ● - Signalized Intersection
- 38,400 - Annual Average Daily Traffic (AADT) Volume

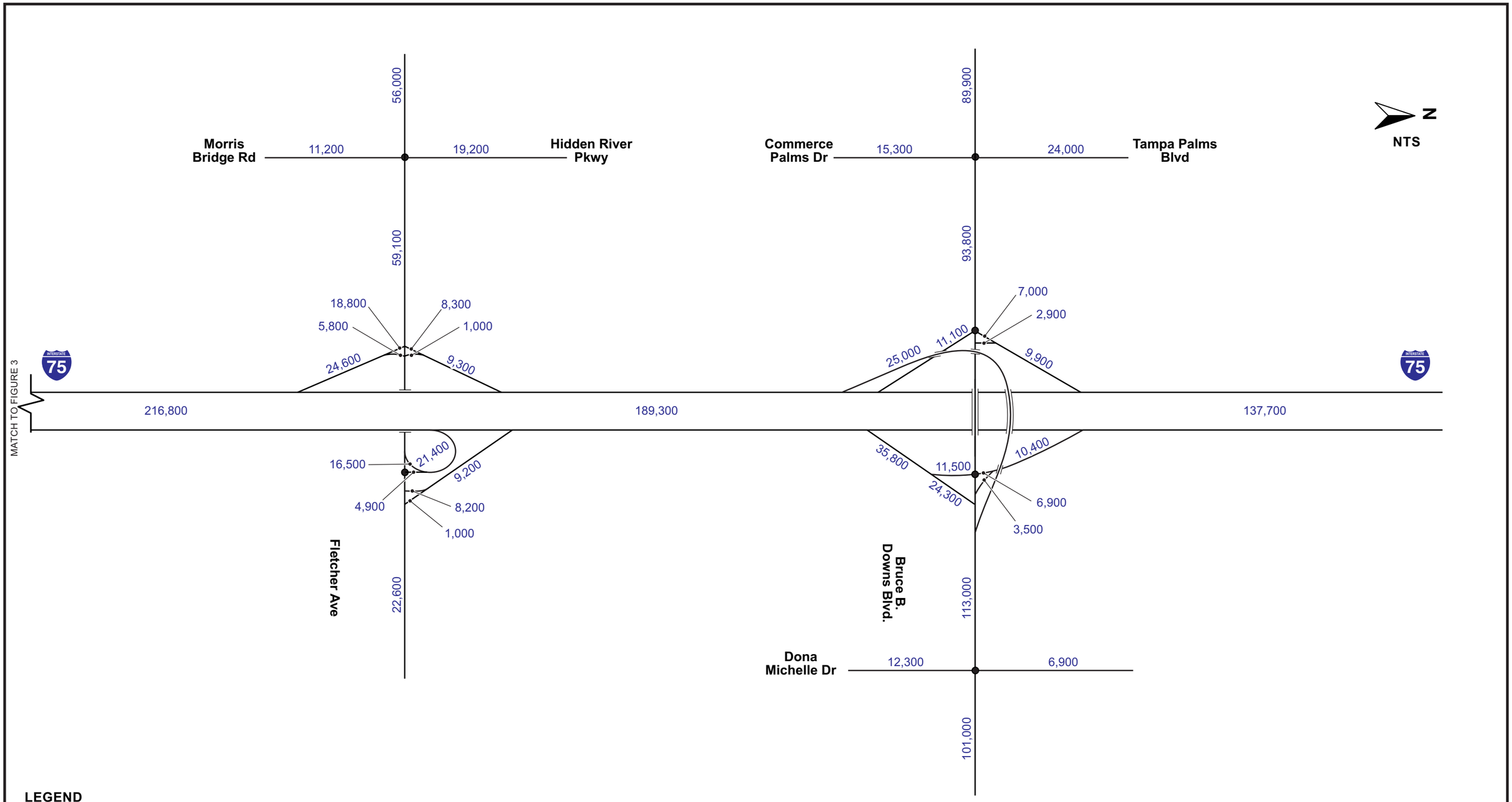
FDOT FPID No. 419235-3-22-01

I-75 EXPRESS LANES PD&E STUDY

I-75 (SR 93A) from South of SR 674 to North of Bruce B. Downs Blvd., Hillsborough County

EXISTING (2017) ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

Figure 4



LEGEND

- ● - Signalized Intersection
- 000 - Future (2045) No-Build AADT Volume

FDOT FPID No. 419235-3-22-01

I-75 EXPRESS LANES PD&E STUDY

I-75 (SR 93A) from South of SR 674 to North of Bruce B. Downs Blvd., Hillsborough County

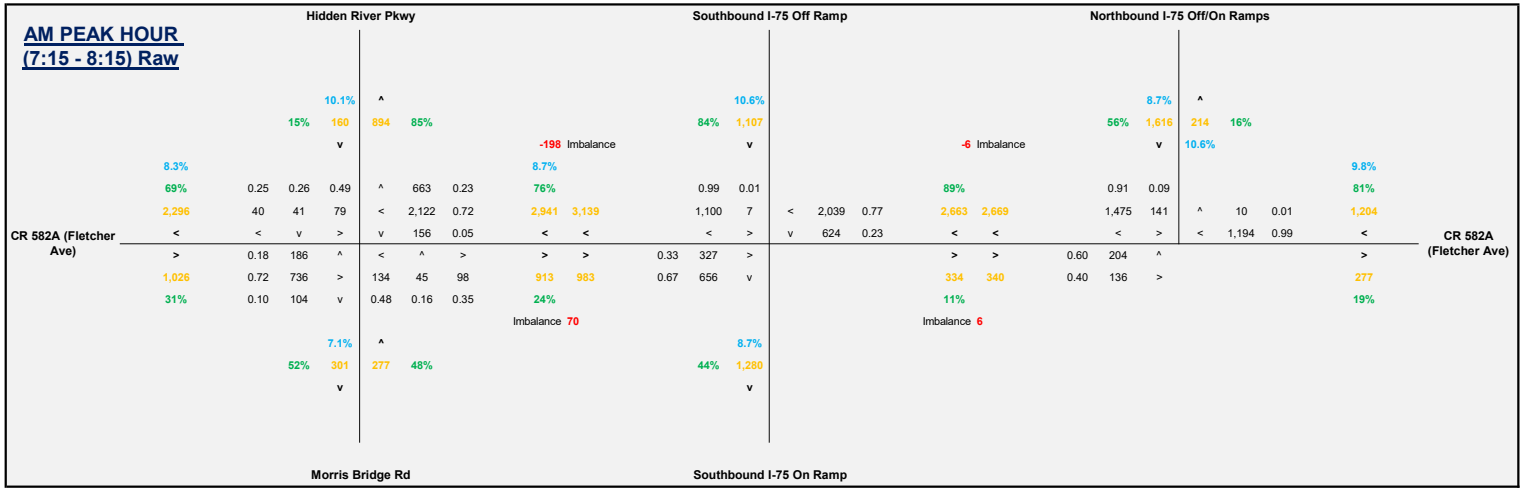
FUTURE (2045) NO-BUILD ANNUAL AVERAGE DAILY TRAFFIC (AADT)

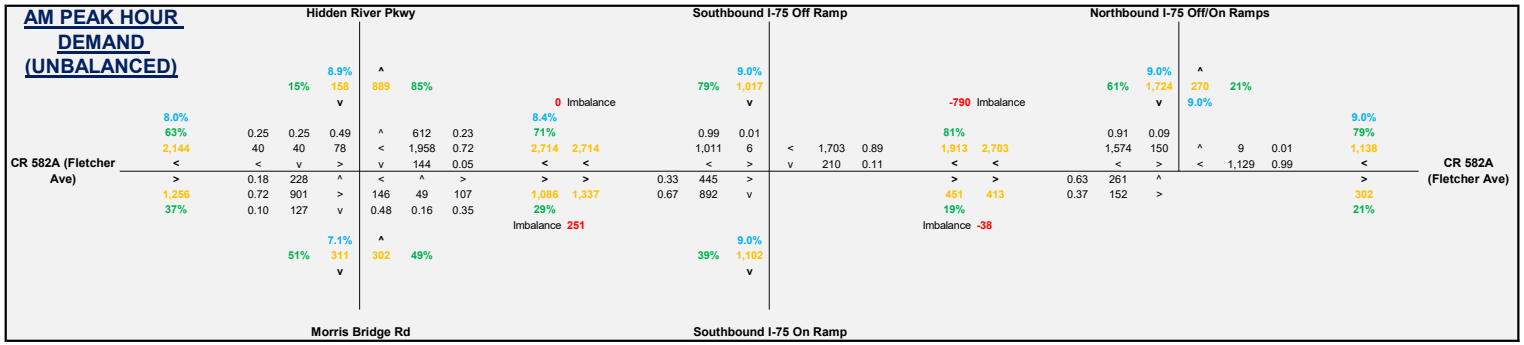
Figure 4

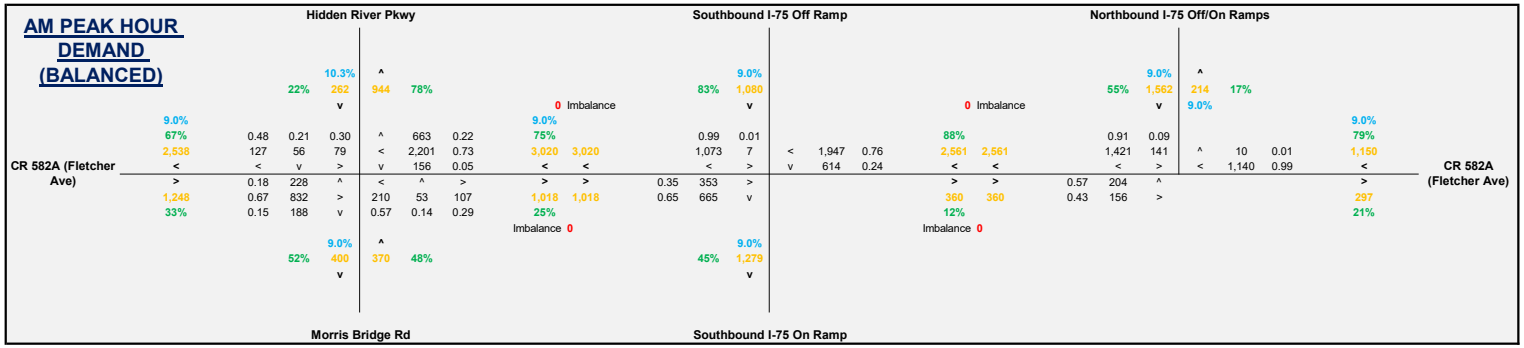
D

Volume Development Spreadsheets

Roadway Segment	From	2017 PD&E ADT	2017 PD&E AADT	2019 FTO AADT	2021 AADT (Interpolated)	2025 PD&E AADT	2035 AADT (Interpolated)	2045 PD&E AADT	K-Factor	2021 Directional Design Hour Volume (DDHV) Unbalanced					
										AM Peak Hour			PM Peak Hour		
										Peak Direction	D-Factor	DDHV	Peak Direction	D-Factor	DDHV
Fletcher Avenue	West of Hidden River Parkway	40,018	40,000	38,500	42,300	44,600	50,300	56,000	0.09	Eastbound	0.33	1,256	Eastbound	0.67	2,551
									0.09	Westbound	0.67	2,551	Westbound	0.33	1,256
	Hidden River Parkway to Southbound I-75 Ramps	44,394	42,600	38,500	45,000	47,300	53,200	59,100	0.09	Eastbound	0.33	1,337	Eastbound	0.67	2,714
									0.09	Westbound	0.67	2,714	Westbound	0.33	1,337
	East of Northbound I-75 Ramps	15,087	14,900	14,100	16,000	17,100	19,900	22,600	0.09	Eastbound	0.21	302	Eastbound	0.79	1,138
									0.09	Westbound	0.79	1,138	Westbound	0.21	302
Hidden River Parkway	North of Fletcher Avenue	10,478	10,500	--	11,700	13,000	16,100	19,200	0.09	Northbound	0.85	895	Northbound	0.15	158
									0.09	Southbound	0.15	158	Southbound	0.85	895
Morris Bridge Road	South of Fletcher Avenue	8,164	8,200	--	8,600	9,100	10,100	11,200	0.09	Northbound	0.39	302	Northbound	0.61	472
									0.09	Southbound	0.61	472	Southbound	0.39	302
Southbound I-75 Off-Ramp		6,305	6,800	4,600	7,200	7,500	8,400	9,300	0.09	Peak	0.79	1,017	Off Peak	0.21	270
Southbound I-75 On-Ramp		17,961	16,000	17,500	17,200	18,500	21,500	24,600	0.09	Off Peak	0.39	1,102	Peak	0.61	1,724
Northbound I-75 Off-Ramp		15,372	13,000	14,500	14,200	15,400	18,400	21,400	0.09	Peak	0.61	1,724	Off Peak	0.39	1,102
Northbound I-75 On-Ramp		6,155	6,700	5,700	7,100	7,400	8,300	9,200	0.09	Off Peak	0.21	270	Peak	0.79	1,017



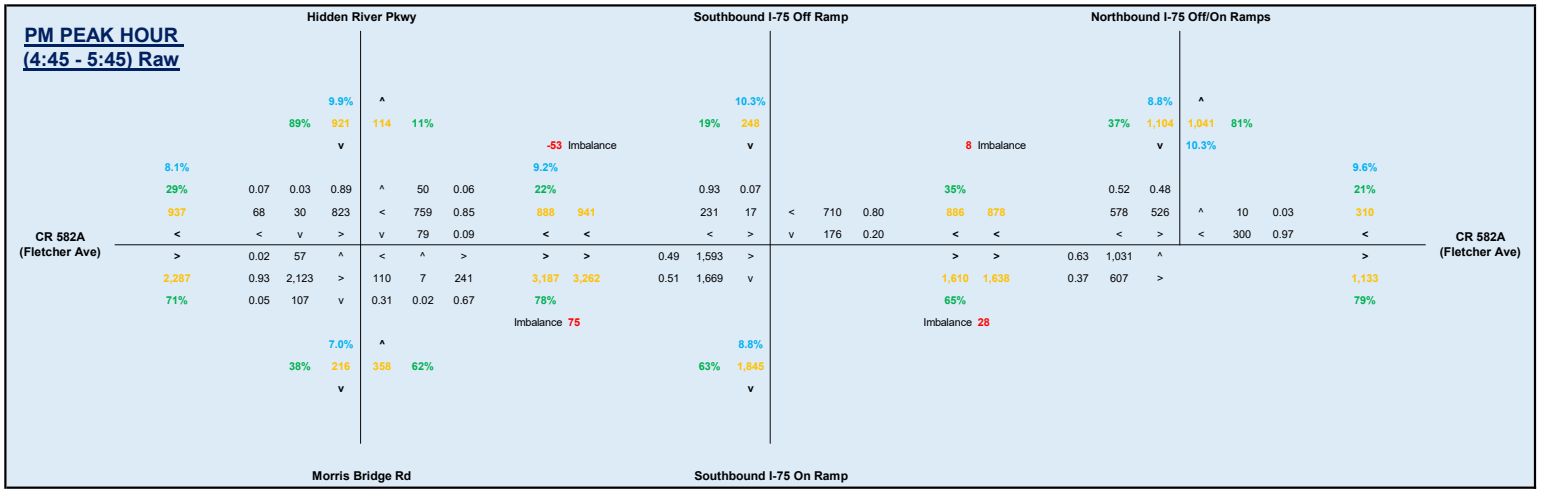




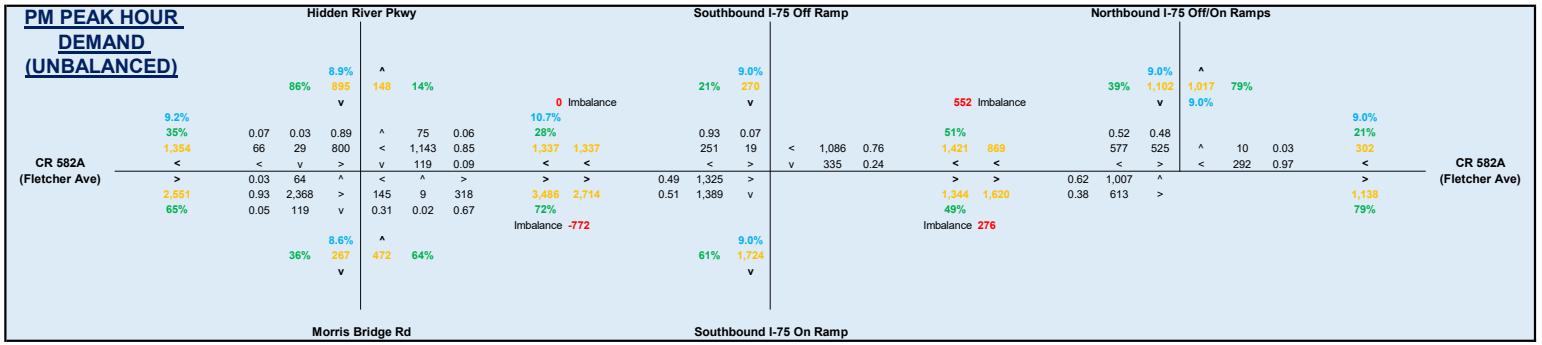
Legend

XX%	K Factor
XX%	D Factor
X,XXX	DDHV
< v >	Left/Thru/Right Movements
XXX	Turning Movement Volumes
0.XX	Turning Movement Percentages

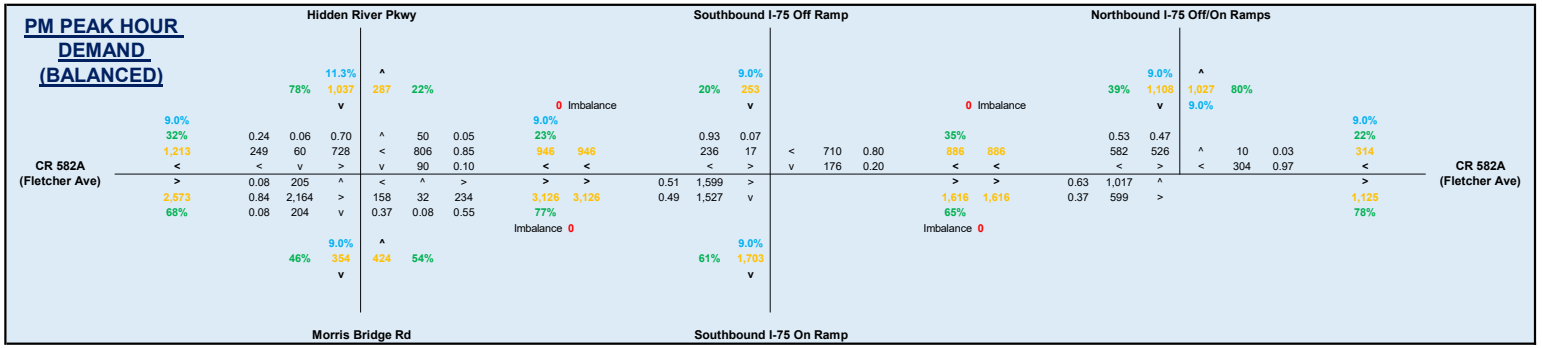
PM PEAK HOUR (4:45 - 5:45) Raw



PM PEAK HOUR DEMAND (UNBALANCED)



PM PEAK HOUR DEMAND (BALANCED)

