

Interchange Operational Analysis Report

(Final)

Hillsborough County, Florida
I-275/SR 93 at US 92/SR 600/Hillsborough Avenue

WPI Segment No: 436732-2

Prepared For:
Florida Department of Transportation, District 7
11201 McKinley Drive, Tampa, FL 33612



November, 2022

SYSTEMS IMPLEMENTATION OFFICE

QUALITY CONTROL CERTIFICATION FOR INTERCHANGE ACCESS REQUEST SUBMITTAL

Submittal Date: 11/30/2022

WPI Segment Number: 436732-2

Project Title: I-275 (SR 93) at US 92 (Hillsborough Avenue) Interchange

District: Seven

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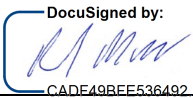
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Draft Interchange Operational Analysis Report (IOAR)

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 _____  CADE49BEE536492

Date: 12/6/2022 | 10:16 AM EST

Richard A. Moss, PE

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Date: 12/6/2022 | 10:20 AM EST

Waddah Farah, EI

Interchange Operational Analysis Report (IOAR)



I-275 (SR 93) at US 92 (Hillsborough Avenue Interchange)

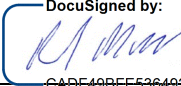
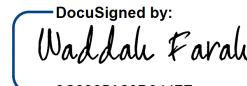
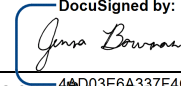

Hillsborough County

436732-2

Florida Department of Transportation

Determination of Safety, Operational and Engineering Acceptability

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

Requestor	<div style="text-align: center;"> <small>DocuSigned by:</small>  <small>CADF49BFE536492...</small> </div> <hr/> Richard Moss, PE Director of Transportation Development, District 7	12/6/2022 10:16 AM EST <hr/> Date
Interchange Review Coordinator	<div style="text-align: center;"> <small>DocuSigned by:</small>  <small>9C8365A20D9447F</small> </div> <hr/> Waddah Farah, EI, MSE District Seven	12/6/2022 10:20 AM EST <hr/> Date
Systems Management Administrator	<div style="text-align: center;"> <small>DocuSigned by:</small>  <small>4D03E6A337F40D</small> </div> <hr/> Jenna Bowman, PE Systems Implementation Office – Central Office	12/20/2022 9:12 AM EST <hr/> Date
Chief Engineer	<div style="text-align: center;"> <small>DocuSigned by:</small>  <small>C42B6FE133D643A...</small> </div> <hr/> Dan Hurtado, P.E. Central Office	12/20/2022 9:16 AM EST <hr/> Date

Professional Engineer's Certification

I hereby certify that I am a registered professional engineer in the State of Florida practicing with H.W. Lochner, Inc., 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:

WPI Segment No.: 436732-2

Project: I-275 at Hillsborough Avenue
Interchange Operational Analysis
Report

County/State: Hillsborough, Florida

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.

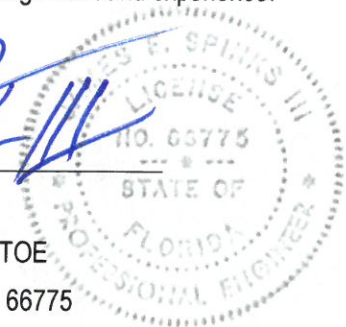
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Executive Summary

The Florida Department of Transportation (FDOT) District Seven prepared an Interchange Operational Analysis Report (IOAR) to document the highway safety benefits, operational, and geometric improvements to mitigate the existing operational deficiencies for the I-275 (SR 93) and Hillsborough Avenue (US 92) interchange in Hillsborough County, Florida (WPI Seg No.: 436732-2). The study Area of Influence can be found in **Figure E1**.

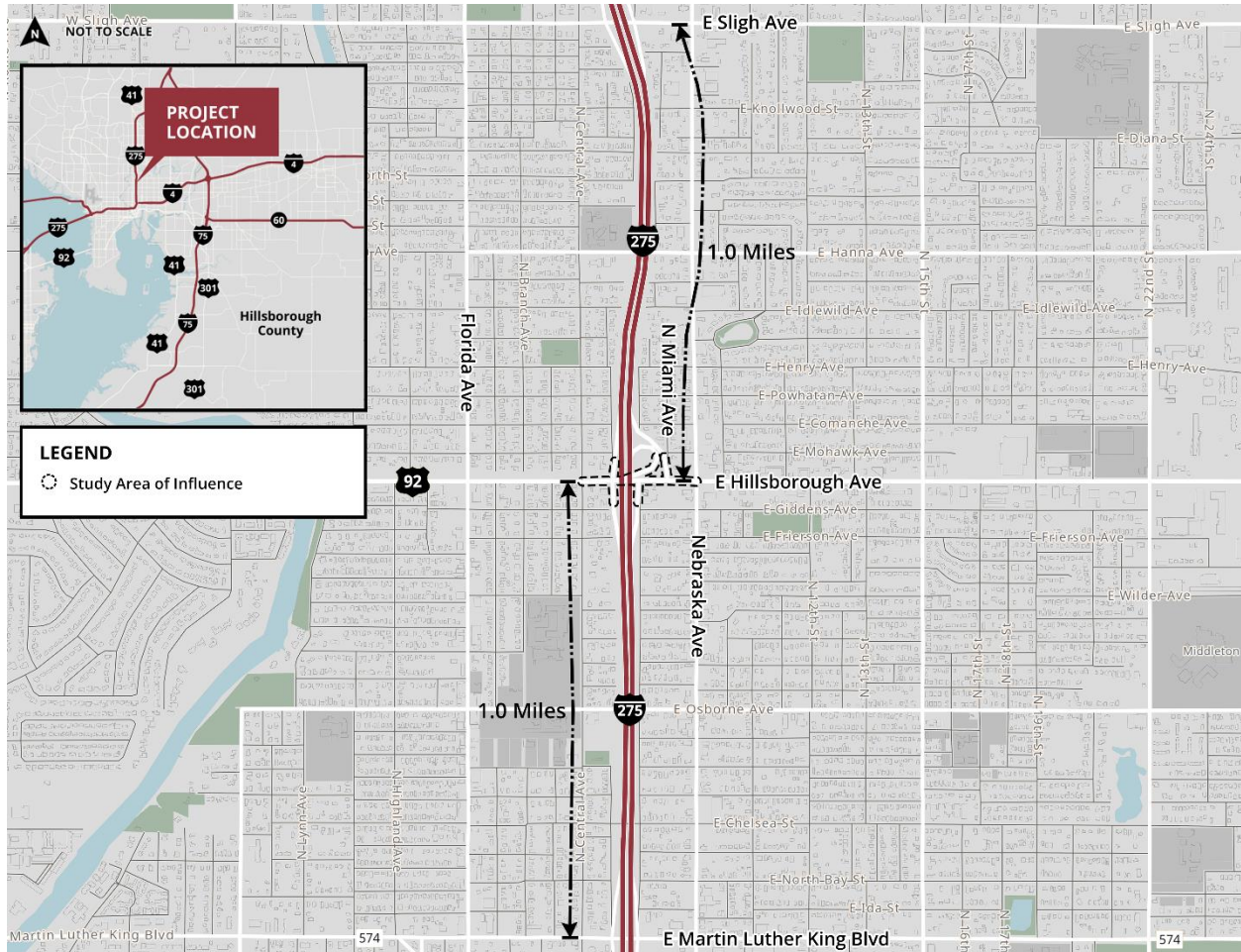


Figure E1: Project Location Map

This IOAR builds off previous efforts conducted under both the FDOT District Seven Interchange Needs Evaluation on I-275 (SR 93) from SR 574 (Dr. Martin Luther King Jr. Boulevard) to south of I-275/I-75 (SR 93A) dated December 2016 and the I-275 (SR 93) Project Development and Environment (PD&E) Study from north of SR 574 (Dr. Martin Luther King Jr. Boulevard) to north of Bearss Avenue (SR 678/CR 582) (WPI Segment No.: 431821-1), dated October 2019. Based on the results of these studies, District Seven has identified the need for additional improvements that will be included in this IOAR under the Build conditions, as follows:

- Installation of left-turn lane from eastbound Hillsborough Avenue to northbound I-275. The inclusion of the additional eastbound left-turn lane will require the installation of a signal to control the previously uncontrolled movement necessitating the evaluation of the interchange operations.
- Modify the northbound I-275 loop ramp to westbound Hillsborough Avenue movement from free flow to signal control, with the addition of a second right turn lane.

This IOAR included those improvements in the Build Alternative and explored additional solutions to solve the challenges present at the I-275 and Hillsborough Avenue interchange to alleviate existing traffic congestion, improve safety, and provide capacity where possible to ensure the interchange can support future growth and economic development. The following sections summarize the evaluation of the existing and future traffic operations both with and without the proposed Build Alternative improvements.

Existing Traffic Conditions

In both the AM and PM peak hours, the I-275 and Hillsborough Avenue interchange experiences significant congestion, leading to safety and operational issues in the eastbound and westbound directions. In the eastbound direction, the unsignalized eastbound left turn at the northbound I-275 ramp terminal experiences queue spillback that impacts the ability for eastbound Hillsborough Avenue to process traffic and creates an unsafe speed differential between the inside and outside lanes through the Central Avenue intersection. This speed differential also heavily impacts the ability for westbound left turn movements at the southbound I-275 ramp terminal to safely cross traffic under the movement's permitted phase, which leads to a significant number of collisions. The southbound I-275 ramp terminal intersection had a reported crash rate roughly 4.1 times higher than the statewide crash rate average for similar locations with the most common crash type at this location being left-turn collisions occurring under the permitted phase operation.

In the westbound direction, Hillsborough Avenue also experienced operational bottlenecks as the northbound I-275 to westbound Hillsborough Avenue free flow loop ramp attempts to merge into westbound Hillsborough Avenue through traffic as it approached the westbound right turn lane drop at the Central Avenue intersection. This merge condition results in slowdown in the outside lanes of westbound Hillsborough as either westbound drivers slow to allow vehicles to merge as they approach the drop lane, merging drivers stop entirely in the drop lane waiting for a safe gap to merge, or merging drivers force their way into traffic. Each of these scenarios results in abrupt starting and stopping of westbound Hillsborough Avenue which can limit the ability of westbound traffic to process through the interchange.

Additionally, queuing is also present along the southbound approach of the I-275 southbound ramp terminal in both the AM and PM peak hours. This is due to current timing at the signals within the interchange area favoring (roughly 77 percent of green time) east-west flow as well as having challenges dissipating queue due to the cycle length. This results in queuing that impacts I-275 southbound mainline operations in both the AM and PM peak hours due to lack of protected green time for the heavy southbound right turn movement.

Future Traffic Conditions

The following summarizes the results of the intersection and queue analyses conducted to evaluate the future operations of the I-275 and Hillsborough Avenue interchange with and without the proposed improvements under the opening year (2025) and design year (2035) traffic conditions.

No-Build Alternative

The No-Build Alternative assumes the existing traffic control and geometrics of the I-275 and Hillsborough Avenue interchange are maintained in the opening year (2025) and design year (2035) analysis. While the net benefit of this alternative would be to save on construction cost of the proposed improvements, all existing operational and safety challenges identified under the existing year (2021) operations would be maintained or worsen as traffic volumes continue to increase, which would not meet the intent of this study. The following challenges will be present under the No-Build Alternative analysis:

- The yield-controlled operation of the eastbound left-turn at the northbound I-275 ramp terminal will continue to result in queue spillback onto eastbound Hillsborough Avenue, leading to speed differential between the inside and outside lanes that continue past the Central Avenue intersection and limiting the ability for Hillsborough Avenue to effectively process vehicles in the eastbound direction in the AM and PM peak hours. Additionally, this condition also presents sight distance challenges for the westbound left turn at the southbound I-275 ramp terminal as drivers attempt to see past vehicles stopped or slowed in the inside lane as they try to identify safe gapping across eastbound Hillsborough Avenue;
- The westbound left turn at the southbound I-275 ramp terminal will continue to see a high level of collisions due to the previously mentioned speed differential and sight distances issues caused by the eastbound left turn at the northbound I-275 ramp terminal. This conflict is currently a major reason the southbound I-275 ramp terminal crash rate is roughly 4.1 times higher than the statewide average and will only worsen if the conditions are not improved;
- Westbound Hillsborough Avenue will continue to experience outside lane slowdowns as the northbound I-275 to westbound Hillsborough Avenue free flow loop ramp approaches the westbound right turn drop lane at Central Avenue and attempts to merge with westbound Hillsborough Avenue through traffic; and
- Poor operation at the southbound approach to the I-275 southbound ramp terminal in the AM and PM peak hours leads to southbound approach queue spillback that impact I-275 southbound mainline operations.

Build Alternative

To alleviate the challenges under the No-Build alternative, the Build Alternative consists of the following improvements:

- Hillsborough Avenue within the Area of Influence (AOI) would require six lanes of capacity to handle the amount of through traffic present under the forecast conditions. Due to the capacity constraints to the west of the AOI between N Ola Avenue and Central Avenue limiting the typical section to 4 lanes of capacity, the transition between the six lane and four lane typical section at Central Avenue under the No-Build Alternative is causing significant congestion and queuing issues within the AOI. To alleviate this, at least within the AOI that would impact mainline operations, the transition from the six lane to four lane typical will be shifted to the Nebraska Avenue intersection. This would shift the congestion rather than eliminating it, but additional signage and pavement marking can be placed along Nebraska Avenue to better help vehicles preposition before entering the AOI. Additionally, the reduction in typical section from six lanes to four lanes will enhance pedestrian safety by reducing crossing distances within the AOI.
- To eliminate the drop lane merge condition of the northbound I-275 to westbound Hillsborough Avenue loop ramp, which operates as a free flow movement that drops into the westbound right turn lane at Central Avenue, the loop ramp will be brought under signal control and dual right turn lanes will be provided.
- To address queue spillback caused by the eastbound Hillsborough Avenue to northbound I-275 left turn movement, the existing single left turn lane yield controlled movement will be converted to a dual left turn lane protected only signal-controlled condition. The additional eastbound left turn lane will be accommodated by shifting the transition of eastbound Hillsborough Avenue from two to three eastbound lanes from west of the Central Avenue intersection to east of the northbound I-275 terminal.
- The eastbound Hillsborough Avenue to southbound I-275 right turn movement will be converted into a dedicated right turn lane dropping at the southbound ramp terminal instead of carrying through the interchange.
- The existing northbound I-275 to eastbound Hillsborough Avenue stop controlled dual right turn lanes will also be brought under signal control to better manage clearing of the ramp and provide a protected phase for pedestrians using the crosswalk present on the approach.
- The current safety concerns at the southbound I-275 ramp terminal will be addressed by converting the existing permitted-protected single left turn lane operation of the westbound Hillsborough Avenue to southbound I-275 movement to a dual left turn protected only control condition. This additional left turn lane will develop along the east side of the interchange with the inside through lane of westbound Hillsborough Avenue dropping into the new left turn bay.
- To accommodate westbound Hillsborough Avenue through traffic, the existing right turn drop lane at the northbound I-275 on-ramp/Miami Avenue intersection will be converted to a shared through/right turn lane.
- To mitigate queuing on the southbound I-275 off-ramp, the southbound approach of the southbound I-275 ramp terminal intersection will add an additional left turn bay to the inside of the approach and restripe the lanes to provide two right turn lanes, a shared through-left turn lane, and a dedicated left turn lane.

The results of the Build alternative traffic analysis include the following:

- The queue spillback of the eastbound left turn at the northbound I-275 ramp terminal into the eastbound Hillsborough Avenue through lanes is expected to be eliminated. This will also remove speed differential between the inside and outside lanes along eastbound Hillsborough Avenue which will in turn enhance safety;
- The removal of the permitted operation of the westbound left turn movement at the southbound I-275 ramp terminal will reduce the amount of left turn collisions at the intersection and enhance safety; and
- Queuing along the southbound approach to the southbound I-275 ramp terminal will no longer extend past the gore and will have no impact on I-275 southbound mainline operations.

Alternatives Comparison

To compare the operational benefits of the implementation of the proposed improvements under the Build Alternative, network-wide Measures of Effectiveness (MOEs) from the CORSIM microsimulation analysis are summarized in **Table E1** for both the No-Build Alternative and Build Alternative in the opening year (2025) and design year (2035). The results indicate that under the Build Alternative, vehicle miles traveled, total travel time, speed average, total travel delay and latent demand will all improve in both the AM and PM peak hours for both analysis periods indicating operational net benefit to the Build Alternative.

Qualitative safety analysis using HSM procedures showed that implementing the suggested improvements under the Build Alternative will reduce 41.78 crashes per year, equating to an annual cost savings of \$5,156,272.90. Comparing the annual cost of the project to the safety benefits shows a benefit-to-cost ratio of 9.31, indicating that the build alternative is justifiable.

This analysis would indicate that the proposed improvements to the I-275 at Hillsborough Avenue interchange adhere to both FWHA policy points by enhancing both operations and safety aspects of the interchange while also adhering to current design standards. Based on this analysis, the Build Alternative would provide a greater level of mobility and safety than the No-Build Alternative for all users of the I-275 and Hillsborough Avenue interchange.

Table E1: Network-Wide CORSIM MOEs for Opening Year (2025) and Design Year (2035)

Network-Wide MOE	Analysis Time Period	Opening Year (2025)			Design Year (2035)		
		No-Build Alternative	Build Alternative	% Difference	No-Build Alternative	Build Alternative	% Difference
Vehicle Miles Traveled (veh-miles)	AM	16,162	17,161	6%	16,039	17,426	9%
	PM	17,830	20,546	15%	17,845	21,084	18%
Total Travel Time (Hours)	AM	2,167	1,875	-13%	2,488	2,112	-15%
	PM	2,478	1,828	-26%	2,750	2,279	-17%
Speed Average (mph)	AM	7.5	9.2	22%	6.4	8.3	28%
	PM	7.2	11.3	56%	6.5	9.3	43%
Total Travel Delay (hours)	AM	1,709	1,388	-19%	2,033	1,616	-21%
	PM	1,961	1,245	-37%	2,232	1,681	-25%
Latent Demand (veh)	AM	4,450	2,436	-45%	6,045	4,186	-28%
	PM	4,332	1,539	-64%	5,839	2,664	-54%

FHWA Policy Points

Policy Point 1: Proposal does not adversely impact operations or safety of the existing facility.

- 1 An operational and safety analysis has concluded that the proposed change in access does not have an 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 of the type and location of the signs proposed to support each design alternative (23 U.S.C. 109(d) and 23 CFR 655.603(d)).

Satisfaction of Policy Point 1

The proposed modifications to the I-275 and Hillsborough Avenue interchange documented in this IOAR will enhance safety and traffic operations within the AOI. A significant safety concern exists at the southbound I-275 ramp terminal due to the permitted/protected operations of the westbound left turn movement. Due to queue spillback in the eastbound direction from the eastbound left turn movement at the northbound I-275 ramp terminal, the inside lane along eastbound Hillsborough Avenue becomes blocked through Central Avenue. This blocking creates an unsafe speed differential between the vehicles caught in the inside lane and those in the more rapidly moving outside lane. In addition to inducing speed differential, vehicles stopped in the inside lane can also pose a sight distance challenge for vehicles attempting to make the permitted left turn onto the interstate, which leads to a significant number of left turn collisions at this location. The Build Alternative not only eliminates the permitted left turn movement through the inclusion of signalized dual left turns for the westbound left turners at the southbound I-275 ramp terminal, but the adjustment of the eastbound left turn at the northbound I-275 ramp terminal from a permitted only single left turn to a signalized protected only dual left turn movement eliminates the eastbound queue spillback of this movement and eliminating speed differential between lanes.

Along I-275, queue spillback is currently present on the southbound I-275 off-ramp in AM and PM peak hours. If nothing is done, this will lead to vehicles spilling back onto the I-275 southbound mainline which will create an unsafe speed differential between through movements and vehicles waiting to exit the interstate which is a major safety concern. Through the improvements under the Build Alternative, I-275 southbound mainline impacts are not expected by the design year (2035) under the Build Alternative.

Along westbound Hillsborough Avenue, if no improvements are conducted to improve the current condition, vehicles will continue to enter westbound flow from the loop ramp at a higher rate of speed

to those being metered by the signals along Hillsborough Avenue. This leads to an unsafe merge condition in the westbound right turn drop lane where vehicles either can find a safe gap to merge, force their way into traffic or come to a stop with their blinker on while waiting to merge while vehicles continue to enter from the loop ramp at free flow. The Build Alternative completely removes this conflict by bringing the movement under a signal controlled dual right turn movement.

The operational results of the comparison between the No Build and Build Alternatives indicate benefit under the Build Alternative. In the AM peak hour, VMT increased by 9 percent, total travel time dropped by 15 percent, average speed increased by 28 percent, total travel delay reduced by 21 percent, and latent demand (vehicles unable to enter the system during microsimulation due to poor operations) dropped by 28 percent. In the PM peak hour, VMT increased by 18 percent, total travel time dropped by 17 percent, average speed increased by 43 percent, total travel delay reduced by 25 percent, and latent demand dropped by 54 percent.

If the Build Alternative is not implemented, the existing operational and safety challenges within the AOI will only continue to exacerbate as demand at the interchange grows along with the growth forecasted within Hillsborough County. The implementation of the Build Alternative is estimated to reduce up to 41.78 crashes per year, equating to an annual cost savings of \$5,156,272.90. Comparing the annual cost of the project to the safety benefits shows a benefit-to-cost ratio of 9.31, indicating that the Build Alternative is justifiable.

Policy Point 2: A full interchange that meets or exceeds current design standards is provided.

- 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.

Satisfaction of Policy Point 2

The proposed Build Alternative will provide full access to all the traffic movement on Hillsborough Avenue to and from I-275. The design will meet current standards, where able, for the projects on the interstate system and comply with the American Association of State Highway and Transportation Officials (AASHTO) and FDOT design standards. Design variations are anticipated for bike lane width, maximum grade break, and turn lane length. A Design Exception is anticipated for ramp shoulder width. Should any additional discrepancies be identified during the development of this project, design exceptions and variations will be processed per FDOT and FHWA Guidelines during the design phase of the project.

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Glossary of Terms

Term	Definition
AADT	Annual Average Daily Traffic
AASHTO	American Association of State Highway and Transportation Officials
ACF	Axel Correction Factor
ADT	Average Daily Traffic
AGR	Annual Growth Rate
AOI	Area of Influence
B/C	Benefit-to-Cost
BEBR	Bureau of Economic and Business Research
CAR	Crash Analysis Reporting
CFR	Code of Federal Regulations
CMF	Crash Modification Factor
CRF	Crash Reduction Factor
CORSIM	Corridor Simulation Software
COVID-19	Coronavirus
D	Directional Factor
DDHV	Directional Design Hour Volume
DHT	Design Hour Truck Factor
FDM	FDOT Design Manual
FDOT	Florida Department of Transportation
FHWA	Federal Highway Administration
FTO	Florida Traffic Online
GIS	Geographic Information System
HCM	Highway Capacity Manual
IAR	Interchange Access Request
IARUG	Interchange Access Request User Guide
IOAR	Interchange Operational Analysis Report

K	Design Hour Factor
LOS	Level of Service
L RTP	Long Range Transportation Plan
MEV	Million Entering Vehicles
MLOU	Methodology Letter of Understanding
MOCF	Model Output Conversion Factor
MOE	Measure of Effectiveness
MPH	Miles per Hour
MPO	Metropolitan Planning Organization
MUTCD	Manual on Uniform Traffic Control Devices
NWI	National Wetlands Inventory
OSW	Other Surface Waters
PD&E	Project Development and Environment
PTAR	Project Traffic Analysis Report
RCI	Roadway Characteristics Inventory
RITIS	Regional Integrated Transportation Information System
SF	Seasonal Factor
SIS	Strategic Intermodal System
SLD	Straight Line Diagrams
SWFWMD	Southwest Florida Water Management District
TBRPM	Tampa Bay Regional Planning Model
VMT	Vehicle Miles Traveled
WPI	Work Program Item

1.0 Introduction

1.1 Project Overview

The Florida Department of Transportation (FDOT) District Seven has prepared an Interchange Operational Analysis Report (IOAR) to identify improvements that can mitigate existing operational deficiencies and safety concerns at the I-275 and Hillsborough Avenue interchange in Hillsborough County.

Interstate 275 (I-275/SR 93) is a major interstate highway that is part of Florida's Strategic Intermodal System (SIS) and plays a major role in the economy and mobility of the Tampa Bay area. Operating north-south along west Florida, it serves a key role in the movement of people, freight, and goods between its southern terminus in Palmetto, Florida (Manatee County) and its northern terminus on the Hillsborough and Pasco County line, both termini ending at I-75. The I-275 and Hillsborough Avenue (US 92/SR 600) interchange serves as a major access point to both the Seminole Heights and Tampa Heights communities. Originally constructed in 1966, the I-275 at Hillsborough Avenue interchange has never been substantially modified. In recent years, Hillsborough County has been experiencing growth rates that consistently outpace the statewide average. In response to this growth, it is necessary to improve safe access to sustain economic viability, mobility, and emergency evacuation for the surrounding communities.

The FDOT District Seven conducted an Interchange Needs Evaluation on I-275 (SR 93) from SR 574 (Dr. Martin Luther King Jr. Boulevard) to south of I-275/I-75 (SR 93A) Apex, dated December 2016. Based on the results of the study, District Seven has identified the need for an additional left-turn lane from eastbound Hillsborough Avenue to northbound I-275. The inclusion of the additional eastbound left-turn lane will require the installation of a signal to control the previously uncontrolled movement, necessitating the evaluation of the interchange operations. Additionally, the I-275 (SR 93) Project Development and Environment (PD&E) Study from north of SR 574 (Dr. Martin Luther King Jr. Boulevard) to north of Bearss Avenue (SR 678/CR 582) (WPI Segment No.: 431821-1), dated October 2019, recommended the removal of the free flow northbound I-275 to westbound Hillsborough Avenue movement and placement of this movement under signal control with the addition of a second right-turn lane.

1.2 Purpose and Need

The primary purpose of this IOAR is to utilize the efforts conducted under the I-275 PD&E Study Project Traffic Analysis Report (PTAR), dated June 2019, to identify safety, operational, and geometric improvements to mitigate the existing safety and operational deficiencies for the I-275 and Hillsborough Avenue interchange. The current operational and safety issues of greatest concern at the I-275 and Hillsborough Avenue interchange, identified by the I-275 PD&E Study (WPI Segment No. 431821-1) are as follows:

- The high frequency of angle crashes and queue spillback at the westbound left-turn to southbound I-275;
- Operational deficiencies due to the stop-controlled operation of the I-275 northbound to eastbound off-ramp;

- The queue spillback on eastbound Hillsborough Avenue caused by the yield-controlled operation of the eastbound left-turn to northbound I-275 movement; and
- The queue spillback of the southbound off-ramp into the I-275 southbound mainline.

1.3 Project Location

The I-275 and Hillsborough Avenue interchange is located in Hillsborough County, approximately 1.0 mile north of the Dr. Martin Luther King Jr. Boulevard (SR 574) interchange and 1.0 mile south of the Sligh Avenue interchange. Hillsborough Avenue connects I-275 with BUS US 41/Florida Avenue (0.35 miles to the west) and US 41/Nebraska Avenue (0.16 miles to the east) and is depicted in **Figure 1.1**. The western quadrants of the interchange provide access to the Seminole Heights community and Hillsborough High School to the south. The northeast quadrant is occupied by the Zeko's restaurant, an Enterprise car lot, and a connection to Miami Avenue via a shared access to the northbound on-ramp. The southeast quadrant of the interchange is predominately occupied by the Seminole Heights Baptist Church which does not have a driveway located along Hillsborough Avenue, but does have one way exit access to the northbound ramp terminal access via Taliaferro Avenue. The church has recently been demolished and will be replaced by a free-standing emergency room for Memorial Hospital of Tampa.

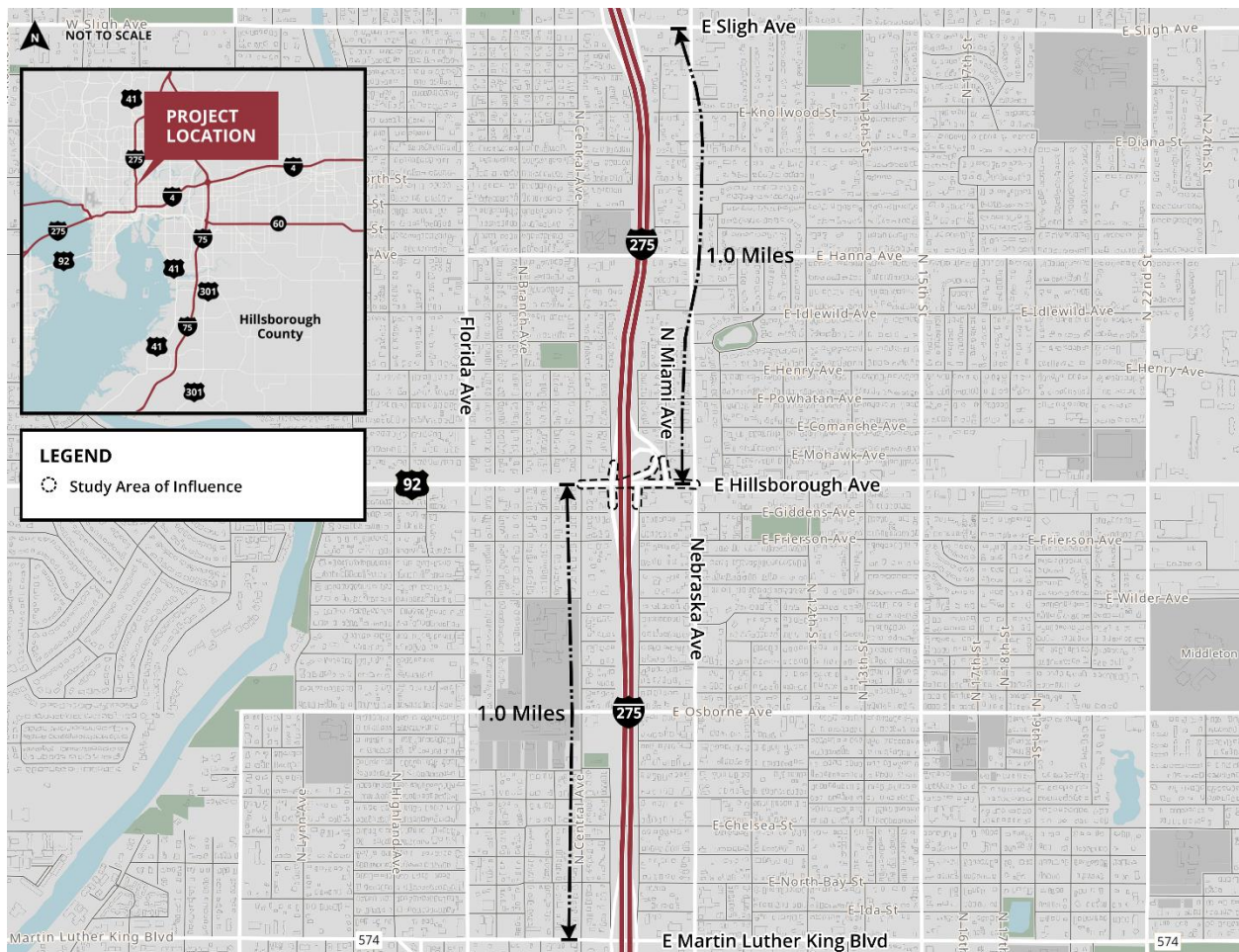


Figure 1.1: Project Location Map

1.4 Area of Influence

The area of influence (AOI) for this IOAR extends one intersection west and east of the I-275 and Hillsborough Avenue interchange, from Central Avenue to Nebraska Avenue, including I-275 ramp operations. The AOI is shown in **Figure 1.2** and is bordered by the following intersections with Hillsborough Avenue:

- 1 Central Avenue (Signalized);
- 2 I-275 southbound ramp terminal (Signalized);
- 3 I-275 northbound off-ramps (Stop controlled and free flow for eastbound and westbound traffic, respectively);
- 4 I-275 northbound on-ramp (Unsignalized); and
- 5 Nebraska Avenue (Signalized).

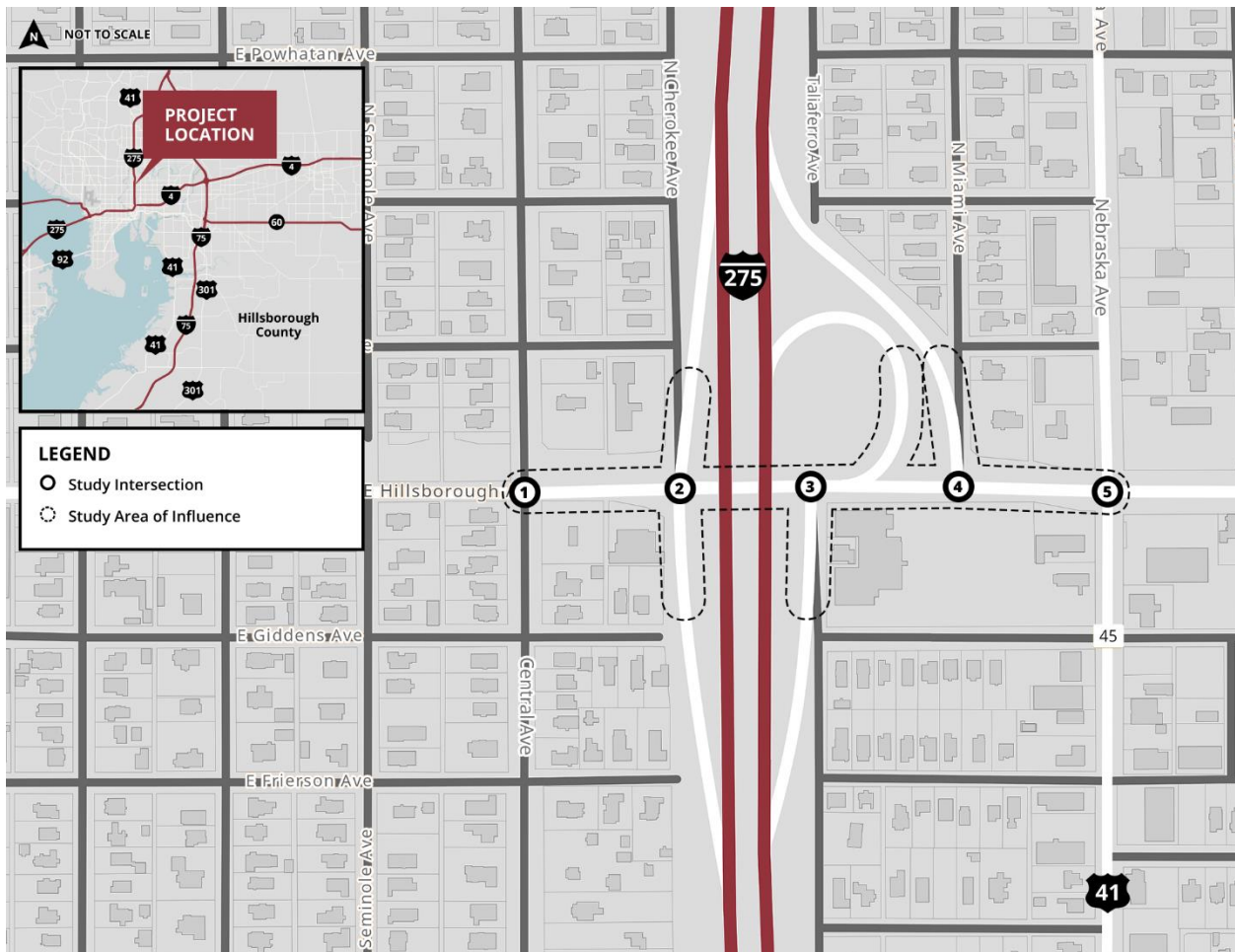


Figure 1.2: Area of Influence

1.5 Methodology

This IOAR was conducted utilizing methodologies and principles established as best practice by the FDOT as documented in the *FDOT Interchange Access Request Users Guide (IARUG)*. The FDOT approved Methodology Letter of Understanding (MLOU) for this study can be found in **Appendix A**.

1.6 Project Schedule

This IOAR is being prepared to document the safety, operational, and engineering acceptability of the improvements proposed for the I-275 at Hillsborough Avenue interchange. This interchange has been identified as a top priority by FDOT Traffic Operations due to the high number of collisions related to the unsignalized terminal movements and ramp terminal queuing. The Department issued a design task work order in August with an anticipated completion date of December 2022. Construction for this IOAR is funded as part of the I-275 Capacity Improvements from north of I-4 to north US 92 (WPI Segment No. 431821-2).

2.0 Existing Conditions

2.1 Roadway Geometry

I-275 is a six-lane limited access facility, with a speed limit of 55 miles per hour (mph) and a functional classification of Urban Principal Arterial Interstate. I-275 at the Hillsborough Avenue interchange runs north-south. Hillsborough Avenue provides connectivity to two major north-south facilities, within 0.5 miles of the interchange, Business US 41/SR 685 (Florida Avenue) and US 41/SR 45 (Nebraska Avenue). Hillsborough Avenue, between Central Avenue and Nebraska Avenue, transitions between two typical roadway sections. Hillsborough Avenue is a four-lane divided arterial west of Central Avenue and a six-lane divided arterial east of Nebraska Avenue, with a posted speed limit of 40 mph and a functional classification of Urban Principal Arterial Other. The existing conditions for each of the study intersections are given below:

- The intersection of Central Avenue and Hillsborough Avenue is a signalized intersection located approximately 317 feet west of the southbound I-275 off-ramp terminal.
- The southbound I-275 off-ramp at Hillsborough Avenue is configured as a single lane off-ramp that widens to three lanes to form a right-turn lane, center shared left/through/right-turn lane, and a left-turn lane at the base of its connection to Hillsborough Avenue. The southbound I-275 on-ramp at Hillsborough Avenue is configured with an eastbound right-turn movement that merges with the signal controlled westbound-to-southbound left-turn lane to serve as a single lane southbound on-ramp to I-275.
- The northbound-to-westbound off-ramp terminal is unsignalized, with a free-flow loop ramp servicing northbound to westbound demand. The northbound to eastbound ramp movement merges with N. Taliaferro Avenue to form a two-lane ramp approaching Hillsborough Avenue and is stop controlled at Hillsborough Avenue.
- The northbound on-ramp terminal is unsignalized. Vehicles turning north at this ramp terminal may either use the right lane to continue onto North Miami Avenue or use the left lane to access the northbound I-275 on-ramp. The eastbound left-turn to access northbound I-275 must currently yield to westbound traffic on Hillsborough Avenue, as no signal control is provided.
- The intersection of Nebraska Avenue and Hillsborough Avenue is a signalized intersection located approximately 350 feet east of the northbound I-275 on-ramp terminal.

Within the study limits, sidewalks exist on both sides of Hillsborough Avenue. Buffered sidewalks are provided between Central Avenue and the northbound on- and off-ramps. There are special emphasis crosswalks and pedestrian actuated signals across all the approaches of the signalized intersection of Hillsborough Avenue at Central Avenue. The signalized southbound ramp terminal at Hillsborough Avenue at I-275 has a special emphasis crosswalk and separated pedestrian actuated signals for the southbound approach. The southbound I-275 on-ramp also has a special emphasis crosswalk at the base of the ramp terminal, but no pedestrian features at the eastbound right-turn lane that operates under yield conditions. The stop controlled northbound off-ramp at Hillsborough Avenue at I-275 has a special emphasis crosswalk with no pedestrian actuated signals. The free flow northbound loop off-ramp does not provide a crosswalk but features a pedestrian warning and arrow sign. The unsignalized intersection for the northbound on-ramp does not provide a crosswalk or other pedestrian features. There are standard crosswalks and separate post mounted pedestrian actuated signals across all the

approaches of the signalized intersection of Hillsborough Avenue at Nebraska Avenue. No bicycle lanes or other bicycle facilities are currently provided within the AOI.

Along Hillsborough Avenue between the intersection of Central Avenue and N Ola Avenue to the west of the AOI, a linear park exists along the north side of the corridor providing connection to bike pedestrian facilities to the east and west for the Tampa Heights and Seminole Heights communities. The presence of this park to the north and property lines to the south constrain this corridor and results in the existing four lane typical section within this segment being the maximum capacity available.