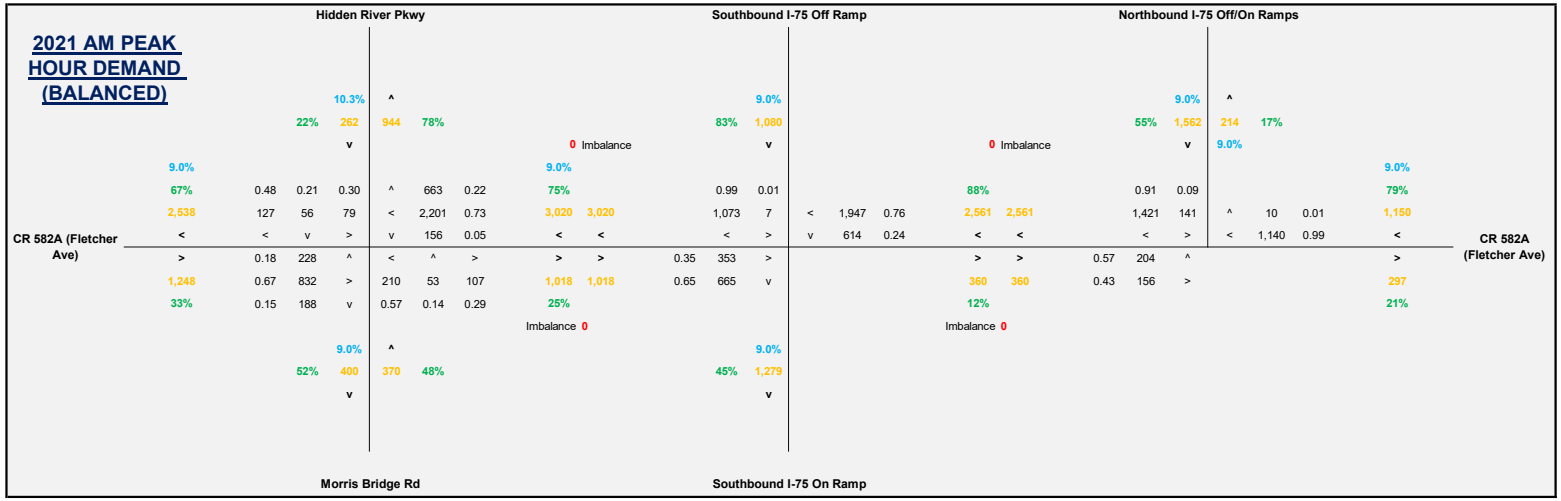


Legend

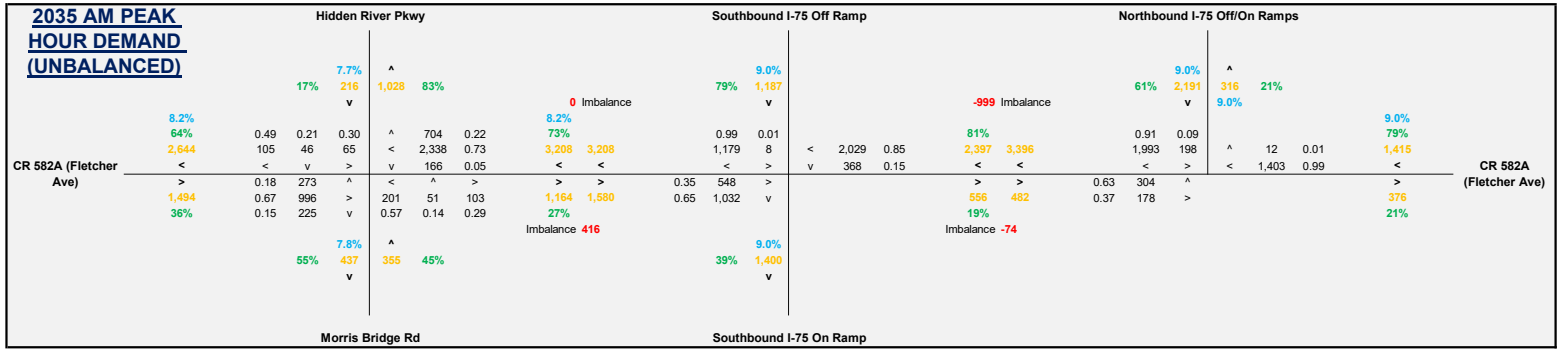
XX%	K Factor
XX%	D Factor
X,XXX	DDHV
< v >	Left/Thru/Right Movements
XXX	Turning Movement Volumes
0.XX	Turning Movement Percentages

Roadway Segment	From	2017 PD&E ADT	2017 PD&E AADT	2019 FTO AADT	2021 AADT (Interpolated)	2025 PD&E AADT	2035 AADT (Interpolated)	2045 PD&E AADT	K-Factor	2035 Directional Design Hour Volume (DDHV) Unbalanced					
										AM Peak Hour			PM Peak Hour		
										Peak Direction	D-Factor	DDHV	Peak Direction	D-Factor	DDHV
Fletcher Avenue	West of Hidden River Parkway	40,018	40,000	38,500	42,300	44,600	50,300	56,000	0.09	Eastbound	0.33	1,494	Eastbound	0.67	3,033
									0.09	Westbound	0.67	3,033	Westbound	0.33	1,494
	Hidden River Parkway to Southbound I-75 Ramps	44,394	42,600	38,500	45,000	47,300	53,200	59,100	0.09	Eastbound	0.33	1,580	Eastbound	0.67	3,208
									0.09	Westbound	0.67	3,208	Westbound	0.33	1,580
	East of Northbound I-75 Ramps	15,087	14,900	14,100	16,000	17,100	19,900	22,600	0.09	Eastbound	0.21	376	Eastbound	0.79	1,415
									0.09	Westbound	0.79	1,415	Westbound	0.21	376
Hidden River Parkway	North of Fletcher Avenue	10,478	10,500	--	11,700	13,000	16,100	19,200	0.09	Northbound	0.85	1,232	Northbound	0.15	217
									0.09	Southbound	0.15	217	Southbound	0.85	1,232
Morris Bridge Road	South of Fletcher Avenue	8,164	8,200	--	8,600	9,100	10,100	11,200	0.09	Northbound	0.39	355	Northbound	0.61	554
									0.09	Southbound	0.61	554	Southbound	0.39	355
Southbound I-75 Off-Ramp		6,305	6,800	4,600	7,200	7,500	8,400	9,300	0.09	Peak	0.79	1,187	Off Peak	0.21	316
Southbound I-75 On-Ramp		17,961	16,000	17,500	17,200	18,500	21,500	24,600	0.09	Off Peak	0.39	1,400	Peak	0.61	2,191
Northbound I-75 Off-Ramp		15,372	13,000	14,500	14,200	15,400	18,400	21,400	0.09	Peak	0.61	2,191	Off Peak	0.39	1,400
Northbound I-75 On-Ramp		6,155	6,700	5,700	7,100	7,400	8,300	9,200	0.09	Off Peak	0.21	316	Peak	0.79	1,187

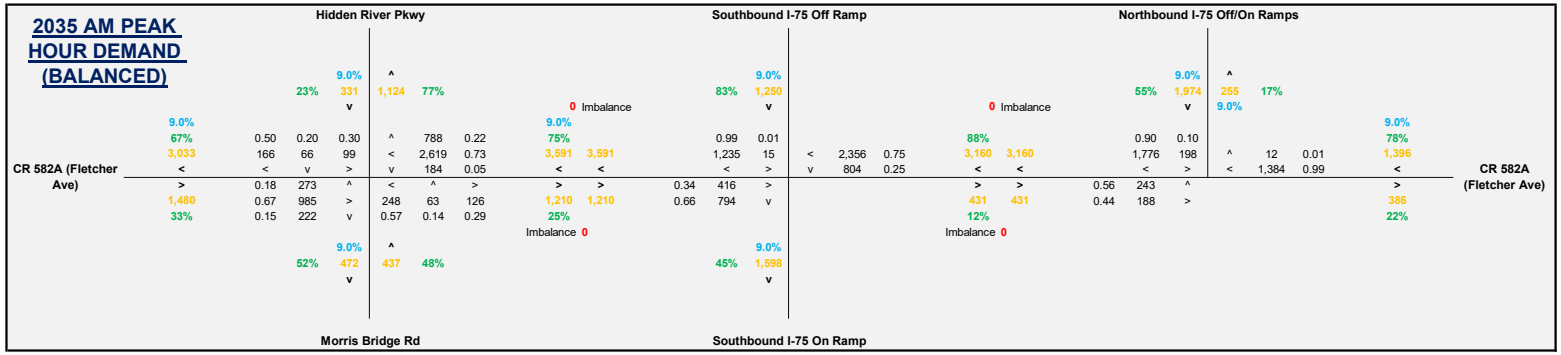
2021 AM PEAK HOUR DEMAND (BALANCED)



2035 AM PEAK HOUR DEMAND (UNBALANCED)

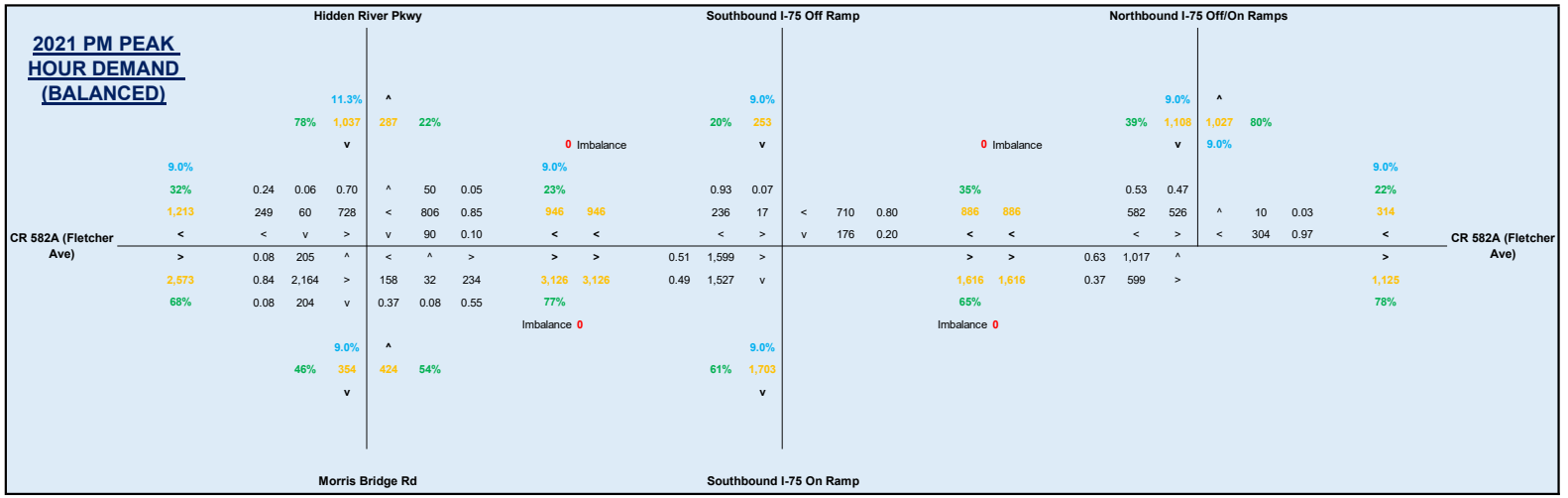


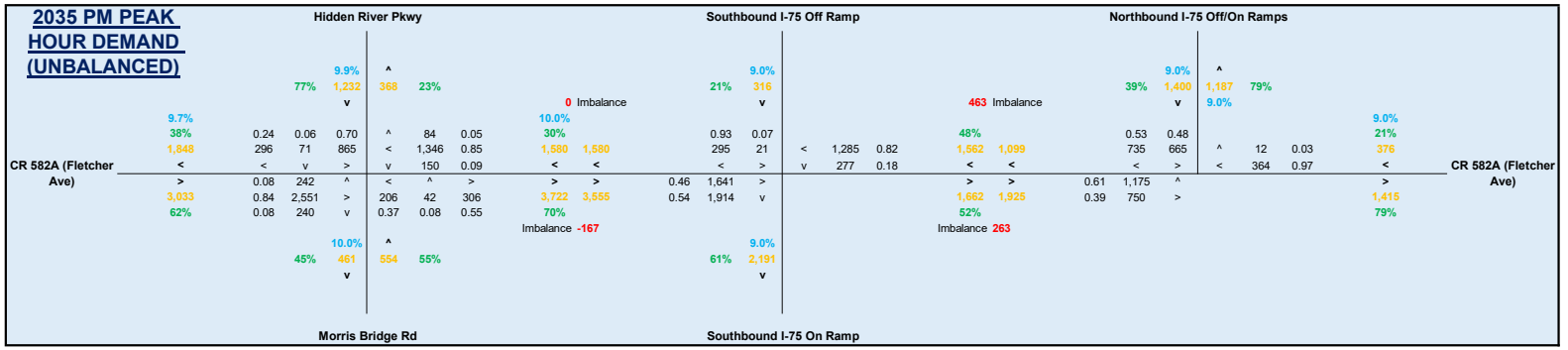
2035 AM PEAK HOUR DEMAND (BALANCED)

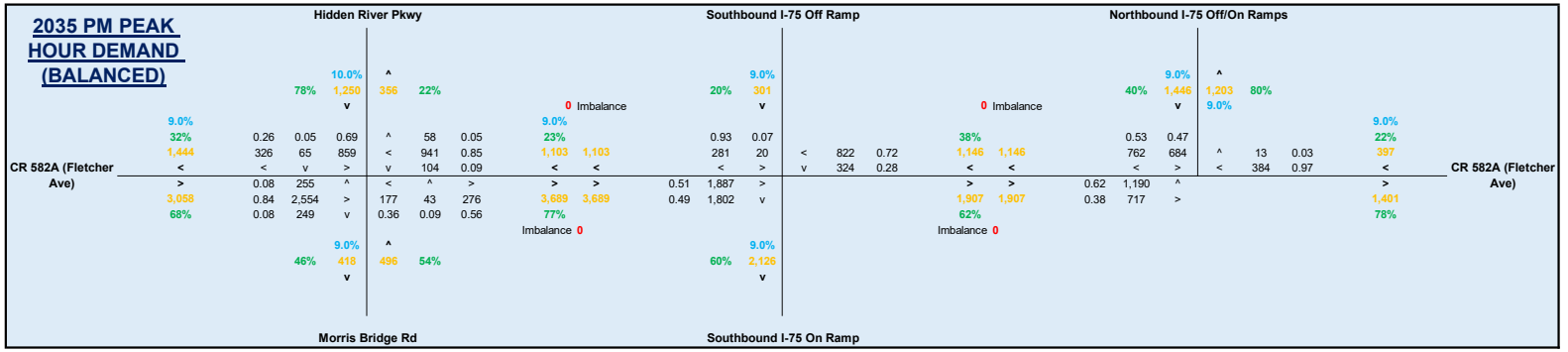


Legend

XX%	K Factor
XX%	D Factor
X,XXX	DDHV
< v >	Left/Thru/Right Movements
XXX	Turning Movement Volumes
0.XX	Turning Movement Percentages

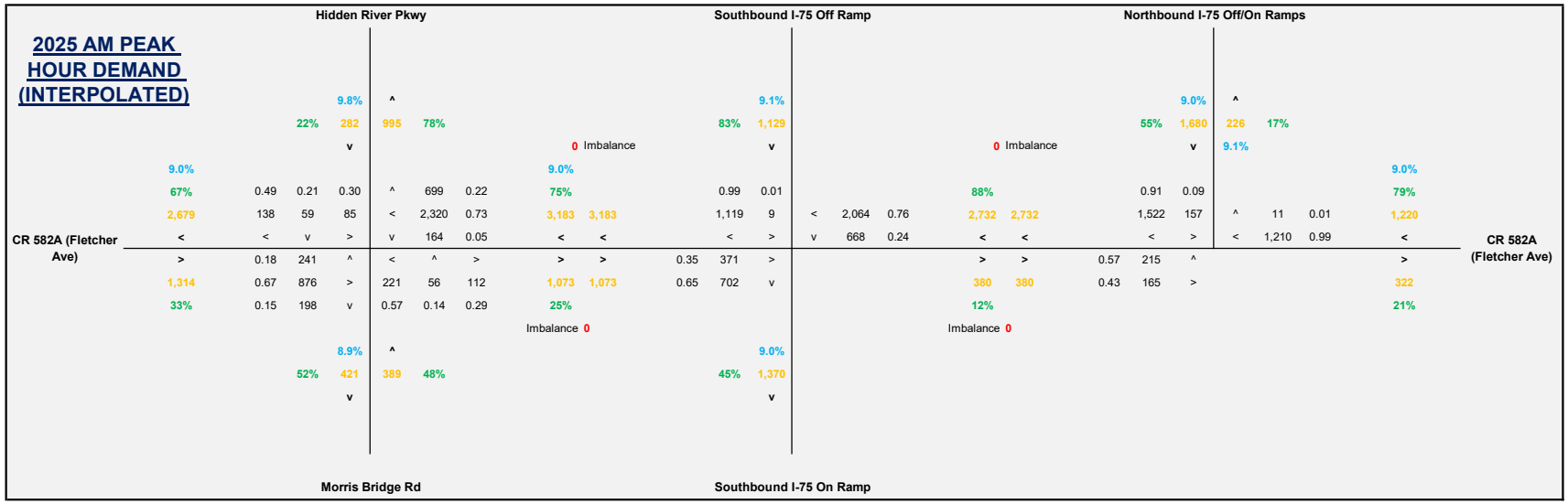


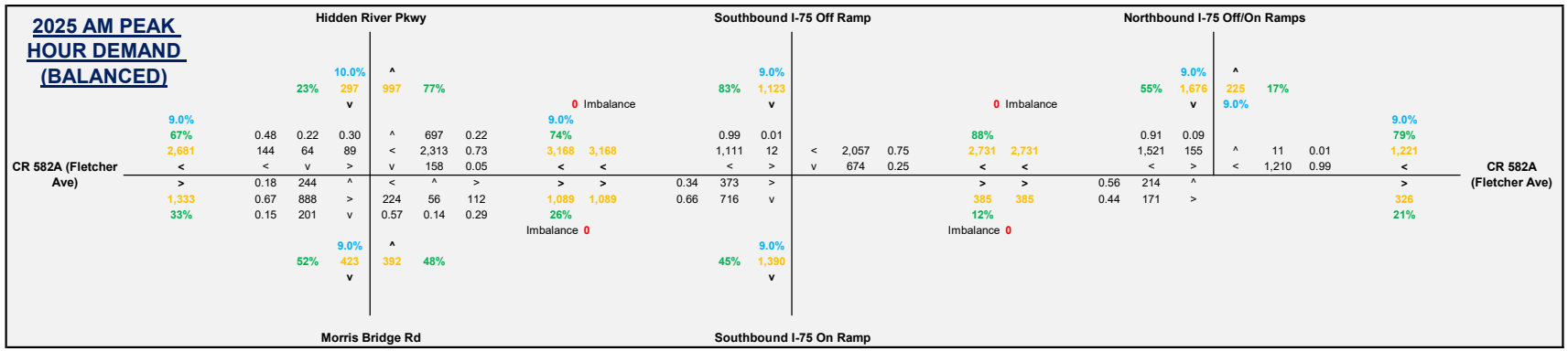




Legend	
XX%	K Factor
XX%	D Factor
X,XXX	DDHV
< v >	Left/Thru/Right Movements
XXX	Turning Movement Volumes
0.XX	Turning Movement Percentages

Roadway Segment	From	2017 PD&E ADT	2017 PD&E AADT	2019 FTO AADT	2021 AADT (Interpolated)	2025 PD&E AADT	2035 AADT (Interpolated)	2045 PD&E AADT	K-Factor	2025 Directional Design Hour Volume (DDHV) Unbalanced					
										AM Peak Hour			PM Peak Hour		
										Peak Direction	D-Factor	DDHV	Peak Direction	D-Factor	DDHV
Fletcher Avenue	West of Hidden River Parkway	40,018	40,000	38,500	42,300	44,600	52,600	56,000	0.09	Eastbound	0.33	1,325	Eastbound	0.67	2,689
									0.09	Westbound	0.67	2,689	Westbound	0.33	1,325
	Hidden River Parkway to Southbound I-75 Ramps	44,394	42,600	38,500	45,000	47,300	55,600	59,100	0.09	Eastbound	0.33	1,405	Eastbound	0.67	2,852
									0.09	Westbound	0.67	2,852	Westbound	0.33	1,405
	East of Northbound I-75 Ramps	15,087	14,900	14,100	16,000	17,100	21,000	22,600	0.09	Eastbound	0.21	323	Eastbound	0.79	1,216
									0.09	Westbound	0.79	1,216	Westbound	0.21	323
Hidden River Parkway	North of Fletcher Avenue	10,478	10,500	--	11,700	13,000	17,300	19,200	0.09	Northbound	0.85	995	Northbound	0.15	176
									0.09	Southbound	0.15	176	Southbound	0.85	995
Morris Bridge Road	South of Fletcher Avenue	8,164	8,200	--	8,600	9,100	10,500	11,200	0.09	Northbound	0.39	319	Northbound	0.61	500
									0.09	Southbound	0.61	500	Southbound	0.39	319
Southbound I-75 Off-Ramp		6,305	6,800	4,600	7,200	7,500	8,800	9,300	0.09	Peak	0.79	1,059	Off Peak	0.21	282
Southbound I-75 On-Ramp		17,961	16,000	17,500	17,200	18,500	22,700	24,600	0.09	Off Peak	0.39	1,190	Peak	0.61	1,861
Northbound I-75 Off-Ramp		15,372	13,000	14,500	14,200	15,400	19,600	21,400	0.09	Peak	0.61	1,861	Off Peak	0.39	1,190
Northbound I-75 On-Ramp		6,155	6,700	5,700	7,100	7,400	8,700	9,200	0.09	Off Peak	0.21	282	Peak	0.79	1,059

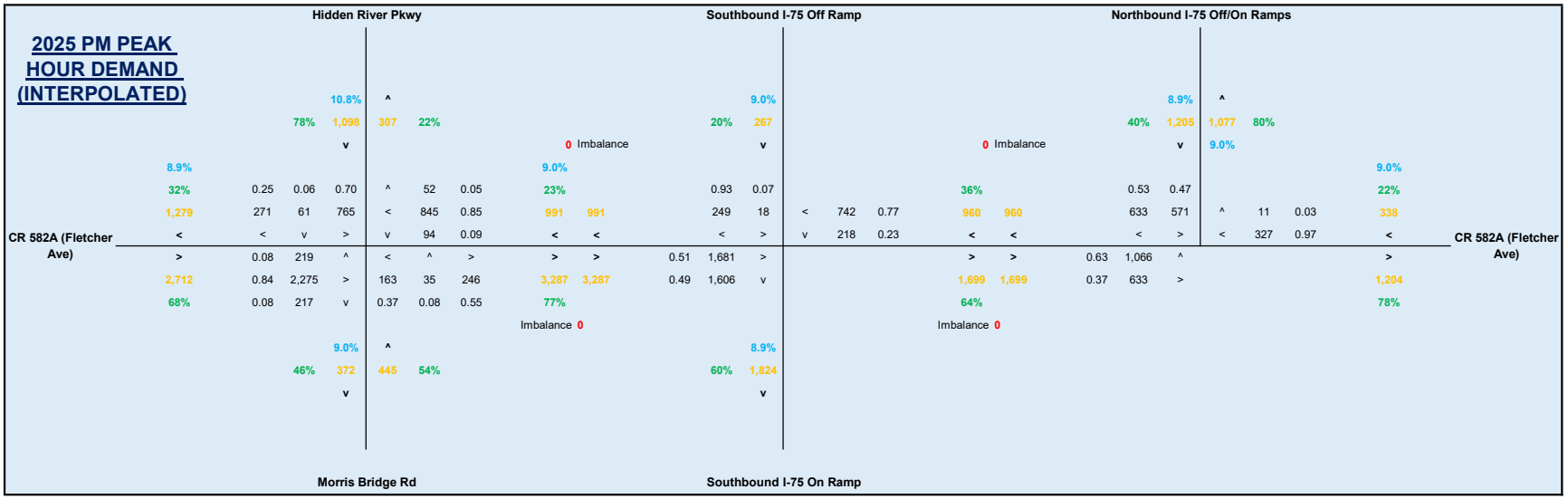




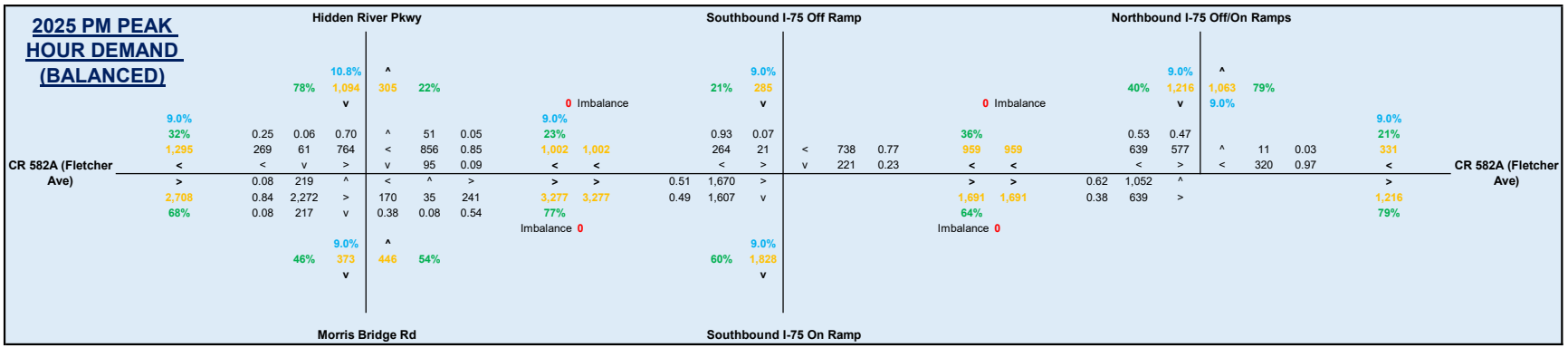
Legend

XX%	K Factor
XX%	D Factor
X,XXX	DDHV
< v >	Left/Thru/Right Movements
XXX	Turning Movement Volumes
0.XX	Turning Movement Percentages

2025 PM PEAK HOUR DEMAND (INTERPOLATED)



2025 PM PEAK HOUR DEMAND (BALANCED)



Legend

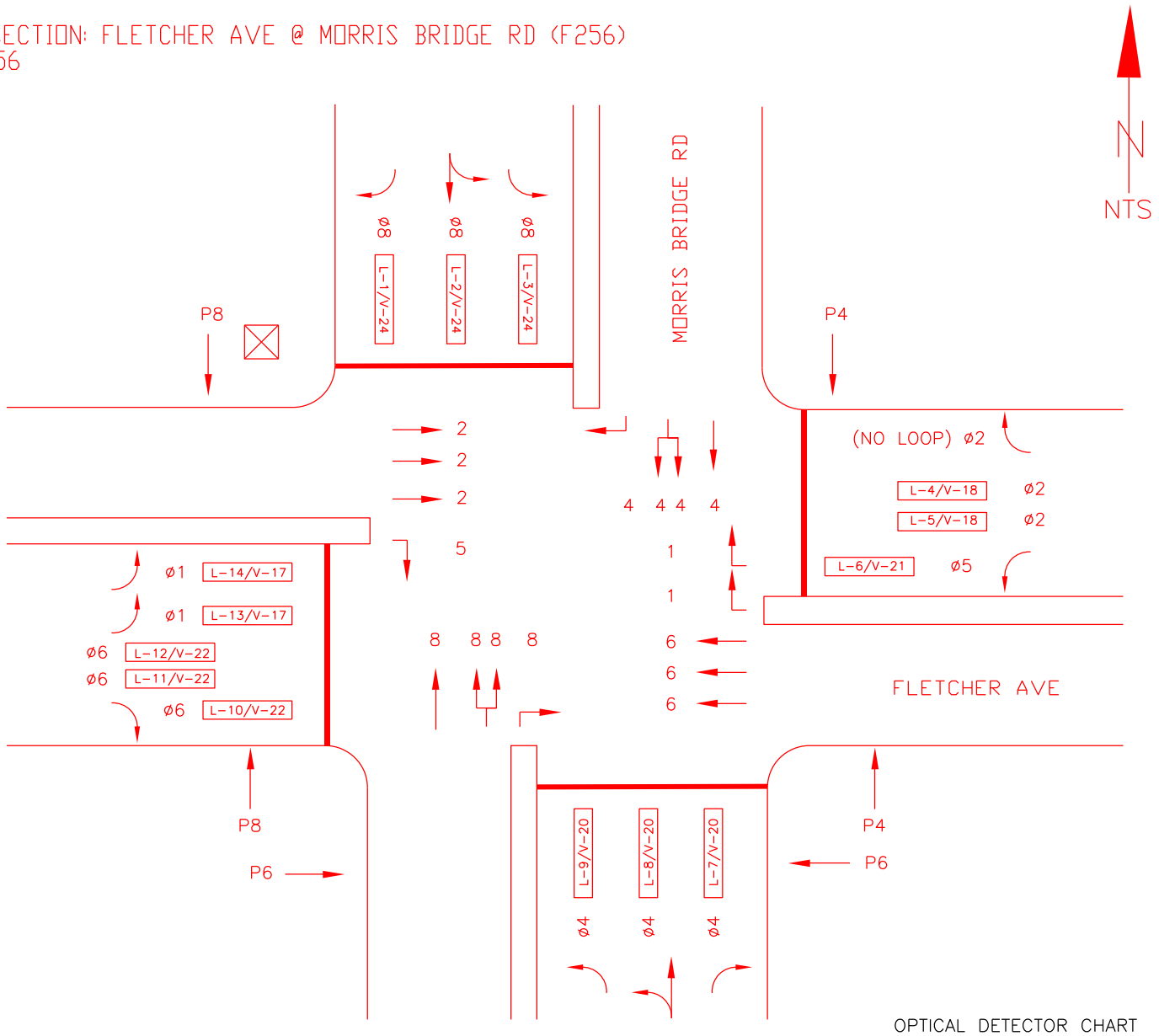
XX%	K Factor
XX%	D Factor
X,XXX	DDHV
< v >	Left/Thru/Right Movements
XXX	Turning Movement Volumes
0.XX	Turning Movement Percentages

E

Signal Timing Plans

.NTERSECTION

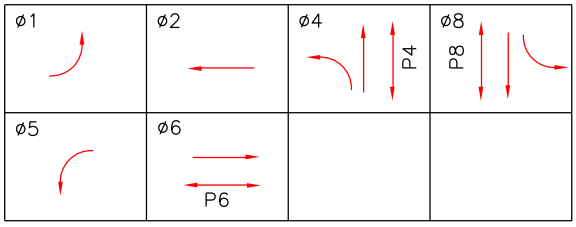
INTERSECTION: FLETCHER AVE @ MORRIS BRIDGE RD (F256)
ID# 1156



OPTICAL DETECTOR CHART

CONTR PRE IN	CHANNEL	TERM.	PRE PHASE	NOTES
3	CH.A	LT3-19	ø1+ø6	EB
4	CH.B	LT3-20	ø2+ø5	WB
5	CH.C	LT3-23	ø8	SB
6	CH.D	LT3-24	ø4	NB

PHASING DIAGRAM



OVERLAPS

A=	
B=	
C=	
D=	

NORTH ARROW

INTERSECTION: FLETCHER AVE @ MORRIS BRIDGE RD

NAZTEC, INC.
SUGAR LAND, TEXAS, USA

TITLE: HILLSBOROUGH COUNTY, FL

DRAWN BY	DATE	SHEET	SCALE
AGI	01/18/18	1 OF 1	N/A
CHECK BY	DATE	DWG. NO.	
	5/2/18	70006-NITS	

REV.	DATE	BY

NAZTEC FDOT CERTIFICATION NUMBERS:

66013431703011-Loop Detector
67816111703011-MMU
67816151703011-Cabinet Power Supply
67816171703011-BIU
67115521703011-TS2 Controller
67614581703011-TS2 Rack Cabinet

Hillsborough County | Timing Sheet | 9/19/2018 2:48:48 PM

Station : 1156 - Fletcher Ave & Hidden River Pkwy (F256) (Standard File)

Phase [1.1.1]

	1 (EL)	2 (WT)	3	4 (NT)	5 (WL)	6 (ET)	7	8 (ST)	9	10	11	12	13	14	15	16
Walk				7		7		7								
Ped Clearance				39		38		39								
Min Green	5	15		6	5	15		6								
Passage	2	4		3	3	4		3								
Max1	25	100		25	15	100		25								
Max2																
Yellow	5.1	5.1	9	4.8	5.1	5.1	9	3.4	9	9	9	9	9	9	9	9
Red	2.4	2.4		2.6	2.4	2.4		4.8								
Red Revert	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Auto Exit		ON				ON										
Rest In Walk																

Phase Option [1.1.2]

	1 (EL)	2 (WT)	3	4 (NT)	5 (WL)	6 (ET)	7	8 (ST)	9	10	11	12	13	14	15	16
Enable	ON	ON		ON	ON	ON		ON								
Auto Entry				ON												
Non Act1																
Non Act2																
Lock Call																
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON				ON										
Sim Gap Enable	ON	ON			ON	ON										
Guar Passage																
Cond Service																
Add Init Calc																

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

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

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

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

Alternate Phase Program 1, Interval Times [1.1.6.1]

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

Alternate Phase Program 2, Interval Times [1.1.6.1]

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

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Station : 1156 - Fletcher Ave & Hidden River Pkwy (F256) (Standard File)

Unit Parameters [1.2.1]

StartUp Flash	Auto Ped Clear	Backup Time	Red Revert	Console Timeout	Tone Disable	Feature Profile	Phase Mode	Diamond Mode	SDLC Retry Time	TS2 Det Faults	Cycle Fault Action	Max Cycle Time	Max Seek Track Time	Max Seek Dwell Time	Enable Run	Local Flash Start	Start Red Time	Disable Init Ped	Yellow 3 Second Disable	Omit Yellow Enable	Free Ring Sequence
	ON		3	30	OFF		QSEQ	4PH		ON	ALARM				ON	OFF		OFF	OFF	OFF	1

Comm, General Comm Parameters [6.1]

Station ID	Master Station ID	Fallback time	Allow Pencil	Port	System-Up	Sys-Down	PC/Print	Aux 232
1156		900	OFF					

Port Parameters [6.2]

Comm	Mode	Baud	MsgTime	Duplex	Enable	DialTime	Modem	ModemTime	Tel#1	Tel#2
System Up(P-A)										
System Down(P-B)										
PC/Print(P-2)										

Overlap General Parameters [1.5.1]

Conflict Lock	Lock Inhibit	Program Card	Use Parent	Canadian Fast Flash
OFF	OFF	OFF	ON	OFF

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases	Modifer Phases	Type	Green	Yellow	Red
Overlap 1			NORMAL		3.5	1.5
Overlap 2			NORMAL		3.5	1.5
Overlap 3			NORMAL		3.5	1.5
Overlap 4			NORMAL		3.5	1.5
Overlap 5			NORMAL		3.5	1.5
Overlap 6			NORMAL		3.5	1.5
Overlap 7			NORMAL		3.5	1.5
Overlap 8			NORMAL		3.5	1.5

Overlap Conflict Parameters+ [1.5.2.2]

Overlap	Conflicting Phases	Conflicting Overlaps	Conflicting Peds		
Overlap 1				OFF	OFF
Overlap 2				OFF	OFF
Overlap 3				OFF	OFF
Overlap 4				OFF	OFF
Overlap 5				OFF	OFF
Overlap 6				OFF	OFF
Overlap 7				OFF	OFF
Overlap 8				OFF	OFF

Detector, Vehicle Parameters 1-16 [5.1]

	1 (SBR1)	2 (SBT1)	3 (SBL2)	4 (WBT1)	5 (WBT2)	6 (WBL1)	7 (NBR1)	8 (NBT1)	9 (NBL2)	10 (EBR1)	11 (EBT1)	12 (EBT2)	13 (EBL1)	14 (EBL2)	15	16
Call Phase	8	8	8	2	2	5	4	4	4	6	6	6	1	1		
Switch Phase																
Delay Time	5						5									

Detector, Vehicle Parameters 17-32 [5.1]

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call Phase	1	2		4	5	6		8								
Switch Phase																
Delay Time																

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Station : 1156 - Fletcher Ave & Hidden River Pkwy (F256) (Standard File)

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

	1 (SBR1)	2 (SBT1)	3 (SBL2)	4 (WBT1)	5 (WBT2)	6 (WBL1)	7 (NBR1)	8 (NBT1)	9 (NBL2)	10 (EBR1)	11 (EBT1)	12 (EBT2)	13 (EBL1)	14 (EBL2)	15	16
Call Phase																
Switch Phase																
Delay Time																

Channels/SDLC, Assign to Phases [1.3.1]

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

Channel/SDLC, Parameters [1.3.3]

TOD Dim Enable	Extra Maps Enable	D Connector Enable	Single BIU Map	IO Mode	Preempt or Ext Output
OFF	DEFAULT		ON	AUTO	EXT

Channel/SDLC, MMU Map [1.3.5]

MMU-to-Controller Channel Map

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

Channel/SDLC, Permissive [1.3.4]

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

Channel/SDLC, Permissive [1.3.7]

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

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Ring 1	1	2		8	4	3	7	
Ring 2	5	6						
Ring 3								
Ring 4								

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Station : 1156 - Fletcher Ave & Hidden River Pkwy (F256) (Standard File)

Alarms, Enable Events [1.6.1]

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

Alarms, Enable Alarms [1.6.4]

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

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

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Flash	ON	ON				
Override Higher						
Flash Dwell						
Link						
Delay						
Min Duration						
Min Green	5	5	5	5	5	5
Min Walk						
Ped Clear			39	39	39	39
Track Green						
Min Dwell	5	5	10	10	10	10
Max Presence						
Track R1						
Track R2						
Track R3						
Track R4						
Dwell P1			1	2	8	4
Dwell P2			6	5		
Dwell P3						
Dwell P4						
Dwell P5						
Dwell P6						
Dwell P7						
Dwell P8						
Dwell P9						
Dwell P10						
Dwell P11						
Dwell P12						
Dwell Ped1						
Dwell Ped2						
Dwell Ped3						
Dwell Ped4						
Dwell Ped5						
Dwell Ped6						
Dwell Ped7						
Dwell Ped8						
Exit R1			2	2	1	8
Exit R2			6	6	5	
Exit R3						
Exit R4						

Alarms, Parameters [1.4.1]

Auto Flash Parameter

Yellow	Red	Mode	Source
		VOT_MON	TEST A

Alarms, Parameters [1.6.7]

Preempt Event Enabled	Pattern Event Enabled
ON	ON

Alarms, Phases/Overlaps [1.4.2]

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

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

Preempt	1	2	3	4	5	6
Enable			ON	ON	ON	ON
Type	RAIL	RAIL	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt						
Max2						
Return Max/Min	MAX	MAX	MIN	MIN	MIN	MIN
Extend Dwell	1	1				
Pattern						
Output Mode						
Track Over 1						
Track Over 2						
Track Over 3						
Track Over 4						
Track Over 5						
Track Over 6						
Track Over 7						
Track Over 8						
Track Over 9						
Track Over 10						
Track Over 11						
Track Over 12						
Dwell Over 1						
Dwell Over 2						
Dwell Over 3						
Dwell Over 4						
Dwell Over 5						
Dwell Over 6						
Dwell Over 7						
Dwell Over 8						
Dwell Over 9						
Dwell Over 10						
Dwell Over 11						
Dwell Over 12						
Ped Clear						
Yellow						
Red						
Return Min/Max						
Delay Inh						
Exit Time						
All Red B4						

Coordination, Modes,+ [2.1]

Modes

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

Modes+

Mode	Leave Before	Leave After	Recycle	Stop In Walk	External	Auto Reset	Latch Sec Foff	Coord Easy Float	Yield Value	Coord NTCIP Yield Sign	Closed Loop Active	
FRC	TIMED	TIMED	NO RECYCLE	ON	OFF	ON	OFF	OFF	0	+	ON	OFF

Coordination, Pattern 1-16 [2.1]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	170	150	180					200								
Offset Time	109	31	153					59								
Split Number	1	2	3					8								
Seq Number	1	3	2	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn

Coordination, Pattern 17-32 [2.1]

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

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Coordination, Splits [2.7.1]

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	22	113		19	37	98		16								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph		ON														

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	30	70		23	19	81		27								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph		ON														

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	16	99		22	17	98		43								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph						ON										

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

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

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

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

Split Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	23	142		19	41	124		16								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph		ON														

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Split Table 28	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT

Coord-Ph																

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

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

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

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

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TB Coor, Advanced Scheduler [4.3]

	Month											Day of Week							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1			1	1	1			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1	1	1	1																														2
5							1						1	1	1	1	1	1	1				1																											2
6												1	1	1	1	1	1	1	1																												1				2
7					1									1																																	1	1	1	1	1	1	2
8									1					1						1	1	1	1	1	1	1																										2
9											1						1																												1	1	1	1	1	1	1			2
10											1							1																												1	1	1	1	1	1	1			2
11	1	1	1	1	1	1	1	1	1	1	1	1						1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
12	1	1	1	1	1	1	1	1	1	1	1	1		1						1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
13																																																		1
14																																																		1
15																																																		1
16																																																		1
17																																																		1
18																																																		1
19																																																		1
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21																																																		1
22																																																		1
23																																																		1
24																																																		1
25																																																		1
26																																																		1
27																																																		1
28																																																		1
29																																																		1
30																																																		1
31																																																		1
32																																																		1

TB Coor, Day Plan [4.4]

Day Plan Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		5	7	8	9	14	19									
Minute		30	20	30	30	30	30									
Action	99	1	8	1	2	3	99									