Lighting is provided along I-275 and Hillsborough Avenue within the AOI. Roadway Characteristics data were obtained from FDOT Straight Line Diagrams (SLDs). The SLDs utilized for this study can be found in **Appendix B**. Geographic Information System (GIS) shapefiles referencing FDOT Transportation data and the Roadway Characteristics Inventory (RCI) database were also used to summarize existing roadway features. The existing lane geometry and control type for each of the study intersections is shown in **Figure 2.1**.

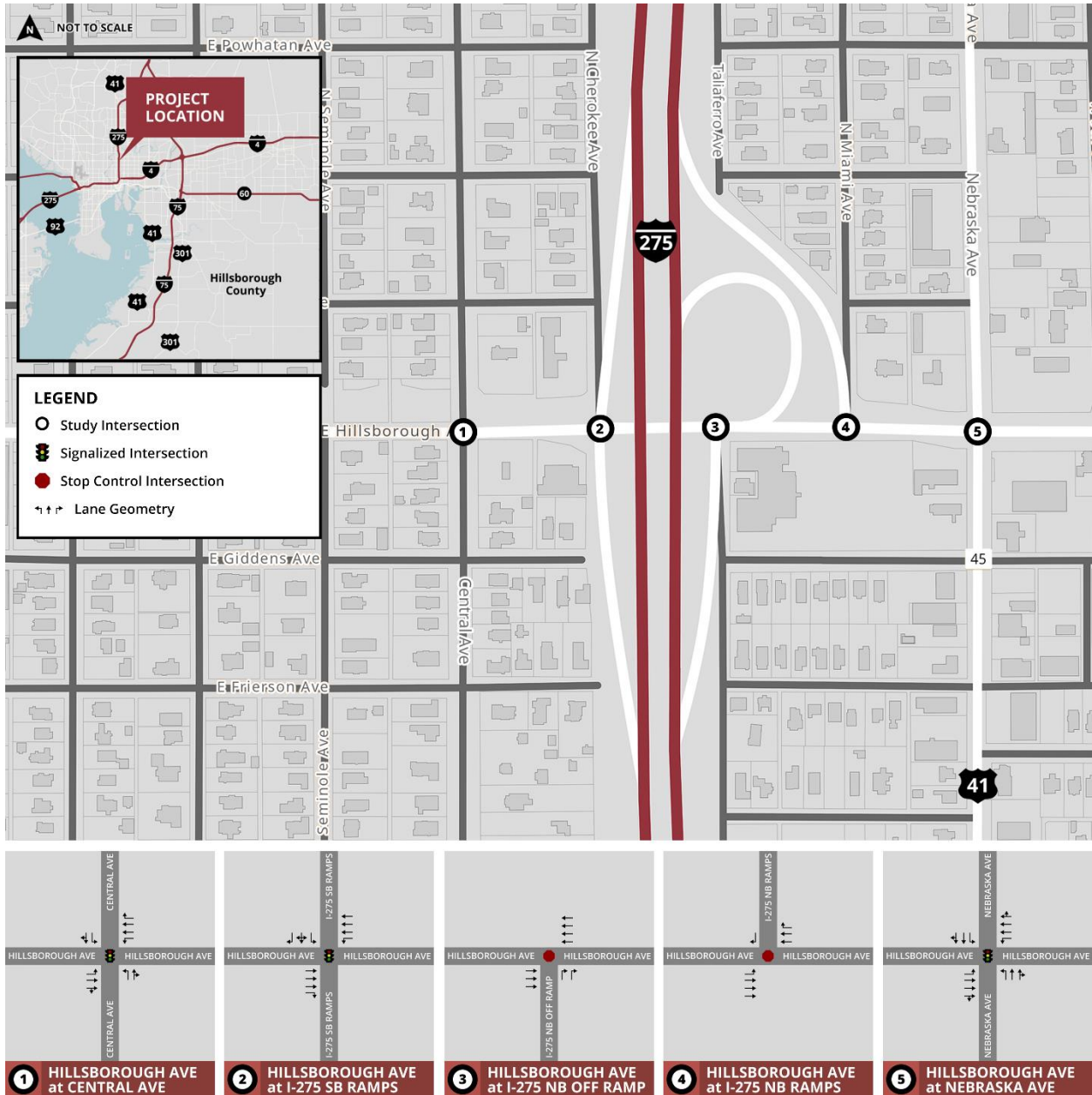


Figure 2.1: Existing Intersection Geometries and Traffic Control

2.2 Land-Use

A land-use map was obtained from the Hillsborough County Planning Commission and reviewed. Hillsborough Avenue has a context classification of C4-Urban General for the roadway network within the study limits. This type of roadway network uses small blocks to connect residential neighborhoods located immediately along the corridor or behind the uses fronting the roadway. The existing land-use is predominantly of single family/mobile homes, light, and heavy commercial, and public/quasi-public/institutions. **Figure 2.2** shows the existing land-use of the area surrounding the I-275 and Hillsborough Avenue interchange.

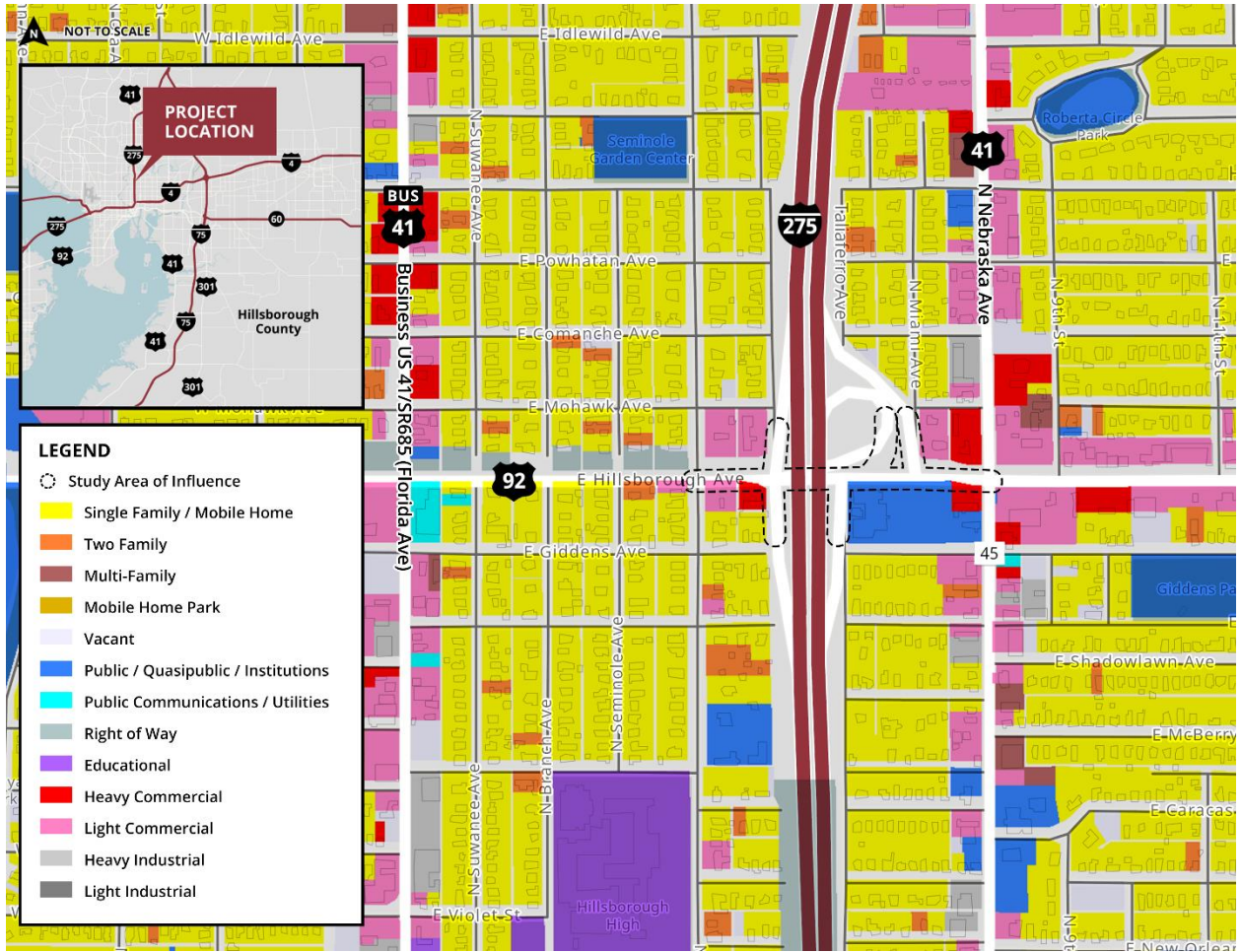


Figure 2.2: Existing Land-Use Map

2.3 Safety

2.3.1 Crash Data

Historical crash data within the study area were obtained from FDOT's Crash Analysis Reporting (CAR) Online and the University of Florida's Signal Four Analytics database for the five-year period from 2016 to 2020. The historical crash data included crashes that are coded to locations within the AOI, along Hillsborough Avenue from Central Avenue to Nebraska Avenue, including the I-275 ramp terminals. The data collected includes crash frequency, type, severity, lighting conditions (day versus night), and pavement surface conditions (wet versus dry). FDOT approved Statewide Intersection Crash Rates and crash data can be found in **Appendix C**. This analysis typically also includes segmental analysis within the AOI, but due to the close spacing of the study intersections, no crashes were identified to have occurred along a segment and all fell within the boundaries of the study intersections. Therefore, segmental analysis is omitted from this report.

2.3.2 Crash Analysis

Over the five-year period, a total of 506 total crashes were reported within the study area. Of the 506 total crashes, there were three fatal crashes, 229 crashes involving personal injury, and 274 crashes that were property damage only. The overall crash frequency averaged 102 crashes per year and demonstrated an upward trend between 2016 and 2019. The highest three crash types included: 173 (34.19%) left-turn crashes, 154 (30.43%) rear end crashes, and 76 (15.2 %) sideswipe crashes. There were 44 (8.7%) crashes reported with wet surface conditions, and 152 (30.04%) crashes reported under non-day lighting conditions. Both crash condition percentages for the study AOI fall below the statewide average. Crash data are summarized in **Table 2.1**.

Within the AOI, the 506 crashes were categorized into the following five crash areas.

- The unsignalized intersection of Hillsborough Avenue at the I-275 northbound on-ramp terminal reported 30 (5.93%) crashes. The most common crash type was left-turns due to failing to yield the right of way.
- The Hillsborough Avenue at I-275 southbound ramp terminal reported 188 (37.15%) crashes. The most common crash type was left-turns due to failing to yield the right of way.
- Hillsborough Avenue (eastbound) at I-275 Northbound off-ramp terminal reported 40 (7.91%) crashes. The most common crash type was sideswipes primarily due to failing to keep in the proper lane.
- The signalized intersection of Hillsborough Avenue at Central Avenue reported 104 (20.55%) crashes. The most common crash type was left-turns due to failing to yield the right of way.
- The signalized intersection of Hillsborough Avenue at Nebraska Avenue reported 144 (28.46%) crashes. The most common crash type was left-turns due to failing to yield the right of way.

Intersection crash rates were calculated and compared with statewide averages for similar highway facilities throughout the State of Florida. The highest crash locations include the intersections of Hillsborough Avenue at the I-275 southbound ramp terminal, Central Avenue, and Nebraska Avenue. **Figure 2.3** shows the crash heat map for crashes within the study area.

Table 2.1: Crash Data Summary

Category	2016	2017	2018	2019	2020	Total	Mean	Percentage
<i>Type</i>								
Angle	6	10	10	11	19	56	11.2	11.07%
Bicycle	3	2	0	0	0	5	1.0	1.00%
Head On	0	0	0	0	0	0	0.0	0.00%
Hit Fixed Object	3	1	2	1	4	11	2.2	2.17%
Hit Non-Fixed Object	0	0	0	0	0	0	0.0	0.00%
Left Turn	24	41	36	44	28	173	34.6	34.19%
Other	0	0	1	0	2	3	0.6	0.59%
Overturn/Rollover	0	0	0	0	0	0	0.0	0.00%
Pedestrian	2	1	3	0	1	7	1.4	1.38%
Ran Off Road	0	0	0	0	0	0	0.0	0.00%
Rear End	27	35	31	41	20	154	30.8	30.43%
Right Turn	1	4	4	4	3	16	3.2	3.16%
Sideswipe	17	15	17	12	15	76	15.2	15.02%
Single Vehicle	1	1	3	0	0	5	1.0	0.99%
Unknown	0	0	0	0	0	0	0.0	0.00%
Total	84	110	107	113	92	506	101.2	100.00%
<i>Severity</i>								
Fatal	1	2	0	0	0	3	0.6	0.59%
Severe Injury	0	2	3	1	2	8	1.6	1.58%
Moderate Injury	11	20	12	14	11	68	13.6	13.44%
Minor Injury	22	34	27	37	33	153	30.6	30.24%
Property Damage Only	50	52	65	61	46	274	54.8	54.15%
Total	84	110	107	113	92	506	101.2	100.00%
<i>Lighting Condition</i>								
Day	55	79	79	85	56	354	70.8	69.96%
Dawn	2	7	0	2	2	13	2.6	2.57%
Dusk	1	2	2	1	1	7	1.4	1.38%
Dark - Lighted	25	22	26	25	33	131	26.2	25.89%
Other	1	0	0	0	0	1	0.2	0.20%
Total	84	110	107	113	92	506	101.2	100.00%
<i>Surface Condition</i>								
Dry	74	101	100	103	84	462	92.4	91.30%
Wet	10	9	7	10	8	44	8.8	8.70%
Total	84	110	107	113	92	506	101.2	100.00%

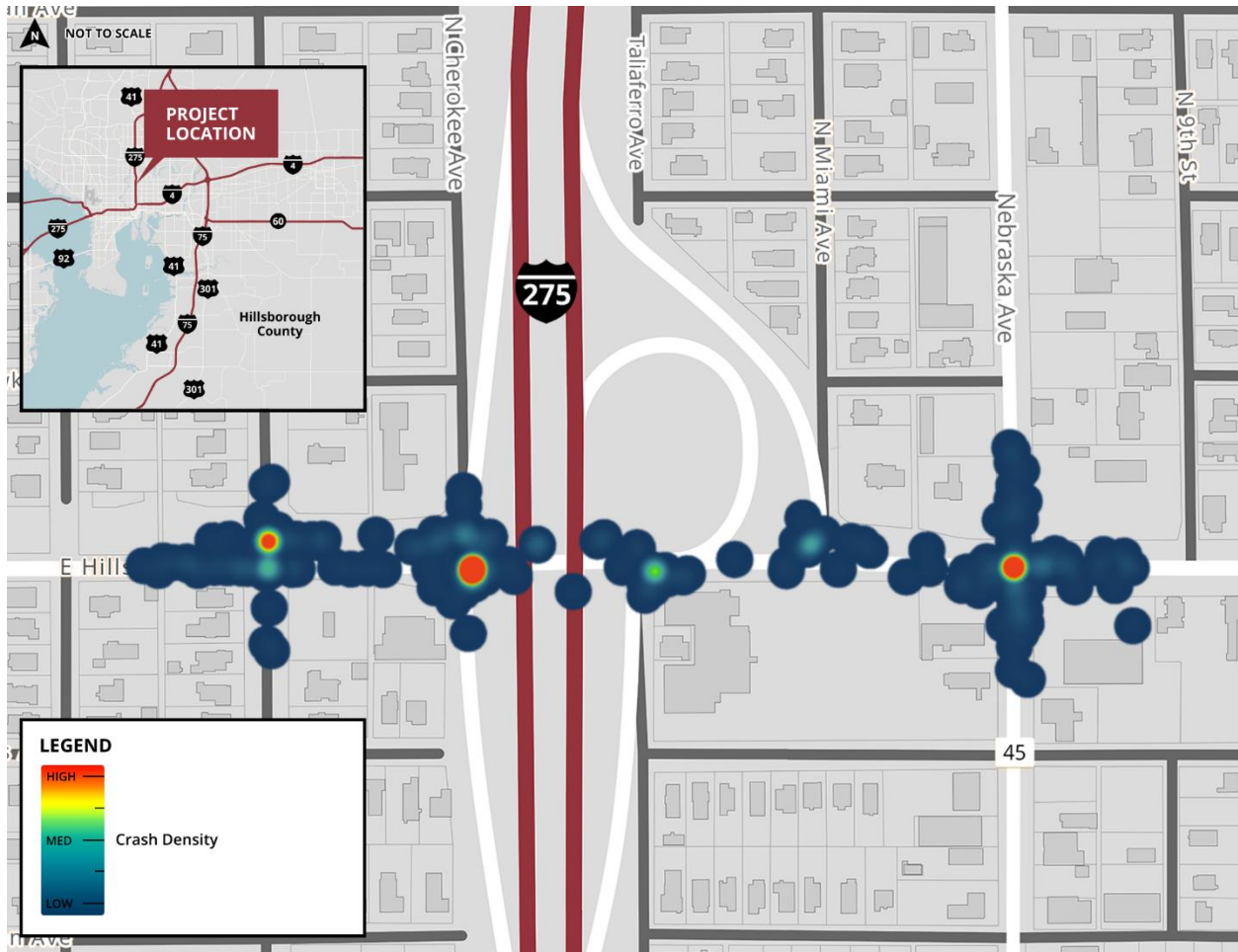


Figure 2.3: Crash Heat Map (2016 to 2020)

2.3.2.1 Intersection Crash Rate

The intersection crash rates for the study area are shown in **Table 2.2**. The intersection crash rates range from a low of 0.369 crashes per million entering vehicles (MEV) at the I-275 Northbound on-ramp terminal to a high of 1.746 crashes per MEV at the I-275 southbound ramp terminal.

The crash rate at the I-275 Southbound ramp terminal is approximately 4.1 times the statewide average. This is likely due to a higher proportion of left-turn crashes related to the permitted westbound-to-southbound movement on Hillsborough Avenue. This high number of left-turn crashes may be a result of queued eastbound to northbound left-turn vehicles causing a sight obstruction for westbound left-turning traffic.

The crash rate at the Hillsborough Avenue and Nebraska Avenue intersection is approximately 1.4 times higher than the statewide average. This may be primarily due to congestion at the intersection leading to stop-and-go conditions that result in a high proportion of rear end crashes, as well as the protected/permitted left-turn operation on all approaches.

The crash rate at the Hillsborough Avenue and Central Avenue intersection is approximately 1.6 times higher than the statewide average. This may be primarily due to congestion at the intersection leading to stop-and-go conditions that result in a high proportion of rear end crashes, as well as the protected/permitted left-turn operation on all approaches.

The crash rate at the Hillsborough Avenue at the I-275 northbound on-ramp intersection is approximately equal to the statewide average crash rate. Crash frequency at this intersection may be due to the unsignalized eastbound-to-northbound left-turn movement to access the on-ramp to I-275.

Table 2.2: Intersection Crash Rates

MAP ID	Location	Total 5-Year Crashes	Crash Rate ¹	Statewide Average ²	Crash Ratio
1	Hillsborough Ave at Central Ave	104	1.046	0.649	1.612
2	Hillsborough Ave at I-275 Southbound Ramp Terminal	188	1.746	0.431	4.051
3	Hillsborough Ave EB at I-275 Northbound Off-Ramp	40	0.447	0.431	1.037
4	Hillsborough Ave at I-275 Northbound On-Ramp	30	0.369	0.431	0.856
5	Hillsborough Ave at Nebraska Ave	144	1.262	0.925	1.364

Red highlight indicates crash rate higher than the statewide crash average

1 Intersection crash rate = number of crashes per million entering vehicles

2 Source: FDOT CAR Online Database

2.3.2.2 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. Based on these unit costs that are documented in Table 122.6.2 of the FDOT Design Manual (FDM), the crashes in the study area during the five-year analysis period for this AOI resulted in an estimated economic loss of approximately \$70 million as shown in **Table 2.3**.

Table 2.3: Estimated Crash Economic Loss

Crash Severity	KABCO Cost ¹	Number of Crashes	Economic Loss
Fatal	\$10,890,000	3	\$32,670,000
Severe Injury (Incapacitating)	\$888,030	8	\$7,104,240
Moderate Injury (Non-incapacitating)	\$180,180	68	\$12,252,240
Minor Injury	\$103,950	153	\$15,904,350
Property Damage Only	\$7,700	274	\$2,109,800
Total		506	\$70,040,630

¹ Source: FDOT State Safety Office's CAR Online. Published 11/5/20

2.4 Traffic Volume Development

2.4.1 Traffic Data Collection

Due to the impacts of COVID-19 on data collection efforts, the 2018 data collection conducted to support the I-275 PD&E Study served as a basis for this effort. Historical data from the 2019 Florida Traffic Online (FTO) database and forecasting efforts conducted during the I-275 PD&E Study were examined to develop Existing Year (2021) volumes. The 2018 data collection effort was conducted during the three-day period from May 8-10, 2018, and on June 5, 2018 and copies of the counts and FTO count data can be found in **Appendix D**. Data collection location and types are depicted in **Figure 2.4** and are listed as follows:

72-Hour Directional Ramp Machine Counts (5 Locations):

- 1 Northbound I-275 Off-Ramp/Taliaferro Avenue (to eastbound Hillsborough Avenue);
- 2 Northbound I-275 Loop Off-Ramp (to westbound Hillsborough Avenue);
- 3 Northbound On-Ramp/Miami Avenue;
- 4 Southbound Off-Ramp/Cherokee Avenue; and
- 5 Southbound On-Ramp.

72-Hour Machine Counts on Hillsborough Avenue (4 Locations):

- 1 West of Central Avenue;
- 2 Between Central Avenue and I-275;
- 3 Between I-275 and Nebraska Avenue; and
- 4 East of Nebraska Avenue.

72-Hour Machine Counts on Cross Streets (4 Locations):

- 1 Central Avenue north of Hillsborough Avenue;
- 2 Central Avenue south of Hillsborough Avenue;
- 3 Nebraska Avenue north of Hillsborough Avenue; and
- 4 Nebraska Avenue south of Hillsborough Avenue.

4-Hour (7 AM to 9 AM and 4 PM to 6 PM) Turning Movement Counts (5 Locations):

- 1 Central Avenue at Hillsborough Avenue;
- 2 I-275 Southbound Ramp Terminal at Hillsborough Avenue;
- 3 I-275 Northbound Off-Ramp Terminal at Hillsborough Avenue;
- 4 I-275 Northbound On-Ramp at Hillsborough Avenue; and
- 5 Nebraska Avenue at Hillsborough Avenue.

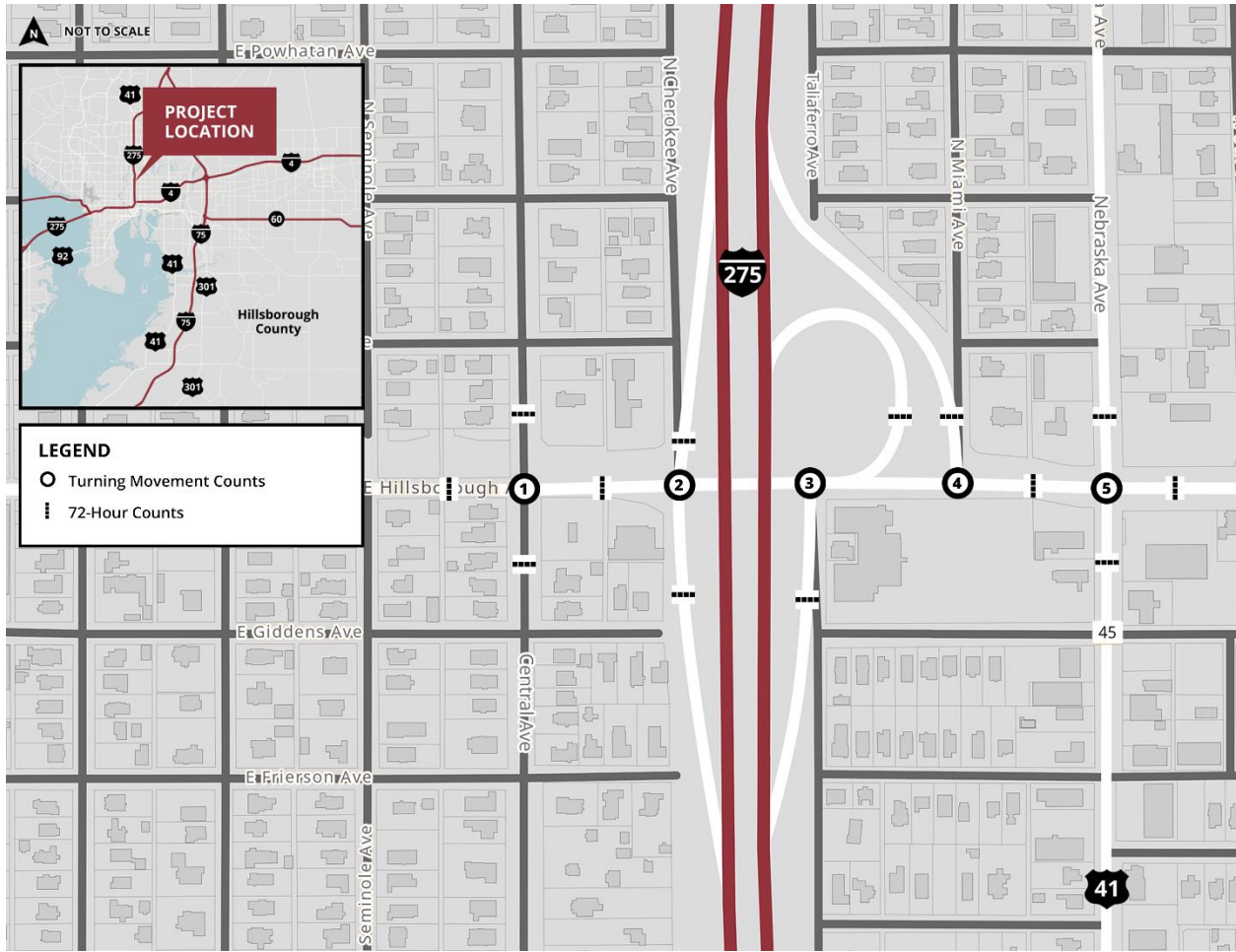


Figure 2.4: Traffic Count Locations

2.4.2 Existing Year (2021) Volume Development

Design traffic factors, including design hour factor (K), directional factor (D), and design hour truck factor (DHT), are consistent with the I-275 PD&E Study and were established in the MLOU. Reported factors for use in all analysis can be found in **Table 2.4**. Detailed information of K and D variation is shown in the Volume Development Report in **Appendix E**.

Table 2.4: Design Traffic Factors

Segment	Recommended Traffic Factors			
	K	D	T ₂₄	DHT
I-275 Ramps	9.0%	57.0%	6.0	3.0
Hillsborough Avenue	9.0%	57.0%	6.0	3.0

The AM and PM global peak hours were determined through observation of the collected field data and occur from 7:15 AM to 8:15 AM and 4:15 PM to 5:15 PM, respectively.

2.4.3 Existing Year (2021) Demand Volume Calculations

The I-275 PD&E Study existing year (2018) Annual Average Daily Traffic (AADT) volumes were developed through an iterative process, beginning with using the 48-hour and 72-hour machine counts and calculating their daily average to develop the Average Daily Traffic (ADT) throughout the corridor. To normalize the ADT to AADT, two adjustment factors, axle correction factor (ACF) and seasonal factor (SF), were applied to ADT to yield initial existing year (2018) AADTs. Existing year (2018) directional design hour volumes (DDHVs) were then developed by multiplying the AADTs by MLOU recommended K and D factors. DDHVs were distributed by field measured turning movement percentages and then checked for reasonableness to establish the I-275 PD&E Study existing year (2018) design hour traffic volumes.

To develop existing year (2021) traffic volumes for this IOAR, the I-275 PD&E study opening year (2025) forecasts were examined to understand if the use of linear interpolation would be appropriate for this analysis. Based on the review of 2018 and 2025 approved traffic, imbalanced DDHVs at two locations (eastbound through traffic at intersection with Nebraska Avenue, and southbound through traffic at intersection with I-275 southbound off-ramp) were identified and adjusted as stated below:

- Eastbound through AM traffic at intersection of Hillsborough Avenue and Nebraska Avenue deducted by 30 to match with the upstream traffic for years 2018 and 2025
- Southbound through PM traffic at intersection of Hillsborough Avenue and I-275 south ramps deducted by 40 to balance the traffic on I-275 southbound on-ramp for year 2018. Traffic is reduced from Cherokee Avenue to maintain the I-275 PD&E Study traffic on southbound ramps. The same adjustments were placed on years 2025 and 2045 PM traffic by deducting Cherokee southbound through traffic by 41, and 35 respectively.

The I-275 PD&E Study years 2018, 2025, and 2045 AADTs, resulting annual growth rates (AGR), and comparisons of 2019 AADT values for FTO historical counts to interpolation results can be found in **Table 2.5**.

Table 2.5: I-275 PD&E Study Forecast Review

Segment	I-275 PD&E Study			AGR		2019 AADT	
	2018	2025	2045	2018-2025	2025-2045	Interpolated	FTO
<i>Hillsborough Avenue</i>							
West of Central Avenue	53,500	59,000	66,000	1.5%	0.6%	54,300	-
Central Avenue to SB I-275 Ramps	57,500	63,000	70,000	1.4%	0.6%	58,300	-
SB I-275 Ramps to NB I-275 Off-Ramp	54,900	59,600	66,200	1.2%	0.6%	55,600	-
NB I-275 Off-Ramp to NB I-275 On-Ramp	61,700	67,300	76,400	1.3%	0.7%	62,500	-
NB I-275 On-Ramp to Nebraska Avenue	50,500	55,500	62,000	1.4%	0.6%	51,300	46,000
East of Nebraska Avenue	48,000	54,000	60,000	1.8%	0.6%	48,900	46,500
<i>Central Avenue</i>							
North of Hillsborough Avenue	6,000	6,500	7,500	1.2%	0.8%	6,100	-
South of Hillsborough Avenue	4,500	5,500	6,000	3.2%	0.5%	4,600	-
<i>Nebraska Avenue</i>							
North of Hillsborough Avenue	19,500	25,000	26,500	4.0%	0.3%	20,300	-
South of Hillsborough Avenue	15,500	19,000	20,000	3.2%	0.3%	16,000	-
<i>I-275 Ramps</i>							
I-275 Southbound On-Ramp	12,500	14,200	19,000	1.9%	1.7%	12,700	11,500
I-275 Southbound Off-Ramp	11,000	11,900	14,600	1.2%	1.1%	11,100	9,700
I-275 Northbound Off-Ramp	4,500	5,100	7,000	1.9%	1.9%	4,600	4,000
I-275 Northbound Off-Ramp (Loop)	7,800	8,400	10,000	1.1%	1.0%	7,900	7,200
I-275 Northbound On-Ramp	13,000	13,800	16,000	0.9%	0.8%	13,100	12,000

Based upon the comparison results between the 2019 FTO historical counts and interpolated values, the I-275 PD&E Study forecasted volumes consistently estimated demand, but were slightly higher, within the AOI. Therefore, the use of interpolation to develop design traffic has merit in estimating existing year (2021) values for this IOAR.

2.4.4 Existing Year (2021) AADTs and DDHVs

Existing year (2021) AADTs and DDHVs were developed from the linear interpolation of the I-275 PD&E Study existing year (2018) and opening year (2025) balanced volumes. The existing year (2021) AADTs are shown in **Table 2.6** and depicted in **Figure 2.5**. **Figure 2.6** depicts the existing year (2021) Design Turning Movement Volumes for both the AM and PM peak hour periods.

Table 2.6: Existing Year (2021) AADT Calculation

Segment	I-275 PD&E Study			Existing Year (2021) AADT
	2018	2025	AGR	
<i>Hillsborough Avenue</i>				
West of Central Avenue	53,500	59,000	1.5%	55,900
Central Avenue to SB I-275 Ramps	57,500	63,000	1.4%	59,900
SB I-275 Ramps to NB I-275 Off-Ramp	54,900	59,600	1.2%	57,000
NB I-275 Off-Ramp to NB I-275 On-Ramp	61,700	67,300	1.3%	64,100
NB I-275 On-Ramp to Nebraska Avenue	50,500	55,500	1.4%	52,700
East of Nebraska Avenue	48,000	54,000	1.8%	50,600
<i>Central Avenue</i>				
North of Hillsborough Avenue	6,000	6,500	1.2%	6,300
South of Hillsborough Avenue	4,500	5,500	3.2%	5,000
<i>Nebraska Avenue</i>				
North of Hillsborough Avenue	19,500	25,000	4.0%	21,900
South of Hillsborough Avenue	15,500	19,000	3.2%	17,000
<i>I-275 Ramps</i>				
I-275 Southbound On-Ramp	12,500	14,200	1.9%	13,300
I-275 Southbound Off-Ramp ¹	11,400	12,300	1.1%	11,800
I-275 Northbound Off-Ramp ²	4,700	5,300	1.8%	5,000
I-275 Northbound Off-Ramp (Loop)	7,800	8,400	1.1%	8,000
I-275 Northbound On-Ramp ³	13,400	14,200	0.9%	13,800

1. Includes AADT on Cherokee Avenue, separated in Figure 2.5.
2. Includes AADT on Taliaferro Avenue, separated in Figure 2.5.
3. Includes AADT on Miami Avenue, separated in Figure 2.5.

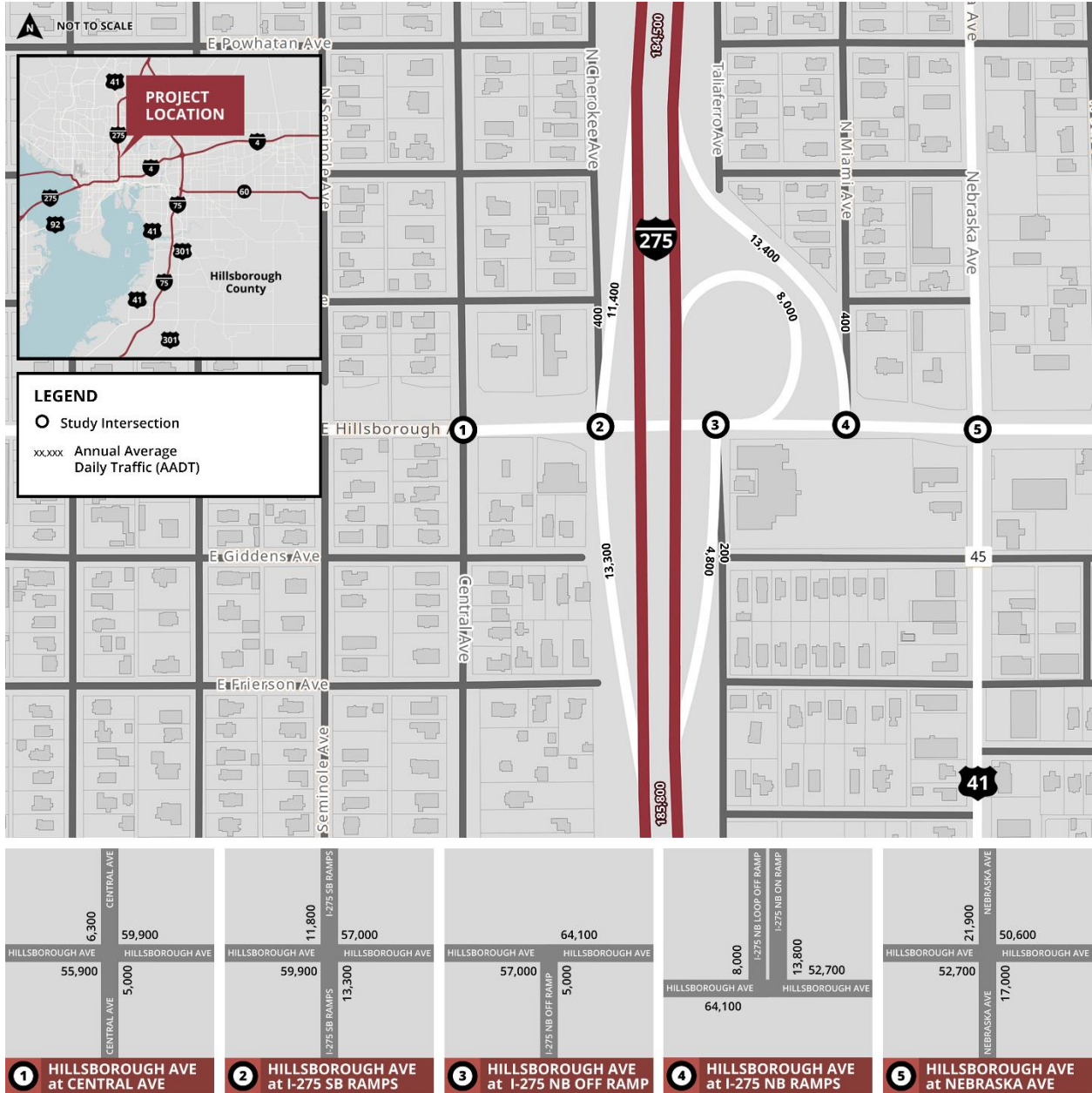


Figure 2.5: Existing Year (2021) AADTs

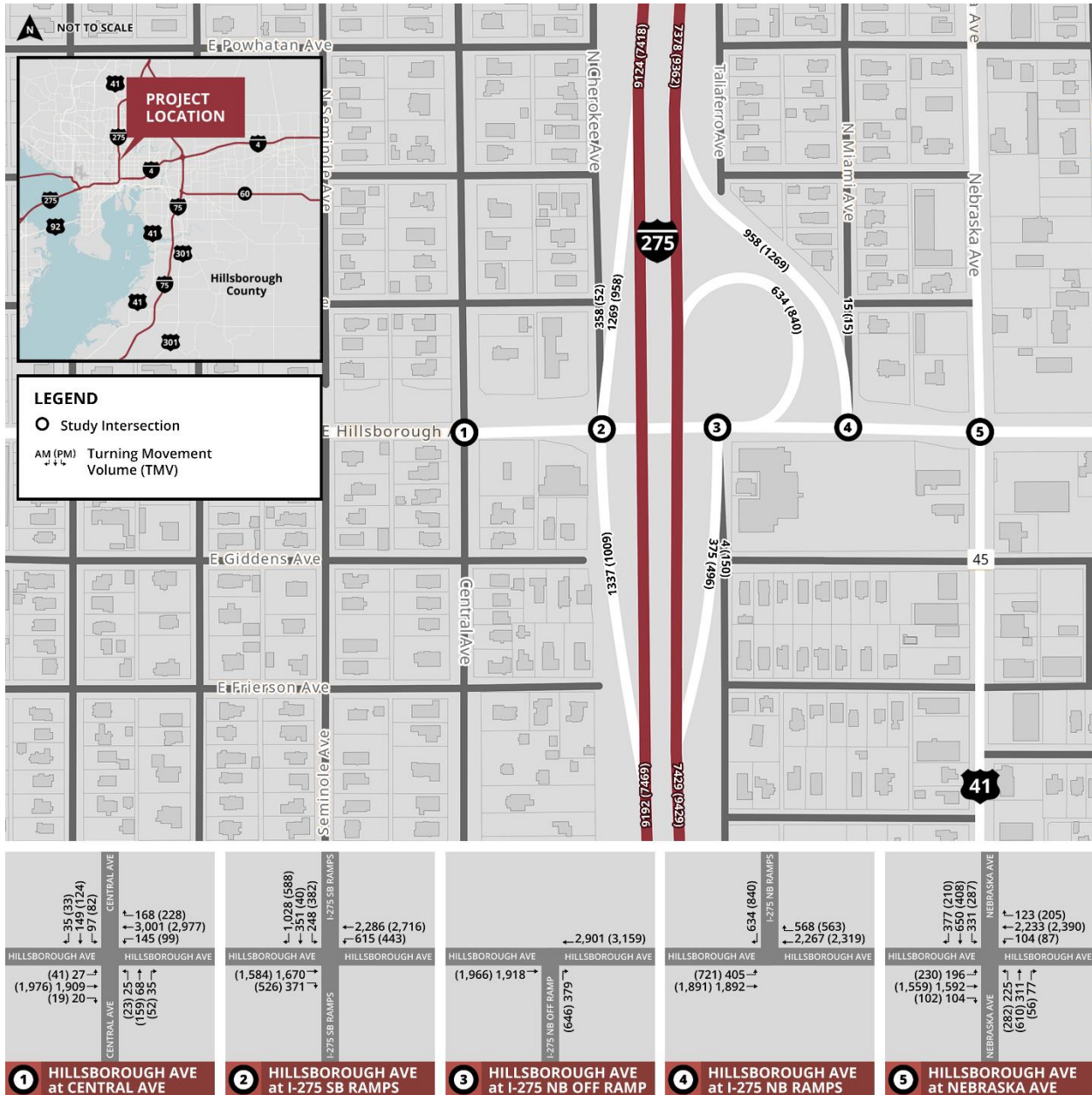


Figure 2.6: Existing Year (2021) Design Turning Movement Volumes

2.5 Existing Year (2021) Traffic Operational Analysis

Traffic Software Integrated System – Corridor Simulation (CORSIM), version 6.3, was used to evaluate the existing year (2021) operational characteristics of the I-275 and Hillsborough Avenue interchange study area. The previously calibrated model for the 2018 I-275 PD&E Study (WPI Segment No. 431821-1) was used as the baseline for this analysis. The I-275 PD&E Study area extends from the ramp terminal north of Dr. Martin Luther King, Jr. Boulevard (SR 574) to north of Bearss Avenue (SR 678). The Hillsborough Avenue interchange was clipped from this model and additional calibration efforts were performed. Existing signal timing plans were provided by City of Tampa Mobility Department for use in this analysis and can be found in **Appendix F**.