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

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

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

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

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

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

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

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

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

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

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

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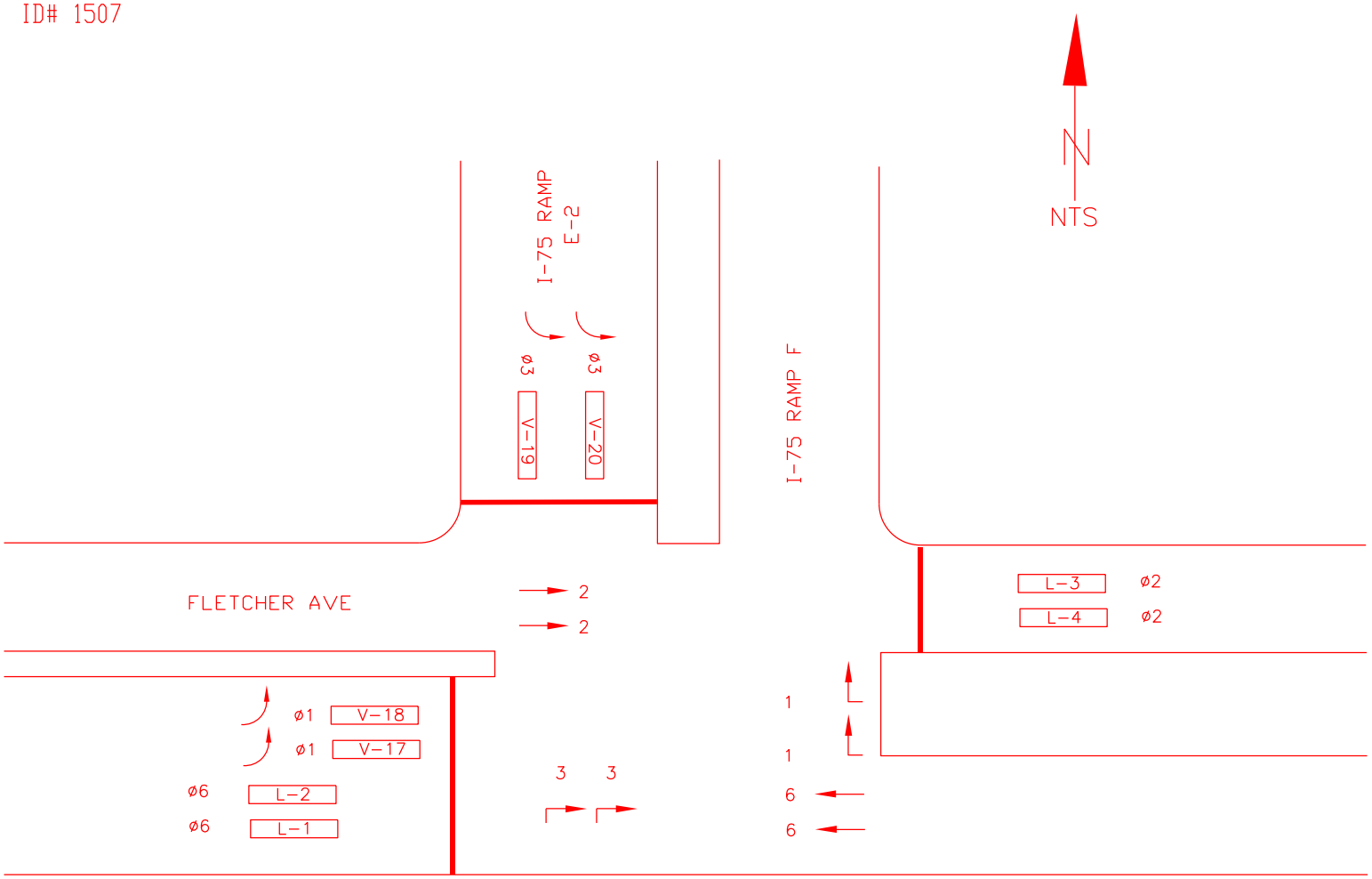
TB Coor, Action Table [4.5]

Action	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8
1	1											
2	2											
3	3											
4	4											
5	5											
6	6											
7	7											
8	8											
9	9											
10	10											
11	11											
12	12											
13	13											
14	14											
15	15											
16	16											
17	17											
18	18											
19	19											
20	20											
21	21											
22	22											
23	23											
24	24											
25	25											
26	26											
27	27											
28	28											
29	29											
30	30											
31	31											
32	32											
33	33											
34	34											
35	35											
36	36											
37	37											
38	38											
39	39											
40	40											
41	41											
42	42											
43	43											
44	44											
45	45											
46	46											
47	47											
48	48											
49												
50												
51												
52												
53												
54												
55												
56												
57												
58												
59												
60												
61												
62												
63												
64												
99	254											
100	255											

INTERSECTION

INTERSECTION: FLETCHER AVE & I-75 (EAST) (F335)
ID# 1507



OPTICAL DETECTOR CHART

CONTR PRE IN	CHANNEL	TERM.	PRE PHASE	NOTES
3	CH.A	LT3-19	ø1+ø6	EB
4	CH.B	LT3-20	ø2	WB
5	CH.C	LT3-23	ø3	SB
	CH.D			

PHASING DIAGRAM

ø1	ø2	ø3	ø4 N/U
ø5 N/U	ø6	ø7 N/U	ø8 N/U

NORTH ARROW

OVERLAPS

A=
B=
C=
D=

INTERSECTION: 1507 – FLETCHER AVE & I-75 (EAST)

NAZTEC, INC.
SUGAR LAND, TEXAS, USA

TITLE: HILLSBOROUGH COUNTY, FL

DRAWN BY	DATE	SHEET	SCALE
AGI	2/04/15	1 OF 1	N/A
CHECK BY	DATE	DWG. NO.	
		70006-NITS	

REV.	DATE	BY

NAZTEC FDOT CERTIFICATION NUMBERS:

66013431703011-Loop Detector
67816111703011-MMU
67816151703011-Cabinet Power Supply
67816171703011-BIU
67115521703011-TS2 Controller
67614581703011-TS2 Rack Cabinet

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Phase [1.1.1]

	1 (EL)	2 (WT)	3 (SL)	4	5	6 (ET)	7	8	9	10	11	12	13	14	15	16
Walk																
Ped Clearance																
Min Green	7	20	7			20										
Passage	3	3	3			3										
Max1	25	50	25			50										
Max2																
Yellow	5.1	5.1	4.1	9	9	5.1	9	9	9	9	9	9	9	9	9	9
Red	2	2	3			2										
Red Revert	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Auto Exit		ON				ON										
Rest In Walk																

Phase Option [1.1.2]

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

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

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

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

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

Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1			12	3	25		5.1	2	1	
2			20	3	50		5.1	2	2	
3			12	3	25		4.1	3	3	
4							9			
5							9			
6			20	3	50		5.1	2	6	
7							9			
8							9			

Alternate Phase Program 2, Interval Times [1.1.6.1]

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

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Unit Parameters [1.2.1]

StartUp Flash	Auto Ped Clear	Backup Time	Red Revert	Console Timeout	Tone Disable	Feature Profile	Phase Mode	Diamond Mode	SDLC Retry Time	TS2 Det Faults	Cycle Fault Action	Max Cycle Time	Max Seek Track Time	Max Seek Dwell Time	Enable Run	Local Flash Start	Start Red Time	Disable Init Ped	Yellow 3 Second Disable	Omit Yellow Enable	Free Ring Sequence
	ON		3	30	OFF		QSEQ	4PH		ON	ALARM				ON	OFF		OFF	OFF	OFF	1

Comm, General Comm Parameters [6.1]

Station ID	Master Station ID	Fallback time	Allow Pencil	Port	System-Up	Sys-Down	PC/Print	Aux 232
1507		900	OFF					

Port Parameters [6.2]

Comm	Mode	Baud	MsgTime	Duplex	Enable	DialTime	Modem	ModemTime	Tel#1	Tel#2
System Up(P-A)										
System Down(P-B)										
PC/Print(P-2)										

Overlap General Parameters [1.5.1]

Conflict Lock	Lock Inhibit	Program Card	Use Parent	Canadian Fast Flash
OFF	OFF	OFF	ON	OFF

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases								Modifer Phases								Type	Green	Yellow	Red
Overlap 1																	NORMAL		3.5	1.5
Overlap 2																	NORMAL		3.5	1.5
Overlap 3																	NORMAL		3.5	1.5
Overlap 4																	NORMAL		3.5	1.5
Overlap 5																	NORMAL		3.5	1.5
Overlap 6																	NORMAL		3.5	1.5
Overlap 7																	NORMAL		3.5	1.5
Overlap 8																	NORMAL		3.5	1.5

Overlap Conflict Parameters+ [1.5.2.2]

Overlap	Conflicting Phases								Conflicting Overlaps								Conflicting Peds									
Overlap 1																									OFF	OFF
Overlap 2																									OFF	OFF
Overlap 3																									OFF	OFF
Overlap 4																									OFF	OFF
Overlap 5																									OFF	OFF
Overlap 6																									OFF	OFF
Overlap 7																									OFF	OFF
Overlap 8																									OFF	OFF

Detector, Vehicle Parameters 1-16 [5.1]

	1 (EBT1)	2 (EBT2)	3 (WBT1)	4 (WBT2)	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase	6	6	2	2												
Switch Phase																
Delay Time																

Detector, Vehicle Parameters 17-32 [5.1]

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call Phase	1	1	3	3												
Switch Phase																
Delay Time																

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Detector Alternate Program 1, Vehicle Parameters [5.5.1]

	1 (EBT1)	2 (EBT2)	3 (WBT1)	4 (WBT2)	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase																
Switch Phase																
Delay Time																

Channels/SDLC, Assign to Phases [1.3.1]

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

Channel/SDLC, Parameters [1.3.3]

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

Channel/SDLC, MMU Map [1.3.5]

MMU-to-Controller Channel Map

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

Channel/SDLC, Permissive [1.3.4]

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

Channel/SDLC, Permissive [1.3.7]

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

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Ring 1	1	2		3	4	7	8	
Ring 2	5	6						
Ring 3								
Ring 4								

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Alarms, Enable Events [1.6.1]

Event#	Event Enable
1	ON
2	ON
3	ON
4	ON
5	ON
6	ON
7	
8	
9	
10	
11	
12	ON
13	ON
14	ON
15	ON
16	ON
17	
18	
19	
20	
21	
22	ON
23	ON
24	
25	
26	ON
27	
28	
29	ON
30	
31	
32	
33	
34	
35	
36	
37	ON
38	
39	
40	
41	
42	
43	
44	
45	
46	
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62	
63	
64	

Alarms, Enable Alarms [1.6.4]

Alarm#	Alarm Enable
1	ON
2	ON
3	ON
4	ON
5	ON
6	ON
7	
8	
9	
10	
11	
12	ON
13	ON
14	ON
15	ON
16	ON
17	
18	
19	
20	
21	
22	ON
23	ON
24	
25	
26	ON
27	
28	
29	ON
30	
31	
32	
33	
34	
35	
36	
37	ON
38	
39	
40	
41	
42	
43	
44	
45	
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63	
64	

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

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

Alarms, Parameters [1.4.1]

Auto Flash Parameter

Yellow	Red	Mode	Source
		VOT_MON	TEST A

Alarms, Parameters [1.6.7]

Preempt Event Enabled	Pattern Event Enabled
ON	ON

Alarms, Phases/Overlaps [1.4.2]

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

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

Preempt	1	2	3	4	5	6
Enable			ON	ON	ON	
Type	RAIL	RAIL	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt						
Max2						
Return Max/Min	MAX	MAX	MIN	MIN	MIN	MIN
Extend Dwell	1	1				
Pattern						
Output Mode						
Track Over 1						
Track Over 2						
Track Over 3						
Track Over 4						
Track Over 5						
Track Over 6						
Track Over 7						
Track Over 8						
Track Over 9						
Track Over 10						
Track Over 11						
Track Over 12						
Dwell Over 1						
Dwell Over 2						
Dwell Over 3						
Dwell Over 4						
Dwell Over 5						
Dwell Over 6						
Dwell Over 7						
Dwell Over 8						
Dwell Over 9						
Dwell Over 10						
Dwell Over 11						
Dwell Over 12						
Ped Clear						
Yellow						
Red						
Return Min/Max						
Delay Inh						
Exit Time						
All Red B4						

Coordination, Modes,+ [2.1]

Modes

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

Modes+

Mode	Leave Before	Leave After	Recycle	Stop In Walk	External	Auto Reset	Latch Sec Foff	Coord Easy Float	Yield Value	Coord NTCIP Yield Sign	Closed Loop Active	
FRC	TIMED	TIMED	NO RECYCLE	ON	OFF	ON	OFF	OFF	0	+	ON	OFF

Coordination, Pattern 1-16 [2.1]

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

Coordination, Pattern 17-32 [2.1]

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

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Coordination, Splits [2.7.1]

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

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

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

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

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

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

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

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

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

Split Table 10	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time	25	30	25			45										
Mode	MIN	NON	MAX	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 11	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time	60	20	25			20										
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

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

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

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

Split Table 15	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time	25	30	25			30										
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

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

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

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

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

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

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

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

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

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

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

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

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

Split Table 28	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																

Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

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

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

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

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

Hillsborough County | Timing Sheet | 5/4/2016 10:18:01 AM

Station : 1507 - Fletcher-Morris Bridge & I-75 (East) (F335) (Standard File)

TB Coor, Advanced Scheduler [4.3]

	Month											Day of Week							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1			1	1	1			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1	1	1	1																																2
5							1						1	1	1	1	1	1	1				1																													2
6												1	1	1	1	1	1	1	1																																	2
7					1									1																																						2
8									1					1						1	1	1	1	1	1	1																											2
9										1							1																																				2
10										1								1																																			2
11	1	1	1	1	1	1	1	1	1	1	1	1						1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
12	1	1	1	1	1	1	1	1	1	1	1	1		1						1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
13																																																			1
14																																																			1
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29																																																			1
30																																																			1
31																																																			1
32																																																			1

TB Coor, Day Plan [4.4]

Day Plan Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		5	7	8	15	19	23									
Minute			15	30	30											
Action	15	99	10	99	11	99	15									

Day Plan Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		5	23													
Minute																
Action	15	99	15													

Day Plan Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		5	23													
Minute																
Action	15	99	15													

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

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

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

Station : 1507 - Fletcher-Morris Bridge & I-75 (East) (F335) (Standard File)

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

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

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

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

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

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

Station : 1507 - Fletcher-Morris Bridge & I-75 (East) (F335) (Standard File)

TB Coor, Action Table [4.5]

Action	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8
1	1											
2	2											
3	3											
4	4											
5	5											
6	6											
7	7											
8	8											
9	9											
10	10											
11	11											
12	12											
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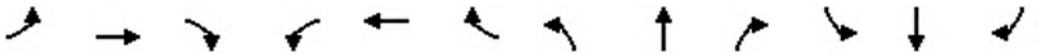
53												
54												
55												
56												
57												
58												
59												
60												
61												
62												
63												
64												
99	254											
100	255											

F

Existing Year (2021) Synchro Analysis Results

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	228	832	188	156	2201	663	210	53	107	79	56	127
Future Volume (vph)	228	832	188	156	2201	663	210	53	107	79	56	127
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	450		0	600		400	100		200	0		450
Storage Lanes	2		0	1		1	1		1	1		1
Taper Length (ft)	100			100			50			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		50			50			25			30	
Link Distance (ft)		1075			801			1119			1095	
Travel Time (s)		14.7			10.9			30.5			24.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)							38%			16%		
Lane Group Flow (vph)	240	1074	0	164	2317	698	137	140	113	70	72	134
Act Effct Green (s)	15.5	125.8		24.2	134.5	134.5	11.6	11.6	11.6	7.8	7.8	7.8
Actuated g/C Ratio	0.08	0.63		0.12	0.67	0.67	0.06	0.06	0.06	0.04	0.04	0.04
v/c Ratio	0.92	0.35		0.78	0.99	0.60	1.44	1.44	0.49	1.09	1.07	0.67
Control Delay	128.5	17.6		109.4	48.6	10.1	305.6	305.2	10.3	220.4	213.7	25.1
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	128.5	17.6		109.4	48.6	10.1	305.6	305.2	10.3	220.4	213.7	25.1
LOS	F	B		F	D	B	F	F	B	F	F	C
Approach Delay		37.9			43.3			219.9			123.8	
Approach LOS		D			D			F			F	
Queue Length 50th (ft)	164	228		214	1517	232	~255	~261	0	~108	~110	0
Queue Length 95th (ft)	#256	286		295	#1749	343	#427	#435	22	#237	#242	63
Internal Link Dist (ft)		995			721			1039			1015	
Turn Bay Length (ft)	450			600		400	100		200			450
Base Capacity (vph)	260	3066		290	2334	1160	95	97	232	64	67	201
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	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
Reduced v/c Ratio	0.92	0.35		0.57	0.99	0.60	1.44	1.44	0.49	1.09	1.07	0.67

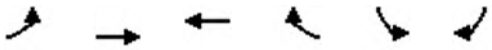
Intersection Summary			
Area Type:	Other		
Cycle Length: 200			
Actuated Cycle Length: 200			
Offset: 59 (30%), Referenced to phase 2:WBT, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.44			
Intersection Signal Delay: 59.6		Intersection LOS: E	
Intersection Capacity Utilization 99.9%		ICU Level of Service F	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	353	665	614	1947	0	0	0	0	7	0	1073
Future Volume (Veh/h)	0	353	665	614	1947	0	0	0	0	7	0	1073
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	372	700	646	2049	0	0	0	0	7	0	1129
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		Raised			Raised							
Median storage veh)		1			1							
Upstream signal (ft)		1311										
pX, platoon unblocked												
vC, conflicting volume	2049			372			2688	3713	186	3527	3713	1024
vC1, stage 1 conf vol							372	372		3341	3341	
vC2, stage 2 conf vol							2316	3341		186	372	
vCu, unblocked vol	2049			372			2688	3713	186	3527	3713	1024
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)							6.6	5.6		6.6	5.6	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			45			0	100	100	0	100	0
cM capacity (veh/h)	263			1169			0	8	818	3	2	229

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1	SB 2
Volume Total	186	186	700	646	1024	1024	7	1129
Volume Left	0	0	0	646	0	0	7	0
Volume Right	0	0	700	0	0	0	0	1129
cSH	1700	1700	1700	1169	1700	1700	3	229
Volume to Capacity	0.11	0.11	0.41	0.55	0.60	0.60	2.24	4.93
Queue Length 95th (ft)	0	0	0	88	0	0	47	Err
Control Delay (s)	0.0	0.0	0.0	11.8	0.0	0.0	2547.7	Err
Lane LOS				B			F	F
Approach Delay (s)	0.0			2.8			9953.1	
Approach LOS							F	

Intersection Summary				
Average Delay	2307.6			
Intersection Capacity Utilization	126.9%	ICU Level of Service	H	
Analysis Period (min)	15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	204	156	1140	10	141	1421
Future Volume (vph)	204	156	1140	10	141	1421
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	740			0	550	0
Storage Lanes	2			0	2	2
Taper Length (ft)	75				25	
Right Turn on Red				Yes		Yes
Link Speed (mph)		50	50		35	
Link Distance (ft)		947	1283		663	
Travel Time (s)		12.9	17.5		12.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Lane Group Flow (vph)	215	164	1211	0	148	1496
Act Effct Green (s)	9.9	39.9	22.9		17.9	72.0
Actuated g/C Ratio	0.14	0.55	0.32		0.25	1.00
v/c Ratio	0.47	0.09	1.10		0.18	0.55
Control Delay	32.0	7.6	84.0		22.5	0.8
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	32.0	7.6	84.0		22.5	0.8
LOS	C	A	F		C	A
Approach Delay		21.4	84.0		2.7	
Approach LOS		C	F		A	
Queue Length 50th (ft)	46	16	~329		26	0
Queue Length 95th (ft)	76	28	#479		51	0
Internal Link Dist (ft)		867	1203		583	
Turn Bay Length (ft)	740				550	
Base Capacity (vph)	837	2310	1104		837	2733
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.26	0.07	1.10		0.18	0.55

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 72			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.10			
Intersection Signal Delay: 35.3		Intersection LOS: D	
Intersection Capacity Utilization 61.2%		ICU Level of Service B	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

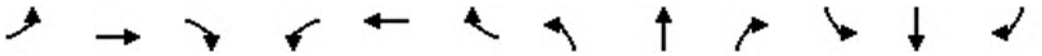
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	205	2164	204	90	806	50	158	32	234	728	60	249
Future Volume (vph)	205	2164	204	90	806	50	158	32	234	728	60	249
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	450		0	600		400	100		200	0		450
Storage Lanes	2		0	1		1	1		1	1		1
Taper Length (ft)	100			100			50			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		50			50			25			30	
Link Distance (ft)		1075			801			1119			1095	
Travel Time (s)		14.7			10.9			30.5			24.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)							40%			46%		
Lane Group Flow (vph)	216	2493	0	95	848	53	100	100	246	414	415	262
Act Effct Green (s)	8.5	90.5		9.5	91.5	91.5	14.6	14.6	14.6	34.8	34.8	34.8
Actuated g/C Ratio	0.05	0.50		0.05	0.51	0.51	0.08	0.08	0.08	0.19	0.19	0.19
v/c Ratio	1.37	1.00		1.04	0.48	0.06	0.75	0.74	1.03	1.30	1.29	0.58
Control Delay	257.3	62.9		183.4	29.9	0.1	112.1	109.8	104.7	210.2	206.8	24.9
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	257.3	62.9		183.4	29.9	0.1	112.1	109.8	104.7	210.2	206.8	24.9
LOS	F	E		F	C	A	F	F	F	F	F	C
Approach Delay		78.4			43.0			107.5			164.4	
Approach LOS		E			D			F			F	
Queue Length 50th (ft)	~172	~1079		~120	338	0	124	124	~171	~655	~653	79
Queue Length 95th (ft)	#268	#1192		#255	398	0	#231	#228	#366	#896	#895	185
Internal Link Dist (ft)		995			721			1039			1015	
Turn Bay Length (ft)	450			600		400	100		200			450
Base Capacity (vph)	158	2481		91	1764	849	133	136	238	318	321	450
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	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
Reduced v/c Ratio	1.37	1.00		1.04	0.48	0.06	0.75	0.74	1.03	1.30	1.29	0.58

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 0 (0%), Referenced to phase 6:EBT, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.37			
Intersection Signal Delay: 92.1		Intersection LOS: F	
Intersection Capacity Utilization 101.8%		ICU Level of Service G	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

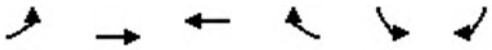
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1599	1527	176	710	0	0	0	0	17	0	236
Future Volume (Veh/h)	0	1599	1527	176	710	0	0	0	0	17	0	236
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	1683	1607	185	747	0	0	0	0	18	0	248
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		Raised			Raised							
Median storage veh)		1			1							
Upstream signal (ft)		1311										
pX, platoon unblocked				0.55			0.55	0.55	0.55	0.55	0.55	
vC, conflicting volume	747			1683			2426	2800	842	1958	2800	374
vC1, stage 1 conf vol							1683	1683		1117	1117	
vC2, stage 2 conf vol							744	1117		842	1683	
vCu, unblocked vol	747			604			1957	2636	0	1105	2636	374
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)							6.6	5.6		6.6	5.6	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			65			100	100	100	84	100	60
cM capacity (veh/h)	844			526			86	101	592	115	53	618

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1	SB 2
Volume Total	842	842	1607	185	374	374	18	248
Volume Left	0	0	0	185	0	0	18	0
Volume Right	0	0	1607	0	0	0	0	248
cSH	1700	1700	1700	526	1700	1700	115	618
Volume to Capacity	0.49	0.49	0.95	0.35	0.22	0.22	0.16	0.40
Queue Length 95th (ft)	0	0	0	39	0	0	13	48
Control Delay (s)	0.0	0.0	0.0	15.5	0.0	0.0	42.0	14.7
Lane LOS				C			E	B
Approach Delay (s)	0.0			3.1			16.5	
Approach LOS							C	

Intersection Summary				
Average Delay	1.6			
Intersection Capacity Utilization	111.0%	ICU Level of Service		H
Analysis Period (min)	15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1017	599	304	10	526	582
Future Volume (vph)	1017	599	304	10	526	582
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	740			0	550	0
Storage Lanes	2			0	2	2
Taper Length (ft)	75				25	
Right Turn on Red				Yes		Yes
Link Speed (mph)		50	50		35	
Link Distance (ft)		947	1283		663	
Travel Time (s)		12.9	17.5		12.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1071	631	331	0	554	613
Act Effct Green (s)	32.8	52.5	12.6		17.8	84.6
Actuated g/C Ratio	0.39	0.62	0.15		0.21	1.00
v/c Ratio	0.82	0.29	0.64		0.78	0.22
Control Delay	29.1	7.7	41.2		42.1	0.2
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	29.1	7.7	41.2		42.1	0.2
LOS	C	A	D		D	A
Approach Delay		21.1	41.2		20.1	
Approach LOS		C	D		C	
Queue Length 50th (ft)	259	73	87		144	0
Queue Length 95th (ft)	332	98	149		#260	0
Internal Link Dist (ft)		867	1203		583	
Turn Bay Length (ft)	740				550	
Base Capacity (vph)	2123	3015	533		718	2733
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.50	0.21	0.62		0.77	0.22

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 84.6			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 22.8		Intersection LOS: C	
Intersection Capacity Utilization 71.8%		ICU Level of Service C	
Analysis Period (min) 15			

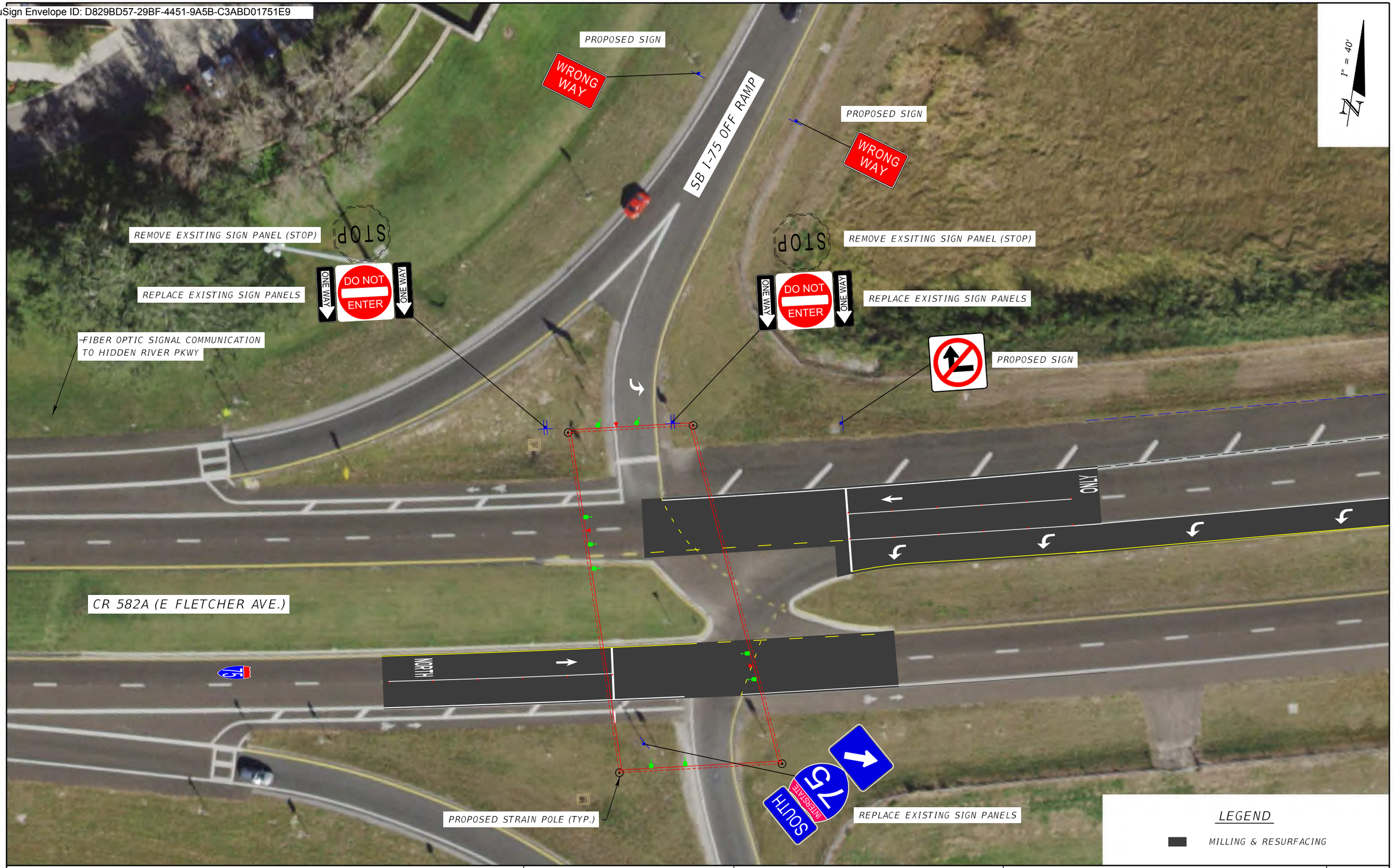
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

G

Build Alternative Conceptual Roadway Design Plans

G.1

Design Concept



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

BURGESS & NIPLE, INC.
10006 N. DALE MABRY HWY., SUITE 201
TAMPA, FL 33618

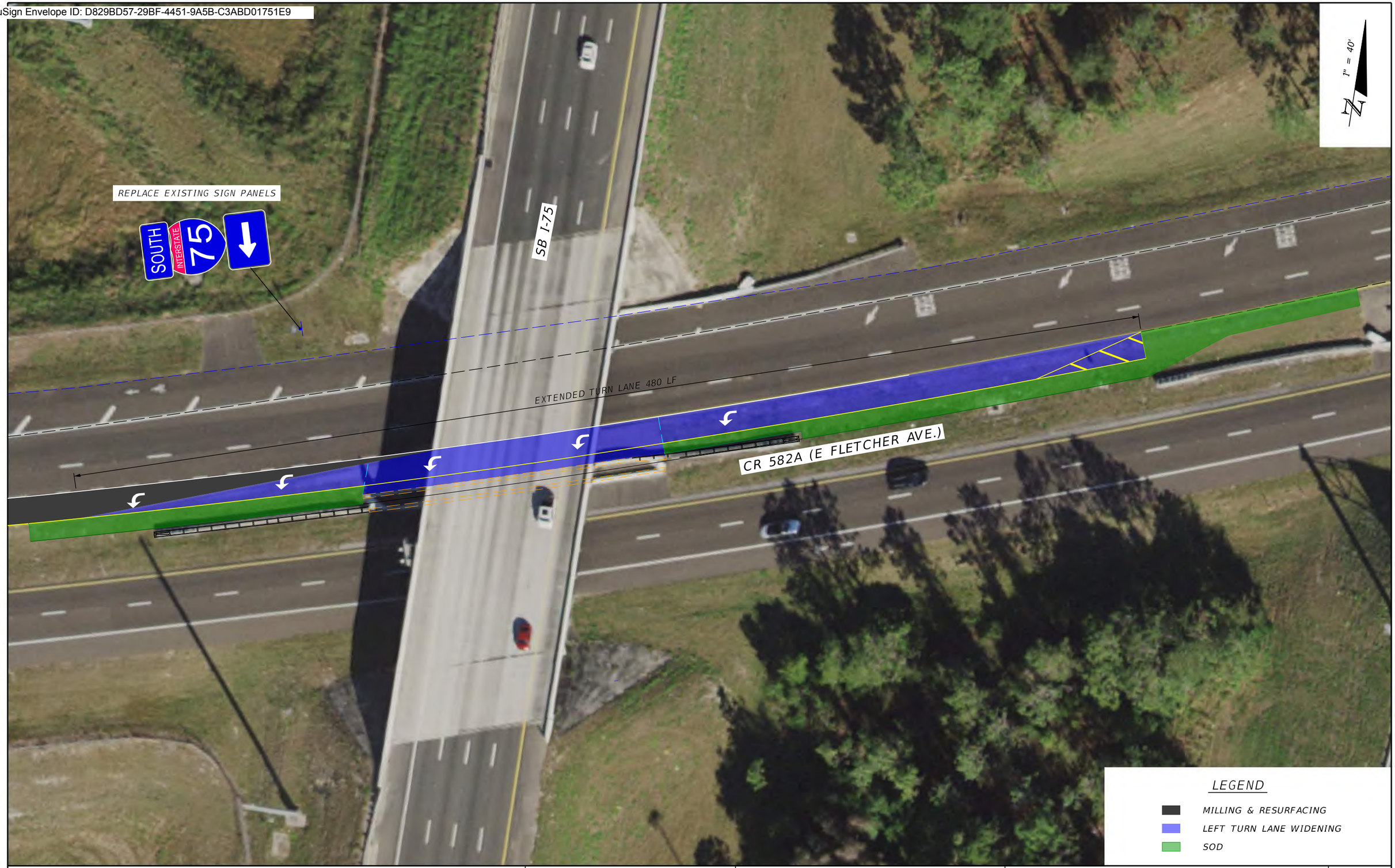
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
CR 582A	HILLSBOROUGH	N/A

CONCEPTUAL SIGNING PLAN

SHEET NO. 1

$USER$ $DATE$ $TIME$ $MODELNAME$ $FILE$



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

BURGESS & NIPLE, INC.
10006 N. DALE MABRY HWY., SUITE 201
TAMPA, FL 33618

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
CR 582A	HILLSBOROUGH	N/A

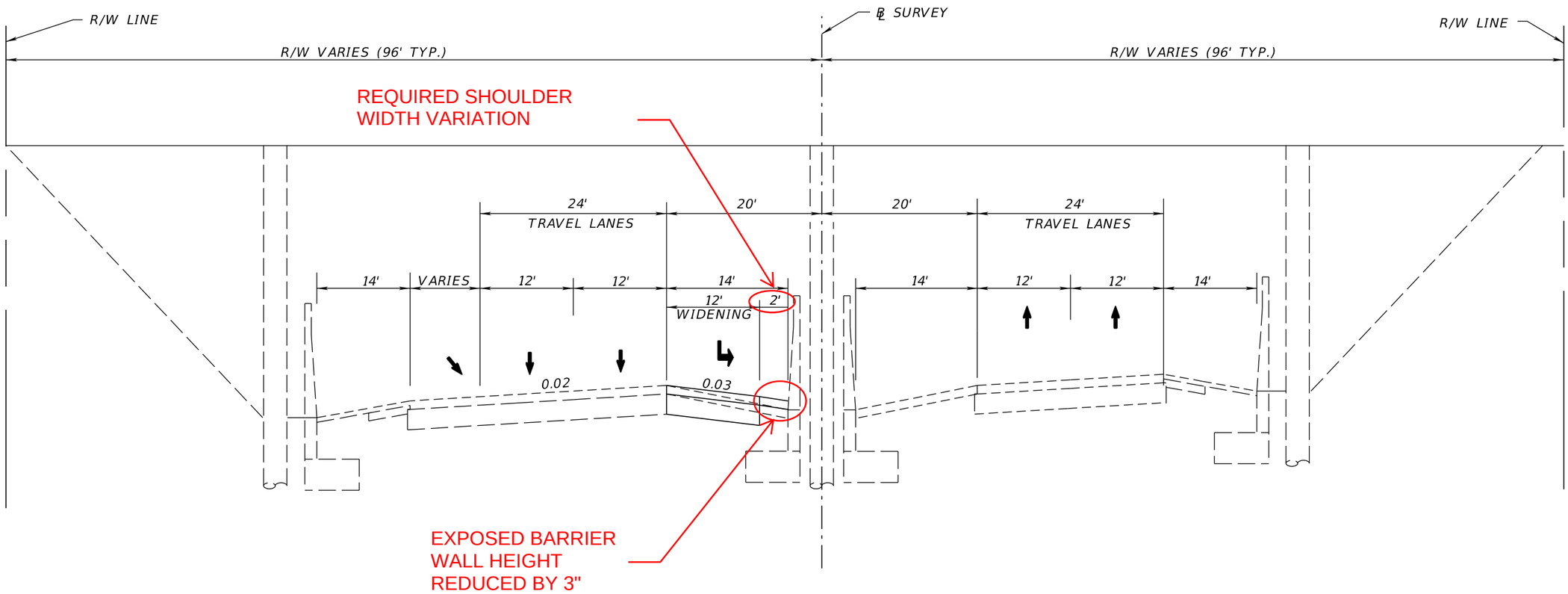
CONCEPTUAL SIGNING PLAN

SHEET NO. 2

$USER$ $DATE$ $TIME$ $MODELNAME$ $FILE$

G.2

Typical Section



TYPICAL SECTION UNDER I-75 SB BRIDGE

N.T.S.

REVISIONS				BURGESS & NIPLE, INC. 10006 N. DALE MABRY HWY., SUITE 201 TAMPA, FL 33618	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			CONCEPTUAL IMPROVEMENTS	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		1
					CR 582A	HILLSBOROUGH	N/A		

$USER$ $DATE$ $TIME$ $MODELNAME$ $FILE$

G.3

Cost Estimates

I-75 at CR 582A - FLETCHER AVE.

PRELIMINARY ENGINEER'S ESTIMATE

PAY ITEM	ITEM DESCRIPTION	UNIT	QTY.	UNIT PRICE	TOTAL AMOUNT
ROADWAY-0200					
0102- 14-	TRAFFIC CONTROL OFFICER	HR	8	$60.00	$480.00
0102- 60-	WORK ZONE SIGN	ED	400	$0.60	$240.00
0102- 71- 136	TEMPORARY BARRIER, F&I, FREE STANDING	LF	550	$60.00	$33,000.00
0102- 74- 1	CHANNELIZING DEVICE- TYPES I, II, DI, VP, DRUM, OR LCD	ED	600	$0.50	$300.00
0102- 76-	ARROW BOARD / ADVANCE WARNING ARROW PANEL	ED	30	$10.00	$300.00
0102- 78-1	TEMPORARY RETROREFLECTIVE PAVEMENT MARKER	EA	1000	$15.00	$15,000.00
0102- 89-1	TEMPORARY CRASH CUSHION, REDIRECTIVE OPTION	EA	1	$1,043.00	$1,043.00
0102- 99-	PORTABLE CHANGEABLE MESSAGE SIGN, TEMPORARY	ED	30	$14.00	$420.00
0104- 18-	INLET PROTECTION SYSTEM	EA	2	$140.00	$280.00
0107- 1-	LITTER REMOVAL	AC	2.000	$50.00	$100.00
0107- 2-	MOWING	AC	2.000	$50.00	$100.00
0110- 1- 1	CLEARING & GRUBBING	LS/AC	0.211	$13,000.00	$2,743.00
0120- 1-	REGULAR EXCAVATION	CY	500	$38.00	$19,000.00
0120- 6-	EMBANKMENT	CY	1000	$38.00	$38,000.00
0160- 4-	TYPE B STABILIZATION	SY	1020	$20.00	$20,400.00
0285-710	OPTIONAL BASE, BASE GROUP 10	SY	600	$32.00	$19,200.00
0327- 70- 611	MILLING EXIST ASPH PAVT, 2 1/4" AVG DEPTH	SY	1800	$20.00	$36,000.00
0334- 1- 55	SUPERPAVE ASPHALTIC CONCRETE, TRAFFIC E, PG76-22	TN	200.0	$291.00	$58,200.00
0337 7 25	ASPHALT CONCRETE FRICTION COURSE, FC-5, PG 76-22	TN	100.0	$524.00	$52,400.00
0425 1561	INLETS, DT BOT, TYPE F, <10'	EA	1	$2,000.00	$2,000.00
0430-175-118	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 18"S/CD	LF	50	$130.00	$6,500.00
0570- 1- 2	PERFORMANCE TURF, SOD	SY	420	$3.50	$1,470.00
0706-1-3	RAISED PAVEMENT MARKER, TYPE B WITHOUT FINAL SURFACE MARKINGS	EA	38	$10.00	$380.00
0710- 11-101	PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID, 6"	GM	0.190	$2,200.00	$418.00
0710- 11-125	PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID FOR STOP LINE OR CROSSWALK, 24"	LF	37	$1.98	$73.26
0710- 11-170	PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, ARROWS	EA	9	$38.50	$346.50
0710- 11-201	PAINTED PAVEMENT MARKINGS, STANDARD, YELLOW, SOLID, 6"	GM	0.160	$2,200.00	$352.00
0710- 11-224	PAINTED PAVEMENT MARKINGS, STANDARD, YELLOW, SOLID FOR DIAGONAL OR CHEVRON, 18"	LF	112	$5.50	$616.00
0710-11-241	PAINTED PAVEMENT MARKINGS, STANDARD, YELLOW, 2-4 DOTTED GUIDELINE/6-10 DOTTED EXTENSION, 6"	GM	0.027	$1,980.00	$52.47
	COMPONENT SUBTOTAL:				**309,414.23**

SIGNING-0300					
700-1-11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	4	$896.00	$3,584.00
700-1-12	SINGLE POST SIGN, F&I GROUND MOUNT, 12-20 SF	AS	2	$1,680.00	$3,360.00
700-1-60	SINGLE POST SIGN, REMOVE	AS	2	$179.00	$358.00
700-2-14	MULTI-POST SIGN, F&I GROUND MOUNT, 31-50 SF	AS	1	$3,920.00	$3,920.00
700-13-14	RETROREFLECTIVE SIGN STRIP- WRONG WAY SIGN POST, 2'	EA	2	$85.44	$170.88
706-1-3	RAISED PAVEMENT MARKER, TYPE B (WHITE/RED)	EA	38	$10.00	$380.00
710-90	PAINTED PAVEMENT MARKINGS - FINAL SURFACE	LS	1	$2,500.00	$2,500.00
711-11-124	THERMOPLASTIC, STD., WHITE, SOLID 18" FOR DIAGONALS AND CHEVRONS	LF	112	$3.08	$344.96
711-11-125	THERMOPLASTIC, STD., WHITE SOLID, 24" FOR STOP LINE AND CROSSWALK	LF	37	$6.60	$244.20
711-11-160	THERMOPLASTIC, STD., WHITE MESSAGE OR SYMBOL	EA	2	$176.00	$352.00
711-11-170	THERMOPLASTIC, STD., WHITE ARROW	EA	11	$71.50	$786.50
711-15-101	THERMOPLASTIC, STD.-OPEN GRADE ASP SURFACES, WHITE, SOLID 6"	GM	0.190	$4,840.00	$919.60
711-15-131	THERMOPLASTIC, STD.-OPEN GRADE ASP SURFACE WHITE, SKIP, 6", 10'-30' SKIP	GM	0.004	$1,760.00	$7.04
711-15-201	THERMOPLASTIC, STD.-OPEN GRADE ASP SURFACE, YELLOW, SOLID 6"	GM	0.160	$4,840.00	$774.40
	COMPONENT SUBTOTAL:				**$17,701.58**