2.5.1 Calibration Methodology

The CORSIM microsimulation model was calibrated with 2018 Regional Integrated Transportation Information System (RITIS) observed speeds and to the traffic counts collected in 2018 in support of the I-275 PD&E Study. It is noteworthy to mention that due to COVID-19, the project team could not collect any traffic data required for model calibration at the project's inception. Although a check showed that existing year (2021) demand volumes can be interpolated reasonably from 2018 and 2045 demand volumes from the I-275 PD&E study that is consistent with FTO AADTs, CORSIM microsimulation models cannot be calibrated to synthetic data. Therefore, it was determined to use the raw data collected in 2018 along with RITIS speed data to calibrate the CORSIM model to a pre-COVID-19 condition that could be used to assess traffic operations. The three-hour AM and three-hour PM peak periods used to support the I-275 PD&E CORSIM analysis were also utilized for this calibration effort.

The calibration efforts were based on the average results of ten (10) runs of the AM and PM CORSIM microsimulation models using varying random seed numbers. The microsimulation performed for this IOAR meets the calibration criteria as found in **Table 2.7** and is consistent with guidelines provided in the FDOT 2021 Traffic Analysis Handbook.

Table 2.7: CORSIM Calibration Targets

Calibration Metric	Calibration Measure	Calibration Target
Volume	Individual link flows: Within 15%, for 700 veh/h < Flow < 2,700 veh/h Within 100 veh/h, for Flow <700 veh/h Within 400 veh/h, for Flow >2,700 veh/h	> 85% of cases
	Links with a GEH statistic value of five (5) or lower.	>85% of cases
	Sum of all link flows	Within 5% of sum of all link counts
	Sum of link volumes GEH	<5
Speed	Within 10% (or 10mph, if higher)	>85% of cases

2.5.2 Calibration Parameters and Results

To ensure model calibration targets are met for the calibration year (2018) traffic conditions, several model parameters were adjusted. This section will cover those model parameter modifications and document the results. The calibration analysis for the AM and PM peak periods involved modifications to both the global and node-link specific model parameters. Field observed data and calibration year (2018) traffic volumes provided a basis to compare to simulation results. The following model parameters were changed in the AM and PM peak period models from the I-275 PD&E Study CORSIM model:

- Added 1 second to all left turn acceptable gaps;
- Change left turn speeds from 22 feet per second to 15 feet per second;
- To better reflect permitted left turns operations occurring at the eastbound Hillsborough Avenue to northbound I-275 on-ramp during the AM peak period, mean discharge headway was adjusted to 2.0 seconds. This adjustment was not required in the PM peak period;
- Adjusted spillback probabilities of discharging for 1, 2, 3, and 4+ vehicle positions to 50 percent, 40 percent, 35 percent, and 20 percent to prevent intersections from blocking during simulation;
- And, normal distribution rather than an Erlang distribution was utilized for this analysis per Table 7-3 guidance in the FDOT 2021 Traffic Analysis Handbook.

Additionally, after a review of RITIS speed data through the corridor in the eastbound and westbound direction, the free-flow speed on Hillsborough Avenue was reduced from 40 mph to 35 mph to better simulate speeds in the corridor. It is noteworthy to mention that Hillsborough Avenue network is over-capacity in the area of influence, which leads to queuing and constraints at the very early stage of model run. Also, the temporal distribution of volumes indicates that the hour following the peak hour is only approximately 5% less than the peak hour volumes, which results in queues not dissipating entirely at the end of model run.

The calibration results summarized in **Table 2.8** indicate that the CORSIM model is sufficiently reproducing the calibration year (2018) field collected volumes for traffic. More than 85 percent of roadway segments have a GEH value less than five during the AM and PM peak hours. The sum of volume in the network during both the AM and PM peak hours is within 5 percent of the field observed volumes during the same time. Both the AM and PM peak hours met the high, medium, and low volume checks.

Table 2.8: Calibration Year (2018) CORSIM Calibration Results

Location	Count Volume (vph)	AM Peak Hour					PM Peak Hour					
		Simulated Volume (vph)	Volume Diff. (vph)	% Diff.	GEH	Volume Validated	Demand Volume (vph)	Simulated Volume (vph)	Volume Diff. (vph)	% Diff.	GEH	Volume Validated
<i>Central Avenue</i>												
EBL	22	33	11	50.0%	2.1	Yes	26	34	8	30.8%	1.5	Yes
EBTR	1,616	1,606	10	0.6%	0.2	Yes	1,759	1,752	7	0.4%	0.2	Yes
Approach	1,638	1,639	1	0.1%	0.0	Yes	1,785	1,786	1	0.1%	0.0	Yes
WBL	49	68	19	38.8%	2.5	Yes	43	57	14	32.6%	2.0	Yes
WBT	2,209	2,165	44	2.0%	0.9	Yes	1,822	1,767	55	3.0%	1.3	Yes
WBR	65	134	69	106.2%	6.9	No	90	104	14	15.6%	1.4	Yes
Approach	2,323	2,367	44	1.9%	0.9	Yes	1,955	1,928	27	1.4%	0.6	Yes
NBL	21	21	0	0.0%	0.0	Yes	20	22	2	10.0%	0.4	Yes
NBTR	84	86	2	2.4%	0.2	Yes	185	182	3	1.6%	0.2	Yes
Approach	105	107	2	1.9%	0.2	Yes	205	204	1	0.5%	0.1	Yes
SBL	81	69	12	14.8%	1.4	Yes	72	59	13	18.1%	1.6	Yes
SBTR	146	159	13	8.9%	1.1	Yes	134	145	11	8.2%	0.9	Yes
Approach	227	228	1	0.4%	0.1	Yes	206	204	2	1.0%	0.1	Yes
Overall	4,293	4,341	48	1.1%	0.7	Yes	4,151	4,122	29	0.7%	0.5	Yes
<i>Southbound I-275 Ramp Terminal</i>												
EBT	1,265	1,247	18	1.4%	0.5	Yes	1,583	1,611	28	1.8%	0.7	Yes
EBR	444	435	9	2.0%	0.4	Yes	285	206	79	27.7%	5.0	No
Approach	1,709	1,682	27	1.6%	0.7	Yes	1,868	1,817	51	2.7%	1.2	Yes
WBL	404	375	29	7.2%	1.5	Yes	198	192	6	3.0%	0.4	Yes
WBT	2,078	2,098	20	1.0%	0.4	Yes	1,547	1,540	7	0.5%	0.2	Yes
Approach	2,482	2,473	9	0.4%	0.2	Yes	1,745	1,732	13	0.7%	0.3	Yes
SBL	79	91	12	15.2%	1.3	Yes	244	241	3	1.2%	0.2	Yes
SBT	106	59	47	44.3%	5.2	No	19	34	15	78.9%	2.9	Yes
SBR	245	270	25	10.2%	1.6	Yes	408	389	19	4.7%	1.0	Yes
Approach	430	420	10	2.3%	0.5	Yes	671	664	7	1.0%	0.3	Yes
Overall	4,621	4,575	46	1.0%	0.7	Yes	4,284	4,213	71	1.7%	1.1	Yes
<i>Northbound I-275 NB Off-Ramp Terminal</i>												
EBT	1,344	1,338	6	0.4%	0.2	Yes	1,827	1,847	20	1.1%	0.5	Yes
Approach	1,344	1,338	6	0.4%	0.2	Yes	1,827	1,847	20	1.1%	0.5	Yes
WBT	1,866	1,858	8	0.4%	0.2	Yes	1,473	1,458	15	1.0%	0.4	Yes
Approach	1,866	1,858	8	0.4%	0.2	Yes	1,473	1,458	15	1.0%	0.4	Yes
NBR	266	267	1	0.4%	0.1	Yes	186	185	1	0.5%	0.1	Yes
Approach	266	267	1	0.4%	0.1	Yes	186	185	1	0.5%	0.1	Yes
SBR	616	617	1	0.2%	0.0	Yes	272	271	1	0.4%	0.1	Yes
Approach	616	617	1	0.2%	0.0	Yes	272	271	1	0.4%	0.1	Yes
Overall	4,092	4,080	12	0.3%	0.2	Yes	3,758	3,761	3	0.1%	0.0	Yes

Red highlight indicates that the volume does meet validation criteria from Table 2.7.

Table 2.8: Calibration Year (2018) CORSIM Calibration Results

Location	Count Volume (vph)	AM Peak Hour					PM Peak Hour					
		Simulated Volume (vph)	Volume Diff. (vph)	% Diff.	GEH	Volume Validated	Demand Volume (vph)	Simulated Volume (vph)	Volume Diff. (vph)	% Diff.	GEH	Volume Validated
<i>Northbound I-275 On-Ramp Terminal</i>												
EBT	1,318	1,310	8	0.6%	0.2	Yes	1,469	1,572	103	7.0%	2.6	Yes
EBL	292	296	4	1.4%	0.2	Yes	544	461	83	15.3%	3.7	Yes
Approach	1,610	1,606	4	0.2%	0.1	Yes	2,013	2,033	20	1.0%	0.4	Yes
WBTR	1,866	1,859	7	0.4%	0.2	Yes	1,473	1,455	18	1.2%	0.5	Yes
Approach	2,275	2,274	1	0.0%	0.0	Yes	1,898	1,885	13	0.7%	0.3	Yes
Overall	3,885	3,880	5	0.1%	0.1	Yes	3,911	3,918	7	0.2%	0.1	Yes
<i>Nebraska Avenue</i>												
EBL	137	139	2	1.5%	0.2	Yes	152	169	17	11.2%	1.3	Yes
EBTR	1,181	1,172	9	0.8%	0.3	Yes	1,317	1,404	87	6.6%	2.4	Yes
Approach	1,318	1,311	7	0.5%	0.2	Yes	1,469	1,573	104	7.1%	2.7	Yes
WBL	66	79	13	19.7%	1.5	Yes	56	69	13	23.2%	1.6	Yes
WBTR	1,874	1,862	12	0.6%	0.3	Yes	1,606	1,587	19	1.2%	0.5	Yes
Approach	1,940	1,941	1	0.1%	0.0	Yes	1,662	1,656	6	0.4%	0.1	Yes
NBL	181	189	8	4.4%	0.6	Yes	155	161	6	3.9%	0.5	Yes
NBTR	342	335	7	2.0%	0.4	Yes	293	286	7	2.4%	0.4	Yes
Approach	523	524	1	0.2%	0.0	Yes	448	447	1	0.2%	0.0	Yes
SBL	279	289	10	3.6%	0.6	Yes	239	243	4	1.7%	0.3	Yes
SBTR	974	968	6	0.6%	0.2	Yes	667	657	10	1.5%	0.4	Yes
Approach	1,253	1,257	4	0.3%	0.1	Yes	906	900	6	0.7%	0.2	Yes
Overall	5,034	5,033	1	0.0%	0.0	Yes	4,485	4,576	91	2.0%	1.4	Yes

Red highlight indicates that the volume does meet validation criteria from Table 2.7.

In addition to these volume based calibration targets, the CORSIM model was calibrated to available RITIS speed data provided in **Table 2.9**. The specific data collected for this calibration were average five-minute speed data, collected for all Tuesdays, Wednesdays, and Thursdays from September of 2018. The location between I-275 northbound on-ramp and Nebraska Avenue along Hillsborough Avenue was the only location that did not meet the speed criteria, with simulated speeds lower than the field observed speed in the eastbound direction during the AM and PM peak hours. Due to the short length of the segment, roughly 300 feet, calibration is heavily impacted by intersections closely spaced up and down stream of this link. This location is well-calibrated from the perspective of volume throughput and therefore this one link was not adjusted to meet speed criteria at the risk of negatively impacting volume criteria.

Table 2.9: CORSIM Calibration Results (RITIS speed vs. simulated speed)

RITIS tmc_code	Description	Direction	AM Speed	AM Simulated Speed	AM Speed Diff	PM Speed	PM Simulated Speed	PM Speed Diff
102-05457	Florida Avenue to I-275 SB Ramp Terminal	Eastbound	14.9	23.3	8.4	14.4	18.3	3.8
102N05457	I-275 SB Ramp Terminal to I-275 NB On-Ramp	Eastbound	14.9	18.8	3.9	14.4	10.4	-4.1
102-05456	I-275 NB On-Ramp to Nebraska Avenue	Eastbound	15.2	5.0	-10.2	18.1	5.0	-13.1
102+05457	Nebraska Avenue to I-275 NB On-Ramp	Westbound	13.5	22.0	8.5	14.4	24.0	9.6
102P05457	I-275 NB On-Ramp to I-275 SB Ramp Terminal	Westbound	13.5	22.0	8.5	14.4	22.6	8.2
102+05458	I-275 SB Ramp Terminal to Florida Avenue	Westbound	19.7	23.5	3.9	19.9	23.9	4.0

Detailed calibration results can be found in **Appendix G**.

2.5.3 Existing Year (2021) Measures of Effectiveness (MOEs)

The Level of Service (LOS) target D, as defined for urbanized areas in the FDOT LOS Policy – FDOT procedure No. 000-525-006, was used for the operational analysis of the I-275 and Hillsborough Avenue interchange. A direct comparison of CORSIM Measures of Effectiveness (MOEs) to the Highway Capacity Manual (HCM), 6th Edition, LOS cannot be made, but the equivalent HCM LOS derived from CORSIM was provided for reference purposes. MOEs [i.e., density, speed, and delay] and LOS threshold, as prescribed by the HCM, 6th Edition, were used to estimate existing and future LOS. All simulation outputs were based on the average data from 10 simulation runs. Due to the closely spaced nature of the intersections, arterial speeds and associated LOS are not a component of this analysis and all speed metrics will be presented as part of the network-wide statistics. The MOEs that were assessed from the simulation analysis include the following:

- Intersection Node Evaluation: Traffic volume, delay, and maximum queue length for the study area intersections for all movements.
- Network-Wide Output: Vehicle miles traveled (VMT), total travel time, speed average, total travel delay, and latent demand.

The following section provides a summary of the existing year (2021) operational analysis and the CORSIM results supporting this analysis can be found in **Appendix H**.

2.5.4 Existing Year (2021) Intersection Operational Analysis

An intersection operational analysis was conducted at each of the study intersections within the AOI for the existing year (2021). The results of the existing year (2021) intersection analysis for the AM and PM peak hours are shown in **Table 2.10** and **Table 2.11**, respectively, with available storage lengths and simulated queues for the AM and PM peak hour periods shown in **Table 2.12**. In the table, the available storage length is measured from the stop bar to the gore point with freeway for off-ramps and from stop bar to the taper for left or right turn bays.

The results of the analysis indicate several operational challenges within the AOI. In both the AM and PM peak hours, the I-275 and Hillsborough Avenue interchange experiences significant congestion, leading to significant safety and operational issues in the eastbound and westbound directions. In the eastbound direction, the unsignalized eastbound left turn at the northbound I-275 ramp terminal experiences queue spillback that impacts the ability for eastbound Hillsborough Avenue to process traffic and creates an unsafe speed differential between the inside and outside lanes through the Central Avenue intersection. This speed differential also heavily impacts the ability for westbound left turn movements at the southbound I-275 ramp terminal to safely cross traffic under the movement's permitted phase, which leads to a significant number of collisions. The southbound I-275 ramp terminal intersection saw a crash rate roughly 4.1 times higher than the statewide crash rate average for similar locations with the most common crash type at this location being left-turn collisions occurring under the permitted phase operation.

In the westbound direction, Hillsborough Avenue also experienced operational bottlenecks as the northbound I-275 to westbound Hillsborough Avenue free flow loop ramp attempts to merge into westbound Hillsborough Avenue through traffic as it approached the westbound right turn lane drop at the Central Avenue intersection. This merge condition results in slowdown in the outside lanes of westbound Hillsborough as either westbound drivers slow to allow vehicles to merge as they approach the drop lane, merging drivers stop entirely in the drop lane waiting for a safe gap to merge, or merging drivers force their way into traffic. Each of these scenarios result in abrupt starting and stopping of westbound Hillsborough Avenue which can limit the ability of westbound traffic to process through the interchange.

Additionally, queuing is also present along the southbound approach of the southbound I-275 ramp terminal in both the AM and PM peak hours that impact I-275 southbound mainline operations. This is due to current timing at the signals within the interchange area favoring (roughly 77 percent of green time) east-west flow as well as having challenges dissipating queue due to the cycle length. This results in heavy queuing along the southbound I-275 approach in both the AM and PM peak hours due to lack of protected green time for the heavy southbound right turn movement.

Table 2.10: Existing Year (2021) AM Peak Hour Intersection Operational Analysis

Intersection	Movement	Demand Volume (vph)	Simulated Volume (vph)	Movement Delay (sec/veh)	LOS ¹
Central Avenue and Hillsborough Avenue	EBL	27	31	120.2	F
	EBTR	1,929	162	70.8	E
	Approach	1,956	1,658	71.8	E
	WBL	145	67	204.7	F
	WBT	3,001	1,910	5.6	A
	WBR	168	411	0.8	A
	Approach	3,314	2,388	10.4	B
	NBL	25	5	574.6	F
	NBTR	103	21	509.7	F
	Approach	128	26	522.2	F
	SBL	97	17	542.2	F
	SBTR	184	35	410.8	F
	Approach	281	52	453.8	F
	Overall	5,679	4,124	43.9	D
	I-275 SB Ramp Terminal and Hillsborough Avenue	EBT	1,670	1,282	17.0
EBR		371	346	13.1	B
Approach		2,041	1,628	16.2	B
WBL		615	429	47.7	D
WBT		2,286	2,155	11.6	B
Approach		2,901	2,584	17.6	B
SBL		248	244	62.4	E
SBT		351	220	44.9	D
SBR		1,028	243	217.2	F
Approach		1,627	707	110.2	F
Overall	6,569	4,919	30.4	C	
I-275 NB Off-Ramp Terminal and Hillsborough Avenue	EBT	1,918	1,526	16.7	C
	Approach	1,918	1,526	16.7	C
	WBT	2,267	1,973	7.6	A
	Approach	2,267	1,973	7.6	A
	NBR	379	385	12.5	B
	Approach	379	385	12.5	B
	SBR	634	633	3.8	A
	Approach	634	633	3.8	A
Overall	5,198	4,517	10.5	B	

Red highlight indicates that the delay does not meet the LOS target D

¹ A direct comparison of CORSIM MOEs to HCM LOS cannot be made. LOS is determined from Exhibit 19-8 of the HCM, 6th Edition for the signalized intersections and from HCM Exhibit 20-2 for unsignalized intersections.

Eastbound right turn movement at the southbound I-275 ramp terminal is a free flow channelized right turn movement with 0 delay.

Table 2.10 (continued): Existing Year (2021) AM Peak Hour Intersection Operational Analysis

Intersection	Movement	Demand Volume (vph)	Simulated Volume (vph)	Movement Delay (sec/veh)	LOS ¹
I-275 NB On-Ramp Terminal and Hillsborough Avenue	EBT	1,892	1,608	1.8	A
	EBL	405	304	105.9	F
	Approach	2,297	1,912	18.4	C
	WBTR	2,267	1,985	10.2	B
	Approach	2,835	2,595	8.6	A
	Overall	5,132	4,507	12.7	B
Nebraska Avenue and Hillsborough Avenue	EBL	196	153	274.7	F
	EBTR	1,696	1,457	26.6	C
	Approach	1,892	1,610	50.2	D
	WBL	104	144	132.9	F
	WBTR	2,356	2,272	45.8	D
	Approach	2,460	2,416	51.0	D
	NBL	225	185	173.5	F
	NBTR	388	413	74.0	E
	Approach	613	598	104.8	F
	SBL	331	238	412.9	F
	SBTR	1,027	703	142.7	F
	Approach	1,358	941	211.0	F
Overall	6,323	5,565	83.6	F	

Red highlight indicates that the delay does not meet the LOS target D

¹ A direct comparison of CORSIM MOEs to HCM LOS cannot be made. LOS is determined from Exhibit 19-8 of the HCM, 6th Edition for the signalized intersections and from HCM Exhibit 20-2 for unsignalized intersections.

Eastbound right turn movement at the southbound I-275 ramp terminal is a free flow channelized right turn movement with 0 delay.

Table 2.11: Existing Year (2021) PM Peak Hour Intersection Operational Analysis

Intersection	Movement	Demand Volume (vph)	Simulated Volume (vph)	Movement Delay (sec/veh)	LOS ¹
Central Avenue and Hillsborough Avenue	EBL	41	13	941.2	F
	EBTR	1,995	1,442	174.0	F
	Approach	2,036	1,455	180.9	F
	WBL	99	100	323.5	F
	WBT	2,977	2,658	7.7	A
	WBR	228	271	1.0	A
	Approach	3,304	3,029	17.5	B
	NBL	23	6	1,721.3	F
	NBTR	211	62	1,940.3	F
	Approach	234	68	1,920.9	F
	SBL	82	27	1,688.1	F
	SBTR	157	55	1,263.1	F
	Approach	239	82	1,403.0	F
	Overall	5,813	4,634	121.3	F
	I-275 SB Ramp Terminal and Hillsborough Avenue	EBT	1,584	1,003	17.5
EBR		526	468	5.3	A
Approach		2,110	1,471	13.6	B
WBL		443	319	8.3	A
WBT		2,716	2,659	13.5	B
Approach		3,159	2,978	13.0	B
SBL		382	290	82.6	F
SBT		40	73	42.8	D
SBR		588	372	95.8	F
Approach		1,010	735	85.3	F
Overall	6,279	5,184	23.4	C	
I-275 NB Off-Ramp Terminal and Hillsborough Avenue	EBT	1,966	1,292	32.6	D
	Approach	1,966	1,292	32.6	D
	WBT	2,319	2,139	9.9	A
	Approach	2,319	2,139	9.9	A
	NBR	646	647	10.2	B
	Approach	646	647	10.2	B
	SBR	840	841	6.3	A
Approach	840	841	6.3	A	
Overall	5,771	4,919	15.3	C	

Red highlight indicates that the delay does not meet the LOS target D

¹ A direct comparison of CORSIM MOEs to HCM LOS cannot be made. LOS is determined from Exhibit 19-8 of the HCM, 6th Edition for the signalized intersections and from HCM Exhibit 20-2 for unsignalized intersections.

Eastbound right turn movement at the southbound I-275 ramp terminal is a free flow channelized right turn movement with 0 delay.

Table 2.11 (continued): Existing Year (2021) PM Peak Hour Intersection Operational Analysis

Intersection	Movement	Demand Volume (vph)	Simulated Volume (vph)	Movement Delay (sec/veh)	LOS ¹
I-275 NB On-Ramp Terminal and Hillsborough Avenue	EBT	1,891	1,642	7.8	A
	EBL	721	296	127.9	F
	Approach	2,612	1,938	26.1	D
	WBTR	2,319	2,141	12.6	B
	Approach	2,882	2,755	10.7	B
	Overall	5,494	4,693	17.1	C
Nebraska Avenue and Hillsborough Avenue	EBL	230	122	421.7	F
	EBTR	1,661	1,522	27.2	C
	Approach	1,891	1,644	56.4	E
	WBL	87	111	62.6	
	WBTR	2,595	2,550	62.5	
	Approach	2,682	2,661	62.5	
	NBL	282	272	68.2	E
	NBTR	666	675	70.5	E
	Approach	948	947	69.8	E
	SBL	287	256	304.9	F
	SBTR	618	566	81.7	F
	Approach	905	822	151.3	F
Overall	6,426	6,074	74.0	E	

Red highlight indicates that the delay does not meet the LOS target D

1 A direct comparison of CORSIM MOEs to HCM LOS cannot be made. LOS is determined from Exhibit 19-8 of the HCM, 6th Edition for the signalized intersections and from HCM Exhibit 20-2 for unsignalized intersections.

Eastbound right turn movement at the southbound I-275 ramp terminal is a free flow channelized right turn movement with 0 delay.

Table 2.12: Existing Year (2021) Peak Hour Queue (ft) Analysis

Intersection	Movement	Existing Storage (Feet)	Auxiliary lane available (Yes/No - # of Feet)	Maximum Vehicle Queue Length (Feet)			
				AM Peak	Queue extend to I-275 mainline	PM Peak	Queue extend to I-275 mainline
Central Avenue and Hillsborough Avenue	EBL	275	N/A	125	N/A	125	N/A
	EBTR ¹	1,200	N/A	2,250	N/A	2,475	N/A
	WBL	275	N/A	475	N/A	475	N/A
	WBT ¹	275	N/A	450	N/A	475	N/A
	WBR	275	N/A	100	N/A	425	N/A
	NBL	100	N/A	75	N/A	50	N/A
	NBTR ¹	2,500	N/A	1,500	N/A	1,775	N/A
	SBL	100	N/A	150	N/A	175	N/A
	SBTR ¹	2,500	N/A	1,350	N/A	1,400	N/A
I-275 SB Ramp Terminal and Hillsborough Avenue	EBT ¹	325	N/A	425	N/A	425	N/A
	EBR	325	N/A	550	N/A	125	N/A
	WBL	500	N/A	425	N/A	375	N/A
	WBT ¹	850	N/A	375	N/A	400	N/A
	SBL ²	900	No	950	Yes	950	Yes
	SBTLR ²	900	No	975	Yes	925	Yes
I-275 NB Off-Ramp Terminal and Hillsborough Avenue	NBR ²	800	No	125	No	150	No
	SBR ²	850	Yes (500 ft)	175	No	350	No
I-275 NB On-Ramp Terminal and Hillsborough Avenue	EBL	275	N/A	425	N/A	425	N/A
	WBR	250	N/A	125	N/A	175	N/A
Nebraska Avenue and Hillsborough Avenue	EBL	125	N/A	150	N/A	175	N/A
	EBTR ³	575	N/A	450	N/A	450	N/A
	WBL	450	N/A	400	N/A	200	N/A
	WBTR ¹	2,500	N/A	1,050	N/A	1,575	N/A
	NBL	350	N/A	400	N/A	400	N/A
	NBTR ¹	2,500	N/A	550	N/A	525	N/A
	SBL	400	N/A	500	N/A	550	N/A
SBTR ¹	2,500	N/A	1,450	N/A	1,175	N/A	

Notes:

Latent demand exists, and queues may be longer than reported.

Red indicates turning movement queue that exceeds existing storage.

1 Available storage lengths for through movements represent the distance between upstream and downstream intersections.

2 Queue length for ramp terminals represents distance from stop bar of approach to gore point of off-ramp on the mainline.

3 Eastbound through/right queue length extends back to the northbound I-275 off-ramp terminal as queue spillback to that point would represent the closest adjacent intersection that would be impacted if queuing of this movement were to spillback.

3.0 Future Travel Demand

3.1 Future Land-Use

The future land-use is anticipated to remain relatively consistent with commercial, and mixed land-use along Hillsborough Avenue, Nebraska Avenue and US 41, and residential as the dominant land-use types. It is observed that land-use types change from existing public/quasi-public/institutions to future residential or commercial for several blocks. **Figure 3.1** shows the future land-use of the area surrounding the I-275 and Hillsborough Avenue interchange.

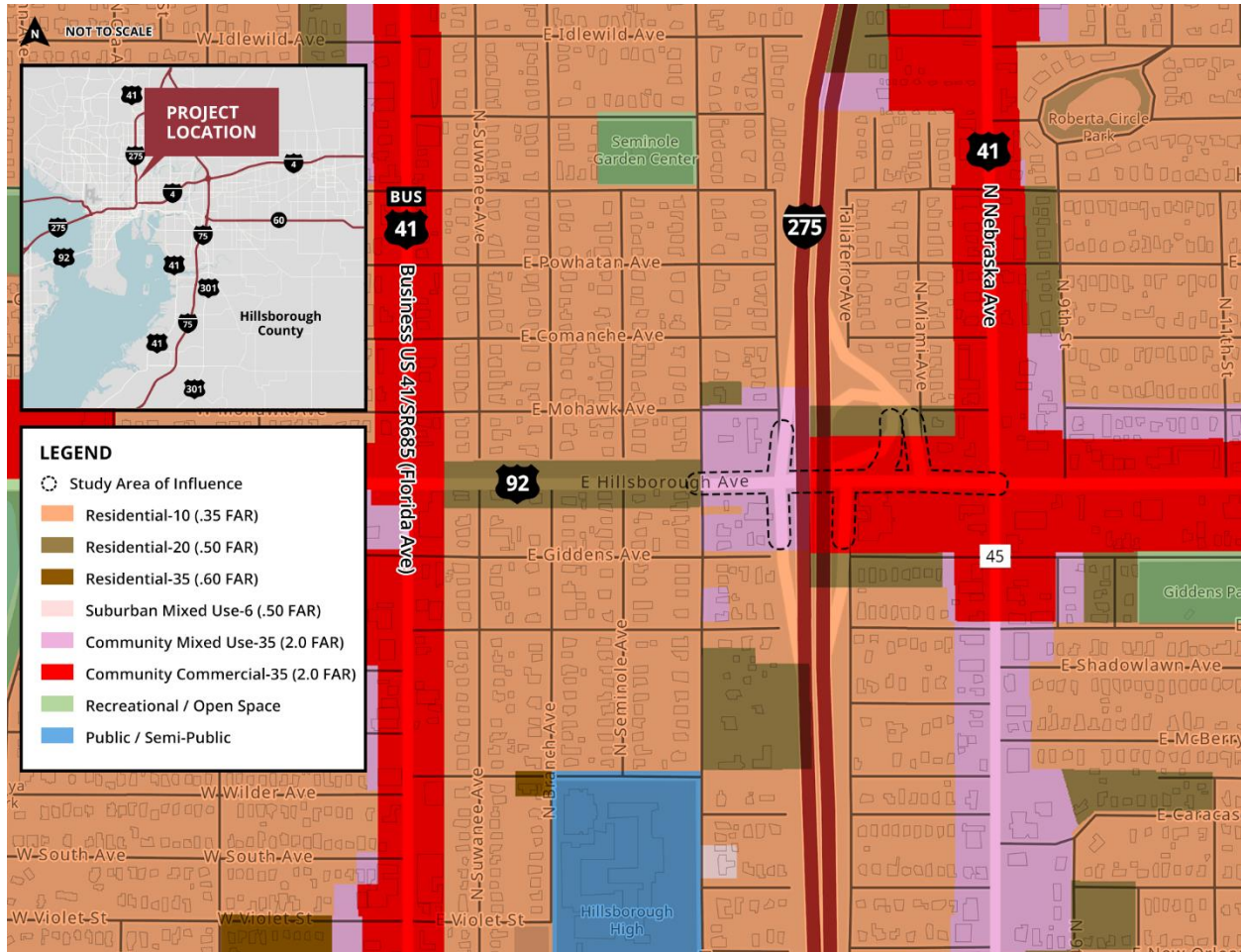


Figure 3.1: Future Land Use Map

3.2 Trend Analysis

3.2.1 BEBR Growth Trends

Data was gathered from the Bureau of Economic and Business Research's (BEBR) 'Projections of Florida Population by County, 2019-2045' and is summarized in **Table 3.1**. BEBR population forecasts provide a useful metric in measuring growth trends within counties by providing low, medium, and high forecast

rates. With a design year of 2045 and the anticipated development within the study area, BEBR data indicates that medium to high population growth should range from 1.4 percent to 2.3 percent per year.

Table 3.1: Hillsborough County BEBR Population Forecasts 2019 to 2045

2019	2025		2030		2035		2040		2045	
1,444,870	Pop	Growth	Pop	Growth	Pop	Growth	Pop	Growth	Pop	Growth
Low	1,474,700	0.3%	1,525,600	0.5%	1,555,200	0.5%	1,577,000	0.4%	1,590,200	0.4%
Medium	1,611,300	1.9%	1,721,600	1.7%	1,809,000	1.6%	1,887,700	1.5%	1,959,200	1.4%
High	1,727,500	3.3%	1,895,700	2.8%	2,038,500	2.6%	2,178,600	2.4%	2,314,000	2.3%

3.2.2 Historical Count Trends

Historical count data were obtained from the FDOT FTO count stations located within or near the study area and growth rates were plotted for the most recent five years of available data and can be found in **Table 3.2**. While these metrics provide a reasonable metric by which to compare growth, historical count data can be heavily impacted by major events such as 'The Great Recession' and the Coronavirus (COVID-19) pandemic that resulted in a national shut down in March 2020 and a three phase Florida State Recovery Plan. The average weighted annual historical growth rate for the study area is 0.8% percent. Historical Count data can be found in **Appendix D**.

Table 3.2: Historical FTO Growth Trends

Count ID	Location	2015	2016	2017	2018	2019	Growth
105163	SR 600/US 92/E Hillsborough Ave, E of Florida Ave/SR 685/US 41BUS	54,000	51,500	53,000	51,500	52,500	0.7%
105164	SR 600/US 92/E Hillsborough Ave, W of Nebraska Ave, SR 45	45,000	46,500	47,500	45,000	46,000	0.6%
105165	SR 600/US 92/US 41/E Hillsborough Ave, E of Nebraska Ave, SR 45	45,000	47,000	48,000	45,500	46,500	0.8%
109100	Central Ave, N of Lake Ave	3,200	3,300	3,400	3,500	3,600	3.1%
105081	SR 45/US 41/N Nebraska Ave, N of SR 600/Hillsborough Ave	18,600	17,700	18,300	19,900	20,000	1.9%
105341	SR 45/US 41/N Nebraska Ave, S of Genessee St	15,500	15,200	15,600	16,000	16,500	1.6%
102622	RP, SB SR 93/I-275 to SR 600/Hillsborough Ave	10,000	10,500	11,000	11,500	9,700	0.8%
102625	RP, SR 600/Hillsborough Ave E to SB SR 93/I-275	10,500	11,500	12,500	13,000	11,500	2.4%
102626	RP, NB SR 93/I-275 to EB SR 600/Hillsborough Ave	3,900	4,200	4,500	4,700	4,000	0.6%
102624	RP, NB SR 93/I-275 to WB SR 600/Hillsborough Ave	5,000	7,300	7,800	8,200	7,200	11.0%
102623	RP, SR 600/Hillsborough Ave to NB SR 93/I-275	11,500	12,000	13,000	13,500	12,000	1.1%
Total		222,200	226,700	234,600	232,300	229,500	0.8%

3.3 Opening Year (2025) Volume Development

3.3.1 Opening Year (2025) AADTs

AADTs for the opening year 2025 are taken directly from the I-275 PD&E Study and are shown in **Table 3.3** and depicted in **Figure 3.2**.

Table 3.3: Opening Year (2025) AADT Calculation

Segment	I-275 PD&E Study		
	2018	2025	AGR
<i>Hillsborough Avenue</i>			
West of Central Avenue	53,500	59,000	1.5%
Central Avenue to SB I-275 Ramps	57,500	63,000	1.4%
SB I-275 Ramps to NB I-275 Off-Ramp	54,900	59,600	1.2%
NB I-275 Off-Ramp to NB I-275 On-Ramp	61,700	67,300	1.3%
NB I-275 On-Ramp to Nebraska Avenue	50,500	55,500	1.4%
East of Nebraska Avenue	48,000	54,000	1.8%
<i>Central Avenue</i>			
North of Hillsborough Avenue	6,000	6,500	1.2%
South of Hillsborough Avenue	4,500	5,500	3.2%
<i>Nebraska Avenue</i>			
North of Hillsborough Avenue	19,500	25,000	4.0%
South of Hillsborough Avenue	15,500	19,000	3.2%
<i>I-275 Ramps</i>			
I-275 Southbound On-Ramp	12,500	14,200	1.9%
I-275 Southbound Off-Ramp ¹	11,400	12,300	1.1%
I-275 Northbound Off-Ramp ²	4,700	5,300	1.8%
I-275 Northbound Off-Ramp (Loop)	7,800	8,400	1.1%
I-275 Northbound On-Ramp ³	13,400	14,200	0.9%

1 Includes AADT on Cherokee Avenue, separated in Figure 3.2.

2 Includes AADT on Taliaferro Avenue, separated in Figure 3.2.

3 Includes AADT on Miami Avenue, separated in Figure 3.2.

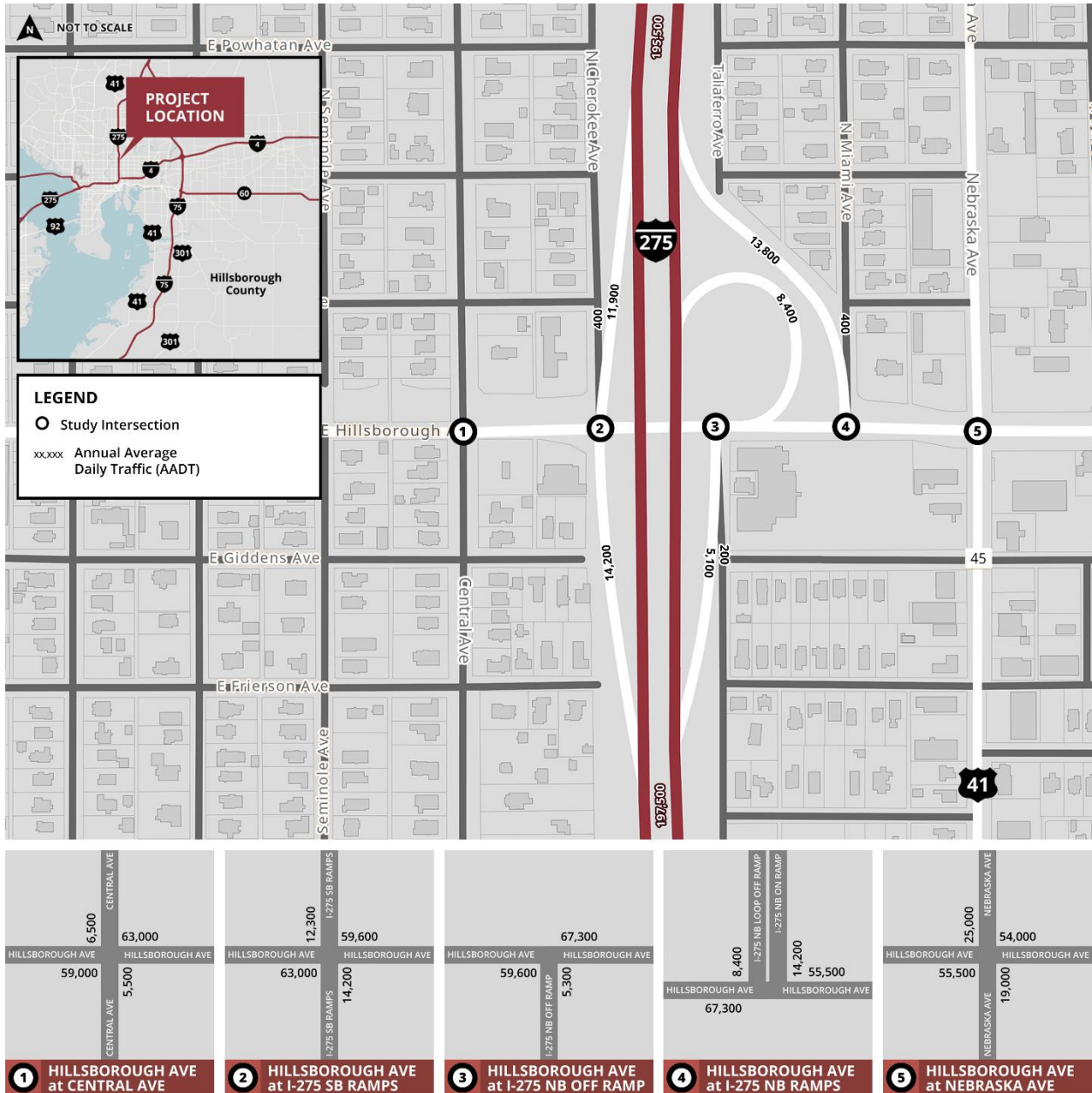


Figure 3.2: Opening Year (2025) AADTs

3.3.2 Opening Year (2025) DDHVs

The opening year (2025) DDHVs are copied from the I-275 PD&E Study and adjusted for the imbalanced DDHVs as stated below:

- Eastbound through AM traffic at intersection of Hillsborough Avenue and Nebraska Avenue deducted by 30 to match with the upstream traffic
- Southbound through PM traffic at intersection of Hillsborough Avenue and I-275 south ramps deducted by 41 to balance the traffic on I-275 southbound on-ramp. Traffic is reduced from Cherokee Avenue to maintain the I-275 PD&E Study traffic on southbound ramps.

Adjusted 2025 DDHVs are depicted in **Figure 3.3**.

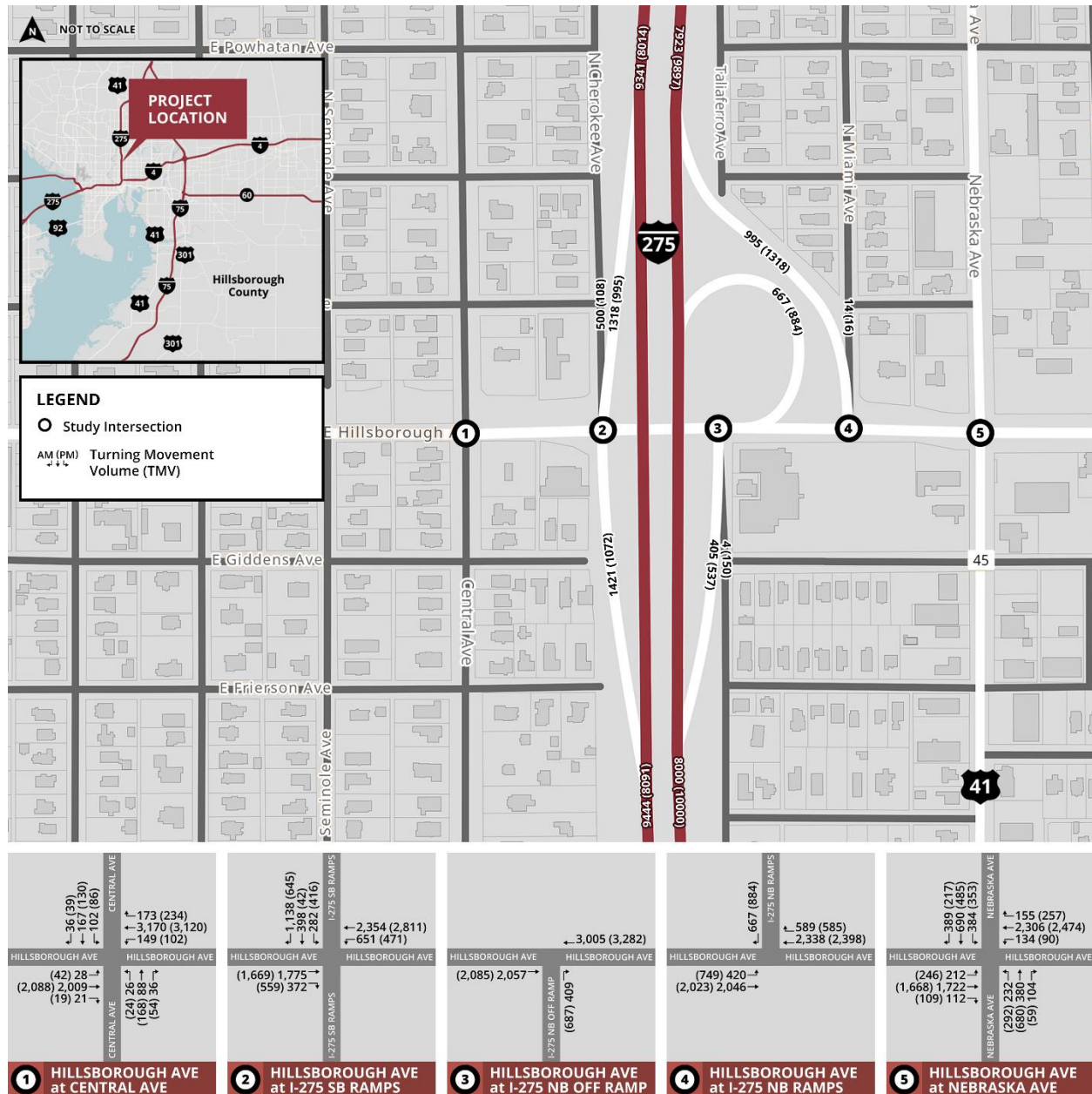


Figure 3.3: Opening Year (2025) DDHVs

3.4 Design Year (2035) Volume Development

3.4.1 Design Year (2035) AADTs

Due to the short-term nature of this analysis, the design year of 2035 is used instead of 2045 consistent with the MLOU. Design year (2035) values were developed using linear interpolation between the 2025 and 2045 design traffic data from the I-275 PD&E Study. The design year (2035) results can be found in **Table 3.4** and depicted in **Figure 3.4**.

Table 3.4: Design Year (2035) AADT Calculation

Segment	I-275 PD&E Study		AGR	Design Year (2035) AADT
	2025	2045		
<i>Hillsborough Avenue</i>				
West of Central Avenue	59,000	66,000	0.6%	62,500
Central Avenue to SB I-275 Ramps	63,000	70,000	0.6%	66,500
SB I-275 Ramps to NB I-275 Off-Ramp	59,600	66,200	0.6%	62,900
NB I-275 Off-Ramp to NB I-275 On-Ramp	67,300	76,400	0.7%	71,900
NB I-275 On-Ramp to Nebraska Avenue	55,500	62,000	0.6%	58,800
East of Nebraska Avenue	54,000	60,000	0.6%	57,000
<i>Central Avenue</i>				
North of Hillsborough Avenue	6,500	7,500	0.8%	7,000
South of Hillsborough Avenue	5,500	6,000	0.5%	5,800
<i>Nebraska Avenue</i>				
North of Hillsborough Avenue	25,000	26,500	0.3%	25,800
South of Hillsborough Avenue	19,000	20,000	0.3%	19,500
<i>I-275 Ramps</i>				
I-275 Southbound On-Ramp	14,200	19,000	1.7%	16,600
I-275 Southbound Off-Ramp ¹	12,300	15,100	1.1%	13,700
I-275 Northbound Off-Ramp ²	5,300	7,300	1.9%	6,300
I-275 Northbound Off-Ramp (Loop)	8,400	10,000	1.0%	9,200
I-275 Northbound On-Ramp ³	14,200	16,500	0.8%	15,300

1 Includes AADT on Cherokee Avenue, separated in Figure 3.4.

2 Includes AADT on Taliaferro Avenue, separated in Figure 3.4.

3 Includes AADT on Miami Avenue, separated in Figure 3.4.

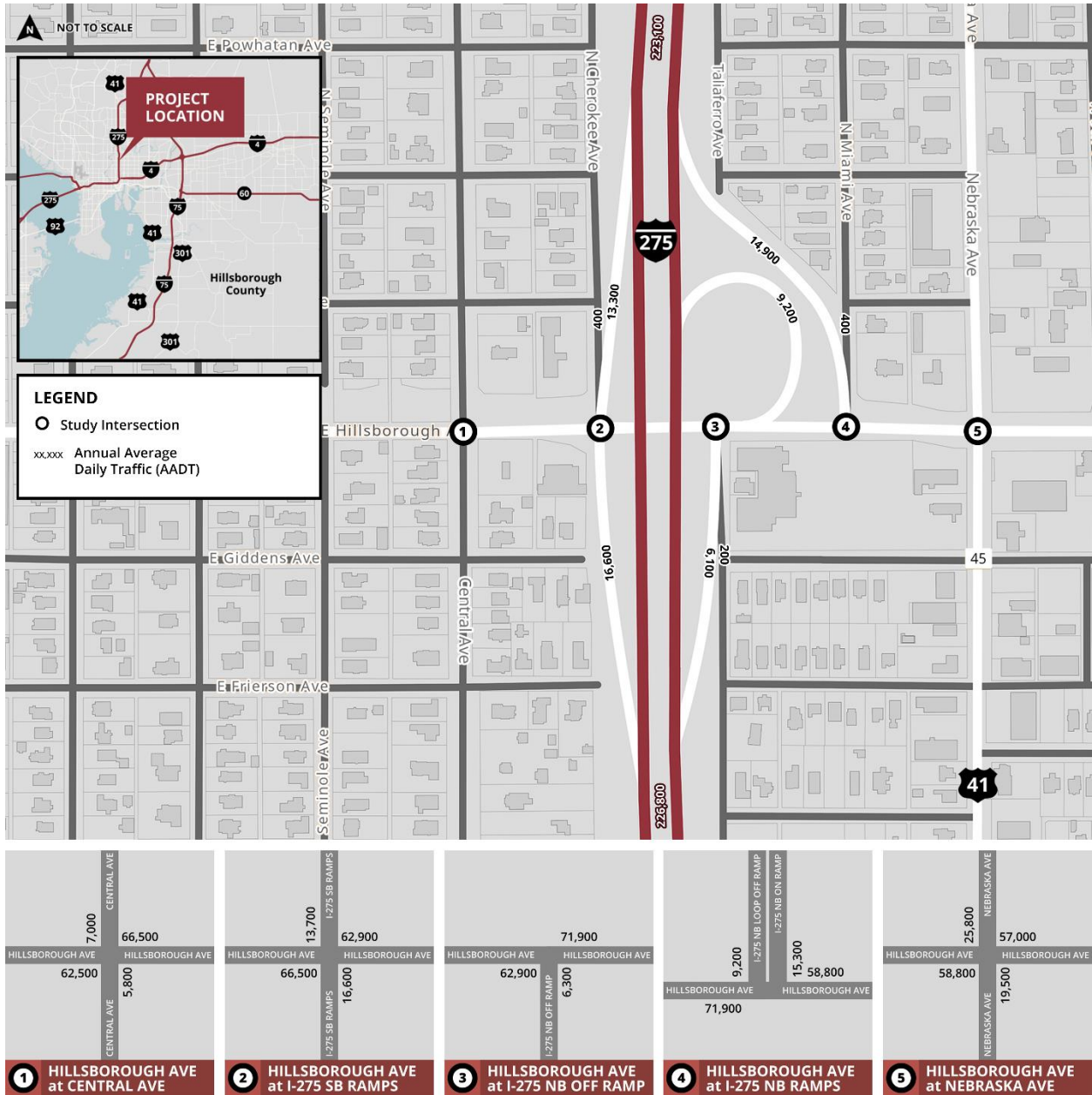


Figure 3.4: Design Year (2035) AADTs

3.4.2 Design Year (2035) DDHVs

As with AADT development, due to the short-term nature of this analysis, design year (2035) DDHV development utilized linear interpolation between the 2025 and 2045 design traffic data sets from the I-275 PD&E Study. The design year (2035) DDHVs are depicted in **Figure 3.5**.

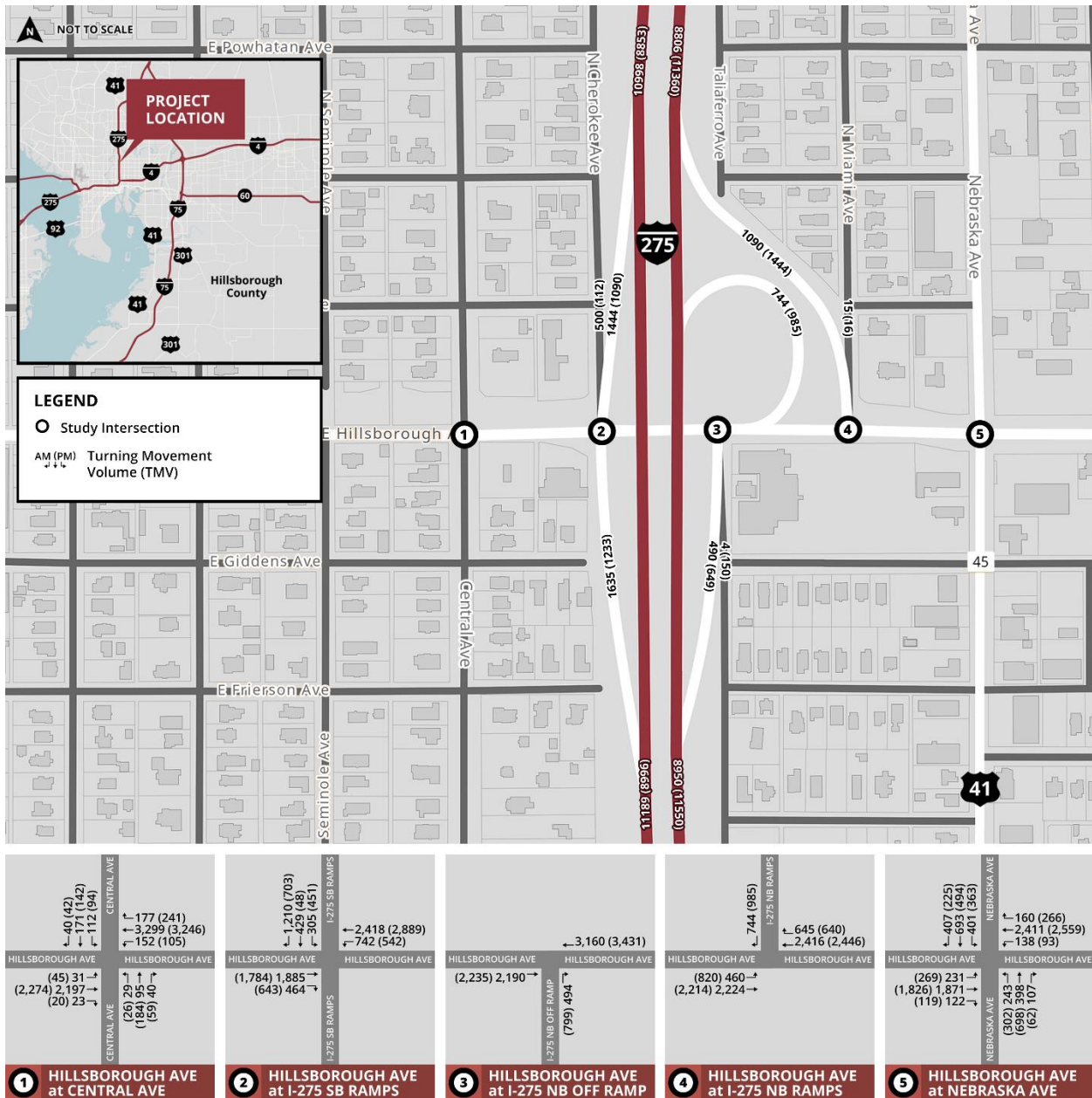


Figure 3.5: Design Year (2035) DDHVs

4.0 Alternatives Considered

4.1 No-Build Alternative

The No-Build Alternative maintains the existing year (2021) lane configuration and traffic control at all study intersections and maintains the existing lanes and alignment of Hillsborough Avenue within the study area. The No-Build Alternative lane geometry and intersection control can be found in **Figure 4.1**.

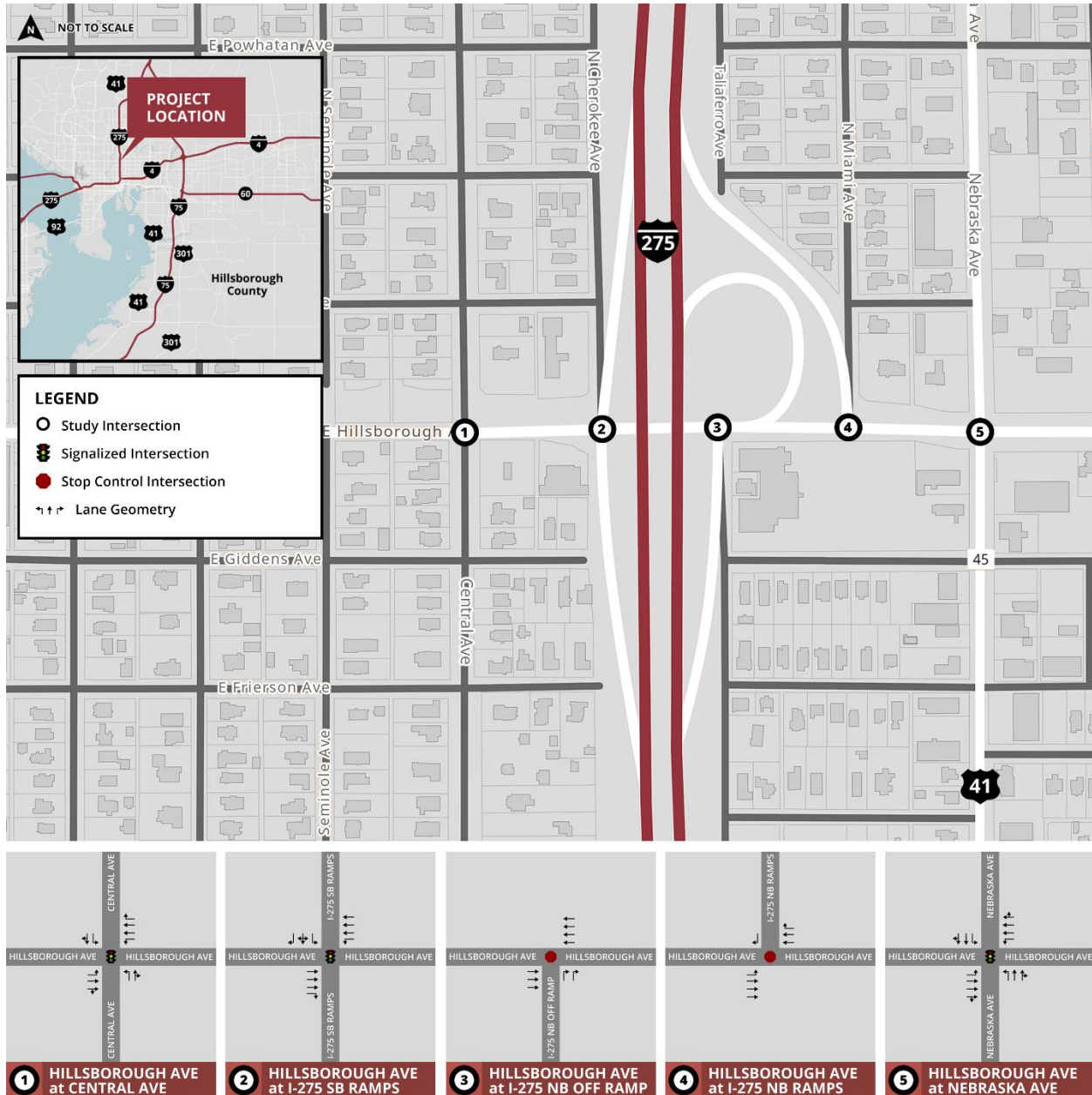


Figure 4.1: No-Build Alternative Lane Geometry

4.2 Build Alternative

To better process vehicle demand at the Hillsborough Avenue and I-275 interchange, eliminate the queuing that impacts the I-275 mainline, and address the safety issues within the AOI, a Build Alternative was developed. Network adjustments that comprise the Build Alternative include the following:

- Hillsborough Avenue within the AOI would require six lanes of capacity to handle the amount of through traffic present under the forecast conditions. Due to the capacity constraints to the west of the AOI between N Ola Avenue and Central Avenue limiting the typical section to 4 lanes of capacity, the transition between the six lane and four lane typical section at Central Avenue under the No-Build Alternative is causing significant congestion and queuing issues within the AOI. To alleviate this, at least within the AOI that would impact mainline operations, the transition from the six lane to four lane typical will be shifted to the Nebraska Avenue intersection. This would shift the congestion rather than eliminating it, but additional signage and pavement marking can be placed along Nebraska Avenue to better help vehicles preposition before entering the AOI. Additionally, the reduction in typical section from six lanes to four lanes will enhance pedestrian safety by reducing crossing distances within the AOI.
- To eliminate the drop lane merge condition of the northbound I-275 to westbound Hillsborough Avenue loop ramp, which operates as a free flow movement that drops into the westbound right turn lane at Central Avenue, the loop ramp will be brought under signal control and dual right turn lanes will be provided.
- To address queue spillback caused by the eastbound Hillsborough Avenue to northbound I-275 left turn movement, the existing single left turn lane yield controlled movement will be converted to a dual left turn lane protected only signal-controlled condition. The additional eastbound left turn lane will be accommodated by shifting the transition of eastbound Hillsborough Avenue from two to three eastbound lanes from west of the Central Avenue intersection to east of the northbound I-275 terminal.
- The eastbound Hillsborough Avenue to southbound I-275 right turn movement will be converted into a dedicated right turn lane dropping at the southbound ramp terminal instead of carrying through the interchange.
- The existing northbound I-275 to eastbound Hillsborough Avenue stop controlled dual right turn lanes will also be brought under signal control to better manage clearing of the ramp and provide a protected phase for pedestrians using the crosswalk present on the approach.
- The current safety concerns at the southbound I-275 ramp terminal will be addressed by converting the existing permitted-protected single left turn lane operation of the westbound Hillsborough Avenue to southbound I-275 movement to a dual left turn protected only control condition. This additional left turn lane will develop along the east side of the interchange with the inside through lane of westbound Hillsborough Avenue dropping into the new left turn bay.
- To accommodate westbound Hillsborough Avenue through traffic, the existing right turn drop lane at the northbound I-275 on-ramp/Miami Avenue intersection will be converted to a shared through/right turn lane.
- To mitigate queuing on the southbound I-275 off-ramp, the southbound approach of the southbound I-275 ramp terminal intersection will add an additional left turn bay to the inside of the approach and restripe the lanes to provide two right turn lanes, a shared through-left turn lane, and a dedicated left turn lane.

The Build Alternative lane geometry and intersection control can be found in **Figure 4.2**.

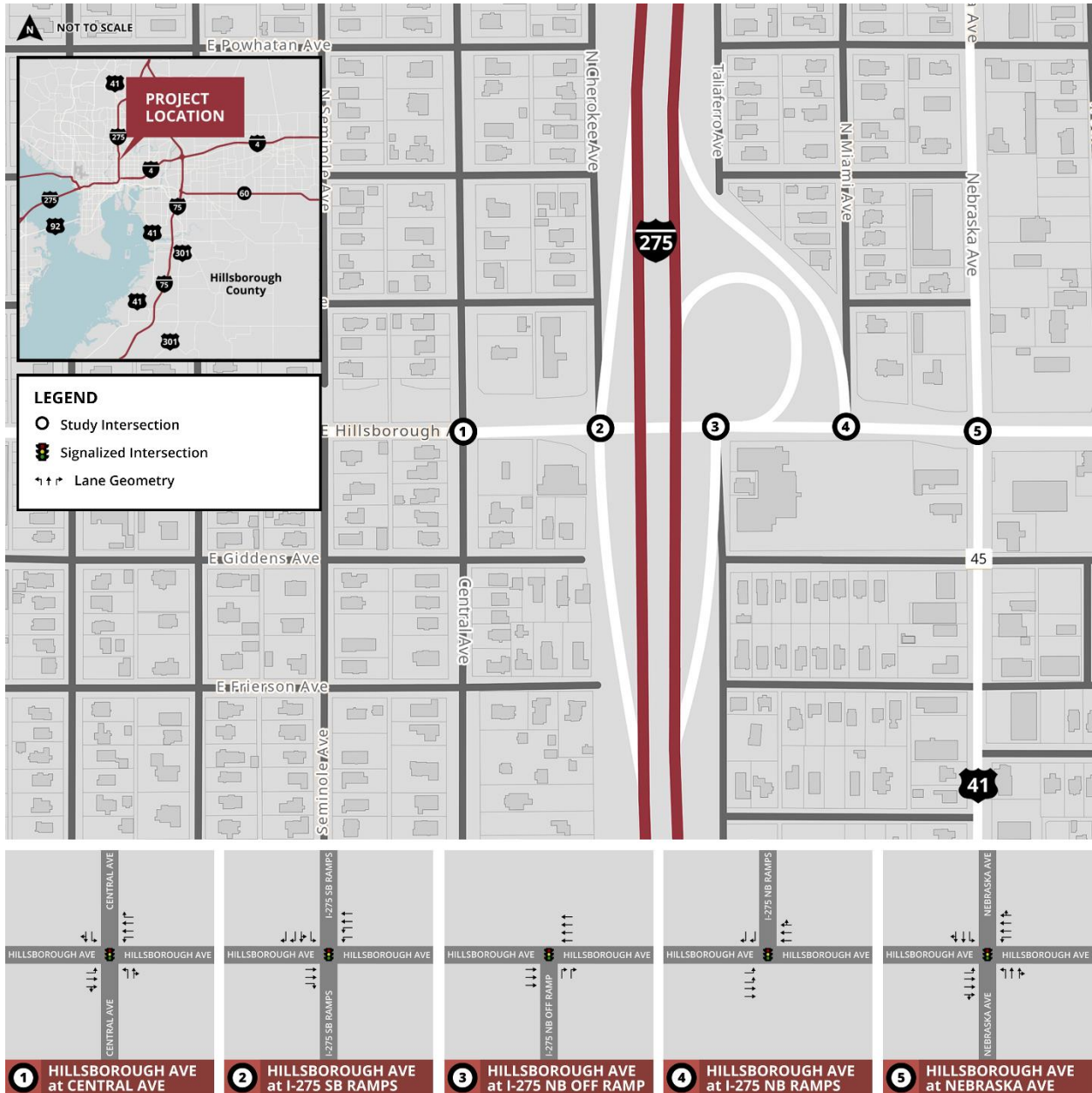


Figure 4.2: Build Alternative Lane Geometry

5.0 Future Conditions Analysis

The following section summarizes the results of the CORSIM microsimulation analysis conducted to evaluate the future traffic operations in the opening year (2025) and design year (2035) of the I-275 at Hillsborough Avenue interchange with and without the proposed Build Alternative improvements. As with the existing year (2021) analysis, to account for the stochastic nature of microsimulation modeling, ten iterations of CORSIM microsimulation were averaged to yield the presented results. The MOEs for all future condition analysis are summarized consistently for all signalized intersections within the AOI.

5.1 Opening Year (2025) Traffic Operational Analysis

An analysis of the opening year (2025) future traffic operations was conducted to compare the No-Build and Build Alternatives. The following section will present both the No-Build and Build Alternative results, provide a direct comparison of the two alternatives, and highlight the operational benefits of the Build Alternative. The CORSIM results supporting the opening year (2025) analysis can be found in **Appendix I**.

5.1.1 No-Build Alternative Opening Year (2025) Intersection Operational Analysis

The opening year (2025) No-Build Alternative includes the interchange improvements as described in **Section 4.1**. The following section provides a summary of the opening year (2025) No-Build Alternative operational analysis.

An intersection operational analysis was conducted at each of the study intersections within the AOI for the opening year (2025). The results of the opening year (2025) intersection analysis for the AM and PM peak hours are shown in **Table 5.1** and **Table 5.2**, respectively, with available storage lengths and simulated queues for the AM and PM peak hour periods shown in **Table 5.3**. In the table, the available storage length is measured from the stop bar to the gore point with freeway for off-ramps and from stop bar to the taper for left or right turn bays.

The results of the No-Build Alternative opening year (2025) analysis indicate that all the operational challenges present under the existing year (2021) analysis persist or worsen under the No-Build Alternative as expected. Queueing for the eastbound left turn movement at the northbound I-275 ramp terminal is expected to continue to impact the ability of eastbound Hillsborough Avenue to process traffic. Additionally, queue impacts on the I-275 southbound mainline operations are still expected in the AM and PM peak hours.

Table 5.1: Opening Year (2025) No-Build AM Peak Hour Intersection Operational Analysis

Intersection	Movement	Demand Volume (vph)	Simulated Volume (vph)	Movement Delay (sec/veh)	LOS ¹
Central Avenue and Hillsborough Avenue	EBL	28	31	218.1	F
	EBTR	2,030	1,631	95.5	F
	Approach	2,058	1,662	97.8	F
	WBL	149	75	239.1	F
	WBT	3,170	2,070	5.9	A
	WBR	173	428	0.9	A
	Approach	3,492	2,573	11.8	B
	NBL	26	4	1,054.3	F
	NBTR	124	20	989.6	F
	Approach	150	24	1,000.4	F
	SBL	102	14	850.1	F
	SBTR	203	29	644.0	F
	Approach	305	43	711.1	F
	Overall	6,005	4,302	57.6	E
	I-275 SB Ramp Terminal and Hillsborough Avenue	EBT	1,775	1,284	18.4
EBR		372	348	14.0	B
Approach		2,147	1,632	17.5	B
WBL		651	426	50.0	D
WBT		2,354	2,193	13.2	B
Approach		3,005	2,619	19.2	B
SBL		282	220	71.2	E
SBT		398	183	42.9	D
SBR		1,138	384	149.7	F
Approach		1,818	787	102.9	F
Overall	6,970	5,038	31.7	C	
I-275 NB Off-Ramp Terminal and Hillsborough Avenue	EBT	2,057	1,500	20.9	C
	Approach	2,057	1,500	20.9	C
	WBT	2,338	1,970	9.4	A
	Approach	2,338	1,970	9.4	A
	NBR	409	408	12.8	B
	Approach	409	408	12.8	B
	SBR	667	667	4.6	A
	Approach	667	667	4.6	A
Overall	5,471	4,545	12.8	B	

Red highlight indicates that the delay does not meet the LOS target D

¹ A direct comparison of CORSIM MOEs to HCM LOS cannot be made. LOS is determined from Exhibit 19-8 of the HCM, 6th Edition for the signalized intersections and from HCM Exhibit 20-2 for unsignalized intersections.

Eastbound right turn movement at the southbound I-275 ramp terminal is a free flow channelized right turn movement with 0 delay.

Table 5.1 (continued): Opening Year (2025) No-Build AM Peak Hour Intersection Operational Analysis

Intersection	Movement	Demand Volume (vph)	Simulated Volume (vph)	Movement Delay (sec/veh)	LOS ¹
I-275 NB On-Ramp Terminal and Hillsborough Avenue	EBT	2,046	1,603	1.8	A
	EBL	420	306	119.2	F
	Approach	2,466	1,909	20.6	C
	WBTR	2,338	1,978	11.5	B
	Approach	2,927	2,603	9.7	A
	Overall	5,393	4,512	14.3	B
Nebraska Avenue and Hillsborough Avenue	EBL	212	157	280.9	F
	EBTR	1,834	1,456	26.8	C
	Approach	2,046	1,613	51.6	D
	WBL	134	148	143.5	F
	WBTR	2,461	2,290	56.9	E
	Approach	2,595	2,438	62.2	E
	NBL	232	177	306.2	F
	NBTR	484	471	79.3	E
	Approach	716	648	141.3	F
	SBL	384	241	465.3	F
	SBTR	1,079	686	160.9	F
	Approach	1,463	927	240.0	F
Overall	6,820	5,626	97.6	F	

Red highlight indicates that the delay does not meet the LOS target D

1 A direct comparison of CORSIM MOEs to HCM LOS cannot be made. LOS is determined from Exhibit 19-8 of the HCM, 6th Edition for the signalized intersections and from HCM Exhibit 20-2 for unsignalized intersections.

Eastbound right turn movement at the southbound I-275 ramp terminal is a free flow channelized right turn movement with 0 delay.

Table 5.2: Opening Year (2025) No-Build PM Peak Hour Intersection Operational Analysis

Intersection	Movement	Demand Volume (vph)	Simulated Volume (vph)	Movement Delay (sec/veh)	LOS ¹	
Central Avenue and Hillsborough Avenue	EBL	42	14	1,034.7	F	
	EBTR	2,107	1,436	192.8	F	
	Approach	2,149	1,450	200.9	F	
	WBL	102	102	322.5	F	
	WBT	3,120	2,672	8.4	A	
	WBR	234	310	1.0	A	
	Approach	3,456	3,084	18.0	B	
	NBL	24	5	2,412.0	F	
	NBTR	222	39	2,747.8	F	
	Approach	246	44	2,709.6	F	
	SBL	86	21	1,941.9	F	
	SBTR	169	45	1,414.6	F	
	Approach	255	66	1,582.4	F	
	Overall	6,106	4,644	1,22.9	F	
	I-275 SB Ramp Terminal and Hillsborough Avenue	EBT	1,669	992	19.7	B
		EBR	559	463	5.3	A
Approach		2,228	1,455	15.2	B	
WBL		471	318	9.2	A	
WBT		2,811	2,712	15.5	B	
Approach		3,282	3,030	14.8	B	
SBL		416	300	84.0	F	
SBT		42	96	34.9	C	
SBR		645	372	106.2	F	
Approach		1,103	768	88.6	F	
Overall	6,613	5,253	25.7	C		
I-275 NB Off-Ramp Terminal and Hillsborough Avenue	EBT	2,085	1,290	36.2		
	Approach	2,085	1,290	36.2		
	WBT	2,398	2,139	13.1	B	
	Approach	2,398	2,139	13.1	B	
	NBR	687	686	11.6	B	
	Approach	687	686	11.6	B	
	SBR	884	886	8.8	A	
	Approach	884	886	8.8	A	
Overall	6,054	5,001	18.1	C		

Red highlight indicates that the delay does not meet the LOS target, D.

¹ A direct comparison of CORSIM MOEs to HCM LOS cannot be made. LOS is determined from Exhibit 19-8 of the HCM, 6th Edition for the signalized intersections and from HCM Exhibit 20-2 for unsignalized intersections.

Eastbound right turn movement at the southbound I-275 ramp terminal is a free flow channelized right turn movement with 0 delay.

Table 5.2 (continued): Opening Year (2025) No-Build PM Peak Hour Intersection Operational Analysis

Intersection	Movement	Demand Volume (vph)	Simulated Volume (vph)	Movement Delay (sec/veh)	LOS ¹
I-275 NB On-Ramp Terminal and Hillsborough Avenue	EBT	2,023	1,690	9.0	A
	EBL	749	285	149.3	F
	Approach	2,772	1,975	29.3	D
	WBTR	2,398	2,138	15.0	C
	Approach	2,983	2,768	12.7	B
	Overall	5,755	4,743	19.6	C
Nebraska Avenue and Hillsborough Avenue	EBL	246	121	443.2	F
	EBTR	1,777	1,571	26.7	C
	Approach	2,023	1,692	56.5	E
	WBL	90	111	85.6	F
	WBTR	2,731	2,575	89.0	F
	Approach	2,821	2,686	88.9	F
	NBL	292	292	96.8	F
	NBTR	739	730	75.8	E
	Approach	1,031	1,022	81.8	F
	SBL	353	227	646.1	F
	SBTR	702	498	154.9	F
	Approach	1,055	725	308.7	F
	Overall	6,930	6,125	104.8	F

Red highlight indicates that the delay does not meet the LOS target D.

¹ A direct comparison of CORSIM MOEs to HCM LOS cannot be made. LOS is determined from Exhibit 19-8 of the HCM, 6th Edition for the signalized intersections and from HCM Exhibit 20-2 for unsignalized intersections.

Eastbound right turn movement at the southbound I-275 ramp terminal is a free flow channelized right turn movement with 0 delay.

Table 5.3: Opening Year (2025) No-Build Peak Hour Queue (ft) Analysis

Intersection	Movement	Existing Storage (Feet)	Auxiliary lane available (Yes/No - # of Feet)	Maximum Vehicle Queue Length (Feet)			
				AM Peak	Queue extend to I-275 mainline	PM Peak	Queue extend to I-275 mainline
Central Avenue and Hillsborough Avenue	EBL	275	N/A	125	N/A	100	N/A
	EBTR ¹	1,200	N/A	2,200	N/A	2,475	N/A
	WBL	275	N/A	475	N/A	475	N/A
	WBT ¹	275	N/A	450	N/A	475	N/A
	WBR	275	N/A	125	N/A	450	N/A
	NBL	100	N/A	75	N/A	50	N/A
	NBTR ¹	2,500	N/A	1,725	N/A	1,775	N/A
	SBL	100	N/A	175	N/A	175	N/A
	SBTR ¹	2,500	N/A	1,400	N/A	1,425	N/A
I-275 SB Ramp Terminal and Hillsborough Avenue	EBT ¹	325	N/A	450	N/A	425	N/A
	EBR	325	N/A	575	N/A	100	N/A
	WBL	500	N/A	425	N/A	375	N/A
	WBT ¹	850	N/A	375	N/A	400	N/A
	SBL ²	900	No	925	Yes	975	Yes
	SBTLR ²	900	No	950	Yes	925	Yes
I-275 NB Off-Ramp Terminal and Hillsborough Avenue	NBR ²	800	No	125	No	175	No
	SBR ²	850	Yes (500 ft)	225	No	475	No
I-275 NB On-Ramp Terminal and Hillsborough Avenue	EBL	275	N/A	425	N/A	425	N/A
	WBR	250	N/A	150	N/A	175	N/A
Nebraska Avenue and Hillsborough Avenue	EBL	125	N/A	175	N/A	175	N/A
	EBTR ³	575	N/A	450	N/A	450	N/A
	WBL	450	N/A	425	N/A	250	N/A
	WBTR ¹	2,500	N/A	1,450	N/A	2,000	N/A
	NBL	350	N/A	425	N/A	425	N/A
	NBTR ¹	2,500	N/A	1,300	N/A	650	N/A
	SBL	400	N/A	500	N/A	550	N/A
SBTR ¹	2,500	N/A	1,450	N/A	1,475	N/A	

Notes:

Latent demand exists, and queues may be longer than reported.

Red indicates turning movement queue that exceeds existing storage.

1 Available storage lengths for through movements represent the distance between upstream and downstream intersections.

2 Queue length for ramp terminals represents distance from stop bar of approach to gore point of off-ramp on the mainline.

3 Eastbound through/right queue length extends back to the northbound I-275 off-ramp terminal as queue spillback to that point would represent the closest adjacent intersection that would be impacted if queuing of this movement were to spillback.

5.1.2 Build Alternative Opening Year (2025) Intersection Operational Analysis

The opening year (2025) Build Alternative includes the interchange improvements as described in **Section 4.2**. The following section provides a summary of the opening year (2025) Build Alternative operational analysis.

A Build Alternative intersection operational analysis was conducted at each of the study intersections within the AOI for the opening year (2025). The results of the opening year (2025) intersection analysis for the AM and PM peak hours are shown in **Table 5.4** and **Table 5.5**, respectively, with available storage lengths and simulated queues for the AM and PM peak hour periods shown in **Table 5.6**. In the table, the available storage length is measured from the stop bar to the gore point with freeway for off-ramps and from stop bar to the taper for left or right turn bays.

The results of the Build Alternative opening year (2025) analysis indicate that all the operational challenges present under the No-Build Alternative opening year (2025) analysis are alleviated.

Queueing for the eastbound turn movement at the northbound I-275 ramp terminal can be served with the design changes and signalization proposed under the Build Alternative. Queueing for the southbound ramp terminals no longer impact the I-275 mainline operations due to the design enhancements and optimization of signal timing under the Build Alternative.