SIGNALIZATION-0500					
630-2-11	CONDUIT, F&I, OPEN TRENCH	LF	120	$16.00	$1,920.00
630-2-12	CONDUIT, F&I, DIRECTIONAL BORE	LF	460	$32.50	$14,950.00
632-7-1	SIGNAL CABLE-NEW OR RECONSTRUCTED INTERSECTION, FURNISH & INSTALL	PI	1	$4,816.00	$4,816.00
634-4-153	SPAN WIRE ASSEMBLY, F&I, TWO POINT, BOX OR DROP BOX	PI	1	$7,840.00	$7,840.00
635-2-11	PULL & SPLICE BOX, F&I, 13" X 24" COVER SIZE	EA	12	$896.00	$10,752.00
635-2-12	PULL & SPLICE BOX, F&I, 24" X 36" COVER SIZE	EA	1	$2,240.00	$2,240.00
639-1-122	ELECTRICAL POWER SERVICE, F&I, UNDERGROUND, METER PURCHASED BY CONTRACTOR	AS	1	$3,920.00	$3,920.00
641-2-12	PRESTRESSED CONCRETE POLE, F&I, TYPE P-II SERVICE POLE	EA	1	$2,016.00	$2,016.00
641-2-18	PRESTRESSED CONCRETE POLE, F&I, TYPE P-VIII	EA	4	$13,440.00	$53,760.00
650-1-14	TRAFFIC SIGNAL, F&I ALUMINUM, 3 SECTION, 1 WAY	AS	7	$1,680.00	$11,760.00
650-1-16	TRAFFIC SIGNAL, F&I ALUMINUM, 4 SECTION, 1 WAY	AS	1	$2,240.00	$2,240.00
0660 3 11	VEHICLE DETECTION SYSTEM- MICROWAVE, F&I CABINET EQUIPMENT	EA	1	$5,600.00	$5,600.00
0660 3 12	VEHICLE DETECTION SYSTEM- MICROWAVE, F&I, ABOVE GROUND EQUIPMENT	EA	3	$12,320.00	$36,960.00
0670 5111	TRAFFIC CONTROLLER ASSEMBLY, F&I, NEMA, 1 PREEMPTION	AS	1	$31,360.00	$31,360.00
0684 1 1	MANAGED FIELD ETHERNET SWITCH, F&I	EA	1	$6,160.00	$6,160.00
0685 1 13	UNINTERRUPTIBLE POWER SUPPLY, F&I, LINE INTERACTIVE WITH CABINET	EA	1	$6,608.00	$6,608.00
0700 5 22	INTERNALLY ILLUMINATED SIGN, F&I, OVERHEAD MOUNT, 12-18 SF	EA	6	$4,480.00	$26,880.00
	COMPONENT SUBTOTAL:				**$229,782.00**
	PROJECT SUBTOTAL:				**$556,897.81**
	CONSTRUCTABILITY ANALYSIS	LS	1	2%	**$11,137.96**
	DESIGN	LS	1	20%	**$111,379.56**
102-1	**MAINTENANCE OF TRAFFIC**	LS	1	10%	**$55,689.78**
101-1	**MOBILIZATION**	LS	1	10%	**$55,689.78**
	PROJECT UNKNOWNS:	LS	1	5%	**$39,539.74**
999-25	**INITIAL CONTINGENCY**	LS	1	$10,000.00	**$10,000.00**
	PROJECT TOTAL:				**$840,334.63**

H

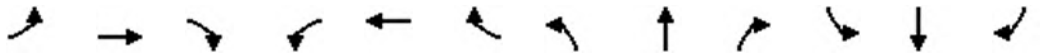
Opening Year (2025) Synchro Analysis Results

H.1

No Build Alternative

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	244	888	201	158	2313	697	224	56	112	89	64	144
Future Volume (vph)	244	888	201	158	2313	697	224	56	112	89	64	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	450		0	600		400	100		200	0		450
Storage Lanes	2		0	1		1	1		1	1		1
Taper Length (ft)	100			100			50			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		50			50			25			30	
Link Distance (ft)		1075			801			1119			1095	
Travel Time (s)		14.7			10.9			30.5			24.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)							38%			16%		
Lane Group Flow (vph)	257	1147	0	166	2435	734	146	149	118	79	82	152
Act Effct Green (s)	15.5	125.6		24.4	134.5	134.5	11.6	11.6	11.6	7.8	7.8	7.8
Actuated g/C Ratio	0.08	0.63		0.12	0.67	0.67	0.06	0.06	0.06	0.04	0.04	0.04
v/c Ratio	0.99	0.37		0.79	1.04	0.63	1.54	1.54	0.51	1.23	1.22	0.76
Control Delay	141.7	18.2		109.3	63.2	11.4	340.2	339.1	11.7	257.7	252.2	35.8
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	141.7	18.2		109.3	63.2	11.4	340.2	339.1	11.7	257.7	252.2	35.8
LOS	F	B		F	E	B	F	F	B	F	F	D
Approach Delay		40.8			54.1			246.0			148.5	
Approach LOS		D			D			F			F	
Queue Length 50th (ft)	177	250		216	~1816	278	~281	~287	0	~134	~138	7
Queue Length 95th (ft)	#282	312		298	#1911	401	#455	#464	31	#271	#278	#112
Internal Link Dist (ft)		995			721			1039			1015	
Turn Bay Length (ft)	450			600		400	100		200			450
Base Capacity (vph)	260	3061		290	2334	1157	95	97	232	64	67	201
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	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
Reduced v/c Ratio	0.99	0.37		0.57	1.04	0.63	1.54	1.54	0.51	1.23	1.22	0.76

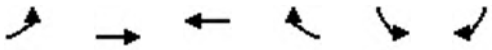
Intersection Summary			
Area Type:	Other		
Cycle Length: 200			
Actuated Cycle Length: 200			
Offset: 59 (30%), Referenced to phase 2:WBT, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.54			
Intersection Signal Delay: 70.6		Intersection LOS: E	
Intersection Capacity Utilization 103.9%		ICU Level of Service G	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	373	716	674	2057	0	0	0	0	12	0	1111
Future Volume (Veh/h)	0	373	716	674	2057	0	0	0	0	12	0	1111
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	393	754	709	2165	0	0	0	0	13	0	1169
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		Raised			Raised							
Median storage veh)		1			1							
Upstream signal (ft)		1311										
pX, platoon unblocked												
vC, conflicting volume	2165			393			2894	3976	196	3780	3976	1082
vC1, stage 1 conf vol							393	393		3583	3583	
vC2, stage 2 conf vol							2500	3583		196	393	
vCu, unblocked vol	2165			393			2894	3976	196	3780	3976	1082
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)							6.6	5.6		6.6	5.6	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			38			0	100	100	0	100	0
cM capacity (veh/h)	237			1148			0	5	806	2	1	209

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1	SB 2
Volume Total	196	196	754	709	1082	1082	13	1169
Volume Left	0	0	0	709	0	0	13	0
Volume Right	0	0	754	0	0	0	0	1169
cSH	1700	1700	1700	1148	1700	1700	2	209
Volume to Capacity	0.12	0.12	0.44	0.62	0.64	0.64	7.13	5.58
Queue Length 95th (ft)	0	0	0	112	0	0	Err	Err
Control Delay (s)	0.0	0.0	0.0	13.1	0.0	0.0	Err	Err
Lane LOS				B			F	F
Approach Delay (s)	0.0			3.2			Err	
Approach LOS							F	

Intersection Summary				
Average Delay	2273.3			
Intersection Capacity Utilization	132.3%	ICU Level of Service	H	
Analysis Period (min)	15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	214	171	1210	11	155	1521
Future Volume (vph)	214	171	1210	11	155	1521
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	740			0	550	0
Storage Lanes	2			0	2	2
Taper Length (ft)	75				25	
Right Turn on Red				Yes		Yes
Link Speed (mph)		50	50		35	
Link Distance (ft)		947	1283		663	
Travel Time (s)		12.9	17.5		12.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Lane Group Flow (vph)	225	180	1286	0	163	1601
Act Effct Green (s)	10.6	56.4	38.6		12.1	83.0
Actuated g/C Ratio	0.13	0.68	0.47		0.15	1.00
v/c Ratio	0.53	0.08	0.80		0.33	0.59
Control Delay	40.4	4.2	22.8		36.9	0.9
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	40.4	4.2	22.8		36.9	0.9
LOS	D	A	C		D	A
Approach Delay		24.3	22.8		4.3	
Approach LOS		C	C		A	
Queue Length 50th (ft)	56	14	284		39	0
Queue Length 95th (ft)	107	22	376		82	0
Internal Link Dist (ft)		867	1203		583	
Turn Bay Length (ft)	740				550	
Base Capacity (vph)	532	3080	2294		491	2733
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.42	0.06	0.56		0.33	0.59

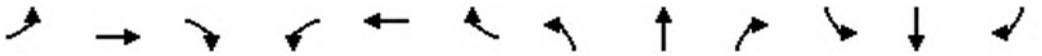
Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 83			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 13.5		Intersection LOS: B	
Intersection Capacity Utilization 63.5%		ICU Level of Service B	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	219	2272	217	95	856	51	170	35	241	764	61	269
Future Volume (vph)	219	2272	217	95	856	51	170	35	241	764	61	269
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	450		0	600		400	100		200	0		450
Storage Lanes	2		0	1		1	1		1	1		1
Taper Length (ft)	100			100			50			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		50			50			25			30	
Link Distance (ft)		1075			801			1119			1095	
Travel Time (s)		14.7			10.9			30.5			24.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)							40%			46%		
Lane Group Flow (vph)	231	2620	0	100	901	54	107	109	254	434	434	283
Act Effct Green (s)	8.5	90.5		9.5	91.5	91.5	14.6	14.6	14.6	34.8	34.8	34.8
Actuated g/C Ratio	0.05	0.50		0.05	0.51	0.51	0.08	0.08	0.08	0.19	0.19	0.19
v/c Ratio	1.46	1.06		1.10	0.51	0.06	0.80	0.80	1.07	1.36	1.35	0.65
Control Delay	292.1	77.7		196.0	30.7	0.1	118.8	117.8	114.3	233.8	228.8	33.0
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	292.1	77.7		196.0	30.7	0.1	118.8	117.8	114.3	233.8	228.8	33.0
LOS	F	E		F	C	A	F	F	F	F	F	C
Approach Delay		95.1			44.8			116.2			182.5	
Approach LOS		F			D			F			F	
Queue Length 50th (ft)	~190	~1233		~133	366	0	133	135	~190	~706	~703	122
Queue Length 95th (ft)	#289	#1303		#272	430	0	#252	#254	#388	#948	#945	236
Internal Link Dist (ft)		995			721			1039			1015	
Turn Bay Length (ft)	450			600		400	100		200			450
Base Capacity (vph)	158	2481		91	1764	849	133	136	238	318	321	438
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	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
Reduced v/c Ratio	1.46	1.06		1.10	0.51	0.06	0.80	0.80	1.07	1.36	1.35	0.65

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 0 (0%), Referenced to phase 6:EBT, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.46			
Intersection Signal Delay: 105.5		Intersection LOS: F	
Intersection Capacity Utilization 105.7%		ICU Level of Service G	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

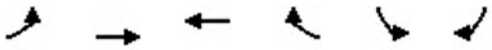
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1670	1607	221	738	0	0	0	0	21	0	264
Future Volume (Veh/h)	0	1670	1607	221	738	0	0	0	0	21	0	264
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	1758	1692	233	777	0	0	0	0	22	0	278
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		Raised			Raised							
Median storage veh)		1			1							
Upstream signal (ft)		1311										
pX, platoon unblocked				0.54			0.54	0.54	0.54	0.54	0.54	
vC, conflicting volume	777			1758			2612	3001	879	2122	3001	388
vC1, stage 1 conf vol							1758	1758		1243	1243	
vC2, stage 2 conf vol							854	1243		879	1758	
vCu, unblocked vol	777			706			2284	3002	0	1378	3002	388
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)							6.6	5.6		6.6	5.6	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			51			100	100	100	71	100	54
cM capacity (veh/h)	822			474			57	75	584	75	4	604

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1	SB 2
Volume Total	879	879	1692	233	388	388	22	278
Volume Left	0	0	0	233	0	0	22	0
Volume Right	0	0	1692	0	0	0	0	278
cSH	1700	1700	1700	474	1700	1700	75	604
Volume to Capacity	0.52	0.52	1.00	0.49	0.23	0.23	0.29	0.46
Queue Length 95th (ft)	0	0	0	67	0	0	27	60
Control Delay (s)	0.0	0.0	0.0	19.7	0.0	0.0	71.6	15.9
Lane LOS				C			F	C
Approach Delay (s)	0.0			4.6			20.0	
Approach LOS							C	

Intersection Summary				
Average Delay	2.2			
Intersection Capacity Utilization	118.4%	ICU Level of Service		H
Analysis Period (min)	15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1052	639	320	11	577	639
Future Volume (vph)	1052	639	320	11	577	639
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	740			0	550	0
Storage Lanes	2			0	2	2
Taper Length (ft)	75				25	
Right Turn on Red				Yes		Yes
Link Speed (mph)		50	50		35	
Link Distance (ft)		947	1283		663	
Travel Time (s)		12.9	17.5		12.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1107	673	349	0	607	673
Act Effct Green (s)	34.3	55.4	13.9		20.5	90.3
Actuated g/C Ratio	0.38	0.61	0.15		0.23	1.00
v/c Ratio	0.87	0.32	0.65		0.80	0.25
Control Delay	34.5	9.0	43.7		42.3	0.2
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	34.5	9.0	43.7		42.3	0.2
LOS	C	A	D		D	A
Approach Delay		24.8	43.7		20.2	
Approach LOS		C	D		C	
Queue Length 50th (ft)	310	93	105		179	0
Queue Length 95th (ft)	406	128	160		248	0
Internal Link Dist (ft)		867	1203		583	
Turn Bay Length (ft)	740				550	
Base Capacity (vph)	1512	2418	581		905	2733
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.73	0.28	0.60		0.67	0.25

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 90.3			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 25.0		Intersection LOS: C	
Intersection Capacity Utilization 74.2%		ICU Level of Service D	
Analysis Period (min) 15			

H.2

Build Alternative

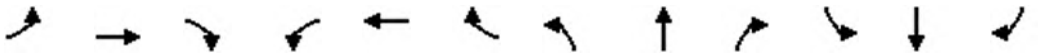
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	244	888	201	158	2313	697	224	56	112	89	64	144
Future Volume (vph)	244	888	201	158	2313	697	224	56	112	89	64	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	450		0	600		400	100		200	0		450
Storage Lanes	2		0	1		1	1		1	1		1
Taper Length (ft)	100			100			50			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		50			50			25			30	
Link Distance (ft)		1075			801			1119			1095	
Travel Time (s)		14.7			10.9			30.5			24.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)							38%			16%		
Lane Group Flow (vph)	257	1147	0	166	2435	734	146	149	118	79	82	152
Act Effct Green (s)	15.5	125.6		24.4	134.5	134.5	11.6	11.6	11.6	7.8	7.8	7.8
Actuated g/C Ratio	0.08	0.63		0.12	0.67	0.67	0.06	0.06	0.06	0.04	0.04	0.04
v/c Ratio	0.99	0.37		0.79	1.04	0.63	1.54	1.54	0.51	1.23	1.22	0.76
Control Delay	141.7	18.2		91.6	43.7	5.0	340.2	339.1	11.7	257.7	252.2	35.8
Queue Delay	0.0	0.0		0.0	23.6	0.4	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	141.7	18.2		91.6	67.3	5.3	340.2	339.1	11.7	257.7	252.2	35.8
LOS	F	B		F	E	A	F	F	B	F	F	D
Approach Delay		40.8			54.8			246.0			148.5	
Approach LOS		D			D			F			F	
Queue Length 50th (ft)	177	250		208	~1803	211	~281	~287	0	~134	~138	7
Queue Length 95th (ft)	#282	312		m132	m619	m21	#455	#464	31	#271	#278	#112
Internal Link Dist (ft)		995			721			1039			1015	
Turn Bay Length (ft)	450			600		400	100		200			450
Base Capacity (vph)	260	3061		290	2334	1157	95	97	232	64	67	201
Starvation Cap Reductn	0	0		0	141	101	0	0	0	0	0	0
Spillback Cap Reductn	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
Reduced v/c Ratio	0.99	0.37		0.57	1.11	0.70	1.54	1.54	0.51	1.23	1.22	0.76

Intersection Summary			
Area Type:	Other		
Cycle Length: 200			
Actuated Cycle Length: 200			
Offset: 18 (9%), Referenced to phase 2:WBT, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.54			
Intersection Signal Delay: 71.0		Intersection LOS: E	
Intersection Capacity Utilization 103.9%		ICU Level of Service G	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



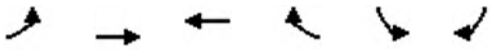
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	373	716	674	2057	0	0	0	0	12	0	1111
Future Volume (vph)	0	373	716	674	2057	0	0	0	0	12	0	1111
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	120		0
Storage Lanes	0		1	1		0	0		0	1		1
Taper Length (ft)	25			150			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		50			50			35			35	
Link Distance (ft)		510			556			1397			2050	
Travel Time (s)		7.0			7.6			27.2			39.9	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	393	754	709	2165	0	0	0	0	13	0	1169
Act Effct Green (s)		20.9	20.9	45.9	45.9					39.7		39.7
Actuated g/C Ratio		0.21	0.21	0.46	0.46					0.40		0.40
v/c Ratio		0.54	0.82	1.30	1.36					0.02		1.69
Control Delay		35.6	33.3	169.8	187.4					18.5		341.8
Queue Delay		0.0	0.0	0.0	0.3					0.0		0.1
Total Delay		35.6	33.3	169.8	187.6					18.5		341.9
LOS		D	C	F	F					B		F
Approach Delay		34.1			183.2						338.3	
Approach LOS		C			F						F	
Queue Length 50th (ft)		156	483	~485	~970					5		~1061
Queue Length 95th (ft)		m187	m666	#648	#1111					17		#1314
Internal Link Dist (ft)		430			476			1317			1970	
Turn Bay Length (ft)										120		
Base Capacity (vph)		725	920	546	1593					689		690
Starvation Cap Reductn		0	0	0	0					0		0
Spillback Cap Reductn		0	0	0	127					0		9
Storage Cap Reductn		0	0	0	0					0		0
Reduced v/c Ratio		0.54	0.82	1.30	1.48					0.02		1.72

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.69			
Intersection Signal Delay: 185.6		Intersection LOS: F	
Intersection Capacity Utilization 137.7%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	214	171	1210	11	155	1521
Future Volume (vph)	214	171	1210	11	155	1521
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	740			0	550	0
Storage Lanes	2			0	2	2
Taper Length (ft)	75				25	
Right Turn on Red				Yes		Yes
Link Speed (mph)		50	50		35	
Link Distance (ft)		947	1283		663	
Travel Time (s)		12.9	17.5		12.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Lane Group Flow (vph)	225	180	1286	0	163	1601
Act Effct Green (s)	11.4	73.9	55.4		11.9	100.0
Actuated g/C Ratio	0.11	0.74	0.55		0.12	1.00
v/c Ratio	0.59	0.07	0.67		0.41	0.59
Control Delay	14.2	6.1	18.2		44.2	0.9
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	14.2	6.1	18.2		44.2	0.9
LOS	B	A	B		D	A
Approach Delay		10.6	18.2		4.9	
Approach LOS		B	B		A	
Queue Length 50th (ft)	72	42	292		50	0
Queue Length 95th (ft)	67	41	376		82	0
Internal Link Dist (ft)		867	1203		583	
Turn Bay Length (ft)	740				550	
Base Capacity (vph)	434	2565	1922		400	2733
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.52	0.07	0.67		0.41	0.59

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 69 (69%), Referenced to phase 2:WBT, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 10.5		Intersection LOS: B	
Intersection Capacity Utilization 63.5%		ICU Level of Service B	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	219	2272	217	95	856	51	170	35	241	764	61	269
Future Volume (vph)	219	2272	217	95	856	51	170	35	241	764	61	269
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	450		0	600		400	100		200	0		450
Storage Lanes	2		0	1		1	1		1	1		1
Taper Length (ft)	100			100			50			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		50			50			25			30	
Link Distance (ft)		1075			801			1119			1095	
Travel Time (s)		14.7			10.9			30.5			24.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)							40%			46%		
Lane Group Flow (vph)	231	2620	0	100	901	54	107	109	254	434	434	283
Act Effct Green (s)	18.1	96.5		10.5	88.9	88.9	15.6	15.6	15.6	46.8	46.8	46.8
Actuated g/C Ratio	0.09	0.48		0.05	0.44	0.44	0.08	0.08	0.08	0.23	0.23	0.23
v/c Ratio	0.76	1.10		1.10	0.58	0.07	0.84	0.83	0.98	1.13	1.12	0.55
Control Delay	104.7	99.7		196.0	38.0	0.6	133.5	132.2	84.5	150.4	146.9	23.3
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	104.7	99.7		196.0	38.0	0.6	133.5	132.2	84.5	150.4	146.9	23.3
LOS	F	F		F	D	A	F	F	F	F	F	C
Approach Delay		100.1			51.0			106.7			117.8	
Approach LOS		F			D			F			F	
Queue Length 50th (ft)	156	~1425		~141	428	1	149	151	145	~690	~686	92
Queue Length 95th (ft)	204	#1484		m#271	538	m4	#276	#282	#350	#940	#935	201
Internal Link Dist (ft)		995			721			1039			1015	
Turn Bay Length (ft)	450			600		400	100		200			450
Base Capacity (vph)	392	2381		91	1543	774	128	131	260	385	389	517
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	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
Reduced v/c Ratio	0.59	1.10		1.10	0.58	0.07	0.84	0.83	0.98	1.13	1.12	0.55