It should be noted that the eastbound approach at Central Avenue is impacted by the intersection downstream at the southbound I-275 ramp terminal intersection in the AM peak hour. This is due to the new fully protected westbound left turn movement, which requires time to be taken away from the eastbound through to provide enough green time to service the westbound left turn movement demand. There are instances where specific movements or intersections operate at higher delays or with longer queue lengths under the Build Alternative. Many of these instances are due to shifting the transition of the Hillsborough Avenue typical section from six lanes to four lanes from Central Avenue to Nebraska Avenue. The new signal at northbound I-275 ramp terminal, which is coordinated east-west, now impacts the northbound and southbound Nebraska Avenue operation. This is most evident in the westbound approach to the Nebraska Avenue intersection as traffic prepositions now along this approach for the lane drop into the westbound left turn movement at the southbound I-275 ramp terminal. The eastbound through movement at the southbound I-275 ramp terminal experiences additional queuing and delay due to now only having two through lanes compared to three through lanes under the No-Build Alternative, which was necessary to include the dual eastbound left turn lanes at the northbound I-275 ramp terminal. The eastbound through movement at southbound I-275 ramp terminal lost green time to accommodate the now protected westbound left turn movement under the Build Alternative. Additionally, most trips that perform the southbound through movement at the southbound I-275 off ramp originate from the upstream stop-controlled intersection at North Cherokee Avenue. Due to queue spillback and intense weaving maneuvers on the southbound I-275 off ramp, the amount of traffic traveling southbound through the southbound I-275 ramp terminal intersection is limited during the peak hour.

Public outreach revealed the community is not supportive of a major capacity improvement along Hillsborough Avenue, which may have served as ultimate improvements to fix the noted failures. Therefore, this IOAR recommends the Department to monitor and optimize the signal timings as necessary and apply ITS solutions such as Integrated Corridor Management (ICM) strategies to maximize the efficiency of the Hillsborough Avenue network within the capacity-constrained area of influence for implementation. In addition, queue detection is recommended to place immediately downstream of the southbound off ramp gore to ensure that queues do not back onto the southbound I-275 mainline since southbound movements at I-275 off-ramp will fail to meet LOS target D under the Build Alternative.

Table 5.4: Opening Year (2025) Build AM Peak Hour Intersection Operational Analysis

Intersection	Movement	Demand Volume (vph)	Simulated Volume (vph)	Movement Delay (sec/veh)	LOS ¹	
Central Avenue and Hillsborough Avenue	EBL	28	31	116.8	F	
	EBTR	2,030	1,518	114.6	F	
	Approach	2,058	1,549	114.7	F	
	WBL	149	104	41.3	D	
	WBT	3,170	2,833	4.8	A	
	WBR	173	78	4.6	A	
	Approach	3,492	3,015	6.0	A	
	NBL	26	27	73.6	E	
	NBTR	124	124	55.6	E	
	Approach	150	151	58.8	E	
	SBL	102	91	174.3	F	
	SBTR	203	179	164.9	F	
	Approach	305	270	168.1	F	
	Overall	6,005	4,985	50.2	D	
	I-275 SB Ramp Terminal and Hillsborough Avenue	EBT	1,775	1,309	26.4	C
		EBR	372	321	6.6	A
Approach		2,147	1,630	22.5	C	
WBL		651	704	78.5	E	
WBT		2,354	1,961	21.1	C	
Approach		3,005	2,665	36.3	D	
SBL		282	269	48.2	D	
SBLT		398	71	53.5	D	
SBR		1,138	1,054	47.2	D	
Approach		1,818	1,394	47.7	D	
Overall	6,970	5,689	35.1	D		
I-275 NB Off-Ramp Terminal and Hillsborough Avenue	EBT	2,057	1,578	0.01	A	
	Approach	2,057	1,578	0.01	A	
	WBT	3,005	2,666	11.6	B	
	Approach	3,005	2,666	11.6	B	
	NBR	409	410	25.3	C	
	Approach	409	410	25.3	C	
Overall	5,471	4,654	8.9	A		

Red highlight indicates that the delay does not meet the LOS target D

¹ A direct comparison of CORSIM MOEs to HCM LOS cannot be made. LOS is determined from Exhibit 19-8 of the HCM, 6th Edition for the signalized intersections and from HCM Exhibit 20-2 for unsignalized intersections.

Table 5.4 (continued): Opening Year (2025) Build AM Peak Hour Intersection Operational Analysis

Intersection	Movement	Demand Volume (vph)	Simulated Volume (vph)	Movement Delay (sec/veh)	LOS ¹
I-275 NB On-Ramp Terminal and Hillsborough Avenue	EBT	2,046	1,584	0.1	A
	EBL	420	402	72.1	E
	Approach	2,466	1,986	14.7	B
	WBTR	2,927	2,544	14.5	B
	Approach	2,927	2,544	14.5	B
	SBR	667	667	18.1	B
	Approach	667	667	18.1	B
	Overall	6,060	5,197	15.0	B
Nebraska Avenue and Hillsborough Avenue	EBL	212	173	55.5	E
	EBTR	1,834	1,411	11.8	B
	Approach	2,046	1,584	16.6	B
	WBL	134	163	34.4	C
	WBTR	2,461	2,435	33.7	C
	Approach	2,595	2,598	33.7	C
	NBL	232	99	457.4	F
	NBTR	484	448	74.5	E
	Approach	716	547	143.8	F
	SBL	384	155	157.8	F
	SBTR	1,079	415	273.6	F
	Approach	1,463	570	242.1	F
Overall	6,820	5,299	62.4	E	

Red highlight indicates that the delay does not meet the LOS target D

1 A direct comparison of CORSIM MOEs to HCM LOS cannot be made. LOS is determined from Exhibit 19-8 of the HCM, 6th Edition for the signalized intersections and from HCM Exhibit 20-2 for unsignalized intersections.

Table 5.5: Opening Year (2025) Build PM Peak Hour Intersection Operational Analysis

Intersection	Movement	Demand Volume (vph)	Simulated Volume (vph)	Movement Delay (sec/veh)	LOS ¹	
Central Avenue and Hillsborough Avenue	EBL	42	41	280.1	F	
	EBTR	2,107	2,096	16.4	B	
	Approach	2,149	2,137	21.5	C	
	WBL	102	136	55.5	E	
	WBT	3,120	2,848	5.5	A	
	WBR	234	230	1.1	A	
	Approach	3,456	3,214	7.3	A	
	NBL	24	26	58.1	E	
	NBTR	222	220	55.7	E	
	Approach	246	246	55.9	E	
	SBL	86	83	77.0	E	
	SBTR	169	171	57.1	E	
	Approach	255	254	63.6	E	
	Overall	6,106	5,851	17.0	B	
	I-275 SB Ramp Terminal and Hillsborough Avenue	EBT	1,669	1,634	9.4	A
		EBR	559	593	1.2	A
Approach		2,228	2,227	7.3	A	
WBL		471	536	89.9	F	
WBT		2,811	2,582	7.0	A	
Approach		3,282	3,118	21.3	C	
SBL		416	421	75.0	E	
SBTL		42	45	126.6	F	
SBR		645	629	83.3	F	
Approach		1,103	1,095	81.9	F	
Overall	6,613	6,440	26.7	C		
I-275 NB Off-Ramp Terminal and Hillsborough Avenue	EBT	2,085	2,054	6.6	A	
	Approach	2,085	2,054	6.6	A	
	WBT	3,282	3,118	1.0	A	
	Approach	3,282	3,118	1.0	A	
	NBR	687	687	30.2	C	
	Approach	687	687	30.2	C	
Overall	6,054	5,859	6.4	A		

Red highlight indicates that the delay does not meet the LOS target D

1 A direct comparison of CORSIM MOEs to HCM LOS cannot be made. LOS is determined from Exhibit 19-8 of the HCM, 6th Edition for the signalized intersections and from HCM Exhibit 20-2 for unsignalized intersections.

Table 5.5 (continued): Opening Year (2025) Build PM Peak Hour Intersection Operational Analysis

Intersection	Movement	Demand Volume (vph)	Simulated Volume (vph)	Movement Delay (sec/veh)	LOS ¹
I-275 NB On-Ramp Terminal and Hillsborough Avenue	EBT	2,023	2,004	0.8	A
	EBL	749	739	24.5	C
	Approach	2,772	2,743	7.2	A
	WBTR	2,983	2,794	7.1	A
	Approach	2,983	2,794	7.1	A
	SBR	884	881	13.4	B
	Approach	884	881	13.4	B
	Overall	6,639	6,418	8.0	A
Nebraska Avenue and Hillsborough Avenue	EBL	246	254	79.8	E
	EBTR	1,777	1,750	21.5	C
	Approach	2,023	2,004	28.9	C
	WBL	90	112	91.5	F
	WBTR	2,731	2,605	105.5	F
	Approach	2,821	2,717	105.0	F
	NBL	292	294	65.6	E
	NBTR	739	734	65.5	E
	Approach	1,031	1,028	65.5	E
	SBL	353	207	679.6	F
	SBTR	702	492	148.9	F
	Approach	1,055	699	306.0	F
	Overall	6,930	6,448	96.8	F

Red highlight indicates that the delay does not meet the LOS target D

1 A direct comparison of CORSIM MOEs to HCM LOS cannot be made. LOS is determined from Exhibit 19-8 of the HCM, 6th Edition for the signalized intersections and from HCM Exhibit 20-2 for unsignalized intersections.

Table 5.6: Opening Year (2025) Build Peak Hour Queue (ft) Analysis

Intersection	Movement	Storage (ft)	Auxiliary lane available (Yes/No - # of Feet)	Maximum Vehicle Queue Length (ft)			
				AM Peak	Queue extend to I-275 mainline	PM Peak	Queue extend to I-275 mainline
Central Avenue and Hillsborough Avenue	EBL	275	N/A	100	N/A	250	N/A
	EBTR ¹	1,200	N/A	2,050	N/A	650	N/A
	WBL	275	N/A	200	N/A	275	N/A
	WBT ¹	325	N/A	400	N/A	400	N/A
	WBR	150	N/A	75	N/A	75	N/A
	NBL	100	N/A	75	N/A	75	N/A
	NBTR ¹	2,500	N/A	175	N/A	275	N/A
	SBL	100	N/A	125	N/A	125	N/A
	SBTR ¹	2,500	N/A	950	N/A	275	N/A
I-275 SB Ramp Terminal and Hillsborough Avenue	EBT ¹	325	N/A	450	N/A	400	N/A
	EBR	325	N/A	450	N/A	375	N/A
	WBL ²	425	N/A	400	N/A	375	N/A
	WBT ¹	425	N/A	400	N/A	350	N/A
	SBL ³	900	No	175	No	325	No
	SBTL ³	900	No	300	No	400	No
I-275 NB Off-Ramp Terminal and Hillsborough Avenue	EBT	300	No	25	No	300	No
	NBR ³	800	Yes (400 ft)	175	No	375	No
NB I-275 On-Ramp and NB I-275 to WB Hillsborough Avenue (Loop) Off-Ramp	EBL ⁴	450	N/A	275	N/A	350	N/A
	WBT ¹	300	N/A	425	N/A	275	N/A
	SBR ³	650	N/A	250	N/A	250	N/A
Nebraska Avenue and Hillsborough Avenue	EBL	300	N/A	250	N/A	375	N/A
	EBTR ⁵	575	N/A	325	N/A	425	N/A
	WBL	450	N/A	225	N/A	250	N/A
	WBTR ¹	2,500	N/A	775	N/A	1,875	N/A
	NBL	350	N/A	475	N/A	400	N/A
	NBTR ¹	2,500	N/A	1,650	N/A	525	N/A
	SBL	400	N/A	450	N/A	550	N/A
SBTR ¹	2,500	N/A	1,425	N/A	1,475	N/A	

Notes:

Latent demand exists, and queues may be longer than reported.

Red indicates turning movement queue that exceeds existing storage.

1 Available storage lengths for through movements represent the distance between upstream and downstream intersections.

2 Westbound left at the southbound I-275 ramp terminal queue lengths represent only the dedicated storage and not the effects of the additional storage of the inside drop lane.

3 Queue length for ramp terminals represents distance from stop bar of approach to gore point of off-ramp on the mainline.

4 Eastbound left at the northbound I-275 on-ramp terminal represents the inside lane queue length.

5 Eastbound through/right at the Nebraska Avenue intersection queue length extends to the signal for the northbound right turn at the northbound off-ramp terminal. Signal included in Master Signing Plan between these intersections is a pedestrian controlled crossing and will not typically impact queuing of this movement.

5.2 Design Year (2035) Traffic Operational Analysis

An analysis of the design year (2035) future traffic operations was conducted to compare the No-Build and Build Alternatives. The following sections present both the No-Build and Build Alternative results, provide a direct comparison of the two alternatives, and highlight the operational benefits of the Build Alternative. The CORSIM results supporting the design year (2035) analysis can be found in **Appendix J**.

5.2.1 No-Build Alternative Design Year (2035) Intersection Operational Analysis

The design year (2035) No-Build Alternative includes the interchange improvements as described in **Section 4.1**. The following section provides a summary of the design year (2035) No-Build Alternative operational analysis.

An intersection operational analysis was conducted at each of the study intersections within the AOI for the design year (2035). The results of the design year (2035) intersection analysis for the AM and PM peak hours are shown in **Table 5.7** and **Table 5.8**, respectively, with available storage lengths and simulated queues for the AM and PM peak hour periods shown in **Table 5.9**. In the table, the available storage length is measured from the stop bar to the gore point with freeway for off-ramps and from stop bar to the taper for left or right turn bays.

The results of the No-Build Alternative design year (2035) analysis indicate that all the operational challenges present under the opening year (2025) analysis persist or worsen under the No-Build Alternative as expected. Queueing for the eastbound turn movement at the northbound I-275 ramp terminal is expected to continue to impact the ability of eastbound Hillsborough Avenue to process traffic. Additionally, queue impacts on the I-275 southbound mainline operations are still expected in the AM and PM peak hours.

Table 5.7: Design Year (2035) No-Build AM Peak Hour Intersection Operational Analysis

Intersection	Movement	Demand Volume (vph)	Simulated Volume (vph)	Movement Delay (sec/veh)	LOS ¹	
Central Avenue and Hillsborough Avenue	EBL	31	30	268.7	F	
	EBTR	2,220	1,629	115.7	F	
	Approach	2,251	1,659	118.4	F	
	WBL	152	66	344.8	F	
	WBT	3,299	1,936	6.3	A	
	WBR	177	453	0.9	A	
	Approach	3,628	2,455	14.4	B	
	NBL	29	4	1,400.8	F	
	NBTR	135	19	1,557.4	F	
	Approach	164	23	1,530.1	F	
	SBL	112	15	1,112.5	F	
	SBTR	211	30	811.5	F	
	Approach	323	45	911.8	F	
	Overall	6,366	4,182	73.7	E	
	I-275 SB Ramp Terminal and Hillsborough Avenue	EBT	1,885	1,295	19.1	B
		EBR	464	345	15.8	B
Approach		2,349	1,640	18.4	B	
WBL		742	393	51.1	D	
WBT		2,418	2,082	18.8	B	
Approach		3,160	2,475	23.9	C	
SBL		305	183	73.8	E	
SBT		429	151	50.8	D	
SBR		1,210	368	154.9	F	
Approach		1,944	702	111.4	F	
Overall	7,453	4,817	34.8	C		
I-275 NB Off-Ramp Terminal and Hillsborough Avenue	EBT	2,190	1,472	23.1	C	
	Approach	2,190	1,472	23.1	C	
	WBT	2,416	1,738	16.6	C	
	Approach	2,416	1,738	16.6	C	
	NBR	494	494	14.7	B	
	Approach	494	494	14.7	B	
	SBR	744	743	8.0	A	
	Approach	744	743	8.0	A	
Overall	5,844	4,447	17.1	C		

Red highlight indicates that the delay does not meet the LOS target D

1 A direct comparison of CORSIM MOEs to HCM LOS cannot be made. LOS is determined from Exhibit 19-8 of the HCM, 6th Edition for the signalized intersections and from HCM Exhibit 20-2 for unsignalized intersections.

Eastbound right turn movement at the southbound I-275 ramp terminal is a free flow channelized right turn movement with 0 delay.

Table 5.7 (continued): Design Year (2035) No-Build AM Peak Hour Intersection Operational Analysis

Intersection	Movement	Demand Volume (vph)	Simulated Volume (vph)	Movement Delay (sec/veh)	LOS ¹
I-275 NB On-Ramp Terminal and Hillsborough Avenue	EBT	2,224	1,649	2.3	A
	EBL	460	321	116.5	F
	Approach	2,684	1,970	20.9	C
	WBTR	2,416	1,750	16.7	C
	Approach	3,061	2,357	13.9	B
	Overall	5,745	4,327	17.1	C
Nebraska Avenue and Hillsborough Avenue	EBL	231	154	299.9	F
	EBTR	1,993	1,516	27.2	C
	Approach	2,224	1,670	52.3	D
	WBL	138	136	170.7	F
	WBTR	2,571	2,077	92.3	F
	Approach	2,709	2,213	97.1	F
	NBL	243	151	403.4	F
	NBTR	505	452	90.3	F
	Approach	748	603	168.7	F
	SBL	401	236	487.4	F
	SBTR	1,100	671	162.9	F
	Approach	1,501	907	247.4	F
	Overall	7,182	5,393	116.5	F

Red highlight indicates that the delay does not meet the LOS target D

1 A direct comparison of CORSIM MOEs to HCM LOS cannot be made. LOS is determined from Exhibit 19-8 of the HCM, 6th Edition for the signalized intersections and from HCM Exhibit 20-2 for unsignalized intersections.

Eastbound right turn movement at the southbound I-275 ramp terminal is a free flow channelized right turn movement with 0 delay.

Table 5.8: Design Year (2035) No-Build PM Peak Hour Intersection Operational Analysis

Intersection	Movement	Demand Volume (vph)	Simulated Volume (vph)	Movement Delay (sec/veh)	LOS ¹	
Central Avenue and Hillsborough Avenue	EBL	45	14	1,042.0	F	
	EBTR	2,294	1,393	188.9	F	
	Approach	2,339	1,407	197.4	F	
	WBL	105	91	395.4	F	
	WBT	3,246	2,571	9.5	A	
	WBR	241	320	1.1	A	
	Approach	3,592	2,982	20.4	C	
	NBL	26	4	2,300.5	F	
	NBTR	243	39	2,622.9	F	
	Approach	269	43	2,592.9	F	
	SBL	94	22	2,150.1	F	
	SBTR	184	48	1,627.0	F	
	Approach	278	70	1,791.4	F	
	Overall	6,478	4,502	127.8	F	
	I-275 SB Ramp Terminal and Hillsborough Avenue	EBT	1,784	951	19.9	B
		EBR	643	461	5.3	A
Approach		2,427	1,412	15.1	B	
WBL		542	307	10.6	B	
WBT		2,889	2,624	19.8	B	
Approach		3,431	2,931	18.9	B	
SBL		451	300	82.8	F	
SBT		48	100	32.6	C	
SBR		703	356	122.0	F	
Approach		1,202	756	94.6	F	
Overall	7,060	5,099	29.1	C		
I-275 NB Off-Ramp Terminal and Hillsborough Avenue	EBT	2,235	1,250	36.9	E	
	Approach	2,235	1,250	36.9	E	
	WBT	2,446	1,946	20.4	C	
	Approach	2,446	1,946	20.4	C	
	NBR	799	797	18.3	C	
	Approach	799	797	18.3	C	
	SBR	985	981	13.6	B	
	Approach	985	981	13.6	B	
Overall	6,465	4,974	22.9	C		

Red highlight indicates that the delay does not meet the LOS target D

1 A direct comparison of CORSIM MOEs to HCM LOS cannot be made. LOS is determined from Exhibit 19-8 of the HCM, 6th Edition for the signalized intersections and from HCM Exhibit 20-2 for unsignalized intersections.

Eastbound right turn movement at the southbound I-275 ramp terminal is a free flow channelized right turn movement with 0 delay.

Table 5.8 (continued): Design Year (2035) No-Build PM Peak Hour Intersection Operational Analysis

Intersection	Movement	Demand Volume (vph)	Simulated Volume (vph)	Movement Delay (sec/veh)	LOS ¹
I-275 NB On-Ramp Terminal and Hillsborough Avenue	EBT	2,214	1,801	11.2	B
	EBL	820	248	166.2	F
	Approach	3,034	2,049	30.0	D
	WBTR	2,446	1,944	20.5	C
	Approach	3,086	2,556	17.2	C
	Overall	6,120	4,605	22.9	C
Nebraska Avenue and Hillsborough Avenue	EBL	269	139	432.7	F
	EBTR	1,945	1,663	26.2	C
	Approach	2,214	1,802	57.5	E
	WBL	93	99	126.1	F
	WBTR	2,825	2,328	144.3	F
	Approach	2,918	2,427	143.5	F
	NBL	302	304	151.0	F
	NBTR	760	756	78.8	E
	Approach	1,062	1,060	99.5	F
	SBL	363	212	689.2	F
	SBTR	719	484	165.4	F
	Approach	1,082	696	325.0	F
	Overall	7,276	5,985	130.9	F

Red highlight indicates that the delay does not meet the LOS target D

¹ A direct comparison of CORSIM MOEs to HCM LOS cannot be made. LOS is determined from Exhibit 19-8 of the HCM, 6th Edition for the signalized intersections and from HCM Exhibit 20-2 for unsignalized intersections.

Eastbound right turn movement at the southbound I-275 ramp terminal is a free flow channelized right turn movement with 0 delay.

Table 5.9: Design Year (2035) No-Build Peak Hour Queue (ft) Analysis

Intersection	Movement	Existing Storage (Feet)	Auxiliary lane available (Yes/No - # of Feet)	Maximum Vehicle Queue Length (Feet)			
				AM Peak	Queue extend to I-275 mainline	PM Peak	Queue extend to I-275 mainline
Central Avenue and Hillsborough Avenue	EBL	275	N/A	125	N/A	100	N/A
	EBTR ¹	1,200	N/A	2,225	N/A	2,450	N/A
	WBL	275	N/A	475	N/A	475	N/A
	WBT ¹	275	N/A	450	N/A	475	N/A
	WBR	275	N/A	125	N/A	450	N/A
	NBL	100	N/A	75	N/A	50	N/A
	NBTR ¹	2,500	N/A	1,775	N/A	1,775	N/A
	SBL	100	N/A	150	N/A	175	N/A
	SBTR ¹	2,500	N/A	1,400	N/A	1,400	N/A
I-275 SB Ramp Terminal and Hillsborough Avenue	EBT ¹	325	N/A	450	N/A	425	N/A
	EBR	325	N/A	575	N/A	100	N/A
	WBL	500	N/A	425	N/A	400	N/A
	WBT ¹	850	N/A	400	N/A	400	N/A
	SBL ²	900	No	950	Yes	950	Yes
	SBTLR ²	900	No	950	Yes	925	Yes
I-275 NB Off-Ramp Terminal and Hillsborough Avenue	NBR ²	800	No	175	No	300	No
	SBR ²	850	Yes (500 ft)	350	No	675	No
I-275 NB On-Ramp Terminal and Hillsborough Avenue	EBL	275	N/A	400	N/A	425	N/A
	WBR	250	N/A	250	N/A	225	N/A
Nebraska Avenue and Hillsborough Avenue	EBL	125	N/A	175	N/A	175	N/A
	EBTR ³	575	N/A	475	N/A	450	N/A
	WBL	450	N/A	425	N/A	250	N/A
	WBTR ¹	2,500	N/A	2,300	N/A	2,475	N/A
	NBL	350	N/A	425	N/A	450	N/A
	NBTR ¹	2,500	N/A	1,625	N/A	875	N/A
	SBL	400	N/A	500	N/A	550	N/A
SBTR ¹	2,500	N/A	1,450	N/A	1,475	N/A	

Notes:

Latent demand exists, and queues may be longer than reported.

Red indicates turning movement queue that exceeds existing storage.

1 Available storage lengths for through movements represent the distance between upstream and downstream intersections.

2 Queue length for ramp terminals represents distance from stop bar of approach to gore point of off-ramp on the mainline.

3 Eastbound through/right queue length extends back to the northbound I-275 off-ramp terminal as queue spillback to that point would represent the closest adjacent intersection that would be impacted if queuing of this movement were to spillback.

5.2.2 Build Alternative Design Year (2035) Intersection Operational Analysis

The design year (2035) Build Alternative includes the interchange improvements as described in **Section 4.2**. The following section provides a summary of the design year (2035) Build Alternative operational analysis.

A Build Alternative intersection operational analysis was conducted at each of the study intersections within the AOI for the design year (2035). The results of the design year (2035) intersection analysis for the AM and PM peak hours are shown in **Table 5.10** and **Table 5.11**, respectively, with available storage lengths and simulated queues for the AM and PM peak hour periods shown in **Table 5.12**. In the table, the available storage length is measured from the stop bar to the gore point with freeway for off-ramps and from stop bar to the taper for left or right turn bays.

The results of the analysis indicate that intersections of Central Avenue and Nebraska Avenue fails to meet the LOS target D in both the AM and PM peak hours.

The operational challenges at Central Avenue are due to the four-lane typical section of Hillsborough Avenue to the west of the AOI. As previously stated, this operational challenge is due to right of way limitations and the linear park along the northside of the corridor which limits capacity and widening opportunities. The intersection of Nebraska Avenue and Hillsborough Avenue also has limited capacity improvement opportunities due to right of way limitations and the transition of the Hillsborough Avenue typical section from six to four lanes to the west. This results in bottlenecking of westbound through movements and is a major factor in the intersection's inability to meet the LOS target of D. Additionally, southbound through traffic at the intersection is also constrained due to the reduction of the Nebraska Avenue typical section to the south of Hillsborough Avenue from four to two lanes. These challenges are noted for reference but will not be addressed during this IOAR.

While the southbound approach to the southbound I-275 ramp terminal continues to experience delays that fail to meet the LOS target D, the total amount of vehicles serviced with the proposed improvements increased by 110 percent in the AM peak hour and 58 percent in the PM peak hour. The impact of this increase in serviced demand is evident in the examination of the queues present along the southbound approach of the southbound I-275 ramp terminal, which are significantly reduced and will have no impact on the I-275 southbound mainline operations that were evident under the No-Build Alternative.

The westbound left turn at the southbound I-275 ramp terminal is expected not to meet the LOS target of D in the AM and PM peak hours. This is due to removal of the movement's ability to make permitted left turns through the intersection. This change was made due to patterns found in the collision analysis. While delay has increased for this movement, total serviced volume in both AM and PM peak periods increased by 78 percent in the AM peak hour and 76 percent in the PM peak hour.

The signalized eastbound left turn at the northbound I-275 ramp terminal saw improvements in delay in both the AM and PM peak hours but does fail to meet the LOS target D in the AM peak hour. The queue for this movement, which was impacting the ability for the interchange to effectively process vehicles in the eastbound direction along Hillsborough Avenue, has also been reduced and can fit within the proposed queue storage.

There are instances where specific movements or intersections operate at higher delays or with longer queue lengths under the Build Alternative. Many of these instances are due to shifting the transition of the Hillsborough Avenue typical section from six lanes to four lanes from Central Avenue to Nebraska Avenue. The new signal at northbound I-275 ramp terminal, which is coordinated east-west, now

impacts the northbound and southbound Nebraska Avenue operation. This is most evident in the westbound approach to the Nebraska Avenue intersection as traffic prepositions now along this approach for the lane drop into the westbound left turn movement at the southbound I-275 ramp terminal. The eastbound through movement at the southbound I-275 ramp terminal experiences additional queuing and delay due to now only having two through lanes compared to three through lanes under the No-Build Alternative, which was necessary to include the dual eastbound left turn lanes at the northbound I-275 ramp terminal. The eastbound through movement at southbound I-275 ramp terminal lost green time to accommodate the now protected westbound left turn movement under the Build Alternative. Additionally, most trips that perform the southbound through movement at the southbound I-275 off ramp originate from the upstream stop-controlled intersection at North Cherokee Avenue. Due to queue spillback and intense weaving maneuvers on the southbound I-275 off ramp, the amount of traffic traveling southbound through the southbound I-275 ramp terminal intersection is limited during the peak hour.

Public outreach revealed the community is not supportive of a major capacity improvement along Hillsborough Avenue, which may have served as ultimate improvements to fix the noted failures. Therefore, this IOAR recommends the Department to monitor and optimize the signal timings as necessary and apply ITS solutions such as Integrated Corridor Management (ICM) strategies to maximize the efficiency of the Hillsborough Avenue network within the capacity-constrained area of influence for implementation. In addition, queue detection is recommended to place immediately downstream of the southbound off ramp gore to ensure that queues do not back onto the southbound I-275 mainline since southbound movements at I-275 off-ramp will fail to meet LOS target D under the Build Alternative.

Table 5.10: Design Year (2035) Build AM Peak Hour Intersection Operational Analysis

Intersection	Movement	Demand Volume (vph)	Simulated Volume (vph)	Movement Delay (sec/veh)	LOS ¹	
Central Avenue and Hillsborough Avenue	EBL	31	30	148.0	F	
	EBTR	2,220	1,512	132.7	F	
	Approach	2,251	1,542	133.0	F	
	WBL	152	106	41.1	D	
	WBT	3,299	2,906	5.2	A	
	WBR	177	81	5.3	A	
	Approach	3,628	3,093	6.5	A	
	NBL	29	31	81.9	F	
	NBTR	135	133	56.8	E	
	Approach	164	164	61.5	E	
	SBL	112	89	255.9	F	
	SBTR	211	172	248.4	F	
	Approach	323	261	250.9	F	
	Overall	6,366	5,060	59.4	E	
	I-275 SB Ramp Terminal and Hillsborough Avenue	EBT	1,885	1,303	26.0	C
		EBR	464	321	6.4	A
Approach		2,349	1,624	22.2	C	
WBL		742	700	82.8	F	
WBT		2,418	1,994	21.7	C	
Approach		3,160	2,694	37.6	D	
SBL		305	315	47.9	D	
SBTL		429	63	58.3	E	
SBR		1,210	1,098	59.3	E	
Approach		1,944	1,476	56.8	E	
Overall	7,453	5,794	38.2	D		
I-275 NB Off-Ramp Terminal and Hillsborough Avenue	EBT	2,190	1,616	0.01	A	
	Approach	2,190	1,616	0.01	A	
	WBT	3,160	2,693	12.7	B	
	Approach	3,160	2,693	12.7	B	
	NBR	494	493	28.5	C	
	Approach	494	493	28.5	C	
Overall	5,844	4,802	10.0	B		

Red highlight indicates that the delay does not meet the LOS target, D

¹ A direct comparison of CORSIM MOEs to HCM LOS cannot be made. LOS is determined from Exhibit 19-8 of the HCM, 6th Edition for the signalized intersections and from HCM Exhibit 20-2 for unsignalized intersections.

Table 5.10 (continued): Design Year (2035) Build AM Peak Hour Intersection Operational Analysis

Intersection	Movement	Demand Volume (vph)	Simulated Volume (vph)	Movement Delay (sec/veh)	LOS ¹
I-275 NB On-Ramp Terminal and Hillsborough Avenue	EBT	2,224	1,708	0.1	A
	EBL	460	402	72.9	E
	Approach	2,684	2,110	14.0	B
	WBTR	3,061	2,478	17.6	B
	Approach	3,061	2,478	17.6	B
	SBR	744	742	24.9	C
	Approach	744	742	24.9	C
	Overall	6,489	5,330	17.2	B
Nebraska Avenue and Hillsborough Avenue	EBL	231	181	58.0	E
	EBTR	1,993	1,525	13.5	B
	Approach	2,224	1,706	18.2	B
	WBL	138	161	55.5	E
	WBTR	2,571	2,467	53.1	D
	Approach	2,709	2,628	53.2	D
	NBL	243	69	631.4	F
	NBTR	505	464	87.0	F
	Approach	748	533	157.5	F
	SBL	401	102	195.2	F
	SBTR	1,100	247	345.8	F
	Approach	1,501	349	301.8	F
Overall	7,182	5,216	69.0	E	

Red highlight indicates that the delay does not meet the LOS target, D

¹ A direct comparison of CORSIM MOEs to HCM LOS cannot be made. LOS is determined from Exhibit 19-8 of the HCM, 6th Edition for the signalized intersections and from HCM Exhibit 20-2 for unsignalized intersections.

Table 5.11: Design Year (2035) Build PM Peak Hour Intersection Operational Analysis

Intersection	Movement	Demand Volume (vph)	Simulated Volume (vph)	Movement Delay (sec/veh)	LOS ¹
Central Avenue and Hillsborough Avenue	EBL	45	45	160.8	F
	EBTR	2,294	2,269	26.2	C
	Approach	2,339	2,314	28.8	C
	WBL	105	133	74.3	E
	WBT	3,246	2,855	6.6	A
	WBR	241	227	0.2	A
	Approach	3,592	3,215	9.0	A
	NBL	26	26	150.6	F
	NBTR	243	225	147.9	F
	Approach	269	251	148.2	F
	SBL	94	67	354.0	F
	SBTR	184	134	263.9	F
	Approach	278	201	294.0	F
	Overall	6,478	5,981	32.0	C
	I-275 SB Ramp Terminal and Hillsborough Avenue	EBT	1,784	1,745	16.7
EBR		643	635	3.1	A
Approach		2,427	2,380	13.1	B
WBL		542	541	90.8	F
WBT		2,889	2,520	12.6	B
Approach		3,431	3,061	26.4	C
SBL		451	453	89.2	F
SBTL		48	50	154.7	F
SBR		703	694	62.6	E
Approach		1,202	1,197	76.5	E
Overall	7,060	6,638	30.7	C	
I-275 NB Off-Ramp Terminal and Hillsborough Avenue	EBT	2,235	2,197	9.8	A
	Approach	2,235	2,197	9.8	A
	WBT	3,431	3,065	3.2	A
	Approach	3,431	3,065	3.2	A
	NBR	799	803	40.0	D
	Approach	799	803	40.0	D
Overall	6,465	6,065	10.5	B	

Red highlight indicates that the delay does not meet the LOS target, D

¹ A direct comparison of CORSIM MOEs to HCM LOS cannot be made. LOS is determined from Exhibit 19-8 of the HCM, 6th Edition for the signalized intersections and from HCM Exhibit 20-2 for unsignalized intersections.

Table 5.11 (continued): Design Year (2035) Build PM Peak Hour Intersection Operational Analysis

Intersection	Movement	Demand Volume (vph)	Simulated Volume (vph)	Movement Delay (sec/veh)	LOS ¹
I-275 NB On-Ramp Terminal and Hillsborough Avenue	EBT	2,214	2,211	2.8	A
	EBL	820	784	24.8	C
	Approach	3,034	2,995	8.6	A
	WBTR	3,086	2,600	6.1	A
	Approach	3,086	2,600	6.1	A
	SBR	985	984	19.7	B
	Approach	985	984	19.7	B
	Overall	7,105	6,579	9.3	A
Nebraska Avenue and Hillsborough Avenue	EBL	269	278	100.4	F
	EBTR	1,945	1,932	21.9	C
	Approach	2,214	2,210	31.8	C
	WBL	93	100	160.7	F
	WBTR	2,825	2,375	178.9	F
	Approach	2,918	2,475	178.2	F
	NBL	302	303	80.3	F
	NBTR	760	751	79.2	E
	Approach	1,062	1,054	79.5	E
	SBL	363	207	720.9	F
	SBTR	719	485	156.5	F
	Approach	1,082	692	325.3	F
	Overall	7,276	6,431	127.5	F

Red highlight indicates that the delay does not meet the LOS target, D

¹ A direct comparison of CORSIM MOEs to HCM LOS cannot be made. LOS is determined from Exhibit 19-8 of the HCM, 6th Edition for the signalized intersections and from HCM Exhibit 20-2 for unsignalized intersections.

Table 5.12: Design Year (2035) Build Peak Hour Queue (ft) Analysis

Intersection	Movement	Storage (ft)	Auxiliary lane available (Yes/No - # of Feet)	Maximum Vehicle Queue Length (ft)			
				AM Peak	Queue extend to I-275 mainline	PM Peak	Queue extend to I-275 mainline
Central Avenue and Hillsborough Avenue	EBL	275	N/A	100	N/A	225	N/A
	EBTR ¹	1,200	N/A	2,050	N/A	975	N/A
	WBL	275	N/A	200	N/A	275	N/A
	WBT ¹	325	N/A	425	N/A	400	N/A
	WBR	150	N/A	75	N/A	25	N/A
	NBL	100	N/A	100	N/A	75	N/A
	NBTR ¹	2,500	N/A	200	N/A	875	N/A
	SBL	100	N/A	125	N/A	150	N/A
	SBTR ¹	2,500	N/A	1,325	N/A	1,100	N/A
I-275 SB Ramp Terminal and Hillsborough Avenue	EBT ¹	325	N/A	450	N/A	425	N/A
	EBR	325	N/A	450	N/A	375	N/A
	WBL ²	425	N/A	400	N/A	375	N/A
	WBT ¹	425	N/A	400	N/A	400	N/A
	SBL ³	900	No	200	No	375	No
	SBTL ³	900	No	500	No	500	No
	SBR ³	900	No	600	No	525	No
I-275 NB Off-Ramp Terminal and Hillsborough Avenue	EBT	300	No	25	No	325	No
	NBR ³	800	Yes (400 ft)	225	No	775	No
NB I-275 On-Ramp and NB I-275 to WB Hillsborough Avenue (Loop) Off-Ramp	EBL ⁴	450	N/A	275	N/A	350	N/A
	WBT ¹	300	N/A	425	N/A	325	N/A
	SBR ³	650	N/A	250	N/A	250	N/A
Nebraska Avenue and Hillsborough Avenue	EBL	300	N/A	300	N/A	400	N/A
	EBTR ⁵	575	N/A	350	N/A	425	N/A
	WBL	450	N/A	275	N/A	225	N/A
	WBTR ¹	2,500	N/A	1,325	N/A	2,500	N/A
	NBL	350	N/A	475	N/A	425	N/A
	NBTR ¹	2,500	N/A	1,800	N/A	675	N/A
	SBL	400	N/A	450	N/A	550	N/A
	SBTR ¹	2,500	N/A	1,450	N/A	1,475	N/A

Notes:

Latent demand exists, and queues may be longer than reported.

Red indicates turning movement queue that exceeds existing storage.

1 Available storage lengths for through movements represent the distance between upstream and downstream intersections.

2 Westbound left at the southbound I-275 ramp terminal queue lengths represent only the dedicated storage and not the effects of the additional storage of the inside drop lane.

3 Queue length for ramp terminals represents distance from stop bar of approach to gore point of off-ramp on the mainline.

4 Eastbound left at the northbound I-275 on-ramp terminal represents the inside lane queue length.

5 Eastbound through/right at the Nebraska Avenue intersection queue length extends to the signal for the northbound right turn at the northbound off-ramp terminal. Signal included in Master Signing Plan between these intersections is a pedestrian controlled crossing and will not typically impact queueing of this movement.

5.3 Alternatives Comparison of Network MOEs

In the preceding sections, MOEs were summarized for the intersections under both the No-Build and Build Alternatives for the opening year (2025) and design year (2035) traffic conditions. This section will provide a comparative basis for the alternatives to illustrate the operational benefits of the Build Alternative through comparison of CORSIM network wide MOEs, shown in **Table 5.13**. Comparison of the No-Build and Build Alternatives presented in this IOAR indicate that the Build Alternative shows benefits in opening year (2025) and in design year (2035).

The results design year (2035) comparison between the No-Build and Build Alternative show consistent operational improvement in both the AM and PM peak hours. In the AM peak hour, VMT increased by 9 percent, total travel time dropped by 15 percent, average speed increased by 28 percent, total travel delay reduced by 21 percent, and latent demand (vehicles unable to enter the system during microsimulation due to poor operations) dropped by 28 percent. In the PM peak hour, VMT increased by 18 percent, total travel time dropped by 17 percent, average speed increased by 43 percent, total travel delay reduced by 25 percent, and latent demand dropped by 54 percent.

Table 5.13: Network-Wide CORSIM MOEs for Opening Year (2025) and Design Year (2035)

Network-Wide MOE	Analysis Time Period	Opening Year (2025)			Design Year (2035)		
		No-Build Alternative	Build Alternative	% Difference	No-Build Alternative	Build Alternative	% Difference
Vehicle Miles Traveled (veh-miles)	AM	16,162	17,161	6%	16,039	17,426	9%
	PM	17,830	20,546	15%	17,845	21,084	18%
Total Travel Time (Hours)	AM	2,167	1,875	-13%	2,488	2,112	-15%
	PM	2,478	1,828	-26%	2,750	2,279	-17%
Speed Average (mph)	AM	7.5	9.2	22%	6.4	8.3	28%
	PM	7.2	11.3	56%	6.5	9.3	43%
Total Travel Delay (hours)	AM	1,709	1,388	-19%	2,033	1,616	-21%
	PM	1,961	1,245	-37%	2,232	1,681	-25%
Latent Demand (veh)	AM	4,450	2,436	-45%	6,045	4,186	-28%
	PM	4,332	1,539	-64%	5,839	2,664	-54%

6.0 Future Safety Analysis

6.1 Quantitative Safety Analysis

The Highway Safety Manual procedures and historic crash data were used to quantitatively analyze the safety impacts of No-Build and Build Alternatives. The quantitative safety analysis for the proposed Build Alternative conditions follows the Countermeasure Crash Reduction Factor (CRF) methodology and demonstrates the impact of the facility's safety within the AOI. The quantitative safety analysis complies with the guidelines of the FDOT Interchange Access Request User's Guide Safety Analysis Guidance in determining the estimated change in the expected number of crashes due to the proposed modifications of the project.

The Countermeasure CRF methodology utilizes CRFs to compute the expected number of crashes after implementing a selected countermeasure. CRFs were selected from the FHWA Crash Modification Factors (CMF) Clearinghouse (www.cmfclearinghouse.org). The selected applicable CRF for the I-275 and Hillsborough Interchange has a higher star rating than the minimum requirement of three stars to provide a greater level of confidence when estimating the safety performance by determining the reduction of crashes and the annual cost of the crash reduction. A summary of the applied CRFs and their impact on reducible crashes, the estimated CRF for the study area, and resultant benefit-to-cost (B/C) analysis can be found in **Table 6.1**, **Table 6.2**, and **Table 6.3**, respectively.

Table 6.1: Crash Reduction Factor Application

Location	Improvement	CRF ID ¹	Stars	CRF	Crash Types Impacted	Severity	Number of Reducible Crashes	Total Reduced Crashes
SB Ramp Terminal	Change from permitted-protected to protected only WBL operation.	2326	4	100%	Angle, Left-Turn ²	All	121	121
	SBR Protected Phase	3057	3	73.3%	All Types	All	67 ³	49
NB Off-Ramp	NBR Protected Phase	3057	3	73.3%	All Types	All	29	21
NB On-Ramp	Signalize and allow protected only EBL operation	2326	4	100%	Angle, Left-Turn ²	All	18	18

¹ CRF Source: <https://www.cmfclearinghouse.org/>

² Left-Turns included in this CRF application upon review of the associated white paper.

³ Crashes impacted for the application of CRF 3057 reflect those remaining after the application of CRF 2326 to prevent double counting.

Table 6.2: Cumulative Crash Reduction Factor Estimation

Calculations	5-year Totals	Per Year
Total AOI Crashes ¹	506	101.2
Total Reducible Crashes ²	235	47
Total Reduce Crashes ³	209	41.78
Calculated CRF ⁴		88.9%

¹ Total crashes observed from 2016 to 2020 as documented in Section 2.3 of the Hillsborough Avenue IOAR.

² Total reducible crashes summed from Table 6.1 .

³ Total reduced crashes summed from Table 6.1.

⁴ Calculated by dividing total reduced crashes by total reducible crashes.

Table 6.3: Future Benefit-to-Cost Ratio Summary

Benefit-to-Cost Factors	Values
Total number of Crashes (5-year Total)	506
Number of Reducible Crashes (5-year Total)	235
Avg. Number of Reducible Crashes per year	47
Calculated CRF	88.9%
Number of Reduced Crashes per year (C)	41.78
Estimated Cost per crash (CPC) ¹	\$123,406.00
Annual Benefit Total (C x CPC)	\$5,156,272.90
Estimated Construction Cost (ECC)	\$4,490,456.00
Interest Rate	4.00%
Service Life Years of Project ²	10
Capital Recovery Factor (RF) ²	0.1233
Annual Cost of Project (ECC x RF)	\$533,673.22
Benefit-to-Cost Ratio	9.31

¹ FDOT Average Crash Cost from FDOT Design Manual Table 122.9.1 for 4-5 Lanes, published January 2022.

² Factor based on FDOT Benefit/Cost Analysis Spreadsheet Tool, Source: <https://www.fdot.gov/roadway/qa/tools.shtm>

Out of the 235 reducible crashes within the AOI, the presented B/C analysis indicates that the proposed improvements under the Build Alternative are expected to reduce 209 crashes over a 5-year period (41.78 crashes per year). Based upon the average cost per crash of \$123,406.00, per the FDM Table 122.6.1 for four to five lane urban facilities, an annual benefit of a reduction of \$5,156,272.90 in economic loss from crashes is estimated annually if the Build Alternative improvements are implemented. When compared to the \$553,673.22 annual project cost of the Build Alternative, based on a 4 percent interest rate and life cycle of 10 years, a safety B/C ratio of 9.31 was estimated. For context, any project with a B/C ratio greater than 1.0 is considered economically justifiable from a highway safety perspective. The CRF Details, CRF calculations, and the B/C worksheet used to determine the annual cost and benefit of the crash reduction are presented in **Appendix K**.

6.2 Qualitative Safety Analysis

While several improvements were able to be quantified for use in the estimation of the B/C ratio of the project, some improvements lack research to provide CRFs but still provide safety improvements that require examination. The two most notable improvements with no associated CRF are the impacts of the elimination of the free flow loop ramp operations and the elimination of eastbound Hillsborough Avenue queue spillback due to the signalization of the eastbound left turn at the northbound ramp terminal.

Westbound Hillsborough Avenue under the No-Build Alternative experienced an operational bottleneck as the northbound I-275 to westbound Hillsborough Avenue free flow loop ramp attempted to merge into westbound Hillsborough Avenue through traffic as it approached the westbound right turn lane drop at the Central Avenue intersection. This merge condition results in slowdown in the outside lanes of westbound Hillsborough Avenue. Under the Build Alternative, this condition is eliminated entirely and brought under signal control which will improve flow and safety through the interchange.

Eastbound Hillsborough Avenue under the No-Build Alternative was impacted by queue spillback resulting from the unsignalized eastbound left turn at the northbound I-275 ramp terminal. Queueing stacked in the inside lane of eastbound Hillsborough Avenue and created an unsafe speed differential between the inside and outside lanes through the Central Avenue intersection. The speed differential

also heavily impacts the ability for westbound left turn movements at the southbound I-275 ramp terminal to safely cross traffic under the movement's permitted phase, which leads to a significant number of collisions. While the impacts of the elimination of the westbound left turn at the southbound I-275 ramp terminal were eliminated via CRF quantifiable improvement, the speed differential between the inside and outside lanes of eastbound Hillsborough Avenue was also eliminated due to the improvements of storage and signalization of the eastbound left turn movement at the northbound I-275 ramp terminal.

7.0 Coordination/Consistency with other Plans/Projects

Several planned and programmed projects are located within the vicinity of the I-275 and Hillsborough Avenue interchange. These projects are in various stages of the FDOT Work Program and are listed as follows:

- The ongoing I-275 Add Lanes and Rehabilitate Pavement Project from north of Dr. Martin Luther King Jr. Boulevard to north of Hillsborough Avenue (WPI Segment No. 431821-2);
- The ongoing Hillsborough Avenue Traffic Signal Update from Nebraska Avenue to 34th Street (WPI Segment No. 432584-3);
- The Nebraska Avenue Urban Corridor Improvements Project from Kennedy Boulevard to East Arctic Avenue (WPI Segment No. 443492-1).

The proposed Build Alternative contains safety and operational improvements that will be constructed in advance of or in tandem with the above-listed improvements. There are no existing Interchange Access Requests (IARs), either approved or pending approval, within the AOI.

Improvements to this interchange have local government support and are included in the Hillsborough County Metropolitan Planning Organization (MPO) 2045 Long Range Transportation Plan (LRTP), as it indicates the I-275 interchange at Hillsborough Avenue as being a cost feasible project for future funding, including funding for construction.

8.0 Environmental Considerations

The Hillsborough Avenue and I-275 interchange is located within the Seminole Heights neighborhood in central Tampa which is primarily developed and has limited to no natural habitat. Based on the National Wetlands Inventory (NWI), the Southwest Florida Water Management District (SWFWMD) 2017 land use and land cover data, and an aerial search on Google Earth, there are no wetlands or other surface waters (OSWs) documented within a 1000-foot buffer of the project area. The only surface water systems present are the Hillsborough River (FLUCFCS Code: 510) located approximately 0.67 miles to the west and Lake Roberta (FLUCFCS Code: 644; 653) located 0.26 miles to the northeast. Due to the absence of wetlands and OSWs and the urban nature of the project area, the potential for protected species involvement is low. All documents on the I-275 from north of Dr. Martin Luther King, Jr. Boulevard (SR 574) (MLK Boulevard) to north of Bearss Avenue (SR 678/CR 582) project website (fdotd7studies.com) were reviewed and no environmental issues at the Hillsborough Avenue interchange were identified.

9.0 Anticipated Design Variations

The design for the Build Alternative, being proposed as part of the I-275 at Hillsborough Avenue IOAR, is expected to follow FDOT and FHWA policies, rules, and standards. Design variations are anticipated for bike lane width, maximum grade break, and turn lane length. The design variation is to maintain the lack of bike lanes along Hillsborough Avenue, as Hillsborough Avenue is Context Class C4 – Urban General and requires a five foot bike lane. Existing and proposed conditions both maintain the lack of bike lanes along Hillsborough Avenue, so a design variation is required. A Design Exception is anticipated for ramp shoulder width. Should any additional discrepancies be identified during the development of this project, design exceptions and variations will be processed per FDOT and FHWA Guidelines during the design phase of the project.

10.0 Conceptual Signing Plan

A conceptual signing and marking plan was prepared in accordance with FHWA guidelines and with the Manual on Uniform Traffic Control Devices (MUTCD) guidelines for the Build Alternative. The conceptual signing plan details existing, relocated, and proposed signs and pavement messages required to implement the improvements under the Build Alternative. The conceptual signing plan is provided in **Appendix L** and may be subject to change within the final design plans. As part of the final design, the feasibility of additional overhead signing or modification to existing bridge mounted sign for the westbound Hillsborough Avenue to southbound I-275 movement will be investigated to supplement the proposed pavement messages.

11.0 Access Management

The access management plan within the area of influence will not be changed by the proposed improvements to the interchange area. Modifications however will be made to better accommodate the proposed design. These improvements include:

- The lane width of Cherokee Avenue at the intersection of Cherokee Avenue and SB I-275 off-ramp will be reduced and the intersection will be converted from a yield control to stop control for Cherokee Avenue.
- The three driveways present along the western curb of the northbound I-275 off-ramp will be formally removed and improved pedestrian facilities will be provided.
- The curb between the westbound to northbound right turn lane and the driveway on the northbound I-275 on-ramp located between Hillsborough Avenue and Miami Avenue will be extended to reduce the pavement width to two lanes.

12.0 FHWA Policy Points

The FHWA's Policy on Access to the Interstate System provides the requirements for the justification and documentation necessary to substantiate any proposed changes in access to the Interstate System. This policy also facilitates decision-making regarding proposed changes in access to the Interstate System in a manner that considers and is consistent with the vision, goals, and long-range transportation plans of a metropolitan area, region, and State. All new or modified points of access must be approved by FHWA and developed in accordance with federal laws and regulations (as specified in 23 U.S.C. 109 and 111, 23 C.F.R. 625.4, and 49 C.F.R. 1.48(b)(1)). The following documents the adherence of the proposed I-275 and Hillsborough Avenue interchange improvements to FHWA's two Policy Points:

Policy Point 1: Proposal does not adversely impact operations or safety of the existing facility.

- 1** An operational and safety analysis has concluded that the proposed change in access does not have an 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 of the type and location of the signs proposed to support each design alternative (23 U.S.C. 109(d) and 23 CFR 655.603(d)).

Satisfaction of Policy Point 1

The proposed modifications to the I-275 and Hillsborough Avenue interchange documented in this IOAR will enhance safety and traffic operations within the AOI. A significant safety concern exists at the southbound I-275 ramp terminal due to the permitted/protected operations of the westbound left turn movement. Due to queue spillback in the eastbound direction from the eastbound left turn movement at the northbound I-275 ramp terminal, the inside lane along eastbound Hillsborough Avenue becomes blocked through Central Avenue. This blocking creates an unsafe speed differential between the vehicles caught in the inside lane and those in the more rapidly moving outside lane. In addition to inducing speed differential, vehicles stopped in the inside lane can also pose a sight distance challenge for vehicles attempting to make the permitted left turn onto the interstate, which leads to a significant number of left turn collisions at this location. The Build Alternative not only eliminates the permitted left turn movement through the inclusion of signalized dual left turns for the westbound left turners at the southbound I-275 ramp terminal, but the adjustment of the eastbound left turn at the northbound I-275 ramp terminal from a permitted only single left turn to a signalized protected only dual left turn movement eliminates the eastbound queue spillback of this movement and eliminating speed differential between lanes.

Along I-275, queue spillback is currently present on the southbound I-275 off-ramp in AM and PM peak hours. If nothing is done, this will lead to vehicles spilling back onto the I-275 southbound mainline which will create an unsafe speed differential between through movements and vehicles waiting to exit the interstate which is a major safety concern. Through the improvements under the Build Alternative, I-275 southbound mainline impacts are not expected by the design year (2035) under the Build Alternative.

Along westbound Hillsborough Avenue, if no improvements are conducted to improve the current condition, vehicles will continue to enter westbound flow from the loop ramp at a higher rate of speed to those being metered by the signals along Hillsborough Avenue. This leads to an unsafe merge condition in the westbound right turn drop lane where vehicles either can find a safe gap to merge, force their way into traffic or come to a stop with their blinker on while waiting to merge while vehicles continue to enter from the loop ramp at free flow. The Build Alternative completely removes this conflict by bringing the movement under a signal controlled dual right turn movement.

The operational results of the comparison between the No Build and Build Alternatives indicate benefit under the Build Alternative. In the AM peak hour, VMT increased by 9 percent, total travel time dropped by 15 percent, average speed increased by 28 percent, total travel delay reduced by 21 percent, and latent demand (vehicles unable to enter the system during microsimulation due to poor operations) dropped by 28 percent. In the PM peak hour, VMT increased by 18 percent, total travel time dropped by 17 percent, average speed increased by 43 percent, total travel delay reduced by 25 percent, and latent demand dropped by 54 percent.

If the Build Alternative is not implemented, the existing operational and safety challenges within the AOI will only continue to exacerbate as demand at the interchange grows along with the growth forecasted within Hillsborough County. The implementation of the Build Alternative is estimated to reduce up to 41.78 crashes per year, equating to an annual cost savings of \$5,156,272.90. Comparing the annual cost of the project to the safety benefits shows a benefit-to-cost ratio of 9.31, indicating that the Build Alternative is justifiable.

Policy Point 2: A full interchange that meets or exceeds current design standards is provided.

- 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.

Satisfaction of Policy Point 2

The proposed Build Alternative will provide full access to all the traffic movement on Hillsborough Avenue to and from I-275. The design will meet current standards, where able, for the projects on the interstate system and comply with the American Association of State Highway and Transportation Officials (AASHTO) and FDOT design standards. Design variations are anticipated for bike lane width, maximum grade break, and turn lane length. A Design Exception is anticipated for ramp shoulder width. Should any additional discrepancies be identified during the development of this project, design exceptions and variations will be processed per FDOT and FHWA Guidelines during the design phase of the project.

13.0 Summary and Conclusion

The purpose of this IOAR is to identify safety, operational, and geometric improvements to mitigate the existing safety and operational deficiencies for the I-275 and Hillsborough Avenue interchange. The following are the key findings and conclusions of this IOAR:

Existing Traffic Conditions:

- The yield-controlled operation of the eastbound left-turn at the northbound I-275 ramp terminal will continue to result in queue spillback onto eastbound Hillsborough Avenue, leading to speed differential between the inside and outside lanes that continue past the Central Avenue intersection and limiting the ability for Hillsborough Avenue to effectively process vehicles in the eastbound direction in the AM and PM peak hours. Additionally, this condition also presents sight distance challenges for the westbound left turn at the southbound I-275 ramp terminal as drivers attempt to see past vehicles stopped or slowed in the inside lane as they try to identify safe gapping across eastbound Hillsborough Avenue;
- The westbound left turn at the southbound I-275 ramp terminal will continue to see a high level of collisions due to the previously mentioned speed differential and sight distances issues caused by the eastbound left turn at the northbound I-275 ramp terminal. This conflict is currently a major reason the I-275 southbound ramp terminal crash rate is roughly 4.1 times higher than the statewide average and will only worsen if the conditions are not improved;
- Westbound Hillsborough Avenue will continue to experience outside lane slowdowns as the northbound I-275 to westbound Hillsborough Avenue free flow loop ramp approaches the westbound right turn drop lane at Central Avenue and attempts to merge with westbound Hillsborough Avenue through traffic; and
- Poor operation at the southbound approach to the I-275 southbound ramp terminal in the AM and PM peak hours leading to southbound approach queue spillback that will impact I-275 southbound mainline operations.

Future Build Traffic Conditions:

- The queue spillback of the eastbound left turn at the northbound I-275 ramp terminal into the eastbound Hillsborough Avenue through lanes is expected to be eliminated. This will also remove speed differential between the inside and outside lanes along eastbound Hillsborough Avenue which will intern enhance safety;
- The removal of the permitted operation of the westbound left turn movement at the southbound I-275 ramp terminal will reduce the amount of left turn collisions at the intersection and enhance safety;
- Under the Build Alternative, vehicle miles traveled, total travel time, speed average, total travel delay and latent demand will all improve in both the AM and PM peak hours indicating operational enhancements throughout the interchange area;
- Queuing along the southbound approach to the southbound I-275 ramp terminal will no longer extend past the gore and will have no impact on I-275 southbound mainline operations; and

- Qualitative safety analysis using HSM procedures showed that implementing the suggested improvements under the Build Alternative will reduce 41.78 crashes per year, equating to an annual cost savings of \$5,156,272.90. Comparing the annual cost of the project to the safety benefits shows a benefit-to-cost ratio of 9.31, indicating that the build alternative is justifiable.

Appendices



Appendix A

Methodology Letter of Understanding

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

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

I-275 (SR 93) at Hillsborough Avenue (US 92/SR 600)

FPID: 436732-2

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

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

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

Requestor	<p>DocuSigned by: <i>Mr. Richard Moss</i> CADF49BFE536492... Richard Moss, PE Director of Transportation Development, District Seven</p>	<p>6/9/2021 4:36 PM EDT Date</p>
Interchange Review Coordinator	<p>DocuSigned by: <i>Waddah Farah</i> 9C8365A20D9447E... Waddah Farah, EI District Interchange Review Coordinator, District Seven</p>	<p>6/9/2021 4:40 PM EDT Date</p>
Systems Management Administrator	<p>DocuSigned by: <i>Jenna Bowman</i> 4AD03E6A337F4C1... Jenna Bowman, PE Systems Implementation Office-Central Office</p>	<p>6/10/2021 6:51 AM EDT Date</p>

1.0 Project Description

Interstate 275 (I-275/SR 93) is a major interstate highway that is part of Florida's Strategic Intermodal System (SIS) and plays a major role in the economy and mobility of the Tampa Bay area. Operating north-south along west Florida, it serves a key role in the movement of people, freight, and goods in a safe and effective manner between its southern terminus in Palmetto, Florida (Manatee County) and its northern terminus on the Hillsborough and Pasco County line, both termini ending at I-75. The I-275 and Hillsborough Avenue (US 92/SR 600) interchange serves as a major access point from I-275 to the Seminole Heights and Tampa Heights communities.

I-275 at the Hillsborough Avenue interchange runs north-south and operates as a six-lane Principal Arterial-Interstate Urban with a posted speed limit of 55 miles per hour (mph). Hillsborough Avenue, in the vicinity of I-275, is classified as a Principal Arterial-Other Urban and is a four-lane divided roadway west of Central Avenue and a six-lane divided roadway east of Nebraska Avenue (US 41/SR 45). Between Central Avenue and Nebraska Avenue, Hillsborough Avenue transitions between the two typical sections with three lanes in the eastbound direction and two lanes in the westbound direction. Hillsborough Avenue has a 40 mph posted speed limit within this segment and provides connectivity to major north-south facilities, Business US 41/SR 685 (Florida Avenue) and US 41/SR 45 (Nebraska Avenue).

Hillsborough County has been experiencing significant population growth in recent years with growth rates that consistently outpace the statewide average. With this growth, it is vital for regional access to be available to the surrounding communities for economic viability and mobility, but also for evacuation, should the need arise. Originally constructed in 1966, the I-275 at Hillsborough Avenue interchange has never been substantially modified to accommodate the growth in traffic volumes. The I-275 at Hillsborough Avenue interchange currently fails to operate at current Level of Service (LOS) targets. Improvements to this interchange have local government support and are included in the Hillsborough County Metropolitan Planning Organization (MPO) 2045 Long Range Transportation Plan (LRTP), as it indicates the I-275 interchange at Hillsborough Avenue as being a cost feasible project for future funding, including funding for construction. The impacts of implementing improvements to the interchange was evaluated under the I-275 (SR 93) Project Development and Environment (PD&E) Study from north of Dr. Martin Luther King Jr. Boulevard (SR 574) to north of Bearss Avenue (SR 678/CR 582) (WPI Seg No.: 431821-1).

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 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). An IOAR was agreed upon based on the need for minor modifications to the existing access of the I-275 and Hillsborough Avenue interchange. All proposed improvements will be on the ramps and along Hillsborough Avenue, without modification to the gore points on the I-275 mainline.

A. Purpose and Need Statement

The purpose of this IOAR is to identify interim safety, operational, and engineering improvements to mitigate the existing needs for the I-275 and Hillsborough Avenue interchange. The need for this project is based on existing safety and operational deficiencies identified in the results of the I-275 PD&E Study Project Traffic Analysis Report (PTAR), dated June 2019.

The current operational and safety issues of greatest concern at the I-275 and Hillsborough Avenue interchange are as follows:

- The spillback of the southbound off-ramp into the I-275 southbound mainline;
- The high frequency of angle crashes and queue spillback at the westbound left turn to southbound I-275;
- Operational deficiencies due to the stop-controlled operation of the I-275 northbound to eastbound off-

ramp; and

- The queue spillback on eastbound Hillsborough Avenue caused by the yield-controlled operation of the eastbound left turn to northbound I-275.

B. Project Location

The I-275 and Hillsborough Avenue interchange is located in Hillsborough County, approximately 1.0 mile north of the Dr. Martin Luther King Jr. Boulevard (SR 574) interchange and 1.0 mile south of the Sligh Avenue interchange. Hillsborough Avenue connects I-275 with BUS US 41 (0.3 miles to the west) and US 41 (0.1 miles to the east).

C. Area of Influence

The area of influence (AOI) for this IOAR is along Hillsborough Avenue from Central Avenue to Nebraska Avenue, including the I-275 ramp operations (see **Figure 1**).

The following intersections will be analyzed:

- Hillsborough Avenue at Central Avenue (Signalized);
- Hillsborough Avenue at I-275 southbound ramp terminal (Signalized);
- Hillsborough Avenue at I-275 northbound off-ramps (Stop controlled and free flow for eastbound and westbound traffic, respectively);
- Hillsborough Avenue at I-275 northbound on-ramp (Unsignalized); and
- Hillsborough Avenue at Nebraska Avenue (Signalized).

D. Project Schedule

An IOAR will be prepared to document the safety, operational, and engineering acceptability of the improvements proposed for the I-275 at Hillsborough Avenue interchange. This interchange has been identified as a top priority for FDOT Traffic Operations because of a high number of collisions related to unsignalized terminal movements and ramp terminal queueing. They anticipate issuing a Task Work order to start design. Construction is not yet funded in the 5-year work program, but Traffic Operations is looking to add this project in this Work Program Update cycle.

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

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

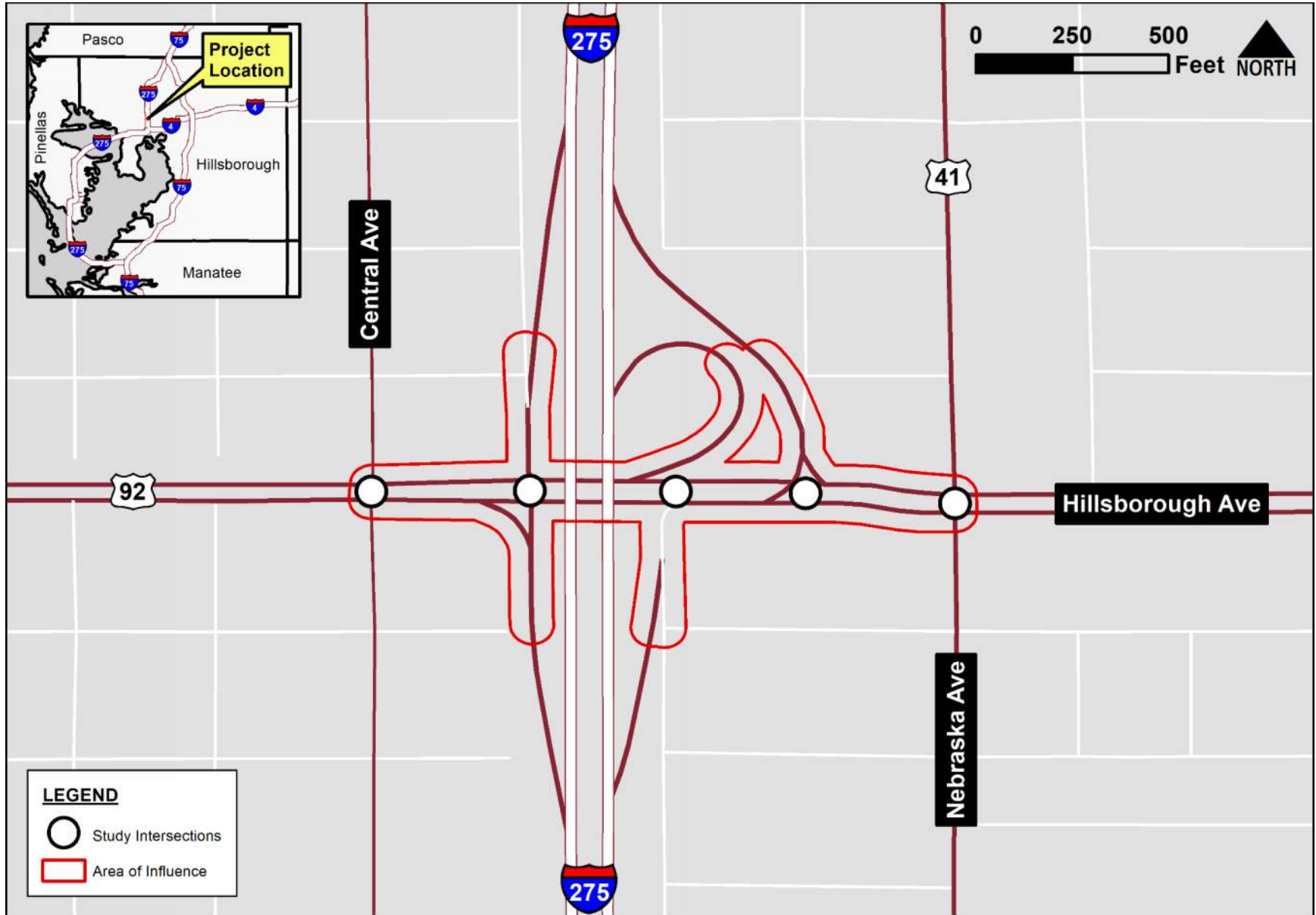


Figure 1 - Area of Influence Map

3.0 Alternatives

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

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

4.0 Data Collection

A. *Transportation System Data*

FDOT Straight-Line Diagrams (SLDs), Roadway Characteristic Inventory (RCI), and field observations will be used along with the historical crash data, prior reports, and prior studies. Data will be collected from various sources including FDOT District Seven, City of Tampa, Hillsborough County, and other agencies. Field visits will be conducted to collect information on existing geometry, traffic signal heads, and to determine/verify signal phasing information, such as protected/permitted 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 2018 data collection conducted to support the I-275 PD&E Study will serve as a basis for this effort. Historical trend data from Florida Traffic Online (FTO) and growth rates from the Tampa Bay Regional Planning Model (TBRPM) will be examined to develop Existing Year (2021) volumes. Existing Year (2021) volume development will be checked to ensure volumes used for analysis are greater than comparable 2019 FTO count sites. The I-275 PD&E Study developed existing traffic demand based on traffic count data that was collected during the three-day period from May 8-10, 2018 and on June 5, 2018. The type and location of each count can be found in **Figure 2** and are listed as follows:

4-Hour (7 AM to 9 AM and 4 PM to 6 PM) Turning Movement Volumes (5 Locations):

- Hillsborough Avenue at Central Avenue;
- Hillsborough Avenue at southbound I-275 ramps;
- Hillsborough Avenue at northbound I-275 off-ramps;
- Hillsborough Avenue at northbound I-275 on-ramp; and
- Hillsborough Avenue at Nebraska Avenue.

72-Hour Directional Ramp Counts (5 Locations):

- Southbound I-275 on-ramp at Hillsborough Avenue;
- Southbound I-275 off-ramp at Hillsborough Avenue;
- Northbound I-275 off-ramp to eastbound Hillsborough Avenue;
- Northbound I-275 off-ramp to westbound Hillsborough Avenue; and
- Northbound I-275 on-ramp at Hillsborough Avenue.

72-Hour Bi-Directional Traffic Volumes on Hillsborough Avenue (4 Locations):

- Hillsborough Avenue west of Central Avenue;
- Hillsborough Avenue between Central Avenue and southbound I-275 ramps;
- Hillsborough Avenue between I-275 ramps and Nebraska Avenue; and
- Hillsborough Avenue east of Nebraska Avenue.

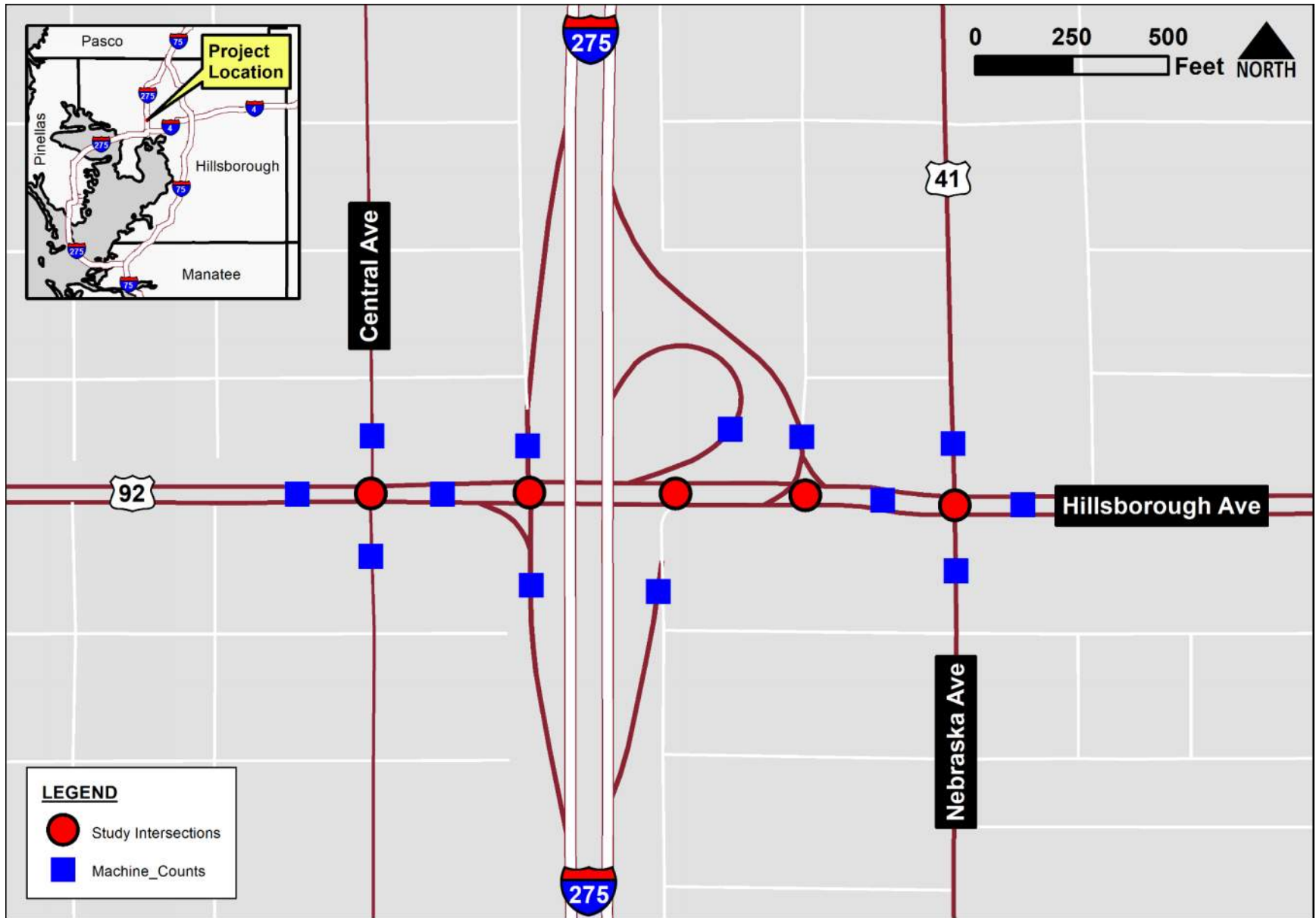


Figure 2 - Count Location Map

72-Hour Bi-Directional Traffic Volumes on Hillsborough Avenue Cross Streets (4 Locations):

- Central Avenue north of Hillsborough Avenue;
- Central Avenue south of Hillsborough Avenue;
- Nebraska Avenue north of Hillsborough Avenue; and
- Nebraska Avenue north of Hillsborough Avenue.

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 Hillsborough Avenue that are not separated by access and will be consistent with balancing efforts from the I-275 PD&E Study.

C. Land Use Data

The existing and future land uses within and directly adjacent to the I-275 and Hillsborough Avenue interchange shall be documented in the IOAR. Geographic Information Systems (GIS) shapefiles obtained from City of Tampa 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 any build alternative.

E. Planned and Programmed Projects

Several planned and programmed projects are located within the influence area of the I-275 and Hillsborough Avenue interchange that could influence the traffic characteristics within the study area. These projects are in various stages of the FDOT Work Program and are listed as follows:

- The ongoing I-275 Add Lanes and Rehabilitate Pavement Project from north of Dr. Martin Luther King Jr. Boulevard to north of Hillsborough Avenue (WPI Segment No.: 431821-2);
- The recently completed I-275 PD&E Study from north of Dr. Martin Luther King Jr. Boulevard to north of Bearss Avenue (WPI Segment No.: 431821-1);
- The ongoing Hillsborough Avenue Resurfacing Project from east of North Central Avenue to west of North 56th Street (WPI Segment No.: 432584-1); and
- The ongoing Hillsborough Avenue Drainage Improvements Project from Nebraska Avenue to North 13th Street (WPI Segment No.: 432584-2).

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 Tampa Bay Next (TBNEXT) projects. The process of retaining the TBNEXT volumes is consistent with the approved methodologies for several ongoing interchange access requests in the District. For consistency, forecasts developed for those efforts will be extracted for use in this study. The following sections reflect the methodology utilized and approved for use under the I-275 PD&E study and only serves 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 where applicable. In addition, the Base Year (2010) and Design Year (2045) model AADT volumes were used to estimate 2018 model AADT volumes for the PD&E Study. The estimated 2018 model AADT volumes were compared to actual 2018 count volumes to ensure growth rates are 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 2018 and 2045 AADTs for the PD&E Study. For this IOAR, the 2018 AADTs from the PD&E Study will be grown to Existing

Year (2021) AADTs and compared to 2019 FTO counts for reasonableness.

After PD&E 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 period is southbound on I-275 (to Downtown Tampa) and towards I-275 along Hillsborough Avenue, while the peak direction of traffic flow in the PM peak period is northbound on I-275 (away from Downtown Tampa) and away from I-275 along Hillsborough Avenue. Linear interpolation between Existing Year (2021) and PD&E Design Year (2045) traffic volumes will be employed to estimate IOAR Design Year (2035) and Opening Year (2025) traffic volumes.

C. *Validation Methodology*

The TBRPM Base Year (2010) model was validated at a regional and a subarea 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 volumes with TBNEXT are within targeted ranges as prescribed by FDOT's Project Traffic Forecasting Handbook (2019).

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-275 and Hillsborough Avenue interchange. Locations where the counts and model volumes differed substantially were identified and reviewed for potential causes, such as erroneous zonal data (zdata), 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 (2019) 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).
- Utilizing other factors, identified below

Roadway	K*	D*	T ₂₄	T _f	PHF	MOCF
I-275 (Mainline)	9.0%	57.0	6.0	3.0*	0.95	0.96
Hillsborough Ave	9.0%	57.0	6.0	3.0*	0.95	0.96

*Source: I-275 (SR 93) Project Development and Environment (PD&E) Study from north of Dr. Martin Luther King Jr. Boulevard (SR 574) to north of Bearss Avenue (SR 678/CR 582) (WPI Segment No.: 431821-1)

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

6.0 Traffic Operational Analysis

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

A. Existing Area Type/Traffic Conditions

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

B. Traffic Analysis Software Used

Software		System Component					
		Freeway				Crossroad	
Name	Version	Basic Segment	Weaving	Ramp Merge	Ramp Diverge	Arterials	Intersections
HCS/HCM	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Synchro	11	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Corsim	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vissim	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

C. Calibration Methodology

For Hillsborough Avenue intersection analysis, Synchro models will be calibrated based on guidelines in the FDOT 2014 Traffic Analysis Handbook:

- Lost time adjustment factor should be adjusted to replicate field observed queue lengths;
- In order to calculate reasonable queuing in the model, all link terminals should extend at least 1,000 feet from the last node; and
- 95th percentile queue lengths that are tagged with “#” or “m” should 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-275 and Hillsborough Avenue AOI. The MOEs for the study intersections include:

- Queue and available storage;
- Movement and overall intersection control delay; and
- Movement and overall intersection LOS.

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: 2016 – 2020

Source: FDOT Crash Analysis Reporting (CAR) Online will be used to quantify severe and fatal collisions and Signal4 Analytics will be used to quantify all other collision types. Any duplicate crash records between the two databases (CARS and Signal4) will be removed.

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

Per the IARUG, a quantitative safety analysis will be included for all IOARs. Safety impacts to the study area will be documented within the IOAR. 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 modifications.

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 the recently adopted Hillsborough County 2045 LRTP and the FDOT Adopted 5-Year SIS Plan. These projects were identified in **Section 4.E**.

- 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, then FDOT will work closely with MPO staff to amend the 2045 LRTP to match the improvements documented in the I-275 and Hillsborough 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 should qualify as an exempt activity and not require an Environmental Resources Permit (ERP) from the State of Florida. In addition, as there are no wetland impacts associated with the project, no permit from the U.S. Army Corps of Engineers would be required. The permit qualifies for an ERP exemption under Chapter 62-330.051 (4) (c) F.A.C. Information concerning the status of the Environmental Approval and the permitting process will be included in the I-275 and Hillsborough Avenue IOAR.

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

Key environmental findings from the I-275 PD&E Study from north of Dr. Martin Luther King Jr. Boulevard to north of Bearss Avenue will be added to the IOAR. No additional right-of-way is required to construct the proposed Build Alternative improvements.

10.0 Coordination

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

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

11.0 Anticipated Design Exceptions and Variations

- Design exceptions/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:*

Design exceptions and variances that are anticipated with this project will be processed per FHWA and FDOT standards and will be documented in this IOAR.