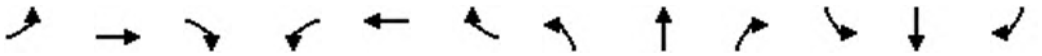
Intersection Summary

Area Type: Other
Cycle Length: 200
Actuated Cycle Length: 200
Offset: 18 (9%), Referenced to phase 6:EBT, Start of Yellow
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.13
Intersection Signal Delay: 95.0 Intersection LOS: F
Intersection Capacity Utilization 105.7% ICU Level of Service G
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



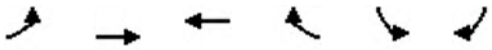
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1670	1607	221	738	0	0	0	0	21	0	264
Future Volume (vph)	0	1670	1607	221	738	0	0	0	0	21	0	264
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	120		0
Storage Lanes	0		1	1		0	0		0	1		1
Taper Length (ft)	25			150			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		50			50			35			35	
Link Distance (ft)		510			556			1397			2050	
Travel Time (s)		7.0			7.6			27.2			39.9	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1758	1692	233	777	0	0	0	0	22	0	278
Act Effct Green (s)		56.9	56.9	79.9	79.9					5.7		5.7
Actuated g/C Ratio		0.57	0.57	0.80	0.80					0.06		0.06
v/c Ratio		0.89	1.56	0.67	0.28					0.22		0.79
Control Delay		19.7	273.2	27.7	1.8					50.8		23.4
Queue Delay		0.0	0.0	0.0	0.0					0.0		0.0
Total Delay		19.7	273.2	27.7	1.8					50.8		23.4
LOS		B	F	C	A					D		C
Approach Delay		144.0			7.8						25.4	
Approach LOS		F			A						C	
Queue Length 50th (ft)		482	~3074	94	31					14		0
Queue Length 95th (ft)		m441	m#2673	180	40					39		#118
Internal Link Dist (ft)		430			476			1317			1970	
Turn Bay Length (ft)										120		
Base Capacity (vph)		1974	1083	348	2773					98		350
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		0.89	1.56	0.67	0.28					0.22		0.79

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 90 (90%), Referenced to phase 6:EBT, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.56			
Intersection Signal Delay: 107.6		Intersection LOS: F	
Intersection Capacity Utilization 133.8%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1052	639	320	11	577	639
Future Volume (vph)	1052	639	320	11	577	639
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	740			0	550	0
Storage Lanes	2			0	2	2
Taper Length (ft)	75				25	
Right Turn on Red				Yes		Yes
Link Speed (mph)		50	50		35	
Link Distance (ft)		947	1283		663	
Travel Time (s)		12.9	17.5		12.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1107	673	349	0	607	673
Act Effct Green (s)	40.8	64.0	16.0		21.8	100.0
Actuated g/C Ratio	0.41	0.64	0.16		0.22	1.00
v/c Ratio	0.81	0.30	0.63		0.83	0.25
Control Delay	10.4	0.7	44.8		47.5	0.2
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	10.4	0.7	44.8		47.5	0.2
LOS	B	A	D		D	A
Approach Delay		6.7	44.8		22.6	
Approach LOS		A	D		C	
Queue Length 50th (ft)	245	4	110		188	0
Queue Length 95th (ft)	232	m6	160		248	0
Internal Link Dist (ft)		867	1203		583	
Turn Bay Length (ft)	740				550	
Base Capacity (vph)	1374	2220	556		804	2733
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.81	0.30	0.63		0.75	0.25

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 20 (20%), Referenced to phase 6:EBT, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 16.6		Intersection LOS: B	
Intersection Capacity Utilization 74.2%		ICU Level of Service D	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

I

Design Year (2035) Synchro Analysis Results

I.1

No Build Alternative

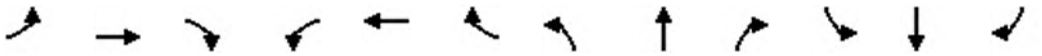
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	273	985	222	184	2619	788	248	63	126	99	66	166
Future Volume (vph)	273	985	222	184	2619	788	248	63	126	99	66	166
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	450		0	600		400	100		200	0		450
Storage Lanes	2		0	1		1	1		1	1		1
Taper Length (ft)	100			100			50			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		50			50			25			30	
Link Distance (ft)		1075			801			1119			1095	
Travel Time (s)		14.7			10.9			30.5			24.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)							38%			18%		
Lane Group Flow (vph)	287	1271	0	194	2757	829	162	165	133	85	88	175
Act Effct Green (s)	15.5	123.0		27.0	134.5	134.5	11.6	11.6	11.6	7.8	7.8	7.8
Actuated g/C Ratio	0.08	0.62		0.14	0.67	0.67	0.06	0.06	0.06	0.04	0.04	0.04
v/c Ratio	1.10	0.42		0.83	1.18	0.72	1.71	1.70	0.57	1.33	1.33	0.87
Control Delay	165.4	20.2		111.0	117.6	15.5	404.9	402.4	17.2	286.7	286.7	55.1
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	165.4	20.2		111.0	117.6	15.5	404.9	402.4	17.2	286.7	286.7	55.1
LOS	F	C		F	F	B	F	F	B	F	F	E
Approach Delay		47.0			94.8			291.9			170.2	
Approach LOS		D			F			F			F	
Queue Length 50th (ft)	~219	302		252	~2278	415	~327	~332	0	~151	~155	37
Queue Length 95th (ft)	#329	363		344	#2355	581	#510	#518	53	#291	#300	#184
Internal Link Dist (ft)		995			721			1039			1015	
Turn Bay Length (ft)	450			600		400	100		200			450
Base Capacity (vph)	260	2997		290	2334	1151	95	97	232	64	66	201
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	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
Reduced v/c Ratio	1.10	0.42		0.67	1.18	0.72	1.71	1.70	0.57	1.33	1.33	0.87

Intersection Summary

Area Type: Other
Cycle Length: 200
Actuated Cycle Length: 200
Offset: 59 (30%), Referenced to phase 2:WBT, Start of Yellow
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.71
Intersection Signal Delay: 101.7 Intersection LOS: F
Intersection Capacity Utilization 114.0% ICU Level of Service H
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

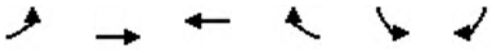
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	416	794	804	2356	0	0	0	0	15	0	1235
Future Volume (Veh/h)	0	416	794	804	2356	0	0	0	0	15	0	1235
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	438	836	846	2480	0	0	0	0	16	0	1300
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		Raised			Raised							
Median storage veh)		1			1							
Upstream signal (ft)		1311										
pX, platoon unblocked												
vC, conflicting volume	2480			438			3370	4610	219	4391	4610	1240
vC1, stage 1 conf vol							438	438		4172	4172	
vC2, stage 2 conf vol							2932	4172		219	438	
vCu, unblocked vol	2480			438			3370	4610	219	4391	4610	1240
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)							6.6	5.6		6.6	5.6	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			23			0	100	100	0	100	0
cM capacity (veh/h)	177			1104			0	1	779	0	0	164

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1	SB 2
Volume Total	219	219	836	846	1240	1240	16	1300
Volume Left	0	0	0	846	0	0	16	0
Volume Right	0	0	836	0	0	0	0	1300
cSH	1700	1700	1700	1104	1700	1700	0	164
Volume to Capacity	0.13	0.13	0.49	0.77	0.73	0.73	100.71	7.93
Queue Length 95th (ft)	0	0	0	197	0	0	Err	Err
Control Delay (s)	0.0	0.0	0.0	18.0	0.0	0.0	Err	Err
Lane LOS				C			F	F
Approach Delay (s)	0.0			4.6			Err	
Approach LOS							F	

Intersection Summary				
Average Delay	2226.8			
Intersection Capacity Utilization	148.3%	ICU Level of Service		H
Analysis Period (min)	15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	243	188	1384	12	198	1776
Future Volume (vph)	243	188	1384	12	198	1776
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	740			0	550	0
Storage Lanes	2			0	2	2
Taper Length (ft)	75				25	
Right Turn on Red				Yes		Yes
Link Speed (mph)		50	50		35	
Link Distance (ft)		947	1283		663	
Travel Time (s)		12.9	17.5		12.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Lane Group Flow (vph)	256	198	1470	0	208	1869
Act Effct Green (s)	11.3	64.1	45.5		12.1	90.5
Actuated g/C Ratio	0.12	0.71	0.50		0.13	1.00
v/c Ratio	0.61	0.08	0.84		0.46	0.68
Control Delay	45.5	3.9	24.5		42.3	1.4
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	45.5	3.9	24.5		42.3	1.4
LOS	D	A	C		D	A
Approach Delay		27.4	24.5		5.5	
Approach LOS		C	C		A	
Queue Length 50th (ft)	74	15	369		60	0
Queue Length 95th (ft)	121	24	468		102	0
Internal Link Dist (ft)		867	1203		583	
Turn Bay Length (ft)	740				550	
Base Capacity (vph)	486	2871	2092		448	2733
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.53	0.07	0.70		0.46	0.68

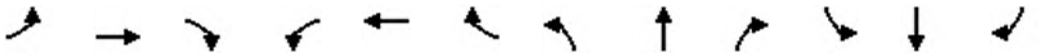
Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 90.5			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 15.0		Intersection LOS: B	
Intersection Capacity Utilization 69.2%		ICU Level of Service C	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	255	2554	249	104	941	58	177	43	276	859	65	326
Future Volume (vph)	255	2554	249	104	941	58	177	43	276	859	65	326
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	450		0	600		400	100		200	0		450
Storage Lanes	2		0	1		1	1		1	1		1
Taper Length (ft)	100			100			50			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		50			50			25			30	
Link Distance (ft)		1075			801			1119			1095	
Travel Time (s)		14.7			10.9			30.5			24.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)							38%			46%		
Lane Group Flow (vph)	268	2950	0	109	991	61	115	116	291	488	484	343
Act Effct Green (s)	8.5	90.5		9.5	91.5	91.5	14.6	14.6	14.6	34.8	34.8	34.8
Actuated g/C Ratio	0.05	0.50		0.05	0.51	0.51	0.08	0.08	0.08	0.19	0.19	0.19
v/c Ratio	1.70	1.19		1.20	0.56	0.07	0.86	0.85	1.22	1.53	1.51	0.81
Control Delay	383.3	128.9		222.5	32.0	0.2	128.0	125.3	167.0	300.3	289.4	53.5
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	383.3	128.9		222.5	32.0	0.2	128.0	125.3	167.0	300.3	289.4	53.5
LOS	F	F		F	C	A	F	F	F	F	F	D
Approach Delay		150.1			48.2			149.1			231.9	
Approach LOS		F			D			F			F	
Queue Length 50th (ft)	~237	~1532		~155	418	0	144	145	~282	~846	~831	228
Queue Length 95th (ft)	#339	#1591		#296	486	0	#277	#276	#487	#1097	#1081	#382
Internal Link Dist (ft)		995			721			1039			1015	
Turn Bay Length (ft)	450			600		400	100		200			450
Base Capacity (vph)	158	2481		91	1764	849	133	136	238	318	321	423
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	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
Reduced v/c Ratio	1.70	1.19		1.20	0.56	0.07	0.86	0.85	1.22	1.53	1.51	0.81

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 0 (0%), Referenced to phase 6:EBT, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.70			
Intersection Signal Delay: 148.3		Intersection LOS: F	
Intersection Capacity Utilization 116.7%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

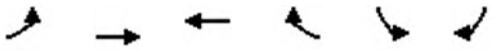
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1887	1802	324	822	0	0	0	0	20	0	281
Future Volume (Veh/h)	0	1887	1802	324	822	0	0	0	0	20	0	281
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	1986	1897	341	865	0	0	0	0	21	0	296
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		Raised			Raised							
Median storage veh)		1			1							
Upstream signal (ft)		1311										
pX, platoon unblocked				0.53			0.53	0.53	0.53	0.53	0.53	
vC, conflicting volume	865			1986			3100	3533	993	2540	3533	432
vC1, stage 1 conf vol							1986	1986		1547	1547	
vC2, stage 2 conf vol							1114	1547		993	1986	
vCu, unblocked vol	865			1071			3191	4014	0	2125	4014	432
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)							6.6	5.6		6.6	5.6	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			0			0	0	100	0	0	48
cM capacity (veh/h)	761			334			0	0	567	0	0	566

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1	SB 2
Volume Total	993	993	1897	341	432	432	21	296
Volume Left	0	0	0	341	0	0	21	0
Volume Right	0	0	1897	0	0	0	0	296
cSH	1700	1700	1700	334	1700	1700	0	566
Volume to Capacity	0.58	0.58	1.12	1.02	0.25	0.25	Err	0.52
Queue Length 95th (ft)	0	0	0	294	0	0	Err	76
Control Delay (s)	0.0	0.0	0.0	91.3	0.0	0.0	Err	18.1
Lane LOS				F			F	C
Approach Delay (s)	0.0			25.8			Err	
Approach LOS							F	

Intersection Summary				
Average Delay	Err			
Intersection Capacity Utilization	136.2%	ICU Level of Service	H	
Analysis Period (min)	15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1190	717	384	13	684	762
Future Volume (vph)	1190	717	384	13	684	762
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	740			0	550	0
Storage Lanes	2			0	2	2
Taper Length (ft)	75				25	
Right Turn on Red				Yes		Yes
Link Speed (mph)		50	50		35	
Link Distance (ft)		947	1283		663	
Travel Time (s)		12.9	17.5		12.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1253	755	418	0	720	802
Act Effct Green (s)	38.5	60.0	14.4		23.1	97.3
Actuated g/C Ratio	0.40	0.62	0.15		0.24	1.00
v/c Ratio	0.94	0.35	0.81		0.90	0.29
Control Delay	43.3	9.7	54.3		52.6	0.3
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	43.3	9.7	54.3		52.6	0.3
LOS	D	A	D		D	A
Approach Delay		30.7	54.3		25.0	
Approach LOS		C	D		C	
Queue Length 50th (ft)	386	113	136		229	0
Queue Length 95th (ft)	#529	147	#210		#333	0
Internal Link Dist (ft)		867	1203		583	
Turn Bay Length (ft)	740				550	
Base Capacity (vph)	1385	2215	533		829	2733
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.90	0.34	0.78		0.87	0.29

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 97.3			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.94			
Intersection Signal Delay: 31.0		Intersection LOS: C	
Intersection Capacity Utilization 82.2%		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.

I.2

Build Alternative

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	273	985	222	184	2619	788	248	63	126	99	66	166
Future Volume (vph)	273	985	222	184	2619	788	248	63	126	99	66	166
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	450		0	600		400	100		200	0		450
Storage Lanes	2		0	1		1	1		1	1		1
Taper Length (ft)	100			100			50			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		50			50			25			30	
Link Distance (ft)		1075			801			1119			1095	
Travel Time (s)		14.7			10.9			30.5			24.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)							38%			18%		
Lane Group Flow (vph)	287	1271	0	194	2757	829	162	165	133	85	88	175
Act Effct Green (s)	15.5	123.0		27.0	134.5	134.5	11.6	11.6	11.6	7.8	7.8	7.8
Actuated g/C Ratio	0.08	0.62		0.14	0.67	0.67	0.06	0.06	0.06	0.04	0.04	0.04
v/c Ratio	1.10	0.42		0.83	1.18	0.72	1.71	1.70	0.57	1.33	1.33	0.87
Control Delay	165.4	20.2		90.2	105.3	7.2	404.9	402.4	17.2	286.7	286.7	55.1
Queue Delay	0.0	0.0		0.0	0.1	0.7	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	165.4	20.2		90.2	105.5	7.9	404.9	402.4	17.2	286.7	286.7	55.1
LOS	F	C		F	F	A	F	F	B	F	F	E
Approach Delay		47.0			83.3			291.9			170.2	
Approach LOS		D			F			F			F	
Queue Length 50th (ft)	~219	302		242	~2268	440	~327	~332	0	~151	~155	37
Queue Length 95th (ft)	#329	363		m136	m616	m23	#510	#518	53	#291	#300	#184
Internal Link Dist (ft)		995			721			1039			1015	
Turn Bay Length (ft)	450			600		400	100		200			450
Base Capacity (vph)	260	2997		290	2334	1151	95	97	232	64	66	201
Starvation Cap Reductn	0	0		0	141	100	0	0	0	0	0	0
Spillback Cap Reductn	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
Reduced v/c Ratio	1.10	0.42		0.67	1.26	0.79	1.71	1.70	0.57	1.33	1.33	0.87

Intersection Summary			
Area Type:	Other		
Cycle Length: 200			
Actuated Cycle Length: 200			
Offset: 18 (9%), Referenced to phase 2:WBT, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.71			
Intersection Signal Delay: 94.6		Intersection LOS: F	
Intersection Capacity Utilization 114.0%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

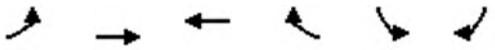
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	416	794	804	2356	0	0	0	0	15	0	1235
Future Volume (vph)	0	416	794	804	2356	0	0	0	0	15	0	1235
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	120		0
Storage Lanes	0		1	1		0	0		0	1		1
Taper Length (ft)	25			150			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		50			50			35			35	
Link Distance (ft)		510			556			1397			2050	
Travel Time (s)		7.0			7.6			27.2			39.9	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	438	836	846	2480	0	0	0	0	16	0	1300
Act Effct Green (s)		20.9	20.9	45.9	45.9					39.7		39.7
Actuated g/C Ratio		0.21	0.21	0.46	0.46					0.40		0.40
v/c Ratio		0.60	0.90	1.61	1.56					0.02		1.88
Control Delay		35.1	44.4	305.8	274.4					18.6		425.2
Queue Delay		0.0	0.0	0.0	0.5					0.0		0.9
Total Delay		35.1	44.4	305.8	274.9					18.6		426.1
LOS		D	D	F	F					B		F
Approach Delay		41.2			282.8						421.2	
Approach LOS		D			F						F	
Queue Length 50th (ft)		177	643	~640	~1195					6		~1240
Queue Length 95th (ft)		m206	m835	#877	#1335					19		#1498
Internal Link Dist (ft)		430			476			1317			1970	
Turn Bay Length (ft)										120		
Base Capacity (vph)		725	924	524	1593					689		690
Starvation Cap Reductn		0	0	0	0					0		0
Spillback Cap Reductn		0	0	0	227					0		85
Storage Cap Reductn		0	0	0	0					0		0
Reduced v/c Ratio		0.60	0.90	1.61	1.82					0.02		2.15

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.88			
Intersection Signal Delay: 261.6		Intersection LOS: F	
Intersection Capacity Utilization 153.6%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	243	188	1384	12	198	1776
Future Volume (vph)	243	188	1384	12	198	1776
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	740			0	550	0
Storage Lanes	2			0	2	2
Taper Length (ft)	75				25	
Right Turn on Red				Yes		Yes
Link Speed (mph)		50	50		35	
Link Distance (ft)		947	1283		663	
Travel Time (s)		12.9	17.5		12.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Lane Group Flow (vph)	256	198	1470	0	208	1869
Act Effct Green (s)	11.9	73.9	54.9		11.9	100.0
Actuated g/C Ratio	0.12	0.74	0.55		0.12	1.00
v/c Ratio	0.64	0.08	0.77		0.52	0.68
Control Delay	15.2	5.8	21.4		46.5	1.4
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	15.2	5.8	21.4		46.5	1.4
LOS	B	A	C		D	A
Approach Delay		11.1	21.4		5.9	
Approach LOS		B	C		A	
Queue Length 50th (ft)	77	41	373		64	0
Queue Length 95th (ft)	70	40	468		102	0
Internal Link Dist (ft)		867	1203		583	
Turn Bay Length (ft)	740				550	
Base Capacity (vph)	434	2565	1905		400	2733
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.59	0.08	0.77		0.52	0.68