12.0 Conceptual Signing Plan

A conceptual signing and marking plan shall be prepared and included as part of the I-275 and Hillsborough 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 access management within the area of influence will be changed. An access management plan will be developed within the area of influence to complement the improvements to the interchange.*

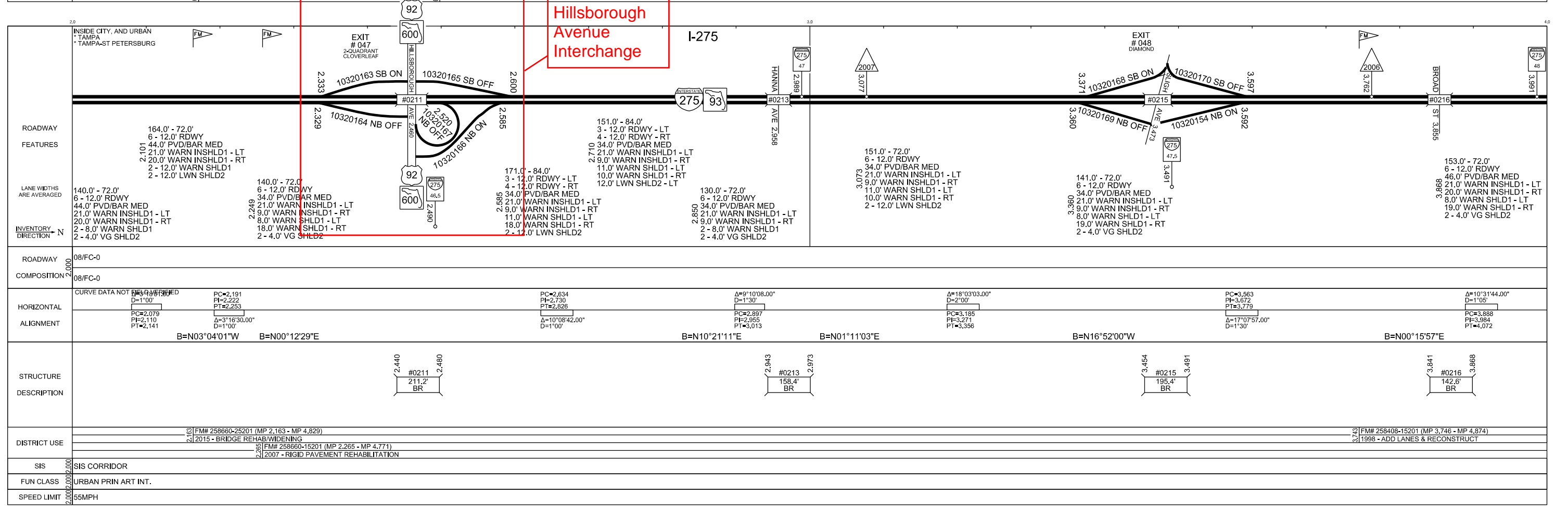
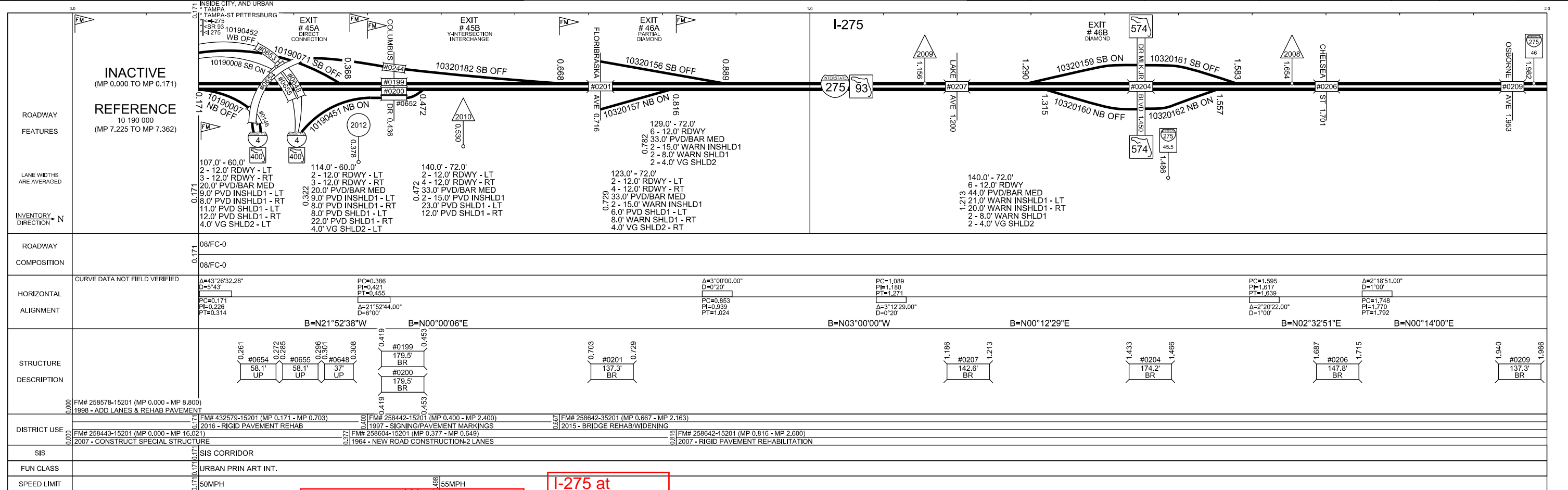
14.0 FHWA Policy Points

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

Appendix B

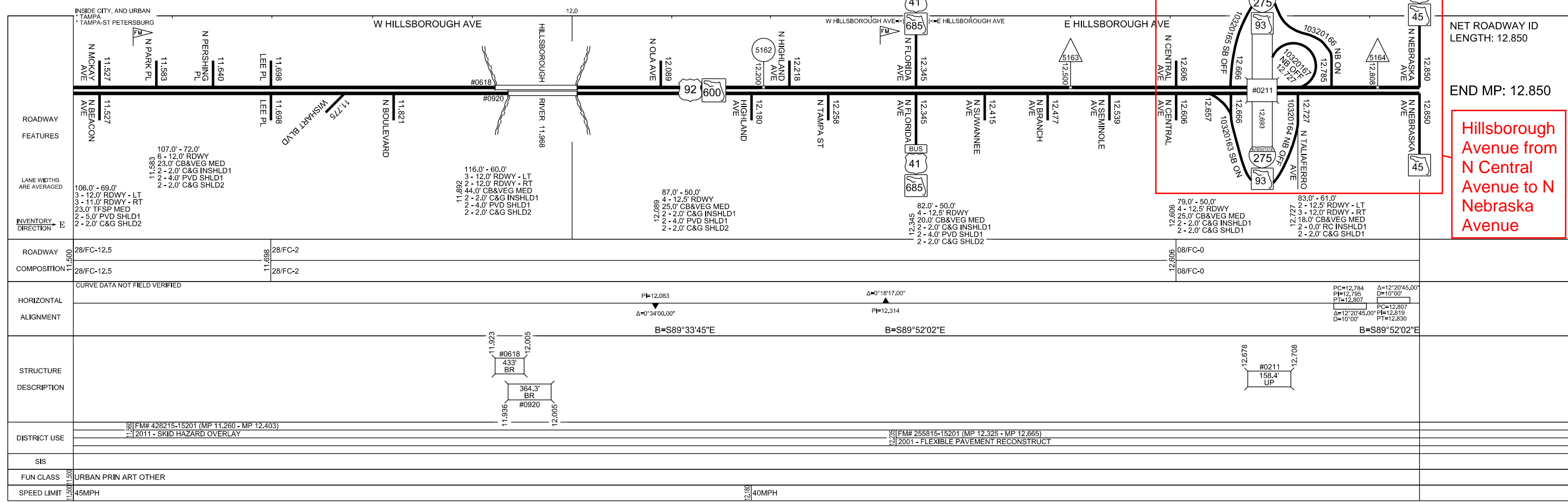
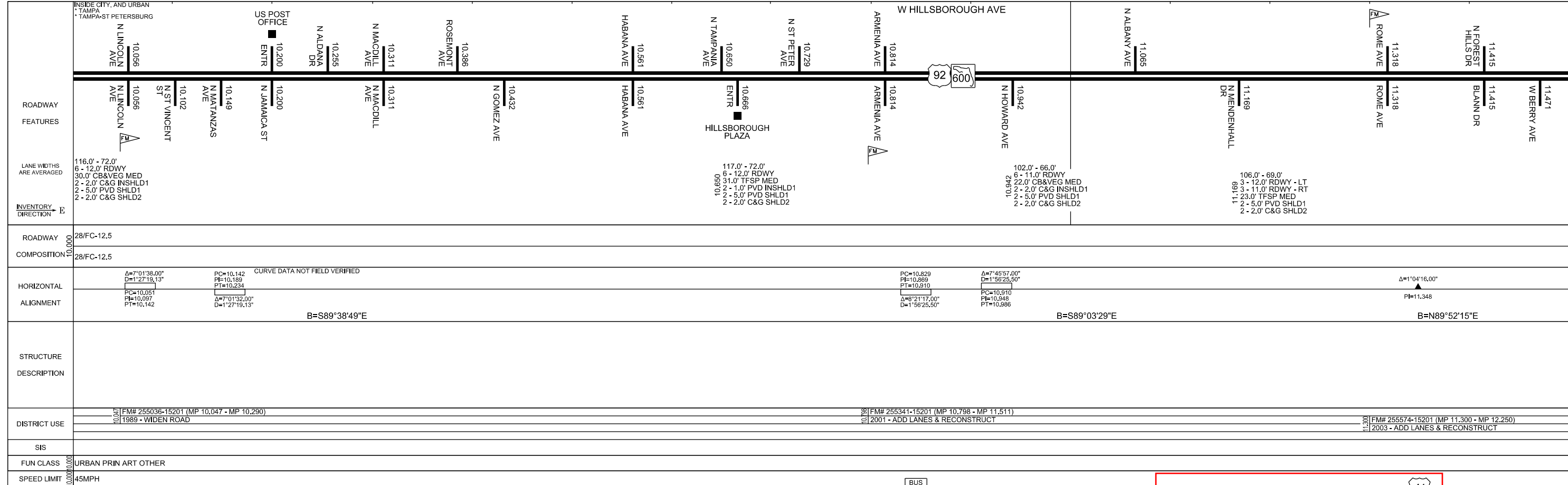
Straight Line Diagrams





DATE	11/22/2016	11/30/2016	BMP	EMP	INV	SLD REV	SECTION STATUS	INT. or US ROUTE NO.	STATE ROAD NO.	COUNTY	DISTRICT	ROADWAY ID	SHEET NO.
BY	FTE / JR-IM	FTE / KA	4.682	4.841	04/22/2021	05/06/2021	02	US 92	SR 580/SR 600	HILLSBOROUGH	07	10 150 000	3 OF 6
			CONSTRUCTION ACCEPTANCE		FTE / IM-RL	FTE / KA							

FLORIDA DEPARTMENT OF TRANSPORTATION STRAIGHT LINE DIAGRAM OF ROAD INVENTORY



DATE	09/04/2019	09/26/2019	FLORIDA DEPARTMENT OF TRANSPORTATION				SECTION STATUS	INT. or US ROUTE NO.	STATE ROAD NO.	COUNTY	DISTRICT	ROADWAY ID	SHEET NO:
BY	FTE / IM-JD	FTE / KA	STRAIGHT LINE DIAGRAM OF ROAD INVENTORY				02	US 41	SR 45	HILLSBOROUGH	07	10 040 000	2 OF 5
ROADWAY	N NEBRASKA AVE												
COMPOSITION	28/FC-4												
HORIZONTAL ALIGNMENT	B=N00°58'01"W												
STRUCTURE DESCRIPTION	SR-574 - RDWY ID 10340000												
DISTRICT USE	2000 - RESURFACING												
SIS													
FUN CLASS	URBAN MINOR ART												
SPEED LIMIT	35MPH												

ROADWAY	N NEBRASKA AVE											
COMPOSITION	28/FC-9.5											
HORIZONTAL ALIGNMENT	B=N00°01'05"W											
STRUCTURE DESCRIPTION	#0001 205.9' BR											
DISTRICT USE	1997 - INTERSECTION (MAJOR)											
SIS												
FUN CLASS	URBAN PRIN ART OTHER											
SPEED LIMIT	40MPH											

Appendix C

Crash Data



Table 122.6.2 FDOT KABCO Crash Costs

Crash Severity	Comprehensive Crash Cost
Fatal (K)	\$10,670,000
Severe Injury (A)	\$872,612
Moderate Injury (B)	\$174,018
Minor Injury (C)	\$106,215
Property Damage Only (O)	\$7,700
Note: (1) Source: Florida Department of Transportation State Safety Office's Crash Analysis Reporting (CAR) System, analysis years 2013 through 2017. Published by FDOT State Safety Office on 12/20/2019.	

REPORT CARPJ96
DATE 11/10/2020

FLORIDA - DEPARTMENT OF TRANSPORTATION
C A R - CRASH ANALYSIS REPORTING SYSTEM
INTERSECTION CRASH RATE CATEGORY LISTING

1 YEAR RATES - - - - -
2 YEAR RATES - - - - -
3 YEAR RATES - - - - -
4 YEAR RATES - - - - -
5 YEAR RATES X

STATE WIDE: X STATEWIDE _ BY DISTRICT _ BY COUNTY

DISTRICTS: _ _ _ _ _ BY DISTRICT _ BY COUNTY

COUNTIES: _ _ _ _ _

COMMENTS: USERID: SF945BJ

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DATE 11/10/2020
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FLORIDA - DEPARTMENT OF TRANSPORTATION
C A R - CRASH ANALYSIS REPORTING SYSTEM
CRASHES PER MILLION VEHICLES ENTERING BY INTERSECTION TYPE
STATEWIDE FOR 2014 - 2018

PAGE NO 1
AS OF 11/04/2020 21:11:47

COMMENTS:

USERID: SF945BJ

CC - CRASH RATE CATEGORY CODE DESCRIPTION	3 LEGS		4 LEGS		5 LEGS		6+ LEGS	
	RATE # INTS	# CRASHES/ MILL VEH	RATE # INTS	# CRASHES/ MILL VEH	RATE # INTS	# CRASHES/ MILL VEH	RATE # INTS	# CRASHES/ MILL VEH
01 - INTERSTATE URBAN	0.169 3169	103789/ 613713.757	0.135 36	1004/ 7442.352				
02 - INTERSTATE RURAL	0.117 1516	12435/ 106451.728	0.046 16	69/ 1503.975				
03 - TOLL ROAD URBAN	0.141 1866	33783/ 240414.144	0.183 21	385/ 2108.714				
04 - TOLL ROAD RURAL	0.115 392	2436/ 21231.383	0.043 9	19/ 442.846				
05 - URBAN OTHER LIMITED ACCESS	0.295 719	24723/ 83813.465	0.763 37	2415/ 3164.724	3.906 1	206/ 52.742		
06 - RURAL OTHER LIMITED ACCESS	0.061 9	10/ 163.921	0.189 3	2/ 10.603				
07 - RAMP URBAN	1.534 696	16053/ 10463.767	1.732 4	232/ 133.955	4.143 2	199/ 48.034		
08 - RAMP RURAL	1.502 2688	33559/ 22341.286	2.069 67	1606/ 776.055	4.658 1	85/ 18.250		
10 - URBAN 2-3LN 2WY DIVD RASD	0.682 432	6877/ 10085.425	0.621 178	2628/ 4232.904	0.337 6	24/ 71.248	0.388 4	22/ 56.684
11 - URBAN 2-3LN 2WY DIVD PAVD	0.474 1172	12600/ 26563.257	0.684 741	11413/ 16695.537	1.270 11	398/ 313.316	1	7.336
12 - URBAN 2-3LN 2WY UNDIVD	0.343 1367	6732/ 19638.946	0.375 924	5013/ 13362.368	0.465 19	129/ 277.235		
13 - SUBURBAN 2-3LN 2WY DIVD RASD	0.500 300	3662/ 7321.003	0.728 84	1700/ 2335.422				
14 - SUBURBAN 2-3LN 2WY DIVD PAVD	0.276 2699	17786/ 64355.859	0.516 748	10527/ 20417.192	1.327 4	110/ 82.903		
15 - SUBURBAN 2-3LN 2WY UNDIVD	0.197 5247	15917/ 80656.304	0.287 1124	5186/ 18068.551	0.539 9	71/ 131.692	0.044 1	2/ 45.260
16 - RURAL 2-3LN 2WY DIVD RASD	0.465 113	501/ 1076.745	0.257 21	79/ 307.895				

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FLORIDA - DEPARTMENT OF TRANSPORTATION
 C A R - CRASH ANALYSIS REPORTING SYSTEM
 CRASHES PER MILLION VEHICLES ENTERING BY INTERSECTION TYPE
 STATEWIDE FOR 2014 - 2018

PAGE NO 2
 AS OF 11/04/2020 21:11:47

COMMENTS:

USERID: SF945BJ

CC - CRASH RATE CATEGORY CODE DESCRIPTION	3 LEGS		4 LEGS		5 LEGS		6+ LEGS	
	RATE # INTS	# CRASHES/ MILL VEH	RATE # INTS	# CRASHES/ MILL VEH	RATE # INTS	# CRASHES/ MILL VEH	RATE # INTS	# CRASHES/ MILL VEH
17 - RURAL 2-3LN 2WY DIVD PAVD	0.273 807	2795/ 10238.913	0.409 179	1688/ 4128.083	0.270 3	9/ 33.378		
18 - RURAL 2-3LN 2WY UNDIVD	0.198 6210	9771/ 49293.692	0.244 1191	2769/ 11362.930	0.303 7	12/ 39.639	0.130 1	1/ 7.665
20 - URBAN 4-5LN 2WY DIVD RASD	0.431 6425	125550/ 291140.174	0.649 2685	85413/ 131685.448	0.609 38	1097/ 1801.358	1.273 6	538/ 422.615
21 - URBAN 4-5LN 2WY DIVD PAVD	0.579 4172	105099/ 181551.869	0.809 2162	79688/ 98473.531	1.269 25	1751/ 1380.299	0.889 10	437/ 491.837
22 - URBAN 4-5LN 2WY UNDIVD	0.587 780	14381/ 24517.017	0.835 519	13929/ 16677.507	0.795 8	252/ 316.956	1	28.762
23 - SUBURBAN 4-5LN 2WY DIVD RASD	0.270 4911	62906/ 232885.051	0.526 1364	36548/ 69482.246	0.911 18	960/ 1053.955	1.821 1	121/ 66.430
24 - SUBURBAN 4-5LN 2WY DIVD PAVD	0.314 450	7367/ 23461.023	0.552 159	4173/ 7565.823	0.188 1	8/ 42.559		
25 - SUBURBAN 4-5LN 2WY UNDIVD	0.223 83	488/ 2190.949	0.188 36	195/ 1037.914				
26 - RURAL 4-5LN 2WY DIVD RASD	0.213 1718	8142/ 38196.872	0.210 489	3523/ 16756.609	0.530 2	30/ 56.611		
27 - RURAL 4-5LN 2WY DIVD PAVD	0.209 24	94/ 449.096	0.406 3	49/ 120.664				
28 - RURAL 4-5LN 2WY UNDIVD								
30 - URBAN 6+LN 2WY DIVD RASD	0.510 9387	381835/ 748377.408	0.925 3184	245060/ 264857.742	1.174 34	4067/ 3463.909	1.006 6	509/ 505.776
31 - URBAN 6+LN 2WY DIVD PAVD	0.537 526	20149/ 37535.562	0.727 248	12773/ 17573.552	0.897 4	354/ 394.528		
32 - URBAN 6+LN 2WY UNDIVD	2.972 6	117/ 39.368	2.750 3	246/ 89.443				
33 - SUBURBAN 6+LN 2WY DIVD RASD	0.345 1877	54125/ 156910.682	0.744 638	41514/ 55767.833	2.020 9	1608/ 796.031		

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 TIME 09:43:35

FLORIDA - DEPARTMENT OF TRANSPORTATION
 C A R - CRASH ANALYSIS REPORTING SYSTEM
 CRASHES PER MILLION VEHICLES ENTERING BY INTERSECTION TYPE
 STATEWIDE FOR 2014 - 2018

COMMENTS: _____

USERID: SF945BJ

CC - CRASH RATE CATEGORY CODE DESCRIPTION	3 LEGS		4 LEGS		5 LEGS		6+ LEGS	
	RATE # INTS	# CRASHES/ MILL VEH	RATE # INTS	# CRASHES/ MILL VEH	RATE # INTS	# CRASHES/ MILL VEH	RATE # INTS	# CRASHES/ MILL VEH
34 - SUBURBAN 6+LN 2WY DIVD PAVD	0.148 164	3185/ 21542.358	0.412 25	1021/ 2480.124				
35 - SUBURBAN 6+LN 2WY UNDIVD	5							
36 - RURAL 6+LN 2WY DIVD RASD	0.108 20	50/ 464.688	0.136 19	80/ 590.015				
37 - RURAL 6+LN 2WY DIVD PAVD	1							
38 - RURAL 6+LN 2WY UNDIVD	2							
40 - URBAN ONE WAY	1.060 1374	26352/ 24849.873	1.129 1042	27012/ 23927.265	1.439 14	715/ 496.755	0.296 1	8/ 27.010
41 - SUBURBAN ONE WAY	0.716 395	7254/ 10134.726	0.836 129	3424/ 4095.970				
42 - RURAL ONE WAY	1.083 130	703/ 648.846	2.714 16	92/ 33.892	3			
77 - UNDEFINED	0.184 735	842/ 4569.932	0.062 343	121/ 1936.142	5	33.142	1	8.285
TOTALS:	0.354 62587	1122068/ 3167289.089	0.733 18447	601596/ 819645.826	1.108 224	12085/ 10904.540	0.982 33	1638/ 1667.660

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DATE...11/10/2020
TIME...10:38:37

FLORIDA - DEPARTMENT OF TRANSPORTATION
C A R - CRASH ANALYSIS REPORTING SYSTEM
SEGMENT BASED CRASH RATE STATISTICS
DISTRICT: ALL COUNTY: ALL FOR 2014 - 2018
USERID: SF945BJ

PAGE NO 1

AS OF: 2020-11-04

COMMENT:

CC - CRASH RATE CATEGORY	CODE	DESCRIPTIONS	AVG/YEAR	\$/CRASH@CRA	C-NO-INJ	C-POSSIBLE	C-N-INCAP	C-INCAP	C-FATAL	C-NT-FATAL	
I/A CRASH	CRASHES	MV MILES	CRASH RATE	CL MILES	\$/CRASH@INJ	P-NO-INJ	P-POSSIBLE	P-N-INCAP	P-INCAP	P-FATAL	P-NT-FATAL
01 - INTERSTATE URBAN					137,082	94,544	31,048	16,051	5,364	795	57
876	146,983	148,904.327	0.992	842.348	141,452	304,866	55,749	22,564	7,123	915	78
02 - INTERSTATE RURAL					271,928	13,769	3,425	2,748	1,239	349	13
31	21,512	47,095.034	0.457	670.240	296,012	42,083	7,185	4,418	1,826	406	18
03 - TOLL ROAD URBAN					120,991	30,353	8,244	4,870	1,050	231	18
867	43,899	57,729.432	0.775	495.117	120,586	87,154	14,157	6,706	1,352	259	24
04 - TOLL ROAD RURAL					244,062	2,690	747	582	201	61	5
18	4,268	9,447.056	0.453	180.980	273,409	8,126	1,539	985	316	72	6
05 - URBAN OTHER LIMITED ACCESS					94,711	19,432	5,434	1,990	535	97	12
3,753	23,747	13,706.206	2.006	120.474	89,333	58,599	9,196	2,704	680	99	14
06 - RURAL OTHER LIMITED ACCESS					277,111	34	8	7	1	1	0
20	31	36.533	1.395	7.491	261,670	89	12	9	2	1	0
07 - RAMP URBAN					103,887	54,529	16,632	7,756	1,960	289	19
63,197	17,988	4,497.152	0.000	225.255	98,817	159,148	27,226	10,239	2,441	308	23
08 - RAMP RURAL					118,892	68,836	22,230	10,904	3,160	454	24
63,521	42,087	11,034.699	0.000	895.970	116,008	214,953	37,345	14,963	3,980	492	31
10 - URBAN 2-3LN 2WY DIVD RASD					107,758	3,992	1,478	730	175	20	0
3,069	3,326	806.162	7.932	36.186	102,789	13,800	2,428	1,006	222	20	0
11 - URBAN 2-3LN 2WY DIVD PAVD					105,429	11,115	3,533	1,904	442	56	7
4,896	12,161	2,663.719	6.403	122.052	99,414	37,026	5,802	2,522	527	59	8
12 - URBAN 2-3LN 2WY UNDIVD					138,050	5,518	1,784	1,075	278	49	4
2,543	6,165	2,262.600	3.848	166.344	130,073	18,358	2,994	1,406	330	51	5
13 - SUBURBAN 2-3LN 2WY DIVD RASD					181,248	2,311	901	458	197	31	0
1,141	2,757	970.725	4.015	44.073	185,351	8,526	1,626	680	262	34	0
14 - SUBURBAN 2-3LN 2WY DIVD PAVD					187,761	15,026	6,453	3,839	1,257	224	11
4,815	21,995	9,602.125	2.792	407.712	196,404	56,658	12,498	5,642	1,716	247	14
15 - SUBURBAN 2-3LN 2WY UNDIVD					251,418	12,216	4,932	3,457	1,282	295	15
2,222	19,975	17,616.868	1.259	1,164.912	263,677	44,089	9,169	5,174	1,791	331	21
16 - RURAL 2-3LN 2WY DIVD RASD					354,521	328	131	107	53	13	0
126	506	474.390	1.332	27.256	367,349	1,203	273	164	76	14	0

REPORT..CARPJ85-
DATE...11/10/2020
TIME...10:38:37

FLORIDA - DEPARTMENT OF TRANSPORTATION
C A R - CRASH ANALYSIS REPORTING SYSTEM
SEGMENT BASED CRASH RATE STATISTICS
DISTRICT: ALL COUNTY: ALL FOR 2014 - 2018
USERID: SF945BJ

PAGE NO 2

AS OF: 2020-11-04

COMMENT:

CC	I/A	CRASH	CRASHES	CODE	DESCRIPTIONS	AVG/YEAR	\$/CRASH@CRA	C-NO-INJ	C-POSSIBLE	C-N-INCAP	C-INCAP	C-FATAL	C-NT-FATAL
						CL MILES	\$/CRASH@INJ	P-NO-INJ	P-POSSIBLE	P-N-INCAP	P-INCAP	P-FATAL	P-NT-FATAL
17	-	RURAL	2-3LN	2WY	DIVD PAVD		295,973	2,843	1,080	889	372	86	5
		754	4,521		2,882.268	1.830	191.656	335,708	9,929	2,265	1,372	548	106
18	-	RURAL	2-3LN	2WY	UNDIVD		483,488	11,468	3,973	3,774	1,873	707	13
		1,468	20,340		27,657.185	0.788	3,602.481	535,806	33,680	7,873	5,870	2,942	840
20	-	URBAN	4-5LN	2WY	DIVD RASD		137,102	86,645	31,944	17,151	4,652	748	33
		24,135	117,038		37,288.637	3.785	857.339	131,515	308,110	53,911	23,357	5,725	776
21	-	URBAN	4-5LN	2WY	DIVD PAVD		113,962	82,180	24,397	12,320	3,196	528	24
		23,570	99,075		20,074.326	6.109	475.134	108,246	271,602	41,018	16,444	3,879	556
22	-	URBAN	4-5LN	2WY	UNDIVD		115,588	12,867	3,544	1,922	519	84	6
		2,621	16,321		2,683.858	7.057	88.307	106,477	42,145	5,824	2,599	617	84
23	-	SUBURBAN	4-5LN	2WY	DIVD RASD		226,380	48,290	21,170	13,138	4,774	995	46
		6,150	82,263		50,609.880	1.746	1,123.984	229,317	180,776	38,539	19,255	6,429	1,065
24	-	SUBURBAN	4-5LN	2WY	DIVD PAVD		178,772	6,717	2,393	1,251	346	101	5
		1,194	9,619		4,466.643	2.420	84.773	173,384	23,335	4,079	1,725	459	105
25	-	SUBURBAN	4-5LN	2WY	UNDIVD		231,239	237	107	61	25	5	0
		51	384		202.753	2.145	7.584	211,609	1,046	166	86	28	5
26	-	RURAL	4-5LN	2WY	DIVD RASD		410,716	7,353	2,774	2,503	1,131	368	12
		447	13,694		19,246.801	0.734	920.400	440,219	22,928	5,464	3,974	1,651	421
27	-	RURAL	4-5LN	2WY	DIVD PAVD		378,697	137	45	36	15	6	1
		3	237		432.178	0.555	25.502	400,125	376	69	45	23	7
28	-	RURAL	4-5LN	2WY	UNDIVD		47,601	26	9	4	0	0	0
		0	39		17.531	2.224	1.788	49,753	158	12	8	0	0
30	-	URBAN	6+LN	2WY	DIVD RASD		122,055	239,500	78,040	36,829	10,626	1,721	90
		52,981	313,825		74,813.222	4.902	946.430	117,108	811,959	129,538	50,768	13,297	1,804
31	-	URBAN	6+LN	2WY	DIVD PAVD		152,382	15,635	5,410	2,772	1,095	153	9
		3,780	21,294		4,640.786	5.402	65.208	145,622	55,751	9,574	3,820	1,367	154
32	-	URBAN	6+LN	2WY	UNDIVD		51,893	276	38	21	9	0	0
		48	296		4.681	73.488	0.275	42,995	752	53	26	11	0
33	-	SUBURBAN	6+LN	2WY	DIVD RASD		159,578	46,562	20,001	9,286	3,420	513	19
		6,147	73,654		28,977.482	2.753	348.277	159,979	176,266	35,587	13,259	4,519	543

REPORT..CARPJ85-
 DATE...11/10/2020
 TIME...10:38:37

FLORIDA - DEPARTMENT OF TRANSPORTATION
 C A R - CRASH ANALYSIS REPORTING SYSTEM
 SEGMENT BASED CRASH RATE STATISTICS
 DISTRICT: ALL COUNTY: ALL FOR 2014 - 2018
 USERID: SF945BJ

PAGE NO 3
 AS OF: 2020-11-04

COMMENT:

CC - CRASH RATE CATEGORY	DESCRIPTIONS	AVG/YEAR	\$/CRASH@CRA	C-NO-INJ	C-POSSIBLE	C-N-INCAP	C-INCAP	C-FATAL	C-NT-FATAL		
I/A CRASH	CRASHES	CL MILES	\$/CRASH@INJ	P-NO-INJ	P-POSSIBLE	P-N-INCAP	P-INCAP	P-FATAL	P-NT-FATAL		
34 - SUBURBAN 6+LN 2WY DIVD PAVD			133,308	2,127	553	359	97	18	2		
302	2,854	2,685.456	1.175	21.775	124,157	7,010	876	480	112	19	2
35 - SUBURBAN 6+LN 2WY UNDIVD			24,948	9	0	1	0	0	0		
0	10	0.000	0.000	0.023	13,860	30	0	1	0	0	0
36 - RURAL 6+LN 2WY DIVD RASD			432,869	56	23	18	10	3	0		
3	107	187.472	0.586	10.174	874,530	195	45	41	12	8	0
37 - RURAL 6+LN 2WY DIVD PAVD			38,448	11	3	1	0	0	0		
15	0	0.000	0.000	0.016	27,720	34	4	1	0	0	0
38 - RURAL 6+LN 2WY UNDIVD			0	0	0	0	0	0	0		
0	0	0.000	0.000	0.086	0	0	0	0	0	0	0
40 - URBAN ONE WAY			84,161	30,982	6,842	3,497	870	111	14		
11,110	31,206	3,694.423	11.454	189.961	75,434	95,754	10,788	4,632	1,001	113	18
41 - SUBURBAN ONE WAY			138,599	5,305	1,359	714	190	53	3		
2,212	5,412	3,168.963	2.405	107.218	128,316	16,996	2,274	938	243	53	5
42 - RURAL ONE WAY			122,333	777	265	114	30	6	2		
752	442	351.254	3.399	34.831	114,189	2,354	416	150	40	4	3
77 - UNDEFINED			106,803	11,053	3,470	1,608	436	60	3		
10,811	5,819	0.000	0.000	0.000	105,529	35,046	5,918	2,214	563	66	4
ALL CRASH RATE CATEGORIES			153,698	770,221	261,042	139,825	44,056	8,331	416		
38,041	1185,850	610,932.826	2.003	14,509.642	153,120	2586,702	451,510	195,987	57,408	9,064	580

END OF REPORT

Crash Data

HSMV Report Number	Source	Crash Date	Year	Crash Street Location	Cross Street	Assigned Location	Crash Severity	Crash Type	Weather Condition	Lighting Condition	Road Surface Condition	Vehicle 1 Direction
87527026	CARS	7/10/2018	2018	CHEROKEE AVE N	HILLSBOROUGH AVE E	Hillsborough Ave at I-275 Southbound Ramp Terminal	Severe Injury	Left Turn	Clear	Day	Dry	WB
86843145	CARS	8/2/2017	2017	I-275	HILLSBORO AVE EB	Hillsborough Ave EB at I-275 Northbound Off Ramp	Severe Injury	Left Turn	Rain	Dawn	Wet	WB
87531746	CARS	10/8/2018	2018	CENTRAL AVE N	HILLSBOROUGH AVE E	Hillsborough Ave at Central	Severe Injury	Rear End	Cloudy	Day	Wet	EB
86845919	CARS	9/26/2017	2017	HILLSBOROUGH AVE E	NEBRASKA AVE N	Hillsborough Ave at Nebraska Ave	Fatal	Pedestrian	Cloudy	Day	Dry	EB
87525288	CARS	6/2/2018	2018	CHEROKEE AVE N	HILLSBOROUGH AVE E	Hillsborough Ave at I-275 Southbound Ramp Terminal	Severe Injury	Left Turn	Clear	Dark - Lighted	Dry	WB
88765299	CARS	4/2/2019	2019	HILLSBOROUGH AVE	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Severe Injury	Left Turn	Clear	Day	Dry	WB
86157778	CARS	12/5/2016	2016	NEBRASKA AVE N	HILLSBOROUGH AVE E	Hillsborough Ave at Nebraska Ave	Fatal	Pedestrian	Clear	Dark - Lighted	Dry	WB
87516395	CARS	12/15/2017	2017	N SEMINOLE AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Central Ave	Fatal	Bicycle	Clear	Dark - Lighted	Dry	EB
89962968	CARS	10/4/2020	2020	E MOHAWK AVE	N NEBRASKA AVE	Hillsborough Ave at Nebraska Ave	Severe Injury	Rear End	Cloudy	Day	Dry	SB
86838041	CARS	2/19/2017	2017	I 275 FRONTAGE RD	HILLSBOROUGH AVE E	Hillsborough Ave at I-275 Southbound Ramp Terminal	Severe Injury	Hit Fixed Object	Clear	Dark - Lighted	Dry	EB
89166776	CARS	2/25/2020	2020	HILLSBOROUGH AVE	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Severe Injury	Left Turn	Clear	Dark - Lighted	Dry	WB
89173321	SignalFour	9/21/2020	2020	N SEMINOLE AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Central	Property Damage Only	Sideswipe	Clear	Day	Dry	EB
89161707	SignalFour	11/13/2019	2019	N SEMINOLE AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Central	Moderate Injury	Rear End	Clear	Day	Dry	EB
89171679	SignalFour	8/11/2020	2020	N CENTRAL AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Central	Property Damage Only	Rear End	Clear	Day	Dry	EB
89160785	SignalFour	10/25/2019	2019	N CENTRAL AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Central	Property Damage Only	Rear End	Cloudy	Day	Wet	EB
89157928	SignalFour	7/17/2019	2019			Hillsborough Ave at Central	Minor Injury	Rear End	Clear	Day	Dry	EB
88764993	SignalFour	3/28/2019	2019	N CENTRAL AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Central	Minor Injury	Rear End	Clear	Day	Dry	EB
89170185	SignalFour	6/23/2020	2020	N CENTRAL AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Central	Property Damage Only	Sideswipe	Clear	Day	Dry	EB
87516121	SignalFour	12/9/2017	2017	N CENTRAL AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Central	Property Damage Only	Rear End	Clear	Day	Wet	EB
87516378	SignalFour	12/14/2017	2017	N CENTRAL AVE	W HILLSBOROUGH AVE	Hillsborough Ave at Central	Minor Injury	Sideswipe	Clear	Day	Dry	WB
87530140	SignalFour	9/8/2018	2018	N CENTRAL AVE	W HILLSBOROUGH AVE	Hillsborough Ave at Central	Property Damage Only	Sideswipe	Clear	Day	Dry	EB
86844726	SignalFour	8/31/2017	2017	N CENTRAL AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Central	Property Damage Only	Rear End	Clear	Day	Dry	EB
87521651	SignalFour	3/28/2018	2018	N CENTRAL AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Central	Property Damage Only	Rear End	Clear	Day	Dry	EB
89166876	SignalFour	1/25/2020	2020	N CENTRAL AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Central	Property Damage Only	Sideswipe	Clear	Day	Dry	WB
86846766	SignalFour	10/13/2017	2017	N CENTRAL AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Central	Property Damage Only	Rear End	Clear	Day	Dry	EB
87533202	SignalFour	11/3/2018	2018	N CENTRAL AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Central Ave	Property Damage Only	Rear End	Clear	Dark - Lighted	Dry	EB
86843538	SignalFour	8/10/2017	2017	N CENTRAL AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Central	Minor Injury	Rear End	Clear	Day	Dry	EB
87516606	SignalFour	12/18/2017	2017	N CENTRAL AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Central Ave	Minor Injury	Rear End	Clear	Dark - Lighted	Dry	EB
86157687	SignalFour	11/30/2016	2016	N CENTRAL AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Central	Property Damage Only	Rear End	Clear	Day	Dry	EB
89963818	SignalFour	10/25/2020	2020	N CENTRAL AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Central	Minor Injury	Angle	Clear	Day	Dry	WB
89965184	SignalFour	11/29/2020	2020	N CENTRAL AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Central Ave	Property Damage Only	Angle	Clear	Dark - Lighted	Dry	WB
88761413	SignalFour	1/20/2019	2019	E HILLSBOROUGH AVE	N CENTRAL AVE	Hillsborough Ave at Central	Property Damage Only	Angle	Cloudy	Day	Dry	WB
89166962	SignalFour	2/27/2020	2020	N CENTRAL AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Central Ave	Minor Injury	Rear End	Clear	Dark - Lighted	Dry	EB
89169491	SignalFour	5/30/2020	2020	E HILLSBOROUGH AVE	N CENTRAL AVE	Hillsborough Ave at Central	Minor Injury	Left Turn	Clear	Day	Dry	WB
89166104	SignalFour	2/12/2020	2020	N CENTRAL AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Central	Minor Injury	Angle	Clear	Day	Dry	EB
87523786	SignalFour	5/7/2018	2018	E HILLSBOROUGH AVE	N CENTRAL AVE	Hillsborough Ave at Central	Minor Injury	Left Turn	Clear	Day	Dry	WB
89163611	SignalFour	12/20/2019	2019	N CENTRAL AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Central	Property Damage Only	Rear End	Clear	Day	Dry	EB