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 69 (69%), Referenced to phase 2:WBT, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay: 12.2		Intersection LOS: B	
Intersection Capacity Utilization 69.2%		ICU Level of Service C	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	255	2554	249	104	941	58	177	43	276	859	65	326
Future Volume (vph)	255	2554	249	104	941	58	177	43	276	859	65	326
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	450		0	600		400	100		200	0		450
Storage Lanes	2		0	1		1	1		1	1		1
Taper Length (ft)	100			100			50			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		50			50			25			30	
Link Distance (ft)		1075			801			1119			1095	
Travel Time (s)		14.7			10.9			30.5			24.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)							38%			46%		
Lane Group Flow (vph)	268	2950	0	109	991	61	115	116	291	488	484	343
Act Effct Green (s)	19.8	96.5		10.5	87.2	87.2	15.6	15.6	15.6	46.8	46.8	46.8
Actuated g/C Ratio	0.10	0.48		0.05	0.44	0.44	0.08	0.08	0.08	0.23	0.23	0.23
v/c Ratio	0.80	1.24		1.20	0.65	0.08	0.90	0.89	1.12	1.27	1.24	0.68
Control Delay	106.5	154.2		222.7	41.7	0.8	144.0	140.9	126.7	196.9	188.5	37.6
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	106.5	154.2		222.7	41.7	0.8	144.0	140.9	126.7	196.9	188.5	37.6
LOS	F	F		F	D	A	F	F	F	F	F	D
Approach Delay		150.2			56.6			133.7			152.2	
Approach LOS		F			E			F			F	
Queue Length 50th (ft)	181	~1757		~168	501	1	161	162	~245	~845	~829	192
Queue Length 95th (ft)	234	#1804		m#292	606	m5	#306	#305	#460	#1104	#1087	321
Internal Link Dist (ft)		995			721			1039			1015	
Turn Bay Length (ft)	450			600		400	100		200			450
Base Capacity (vph)	392	2381		91	1513	762	128	131	260	385	389	508
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	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
Reduced v/c Ratio	0.68	1.24		1.20	0.65	0.08	0.90	0.89	1.12	1.27	1.24	0.68

Intersection Summary			
Area Type:	Other		
Cycle Length: 200			
Actuated Cycle Length: 200			
Offset: 18 (9%), Referenced to phase 6:EBT, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.27			
Intersection Signal Delay: 131.8		Intersection LOS: F	
Intersection Capacity Utilization 116.7%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

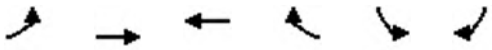
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1887	1802	324	822	0	0	0	0	20	0	281
Future Volume (vph)	0	1887	1802	324	822	0	0	0	0	20	0	281
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	120		0
Storage Lanes	0		1	1		0	0		0	1		1
Taper Length (ft)	25			150			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		50			50			35			35	
Link Distance (ft)		510			556			1397			2050	
Travel Time (s)		7.0			7.6			27.2			39.9	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1986	1897	341	865	0	0	0	0	21	0	296
Act Effct Green (s)		56.9	56.9	79.9	79.9					5.7		5.7
Actuated g/C Ratio		0.57	0.57	0.80	0.80					0.06		0.06
v/c Ratio		1.01	1.82	0.98	0.31					0.21		0.87
Control Delay		29.4	386.9	66.6	1.9					50.5		34.9
Queue Delay		0.0	0.0	0.0	0.0					0.0		0.0
Total Delay		29.4	386.9	66.6	1.9					50.5		34.9
LOS		C	F	E	A					D		C
Approach Delay		204.1			20.2						36.0	
Approach LOS		F			C						D	
Queue Length 50th (ft)		~655	~3708	175	35					13		19
Queue Length 95th (ft)		m442	m#2720	m#332	44					37		#161
Internal Link Dist (ft)		430			476			1317			1970	
Turn Bay Length (ft)										120		
Base Capacity (vph)		1974	1044	348	2773					98		339
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		1.01	1.82	0.98	0.31					0.21		0.87

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 90 (90%), Referenced to phase 6:EBT, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.82			
Intersection Signal Delay: 153.2		Intersection LOS: F	
Intersection Capacity Utilization 151.6%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1190	717	384	13	684	762
Future Volume (vph)	1190	717	384	13	684	762
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	740			0	550	0
Storage Lanes	2			0	2	2
Taper Length (ft)	75				25	
Right Turn on Red				Yes		Yes
Link Speed (mph)		50	50		35	
Link Distance (ft)		947	1283		663	
Travel Time (s)		12.9	17.5		12.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1253	755	418	0	720	802
Act Effct Green (s)	40.3	62.4	15.0		23.4	100.0
Actuated g/C Ratio	0.40	0.62	0.15		0.23	1.00
v/c Ratio	0.92	0.35	0.81		0.91	0.29
Control Delay	12.9	0.7	54.0		54.6	0.3
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	12.9	0.7	54.0		54.6	0.3
LOS	B	A	D		D	A
Approach Delay		8.3	54.0		26.0	
Approach LOS		A	D		C	
Queue Length 50th (ft)	258	6	136		229	0
Queue Length 95th (ft)	m255	m5	#210		#333	0
Internal Link Dist (ft)		867	1203		583	
Turn Bay Length (ft)	740				550	
Base Capacity (vph)	1356	2164	519		804	2733
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.92	0.35	0.81		0.90	0.29

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 20 (20%), Referenced to phase 6:EBT, Start of Yellow			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay: 20.0		Intersection LOS: B	
Intersection Capacity Utilization 82.2%		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.

J

ISATe Worksheets

J.1

No Build Alternative

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 Crash Period	Terminal 1 Study Period
Basic Intersection Data				
Ramp terminal configuration:			D4	D4
Ramp terminal description:			SB I-75/Fletcher Ave	
Ramp terminal traffic control type:			One stop	One stop
Is a non-ramp public street leg present at the terminal (l_{ps})?:				
Alignment Data				
Exit ramp skew angle (l_{sk}), degrees:			0	0
Distance to the next public street intersection on the outside crossroad leg (L_{str}), mi:			0.25	0.25
Distance to the adjacent ramp terminal (L_{rmp}), mi:			0.43	0.43
Traffic Control				
Left-Turn Operational Mode				
Crossroad	Inside approach	Protected-only mode ($l_{p,lt,in}$)?:		
	Outside approach	Protected-only mode ($l_{p,lt,out}$)?:		
Right-Turn Control Type				
Ramp	Exit ramp approach	Right-turn control type:	Merge	Merge
Cross Section Data				
Crossroad median width (W_m), ft:			40	40
Number of Lanes				
Crossroad	Both approaches	Lanes serving through vehicles (n_{th}):	4	4
	Inside approach	Lanes serving through vehicles ($n_{th,in}$):		
	Outside approach	Lanes serving through vehicles ($n_{th,out}$):		
Ramp	Exit ramp approach	All lanes (n_{ex}):	2	2
Right-Turn Channelization		see note:		
Crossroad	Inside approach	Channelization present ($l_{ch,in}$)?:		
	Outside approach	Channelization present ($l_{ch,out}$)?:		
Ramp	Exit ramp approach	Channelization present ($l_{ch,ex}$)?:		
Left-Turn Lane or Bay				
Crossroad	Inside approach	Lane or bay present ($l_{bay,lt,in}$)?:	Yes	Yes
		Width of lane or bay ($W_{b,in}$), ft:	12	12
	Outside approach	Lane or bay present ($l_{bay,lt,out}$)?:		
		Width of lane or bay ($W_{b,out}$), ft:		
Right-Turn Lane or Bay				
Crossroad	Inside approach	Lane or bay present ($l_{bay,rt,in}$)?:		
	Outside approach	Lane or bay present ($l_{bay,rt,out}$)?:	Yes	Yes
Access Data				
Number of driveways on the outside crossroad leg (n_{dw}):				
Number of public street approaches on the outside crossroad leg (n_{ps}):				

Traffic Data	Year	
Inside Crossroad Leg Data	2015	27,300
Average daily traffic ($AADT_{in}$) by year, veh/d:	2016	27,700
(enter data only for those years for which	2017	28,200
it is available, leave other years blank)	2018	28,700
	2019	29,200
	2020	
	2021	

	2022	
	2023	
	2024	
	2025	32,000
	2026	32,500
	2027	33,000
	2028	33,500
	2029	34,000
	2030	34,500
	2031	34,900
	2032	35,400
	2033	35,900
	2034	36,400
	2035	36,900
	2036	
	2037	
	2038	
Outside Crossroad Leg Data	2015	41,600
Average daily traffic ($AADT_{out}$) by year, veh/d:	2016	42,100
(enter data only for those years for which	2017	42,700
it is available, leave other years blank)	2018	43,300
	2019	43,900
	2020	
	2021	
	2022	
	2023	
	2024	
	2025	47,300
	2026	48,100
	2027	49,000
	2028	49,800
	2029	50,600
	2030	51,500
	2031	52,300
	2032	53,100
	2033	53,900
	2034	54,800
	2035	55,600
	2036	
	2037	
	2038	
Exit Ramp Data	2015	6,800
Average daily traffic ($AADT_{ex}$) by year, veh/d:	2016	6,800
(enter data only for those years for which	2017	6,900
it is available, leave other years blank)	2018	7,000
	2019	7,100
For a B4 terminal configuration, enter the AADT for the	2020	
diagonal exit ramp (not the loop exit ramp).	2021	
	2022	
	2023	
	2024	
	2025	7,500
	2026	7,600
	2027	7,800

	2028	7,900
	2029	8,000
	2030	8,200
	2031	8,300
	2032	8,400
	2033	8,500
	2034	8,700
	2035	8,800
	2036	
	2037	
	2038	

Entrance Ramp Data		
Average daily traffic ($AADT_{en}$) by year, veh/d:	2015	15,300
(enter data only for those years for which	2016	15,600
it is available, leave other years blank)	2017	15,900
	2018	16,200
For an A4 terminal configuration, enter the AADT for the	2019	16,600
diagonal entrance ramp (not the loop entrance ramp).	2020	
	2021	
	2022	
	2023	
	2024	
	2025	18,500
	2026	18,900
	2027	19,300
	2028	19,800
	2029	20,200
	2030	20,600
	2031	21,000
	2032	21,400
	2033	21,900
	2034	22,300
	2035	22,700
	2036	
	2037	
	2038	

Crash Data	**Year**		Ramp Terminal Crashe
Count of Fatal-and-Injury (FI) Crashes by Year			
($N_{o,w,ac,at,fi}$)	2015		6
	2016		4
	2017		10
	2018		9
	2019		10
Count of Property-Damage-Only (PDO) Crashes by Year			
($N_{o,w,ac,at,pdo}$)	2015		9
	2016		8
	2017		17
	2018		10
	2019		7

Advisory Messages

Variable Limits		
Number of Lanes		
Both approaches	4	4
Ramp	2	2

Output Summary

General Information

Project description:	Southbound I-75 at Fletcher Avenue Ramp Terminal - No Build Alternative				
Analyst:	DJS	Date:	2/8/2022	Area type:	Urban
First year of analysis:	2025				
Last year of analysis:	2035				

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?	Yes	First year of crash data:	2015
	Project-level crash data available?	No	Last year of crash data:	2019

Estimated Crash Statistics

Crashes for Entire Facility	**Total**	**K**	**A**	**B**	**C**	**PDO**
Estimated number of crashes during Study Period, crashes:	257.6	0.9	4.8	30.9	72.3	148.6
Estimated average crash freq. during Study Period, crashes/yr:	23.4	0.1	0.4	2.8	6.6	13.5

Crashes by Facility Component	**Nbr. Sites**	**Total**	**K**	**A**	**B**	**C**	**PDO**
Freeway segments, crashes:	0	0.0	0.0	0.0	0.0	0.0	0.0
Ramp segments, crashes:	0	0.0	0.0	0.0	0.0	0.0	0.0
Crossroad ramp terminals, crashes:	1	257.6	0.9	4.8	30.9	72.3	148.6

Crashes for Entire Facility by Year	**Year**	**Total**	**K**	**A**	**B**	**C**	**PDO**
Estimated number of crashes during the Study Period, crashes:	2025	20.9	0.1	0.4	2.5	5.9	12.0
	2026	21.4	0.1	0.4	2.6	6.0	12.3
	2027	21.9	0.1	0.4	2.6	6.2	12.6
	2028	22.4	0.1	0.4	2.7	6.3	12.9
	2029	22.9	0.1	0.4	2.7	6.4	13.2
	2030	23.4	0.1	0.4	2.8	6.6	13.5
	2031	23.9	0.1	0.4	2.9	6.7	13.8
	2032	24.4	0.1	0.5	2.9	6.8	14.1
	2033	24.9	0.1	0.5	3.0	7.0	14.4
	2034	25.5	0.1	0.5	3.0	7.1	14.7
	2035	26.0	0.1	0.5	3.1	7.3	15.0
	2036						
	2037						
	2038						
	2039						
	2040						
	2041						
	2042						
	2043						
	2044						
	2045						
	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:	3.6	0.0	0.1	0.5	1.2	1.8
	Right-angle crashes:	106.1	0.4	2.2	14.2	33.1	56.2
	Rear-end crashes:	96.7	0.3	1.8	11.5	27.0	56.0
	Sideswipe crashes:	14.5	0.0	0.1	0.8	1.8	11.7
	Other multiple-vehicle crashes:	4.2	0.0	0.1	0.5	1.2	2.4
	Total multiple-vehicle crashes:	225.1	0.8	4.3	27.5	64.4	128.1
Single vehicle	Crashes with animal:	0.0	0.0	0.0	0.0	0.0	0.0
	Crashes with fixed object:	25.6	0.1	0.4	2.6	6.1	16.3
	Crashes with other object:	0.0	0.0	0.0	0.0	0.0	0.0
	Crashes with parked vehicle:	1.2	0.0	0.0	0.0	0.0	1.2
	Other single-vehicle crashes	5.7	0.0	0.1	0.8	1.8	3.0
	Total single-vehicle crashes:	32.5	0.1	0.5	3.4	8.0	20.5
	Total crashes:	257.6	0.9	4.8	30.9	72.3	148.6

J.2

Build Alternative

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 Crash Period	Terminal 1 Study Period
Basic Intersection Data				
Ramp terminal configuration:			D4	D4
Ramp terminal description:			SB I-75/Fletcher Ave	
Ramp terminal traffic control type:			Signal	Signal
Is a non-ramp public street leg present at the terminal (I_{ps})?:			No	No
Alignment Data				
Exit ramp skew angle (I_{sk}), degrees:				
Distance to the next public street intersection on the outside crossroad leg (L_{str}), mi:			0.25	0.25
Distance to the adjacent ramp terminal (L_{rmp}), mi:			0.43	0.43
Traffic Control				
Left-Turn Operational Mode				
Crossroad	Inside approach	Protected-only mode ($I_{p,lt,in}$)?:	No	No
	Outside approach	Protected-only mode ($I_{p,lt,out}$)?:		
Right-Turn Control Type				
Ramp	Exit ramp approach	Right-turn control type:	Merge	Merge
Cross Section Data				
Crossroad median width (W_m), ft:			40	40
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
Ramp	Exit ramp approach	All lanes (n_{ex}):	2	2
Right-Turn Channelization		see note: →		
Crossroad	Inside approach	Channelization present ($I_{ch,in}$)?:		
	Outside approach	Channelization present ($I_{ch,out}$)?:	Yes	Yes
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 ($I_{bay,lt,out}$)?:		
		Width of lane or bay ($W_{b,out}$), ft:		
Right-Turn Lane or Bay				
Crossroad	Inside approach	Lane or bay present ($I_{bay,rt,in}$)?:		
	Outside approach	Lane or bay present ($I_{bay,rt,out}$)?:	Yes	Yes
Access Data				
Number of driveways on the outside crossroad leg (n_{dw}):			0	0
Number of public street approaches on the outside crossroad leg (n_{ps}):				

Traffic Data	Year	
Inside Crossroad Leg Data	2015	27,300
Average daily traffic ($AADT_{in}$) by year, veh/d:	2016	27,700
(enter data only for those years for which	2017	28,200
it is available, leave other years blank)	2018	28,700
	2019	29,200
	2020	
	2021	

	2022	
	2023	
	2024	
	2025	32,000
	2026	32,500
	2027	33,000
	2028	33,500
	2029	34,000
	2030	34,500
	2031	34,900
	2032	35,400
	2033	35,900
	2034	36,400
	2035	36,900
	2036	
	2037	
	2038	
Outside Crossroad Leg Data	2015	41,600
Average daily traffic ($AADT_{out}$) by year, veh/d:	2016	42,100
(enter data only for those years for which	2017	42,700
it is available, leave other years blank)	2018	43,300
	2019	43,900
	2020	
	2021	
	2022	
	2023	
	2024	
	2025	47,300
	2026	48,100
	2027	49,000
	2028	49,800
	2029	50,600
	2030	51,500
	2031	52,300
	2032	53,100
	2033	53,900
	2034	54,800
	2035	55,600
	2036	
	2037	
	2038	
Exit Ramp Data	2015	6,800
Average daily traffic ($AADT_{ex}$) by year, veh/d:	2016	6,800
(enter data only for those years for which	2017	6,900
it is available, leave other years blank)	2018	7,000
	2019	7,100
For a B4 terminal configuration, enter the AADT for the	2020	
diagonal exit ramp (not the loop exit ramp).	2021	
	2022	
	2023	
	2024	
	2025	7,500
	2026	7,600
	2027	7,800

	2028	7,900
	2029	8,000
	2030	8,200
	2031	8,300
	2032	8,400
	2033	8,500
	2034	8,700
	2035	8,800
	2036	
	2037	
	2038	

Entrance Ramp Data		
Average daily traffic ($AADT_{en}$) by year, veh/d:	2015	15,300
(enter data only for those years for which	2016	15,600
it is available, leave other years blank)	2017	15,900
	2018	16,200
For an A4 terminal configuration, enter the AADT for the	2019	16,600
diagonal entrance ramp (not the loop entrance ramp).	2020	
	2021	
	2022	
	2023	
	2024	
	2025	18,500
	2026	18,900
	2027	19,300
	2028	19,800
	2029	20,200
	2030	20,600
	2031	21,000
	2032	21,400
	2033	21,900
	2034	22,300
	2035	22,700
	2036	
	2037	
	2038	

Crash Data	**Year**		Ramp Terminal Crashe
Count of Fatal-and-Injury (FI) Crashes by Year			
($N_{o,w,ac,at,fi}$)	2015		6
	2016		4
	2017		10
	2018		9
	2019		10
Count of Property-Damage-Only (PDO) Crashes by Year			
($N_{o,w,ac,at,pdo}$)	2015		9
	2016		8
	2017		17
	2018		10
	2019		7

Advisory Messages

Variable Limits		
Number of Lanes		
Both approaches	6	6
Ramp	4	4

Output Summary

General Information

Project description:	Southbound I-75 at Fletcher Avenue Ramp Terminal - Build Alternative				
Analyst:	DJS	Date:	2/8/2022	Area type:	Urban
First year of analysis:	2025				
Last year of analysis:	2035				

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?	Yes	First year of crash data:	2015
	Project-level crash data available?	No	Last year of crash data:	2019

Estimated Crash Statistics

Crashes for Entire Facility	**Total**	**K**	**A**	**B**	**C**	**PDO**
Estimated number of crashes during Study Period, crashes:	253.1	0.2	6.2	37.0	73.8	135.9
Estimated average crash freq. during Study Period, crashes/yr:	23.0	0.0	0.6	3.4	6.7	12.4

Crashes by Facility Component	**Nbr. Sites**	**Total**	**K**	**A**	**B**	**C**	**PDO**
Freeway segments, crashes:	0	0.0	0.0	0.0	0.0	0.0	0.0
Ramp segments, crashes:	0	0.0	0.0	0.0	0.0	0.0	0.0
Crossroad ramp terminals, crashes:	1	253.1	0.2	6.2	37.0	73.8	135.9

Crashes for Entire Facility by Year	**Year**	**Total**	**K**	**A**	**B**	**C**	**PDO**
Estimated number of crashes during the Study Period, crashes:	2025	21.7	0.0	0.5	3.2	6.3	11.6
	2026	21.9	0.0	0.5	3.2	6.4	11.8
	2027	22.2	0.0	0.5	3.2	6.5	11.9
	2028	22.5	0.0	0.6	3.3	6.6	12.1
	2029	22.7	0.0	0.6	3.3	6.6	12.2
	2030	23.0	0.0	0.6	3.4	6.7	12.4
	2031	23.3	0.0	0.6	3.4	6.8	12.5
	2032	23.5	0.0	0.6	3.4	6.9	12.6
	2033	23.8	0.0	0.6	3.5	6.9	12.8
	2034	24.1	0.0	0.6	3.5	7.0	13.0
	2035	24.4	0.0	0.6	3.6	7.1	13.1
	2036						
	2037						
	2038						
	2039						
	2040						
	2041						
	2042						
	2043						
	2044						
	2045						
	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:	2.2	0.0	0.1	0.4	0.8	1.0
	Right-angle crashes:	60.4	0.1	1.6	9.6	19.2	29.9
	Rear-end crashes:	147.0	0.2	3.9	23.1	46.1	73.8
	Sideswipe crashes:	25.2	0.0	0.3	1.6	3.1	20.3
	Other multiple-vehicle crashes:	3.8	0.0	0.1	0.3	0.7	2.7
	Total multiple-vehicle crashes:	238.6	0.2	5.9	35.0	69.9	127.6
Single vehicle	Crashes with animal:	0.0	0.0	0.0	0.0	0.0	0.0
	Crashes with fixed object:	10.7	0.0	0.2	1.2	2.4	6.8
	Crashes with other object:	0.4	0.0	0.0	0.0	0.1	0.3
	Crashes with parked vehicle:	0.4	0.0	0.0	0.0	0.1	0.3
	Other single-vehicle crashes	3.1	0.0	0.1	0.7	1.3	1.0
	Total single-vehicle crashes:	14.5	0.0	0.3	2.0	3.9	8.3
	Total crashes:	253.1	0.2	6.2	37.0	73.8	135.9