Crash Data

HSMV Report Number	Source	Crash Date	Year	Crash Street Location	Cross Street	Assigned Location	Crash Severity	Crash Type	Weather Condition	Lighting Condition	Road Surface Condition	Vehicle 1 Direction
89169819	SignalFour	6/11/2020	2020	E HILLSBOROUGH AVE	N CENTRAL AVE	Hillsborough Ave at Central	Moderate Injury	Angle	Clear	Day	Dry	EB
89157492	SignalFour	8/16/2019	2019	E HILLSBOROUGH AVE	N CENTRAL AVE	Hillsborough Ave at Central	Property Damage Only	Left Turn	Rain	Day	Wet	WB
89163132	SignalFour	12/11/2019	2019	N CENTRAL AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Central	Property Damage Only	Rear End	Clear	Day	Dry	WB
89159104	SignalFour	9/25/2019	2019	E HILLSBOROUGH AVE	N CENTRAL AVE	Hillsborough Ave at Central	Minor Injury	Angle	Clear	Day	Dry	WB
86150243	SignalFour	2/23/2016	2016	N CENTRAL AVE	HILLSBORO AVE	Hillsborough Ave at Central	Minor Injury	Rear End	Clear	Day	Dry	EB
87521122	SignalFour	3/19/2018	2018	N CENTRAL AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Central	Minor Injury	Rear End	Clear	Day	Dry	WB
87530517	SignalFour	9/15/2018	2018	N CENTRAL AVE	W HILLSBOROUGH AVE	Hillsborough Ave at Central	Minor Injury	Angle	Clear	Day	Dry	WB
87518531	SignalFour	1/28/2018	2018	N CENTRAL AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Central	Moderate Injury	Angle	Rain	Day	Wet	WB
87516055	SignalFour	12/8/2017	2017	N CENTRAL AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Central	Minor Injury	Angle	Clear	Day	Dry	WB
86839746	SignalFour	4/14/2017	2017	N CENTRAL AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Central	Property Damage Only	Sideswipe	Clear	Day	Dry	WB
86151868	SignalFour	4/25/2016	2016	E HILLSBOROUGH AVE	N CENTRAL AVE	Hillsborough Ave at Central	Minor Injury	Bicycle	Clear	Day	Dry	NB
86150515	SignalFour	3/4/2016	2016	N CENTRAL AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Central	Property Damage Only	Angle	Clear	Day	Dry	EB
86076944	SignalFour	1/28/2016	2016	N CENTRAL AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Central	Property Damage Only	Left Turn	Rain	Other	Wet	EB
86157204	SignalFour	11/13/2016	2016	N CENTRAL AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Central	Moderate Injury	Rear End	Clear	Dusk	Dry	WB
86151381	SignalFour	4/7/2016	2016	N CENTRAL AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Central	Property Damage Only	Rear End	Rain	Day	Wet	WB
87514255	SignalFour	11/3/2017	2017	N CENTRAL AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Central	Property Damage Only	Rear End	Clear	Day	Dry	WB
87515775	SignalFour	12/4/2017	2017	N CENTRAL AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Central	Moderate Injury	Sideswipe	Clear	Day	Dry	WB
86154689	SignalFour	8/10/2016	2016	N CENTRAL AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Central	Property Damage Only	Angle	Clear	Day	Dry	EB
86156701	SignalFour	10/26/2016	2016	N CENTRAL AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Central	Minor Injury	Angle	Clear	Day	Dry	WB
86155359	SignalFour	9/6/2016	2016	N CENTRAL AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Central	Property Damage Only	Left Turn	Clear	Day	Dry	EB
86154106	SignalFour	7/17/2016	2016	E HILLSBOROUGH AVE	N CENTRAL AVE	Hillsborough Ave at Central	Minor Injury	Bicycle	Clear	Dark - Lighted	Dry	NB
86159023	SignalFour	1/18/2017	2017	HILLSBORO AVE	N CENTRAL AVE	Hillsborough Ave at Central	Moderate Injury	Bicycle	Clear	Dark - Lighted	Dry	WB
86844630	SignalFour	8/30/2017	2017	E HILLSBOROUGH AVE	N CENTRAL AVE	Hillsborough Ave at Central	Property Damage Only	Left Turn	Clear	Day	Dry	EB
86151410	SignalFour	4/7/2016	2016	E HILLSBOROUGH AVE	N CENTRAL AVE	Hillsborough Ave at Central	Minor Injury	Hit Fixed Object	Clear	Day	Dry	WB
86839616	SignalFour	4/9/2017	2017	N CENTRAL AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Central	Property Damage Only	Angle	Clear	Day	Dry	EB
86839378	SignalFour	3/30/2017	2017	N CENTRAL AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Central	Moderate Injury	Angle	Clear	Day	Dry	WB
89160639	SignalFour	10/23/2019	2019	N CENTRAL AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Central	Property Damage Only	Rear End	Clear	Day	Dry	WB
87530767	SignalFour	9/20/2018	2018	N CENTRAL AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Central	Property Damage Only	Sideswipe	Clear	Day	Dry	WB
87519440	SignalFour	2/15/2018	2018	N CENTRAL AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Central	Moderate Injury	Angle	Clear	Day	Dry	EB
87525821	SignalFour	6/14/2018	2018	N CENTRAL AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Central	Minor Injury	Sideswipe	Clear	Day	Dry	WB
87520918	SignalFour	3/14/2018	2018	N CENTRAL AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Central	Property Damage Only	Single Vehicle	Clear	Day	Dry	SB
86157847	SignalFour	12/6/2016	2016	E HILLSBOROUGH AVE	N CENTRAL AVE	Hillsborough Ave at Central	Minor Injury	Bicycle	Clear	Day	Dry	NB
89162761	SignalFour	12/5/2019	2019	N CENTRAL AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Central	Property Damage Only	Rear End	Clear	Dawn	Dry	EB
89165871	SignalFour	2/7/2020	2020	E HILLSBOROUGH AVE	N CENTRAL AVE	Hillsborough Ave at Central	Property Damage Only	Left Turn	Clear	Day	Dry	EB
89167603	SignalFour	3/10/2020	2020	E HILLSBOROUGH AVE	N CENTRAL AVE	Hillsborough Ave at Central	Property Damage Only	Sideswipe	Clear	Day	Dry	SB
88765188	SignalFour	3/31/2019	2019	E HILLSBOROUGH AVE	N CENTRAL AVE	Hillsborough Ave at Central	Property Damage Only	Angle	Clear	Dark - Lighted	Dry	WB
88763678	SignalFour	3/4/2019	2019	E HILLSBOROUGH AVE	N CENTRAL AVE	Hillsborough Ave at Central	Minor Injury	Angle	Rain	Lighted	Wet	WB
89169912	SignalFour	6/14/2020	2020	N CENTRAL AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Central	Moderate Injury	Angle	Clear	Day	Dry	WB
89171660	SignalFour	8/10/2020	2020	E HILLSBOROUGH AVE	N CENTRAL AVE	Hillsborough Ave at Central	Minor Injury	Angle	Clear	Day	Dry	WB
89159592	SignalFour	10/4/2019	2019	N CENTRAL AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Central	Minor Injury	Angle	Clear	Day	Dry	EB
86845022	SignalFour	9/6/2017	2017	N CENTRAL AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Central	Moderate Injury	Left Turn	Clear	Day	Dry	WB
86152238	SignalFour	5/7/2016	2016	N CENTRAL AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Central	Minor Injury	Rear End	Clear	Day	Dry	EB
87519931	SignalFour	2/24/2018	2018	N CENTRAL AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Central	Property Damage Only	Rear End	Clear	Day	Dry	EB
86156118	SignalFour	10/5/2016	2016	N CENTRAL AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Central	Property Damage Only	Left Turn	Clear	Dark - Lighted	Dry	WB
86845570	SignalFour	9/20/2017	2017	N CENTRAL AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Central	Property Damage Only	Rear End	Clear	Day	Dry	EB
87515183	SignalFour	11/22/2017	2017	N CENTRAL AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Central	Property Damage Only	Rear End	Clear	Day	Dry	EB

Crash Data

HSMV Report Number	Source	Crash Date	Year	Crash Street Location	Cross Street	Assigned Location	Crash Severity	Crash Type	Weather Condition	Lighting Condition	Road Surface Condition	Vehicle 1 Direction
86840780	SignalFour	5/21/2017	2017	N CENTRAL AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Central Ave	Minor Injury	Sideswipe	Clear	Dark - Lighted	Dry	EB
87534053	SignalFour	11/21/2018	2018	N CENTRAL AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Central Ave	Property Damage Only	Left Turn	Clear	Day	Dry	WB
87534050	SignalFour	11/20/2018	2018	N CENTRAL AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Central Ave	Property Damage Only	Rear End	Clear	Day	Dry	EB
86150332	SignalFour	2/26/2016	2016	N CENTRAL AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Central Ave	Property Damage Only	Rear End	Clear	Dark - Lighted	Dry	EB
87522024	SignalFour	4/3/2018	2018	N CENTRAL AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Central Ave	Property Damage Only	Rear End	Clear	Day	Dry	EB
86157409	SignalFour	11/19/2016	2016	E HILLSBOROUGH AVE	N CENTRAL AVE	Hillsborough Ave at Central Ave	Property Damage Only	Rear End	Clear	Day	Dry	NB
89963366	SignalFour	10/14/2020	2020	N CENTRAL AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Central Ave	Moderate Injury	Angle	Clear	Day	Dry	WB
88766402	SignalFour	4/22/2019	2019	E HILLSBOROUGH AVE	N CENTRAL AVE	Hillsborough Ave at Central Ave	Moderate Injury	Sideswipe	Clear	Day	Dry	SB
86156578	SignalFour	10/22/2016	2016		E HILLSBOROUGH AVE	Hillsborough Ave at Central Ave	Property Damage Only	Rear End	Clear	Dark - Lighted	Dry	WB
88765601	SignalFour	4/8/2019	2019	E HILLSBOROUGH AVE	N CENTRAL AVE	Hillsborough Ave at Central Ave	Minor Injury	Angle	Clear	Day	Dry	EB
89168718	SignalFour	4/29/2020	2020	N CENTRAL AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Central Ave	Moderate Injury	Angle	Clear	Day	Dry	EB
89167466	SignalFour	3/7/2020	2020	E HILLSBOROUGH AVE	N CENTRAL AVE	Hillsborough Ave at Central Ave	Minor Injury	Left Turn	Clear	Dark - Lighted	Dry	SB
89165017	SignalFour	1/8/2020	2020	E HILLSBOROUGH AVE	N CENTRAL AVE	Hillsborough Ave at Central Ave	Minor Injury	Angle	Clear	Dark - Lighted	Dry	NB
88762715	SignalFour	2/14/2019	2019	N CENTRAL AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Central Ave	Property Damage Only	Rear End	Clear	Day	Dry	WB
89157363	SignalFour	8/21/2019	2019	E HILLSBOROUGH AVE	N CENTRAL AVE	Hillsborough Ave at Central Ave	Minor Injury	Rear End	Clear	Day	Dry	NB
89172081	SignalFour	8/22/2020	2020	E HILLSBOROUGH AVE	N CENTRAL AVE	Hillsborough Ave at Central Ave	Property Damage Only	Angle	Rain	Dark - Lighted	Wet	WB
89159010	SignalFour	9/20/2019	2019	N CENTRAL AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Central Ave	Property Damage Only	Angle	Cloudy	Day	Dry	WB
86841613	SignalFour	6/20/2017	2017	N CENTRAL AVE	W HILLSBOROUGH AVE	Hillsborough Ave at Central Ave	Minor Injury	Rear End	Cloudy	Day	Dry	WB
86159184	SignalFour	1/25/2017	2017	N CENTRAL AVE	HILLSBOROUGH AVE	Hillsborough Ave at Central Ave	Moderate Injury	Right Turn	Clear	Day	Dry	SB
89155883	SignalFour	7/24/2019	2019	N CENTRAL AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Central Ave	Property Damage Only	Rear End	Rain	Day	Wet	EB
89163207	SignalFour	12/12/2019	2019	N CENTRAL AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Central Ave	Property Damage Only	Left Turn	Clear	Dark - Lighted	Dry	SB
87533565	SignalFour	11/10/2018	2018	N CENTRAL AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Central Ave	Property Damage Only	Rear End	Clear	Day	Dry	WB
88768041	SignalFour	5/22/2019	2019	N CENTRAL AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Central Ave	Property Damage Only	Rear End	Clear	Day	Dry	EB
86843554	SignalFour	8/10/2017	2017	N CENTRAL AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Central Ave	Minor Injury	Rear End	Clear	Day	Dry	EB
86076939	SignalFour	1/28/2016	2016	N CENTRAL AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Central Ave	Property Damage Only	Sideswipe	Rain	Dark - Lighted	Wet	WB
89165139	SignalFour	1/24/2020	2020	N CENTRAL AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Central Ave	Property Damage Only	Sideswipe	Clear	Dark - Lighted	Dry	WB
88759560	SignalFour	12/11/2018	2018	N CENTRAL AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Central Ave	Property Damage Only	Sideswipe	Clear	Day	Dry	WB
89160659	SignalFour	10/22/2019	2019	HILLSBOROUGH AVE/US-92/SR-600/S I-275/SR-93 RAMP	E HILLSBOROUGH AVE	Hillsborough Ave at Central Ave	Minor Injury	Rear End	Clear	Dark - Lighted	Dry	EB
86156353	SignalFour	10/14/2016	2016		E HILLSBOROUGH AVE	Hillsborough Ave at Central Ave	Minor Injury	Left Turn	Clear	Day	Dry	WB
87517568	SignalFour	1/9/2018	2018		E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Property Damage Only	Rear End	Clear	Day	Dry	EB
89160562	SignalFour	10/21/2019	2019	HILLSBOROUGH AVE/US-92/SR-600/S I-275/SR-93 RAMP	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Property Damage Only	Sideswipe	Clear	Day	Dry	EB
89170623	SignalFour	7/9/2020	2020	N CENTRAL AVE	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Property Damage Only	Sideswipe	Clear	Day	Dry	WB
88217168	SignalFour	11/13/2019	2019	SLIGH AVE	I - 275	Hillsborough Ave at I-275 Southbound Ramp Terminal	Minor Injury	Rear End	Clear	Day	Dry	SB
85261855	SignalFour	1/18/2016	2016	MM 47	I-275	Hillsborough Ave at I-275 Southbound Ramp Terminal	Minor Injury	Rear End	Clear	Day	Dry	SB

Crash Data

HSMV Report Number	Source	Crash Date	Year	Crash Street Location	Cross Street	Assigned Location	Crash Severity	Crash Type	Weather Condition	Lighting Condition	Road Surface Condition	Vehicle 1 Direction
87998325	SignalFour	9/21/2018	2018	MM46	I-275	Hillsborough Ave at I-275 Southbound Ramp Terminal	Moderate Injury	Single Vehicle	Clear	Day	Dry	SB
86155588	SignalFour	9/13/2016	2016	N CHEROKEE AVE HILLSBOROUGH AVE/SR-600/US-92/N CHEROKEE	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Moderate Injury	Rear End	Cloudy	Day	Dry	EB
89167998	SignalFour	3/19/2020	2020	AVE/S I-2	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Minor Injury	Sideswipe	Clear	Day	Dry	WB
86838514	SignalFour	3/5/2017	2017	N CENTRAL AVE HILLSBOROUGH AVE/SR-600/US-92/N CHEROKEE	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Property Damage Only	Right Turn	Clear	Dark - Lighted	Dry	SB
88762620	SignalFour	2/13/2019	2019	AVE/S I-2	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Property Damage Only	Rear End	Rain	Day	Wet	EB
85320870	SignalFour	6/4/2016	2016	MM 47 HILLSBOROUGH AVE/SR-600/US-92/N CHEROKEE	I-275	Hillsborough Ave at I-275 Southbound Ramp Terminal	Minor Injury	Rear End	Cloudy	Day	Dry	SB
89165052	SignalFour	1/23/2020	2020	AVE/S I-2	E HILLSBOROUGH AVE RAMP FROM E	Hillsborough Ave at I-275 Southbound Ramp Terminal	Minor Injury	Right Turn	Clear	Day	Dry	WB
89159213	SignalFour	9/27/2019	2019	E HILLSBOROUGH AVE HILLSBOROUGH AVE/SR-600/US-92/N CHEROKEE	HILLSBOROUGH AVE TO I-275 S	Hillsborough Ave at I-275 Southbound Ramp Terminal	Property Damage Only	Rear End	Clear	Day	Dry	SB
87519978	SignalFour	2/25/2018	2018	AVE/S I-2	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Minor Injury	Rear End	Clear	Dark - Lighted	Dry	EB
88763841	SignalFour	3/6/2019	2019	HILLSBOROUGH AVE/SR-600/US-92/N CHEROKEE	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Minor Injury	Left Turn	Clear	Dusk	Dry	WB
88420590	SignalFour	12/1/2020	2020	HILLSBOROUGH AVE	I - 275	Hillsborough Ave at I-275 Southbound Ramp Terminal	Property Damage Only	Rear End	Clear	Day	Dry	SB
87532696	SignalFour	10/25/2018	2018	S I-275/SR-93 RAMP HILLSBOROUGH AVE/SR-600/US-92/N CHEROKEE	N CHEROKEE AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Property Damage Only	Sideswipe	Clear	Dusk	Dry	WB
88764675	SignalFour	1/22/2019	2019	AVE/S I-2	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Moderate Injury	Left Turn	Clear	Day	Dry	NB
89161730	SignalFour	11/13/2019	2019	S I-275/SR-93 RAMP HILLSBOROUGH AVE/SR-600/US-92/N CHEROKEE	N CHEROKEE AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Property Damage Only	Rear End	Cloudy	Day	Dry	SB
89165551	SignalFour	2/1/2020	2020	AVE/S I-2	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Property Damage Only	Right Turn	Rain	Dark - Lighted	Wet	SB
89168046	SignalFour	3/21/2020	2020	HILLSBOROUGH AVE/SR-600/US-92/N CHEROKEE	E HILLSBOROUGH AVE RAMP FROM E	Hillsborough Ave at I-275 Southbound Ramp Terminal	Property Damage Only	Angle	Clear	Day	Dry	WB
88763893	SignalFour	3/7/2019	2019	E HILLSBOROUGH AVE HILLSBOROUGH AVE/SR-600/US-92/N CHEROKEE	HILLSBOROUGH AVE TO I-275 S	Hillsborough Ave at I-275 Southbound Ramp Terminal	Property Damage Only	Rear End	Clear	Day	Dry	WB
89165255	SignalFour	1/27/2020	2020	AVE/S I-2	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Minor Injury	Left Turn	Clear	Dawn	Wet	WB
89158740	SignalFour	9/18/2019	2019	HILLSBOROUGH AVE/SR-600/US-92/N CHEROKEE	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Property Damage Only	Left Turn	Clear	Day	Dry	WB

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HSMV Report Number	Source	Crash Date	Year	Crash Street Location	Cross Street	Assigned Location	Crash Severity	Crash Type	Weather Condition	Lighting Condition	Road Surface Condition	Vehicle 1 Direction
88766809	SignalFour	4/30/2019	2019	HILLSBOROUGH AVE/SR-600/US-92/N CHEROKEE AVE/S I-2	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Minor Injury	Left Turn	Clear	Day	Dry	SB
88762237	SignalFour	2/5/2019	2019	HILLSBOROUGH AVE/SR-600/US-92/N CHEROKEE AVE/S I-2	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Minor Injury	Left Turn	Clear	Dark - Lighted	Dry	WB
87516769	SignalFour	12/21/2017	2017	HILLSBOROUGH AVE/SR-600/US-92/N CHEROKEE AVE/S I-2	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Minor Injury	Left Turn	Clear	Day	Dry	WB
89964192	SignalFour	11/3/2020	2020	S I-275/SR-93 RAMP HILLSBOROUGH AVE/SR-600/US-92/N CHEROKEE AVE/S I-2	N CHEROKEE AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Property Damage Only	Rear End	Clear	Dark - Lighted	Dry	WB
88767081	SignalFour	5/4/2019	2019	HILLSBOROUGH AVE/SR-600/US-92/N CHEROKEE AVE/S I-2	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Property Damage Only	Left Turn	Clear	Dark - Lighted	Dry	WB
89167178	SignalFour	3/2/2020	2020	E HILLSBOROUGH AVE	N CHEROKEE AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Property Damage Only	Sideswipe	Clear	Dark - Lighted	Dry	SB
89170565	SignalFour	7/6/2020	2020	W HILLSBOROUGH AVE	N CHEROKEE AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Property Damage Only	Angle	Clear	Day	Dry	WB
86158749	SignalFour	1/10/2017	2017	N CHEROKEE AVE	US-92	Hillsborough Ave at I-275 Southbound Ramp Terminal	Property Damage Only	Rear End	Clear	Day	Dry	EB
87523971	SignalFour	5/10/2018	2018	E HILLSBOROUGH AVE HILLSBOROUGH AVE/SR-600/US-92/N CHEROKEE AVE/S I-2	N CHEROKEE AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Property Damage Only	Rear End	Clear	Day	Dry	SB
88768466	SignalFour	5/30/2019	2019	HILLSBOROUGH AVE/SR-600/US-92/N CHEROKEE AVE/S I-2	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Property Damage Only	Left Turn	Clear	Day	Dry	SB
87518765	SignalFour	2/1/2018	2018	HILLSBOROUGH AVE/SR-600/US-92/N CHEROKEE AVE/S I-2	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Moderate Injury	Rear End	Clear	Dark - Lighted	Dry	EB
89965979	SignalFour	12/18/2020	2020	HILLSBOROUGH AVE/SR-600/US-92/N CHEROKEE AVE/S I-2	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Moderate Injury	Left Turn	Clear	Dark - Lighted	Dry	WB
89164346	SignalFour	1/9/2020	2020	E HILLSBOROUGH AVE/SR-600/US-92/N CHEROKEE AVE RAM	I-275	Hillsborough Ave at I-275 Southbound Ramp Terminal	Minor Injury	Rear End	Clear	Day	Dry	EB
89156653	SignalFour	8/8/2019	2019	S I-275/SR-93 RAMP HILLSBOROUGH AVE/SR-600/US-92/N CHEROKEE AVE/S I-2	N CHEROKEE AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Property Damage Only	Rear End	Clear	Day	Dry	WB
89162099	SignalFour	11/20/2019	2019	HILLSBOROUGH AVE/SR-600/US-92/N CHEROKEE AVE/S I-2	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Minor Injury	Left Turn	Clear	Dark - Lighted	Dry	WB
89172003	SignalFour	8/21/2020	2020	HILLSBOROUGH AVE/SR-600/US-92/N CHEROKEE AVE/S I-2	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Moderate Injury	Left Turn	Clear	Day	Dry	WB
88761371	SignalFour	1/18/2019	2019	HILLSBOROUGH AVE/SR-600/US-92/N CHEROKEE AVE/S I-2	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Property Damage Only	Left Turn	Clear	Day	Dry	SB
88766195	SignalFour	4/18/2019	2019	HILLSBOROUGH AVE/SR-600/US-92/N CHEROKEE AVE/S I-2	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Minor Injury	Left Turn	Clear	Day	Dry	WB
89962926	SignalFour	10/3/2020	2020	S I-275/SR-93 RAMP	N CHEROKEE AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Minor Injury	Left Turn	Rain	Dark - Lighted	Wet	SB

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HSMV Report Number	Source	Crash Date	Year	Crash Street Location	Cross Street	Assigned Location	Crash Severity	Crash Type	Weather Condition	Lighting Condition	Road Surface Condition	Vehicle 1 Direction
89963423	SignalFour	10/15/2020	2020	HILLSBOROUGH AVE/SR-600/US-92/N CHEROKEE AVE/S I-2	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Moderate Injury	Left Turn	Clear	Dusk	Dry	WB
85472989	SignalFour	1/30/2017	2017	US-92	N CHEROKEE AVE	Southbound Ramp Terminal	Minor Injury	Rear End	Clear	Day	Dry	SB
87516388	SignalFour	12/14/2017	2017	HILLSBOROUGH AVE/SR-600/US-92/N CHEROKEE AVE/S I-2	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Minor Injury	Left Turn	Clear	Dark - Lighted	Dry	WB
89154875	SignalFour	7/1/2019	2019	HILLSBOROUGH AVE/SR-600/US-92/N CHEROKEE AVE/S I-2	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Property Damage Only	Left Turn	Clear	Dark - Lighted	Dry	SB
89165297	SignalFour	1/27/2020	2020	HILLSBOROUGH AVE/SR-600/US-92/N CHEROKEE AVE/S I-2	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Property Damage Only	Left Turn	Clear	Day	Dry	U
88762879	SignalFour	2/17/2019	2019	HILLSBOROUGH AVE/SR-600/US-92/N CHEROKEE AVE/S I-2	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Property Damage Only	Left Turn	Clear	Day	Dry	SB
89162449	SignalFour	11/27/2019	2019	HILLSBOROUGH AVE/SR-600/US-92/N CHEROKEE AVE/S I-2	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Property Damage Only	Left Turn	Clear	Day	Dry	WB
88763591	SignalFour	3/1/2019	2019	HILLSBOROUGH AVE/SR-600/US-92/N CHEROKEE AVE/S I-2	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Minor Injury	Sideswipe	Clear	Day	Dry	EB
89169438	SignalFour	5/28/2020	2020	S I-275/SR-93 RAMP	N CHEROKEE AVE	Southbound Ramp Terminal	Moderate Injury	Left Turn	Clear	Day	Dry	SB
86153762	SignalFour	6/30/2016	2016	CHEROKEE AVE	US-92	Southbound Ramp Terminal	Minor Injury	Rear End	Rain	Day	Wet	WB
87514426	SignalFour	11/7/2017	2017	N CHEROKEE AVE	E HILLSBOROUGH AVE	Southbound Ramp Terminal	Minor Injury	Rear End	Clear	Dark - Lighted	Dry	WB
86153281	SignalFour	6/15/2016	2016	N CHEROKEE AVE	E HILLSBOROUGH AVE	Southbound Ramp Terminal	Moderate Injury	Sideswipe	Clear	Day	Dry	WB
87523355	SignalFour	4/28/2018	2018	E HILLSBOROUGH AVE	N CHEROKEE AVE	Southbound Ramp Terminal	Minor Injury	Hit Fixed Object	Clear	Day	Dry	SB
87515063	SignalFour	11/19/2017	2017	N CHEROKEE AVE	E HILLSBOROUGH AVE	Southbound Ramp Terminal	Property Damage Only	Rear End	Rain	Day	Wet	WB
87530842	SignalFour	9/21/2018	2018	N CHEROKEE AVE	E HILLSBOROUGH AVE	Southbound Ramp Terminal	Minor Injury	Pedestrian	Clear	Day	Dry	WB
87514669	SignalFour	11/10/2017	2017	N CHEROKEE AVE	E HILLSBOROUGH AVE	Southbound Ramp Terminal	Property Damage Only	Rear End	Clear	Dark - Lighted	Dry	WB
89171567	SignalFour	8/7/2020	2020	N CHEROKEE AVE	E HILLSBOROUGH AVE	Southbound Ramp Terminal	Property Damage Only	Rear End	Clear	Day	Dry	WB
89168106	SignalFour	3/24/2020	2020	N CHEROKEE AVE	E HILLSBOROUGH AVE	Southbound Ramp Terminal	Property Damage Only	Left Turn	Clear	Day	Dry	WB
86153040	SignalFour	6/7/2016	2016	CHEROKEE AVE	HILLSBOROUGH AVE	Southbound Ramp Terminal	Moderate Injury	Angle	Rain	Dark - Lighted	Wet	WB
86847447	SignalFour	10/27/2017	2017	N CHEROKEE AVE	E HILLSBOROUGH AVE	Southbound Ramp Terminal	Property Damage Only	Left Turn	Clear	Dawn	Dry	WB
86158694	SignalFour	1/7/2017	2017	N CHEROKEE AVE	E HILLSBOROUGH AVE	Southbound Ramp Terminal	Property Damage Only	Left Turn	Clear	Dark - Lighted	Dry	WB
86076269	SignalFour	1/2/2016	2016	N CHEROKEE AVE	E HILLSBOROUGH AVE	Southbound Ramp Terminal	Property Damage Only	Left Turn	Clear	Day	Dry	WB

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HSMV Report Number	Source	Crash Date	Year	Crash Street Location	Cross Street	Assigned Location	Crash Severity	Crash Type	Weather Condition	Lighting Condition	Road Surface Condition	Vehicle 1 Direction
86076986	SignalFour	1/29/2016	2016	N CHEROKEE AVE	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Minor Injury	Left Turn	Clear	Dark - Lighted	Dry	WB
86156157	SignalFour	10/6/2016	2016	N CHEROKEE AVE	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Property Damage Only	Left Turn	Rain	Day	Wet	WB
86157082	SignalFour	11/9/2016	2016	E HILLSBOROUGH AVE	N CHEROKEE AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Property Damage Only	Sideswipe	Clear	Day	Dry	SB
86157708	SignalFour	12/2/2016	2016	E HILLSBOROUGH AVE	N CHEROKEE AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Property Damage Only	Rear End	Clear	Day	Dry	SB
86838089	SignalFour	2/20/2017	2017	N CHEROKEE AVE	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Moderate Injury	Left Turn	Clear	Dark - Lighted	Dry	WB
86839030	SignalFour	3/22/2017	2017	N CHEROKEE AVE	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Minor Injury	Left Turn	Clear	Day	Dry	WB
87514883	SignalFour	11/16/2017	2017	N CHEROKEE AVE	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Minor Injury	Left Turn	Clear	Day	Dry	WB
86150429	SignalFour	3/2/2016	2016	E HILLSBOROUGH AVE	N CHEROKEE AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Property Damage Only	Sideswipe	Clear	Dark - Lighted	Dry	SB
86150946	SignalFour	3/22/2016	2016	N CHEROKEE AVE	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Moderate Injury	Left Turn	Clear	Day	Dry	WB
86158486	SignalFour	12/31/2016	2016	HILLSBOROUGH AVE	N CHEROKEE AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Property Damage Only	Angle	Clear	Dark - Lighted	Dry	EB
86838840	SignalFour	3/16/2017	2017	N CHEROKEE AVE	HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Minor Injury	Angle	Clear	Day	Dry	EB
86842644	SignalFour	7/24/2017	2017	N CHEROKEE AVE	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Moderate Injury	Left Turn	Clear	Day	Dry	WB
88760755	SignalFour	1/6/2019	2019	N CHEROKEE AVE	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Property Damage Only	Angle	Clear	Dark - Lighted	Dry	WB
86151444	SignalFour	4/8/2016	2016	N CHEROKEE AVE	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Property Damage Only	Left Turn	Clear	Dark - Lighted	Dry	WB
86151049	SignalFour	3/24/2016	2016	N CHEROKEE AVE	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Property Damage Only	Left Turn	Clear	Dark - Lighted	Dry	WB
86838150	SignalFour	2/22/2017	2017	N CHEROKEE AVE	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Minor Injury	Left Turn	Cloudy	Day	Dry	WB
86839522	SignalFour	4/6/2017	2017	N CHEROKEE AVE	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Property Damage Only	Left Turn	Clear	Day	Dry	WB
86153980	SignalFour	7/14/2016	2016	N CHEROKEE AVE	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Property Damage Only	Sideswipe	Clear	Day	Dry	SB
86150574	SignalFour	3/7/2016	2016	N CHEROKEE AVE	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Moderate Injury	Left Turn	Clear	Dark - Lighted	Dry	WB
86150572	SignalFour	3/7/2016	2016	N CHEROKEE AVE	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Property Damage Only	Left Turn	Clear	Day	Dry	WB
87529444	SignalFour	8/27/2018	2018	E HILLSBOROUGH AVE	N CHEROKEE AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Moderate Injury	Sideswipe	Clear	Dark - Lighted	Dry	SB
86844539	SignalFour	8/28/2017	2017	N CHEROKEE AVE	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Minor Injury	Left Turn	Rain	Day	Wet	WB
87521824	SignalFour	3/30/2018	2018	N CHEROKEE AVE	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Property Damage Only	Left Turn	Cloudy	Day	Dry	EB
87527633	SignalFour	7/22/2018	2018	N CHEROKEE AVE	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Minor Injury	Left Turn	Rain	Dark - Lighted	Wet	SB
87527355	SignalFour	7/17/2018	2018	N CHEROKEE AVE	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Minor Injury	Rear End	Rain	Day	Wet	WB

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87519333	SignalFour	2/13/2018	2018	N CHEROKEE AVE	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Property Damage Only	Left Turn	Clear	Day	Dry	WB
87517806	SignalFour	1/13/2018	2018	N CHEROKEE AVE	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Property Damage Only	Left Turn	Clear	Dark - Lighted	Dry	WB
87529725	SignalFour	8/31/2018	2018	N CHEROKEE AVE	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Property Damage Only	Left Turn	Clear	Day	Dry	EB
87520236	SignalFour	3/2/2018	2018	N CHEROKEE AVE	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Property Damage Only	Left Turn	Clear	Day	Dry	EB
87519836	SignalFour	2/22/2018	2018	N CHEROKEE AVE	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Property Damage Only	Left Turn	Clear	Dark - Lighted	Dry	SB
87523403	SignalFour	4/29/2018	2018	N CHEROKEE AVE	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Property Damage Only	Rear End	Clear	Day	Dry	SB
87529988	SignalFour	9/5/2018	2018	N CHEROKEE AVE	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Property Damage Only	Left Turn	Clear	Day	Dry	WB
87532638	SignalFour	10/24/2018	2018	N CHEROKEE AVE	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Property Damage Only	Left Turn	Clear	Day	Dry	SB
87521753	SignalFour	3/29/2018	2018	N CHEROKEE AVE	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Property Damage Only	Left Turn	Clear	Day	Dry	WB
87519642	SignalFour	2/19/2018	2018	N CHEROKEE AVE	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Minor Injury	Left Turn	Clear	Dark - Lighted	Dry	SB
89966437	SignalFour	12/31/2020	2020	HILLSBOROUGH AVE/SR-600/US-92/N CHEROKEE AVE/S I-2	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Minor Injury	Left Turn	Clear	Dark - Lighted	Dry	EB
87514685	SignalFour	11/10/2017	2017	HILLSBOROUGH AVE/SR-600/US-92/N CHEROKEE AVE/S I-2	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Moderate Injury	Left Turn	Clear	Day	Dry	WB
87526243	SignalFour	6/22/2018	2018	HILLSBOROUGH AVE/SR-600/US-92/N CHEROKEE AVE/S I-2	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Property Damage Only	Left Turn	Clear	Day	Dry	EB
89156144	SignalFour	7/29/2019	2019	S I-275/SR-93 RAMP HILLSBOROUGH AVE/SR-600/US-92/N CHEROKEE AVE/S I-2	N CHEROKEE AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Minor Injury	Left Turn	Clear	Day	Dry	SB
89162224	SignalFour	11/22/2019	2019	HILLSBOROUGH AVE/SR-600/US-92/N CHEROKEE AVE/S I-2	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Moderate Injury	Left Turn	Clear	Day	Dry	WB
88765735	SignalFour	4/9/2019	2019	HILLSBOROUGH AVE/SR-600/US-92/N CHEROKEE AVE/S I-2	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Property Damage Only	Left Turn	Clear	Day	Dry	SB
89161226	SignalFour	10/20/2019	2019	HILLSBOROUGH AVE/SR-600/US-92/N CHEROKEE AVE/S I-2	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Moderate Injury	Rear End	Clear	Dark - Lighted	Dry	WB
89170142	SignalFour	6/22/2020	2020	HILLSBOROUGH AVE/SR-600/US-92/N CHEROKEE AVE/S I-2	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Property Damage Only	Left Turn	Clear	Day	Dry	SB
89155882	SignalFour	7/24/2019	2019	HILLSBOROUGH AVE/SR-600/US-92/N CHEROKEE AVE/S I-2	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Minor Injury	Left Turn	Cloudy	Day	Wet	WB
89165130	SignalFour	1/24/2020	2020	HILLSBOROUGH AVE/SR-600/US-92/N CHEROKEE AVE/S I-2	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Minor Injury	Left Turn	Clear	Day	Dry	EB

Crash Data

HSMV Report Number	Source	Crash Date	Year	Crash Street Location	Cross Street	Assigned Location	Crash Severity	Crash Type	Weather Condition	Lighting Condition	Road Surface Condition	Vehicle 1 Direction
89160688	SignalFour	10/24/2019	2019	HILLSBOROUGH AVE/SR-600/US-92/N CHEROKEE AVE/S I-2	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Minor Injury	Left Turn	Clear	Day	Dry	WB
87527434	SignalFour	7/18/2018	2018	HILLSBOROUGH AVE/SR-600/US-92/N CHEROKEE AVE/S I-2	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Property Damage Only	Left Turn	Clear	Day	Dry	WB
87525823	SignalFour	6/15/2018	2018	E HILLSBOROUGH AVE HILLSBOROUGH AVE/SR-600/US-92/N CHEROKEE AVE/S I-2	RAMP FROM E HILLSBOROUGH AVE TO I-275 S	Hillsborough Ave at I-275 Southbound Ramp Terminal	Minor Injury	Angle	Clear	Dark - Lighted	Dry	EB
89161863	SignalFour	11/16/2019	2019	HILLSBOROUGH AVE/SR-600/US-92/N CHEROKEE AVE/S I-2	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Property Damage Only	Left Turn	Clear	Day	Dry	WB
88767606	SignalFour	5/14/2019	2019	E HILLSBOROUGH AVE HILLSBOROUGH AVE/SR-600/US-92/N CHEROKEE AVE/S I-2	RAMP FROM E HILLSBOROUGH AVE TO I-275 S	Hillsborough Ave at I-275 Southbound Ramp Terminal	Minor Injury	Left Turn	Clear	Day	Dry	WB
89158859	SignalFour	9/20/2019	2019	HILLSBOROUGH AVE/SR-600/US-92/N CHEROKEE AVE/S I-2	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Property Damage Only	Left Turn	Clear	Day	Dry	EB
86845426	SignalFour	9/15/2017	2017	HILLSBOROUGH AVE/SR-600/US-92/N CHEROKEE AVE/S I-2	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Property Damage Only	Left Turn	Clear	Day	Dry	WB
88766405	SignalFour	4/23/2019	2019	HILLSBOROUGH AVE/SR-600/US-92/N CHEROKEE AVE/S I-2	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Minor Injury	Angle	Clear	Day	Dry	SB
88768109	SignalFour	5/24/2019	2019	HILLSBOROUGH AVE/SR-600/US-92/N CHEROKEE AVE/S I-2	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Minor Injury	Left Turn	Clear	Day	Dry	SB
88765048	SignalFour	3/29/2019	2019	HILLSBOROUGH AVE/SR-600/US-92/N CHEROKEE AVE/S I-2	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Moderate Injury	Left Turn	Clear	Day	Dry	WB
88761467	SignalFour	1/21/2019	2019	HILLSBOROUGH AVE/SR-600/US-92/N CHEROKEE AVE/S I-2	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Property Damage Only	Left Turn	Clear	Day	Dry	WB
89168024	SignalFour	3/20/2020	2020	HILLSBOROUGH AVE/SR-600/US-92/N CHEROKEE AVE/S I-2	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Minor Injury	Left Turn	Clear	Day	Dry	WB
89962589	SignalFour	9/25/2020	2020	S I-275/SR-93 RAMP HILLSBOROUGH AVE/SR-600/US-92/N CHEROKEE AVE/S I-2	N CHEROKEE AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Minor Injury	Left Turn	Clear	Dark - Lighted	Dry	WB
89159773	SignalFour	10/7/2019	2019	HILLSBOROUGH AVE/SR-600/US-92/N CHEROKEE AVE/S I-2	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Property Damage Only	Left Turn	Rain	Day	Wet	WB
89162352	SignalFour	11/25/2019	2019	S I-275/SR-93 RAMP HILLSBOROUGH AVE/SR-600/US-92/N CHEROKEE AVE/S I-2	N CHEROKEE AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Property Damage Only	Left Turn	Clear	Day	Dry	EB
87525371	SignalFour	5/25/2018	2018	N CHEROKEE AVE	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Property Damage Only	Left Turn	Clear	Day	Dry	WB
87532720	SignalFour	10/26/2018	2018	N CHEROKEE AVE HILLSBOROUGH AVE/SR-600/US-92/N CHEROKEE AVE/S I-2	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Property Damage Only	Sideswipe	Cloudy	Day	Dry	EB
89164829	SignalFour	1/18/2020	2020	HILLSBOROUGH AVE/SR-600/US-92/N CHEROKEE AVE/S I-2	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Property Damage Only	Rear End	Cloudy	Day	Dry	EB

Crash Data

HSMV Report Number	Source	Crash Date	Year	Crash Street Location	Cross Street	Assigned Location	Crash Severity	Crash Type	Weather Condition	Lighting Condition	Road Surface Condition	Vehicle 1 Direction
89160155	SignalFour	10/13/2019	2019	HILLSBOROUGH AVE/SR-600/US-92/N CHEROKEE AVE/S I-2	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Property Damage Only	Sideswipe	Clear	Dark - Lighted	Dry	WB
89165421	SignalFour	1/29/2020	2020	HILLSBOROUGH AVE/SR-600/US-92/N CHEROKEE AVE/S I-2	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Minor Injury	Left Turn	Clear	Dark - Lighted	Dry	SB
89962631	SignalFour	9/26/2020	2020	HILLSBOROUGH AVE/SR-600/US-92/N CHEROKEE AVE/S I-2	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Minor Injury	Left Turn	Clear	Dark - Lighted	Dry	WB
89962692	SignalFour	9/28/2020	2020	HILLSBOROUGH AVE/SR-600/US-92/N CHEROKEE AVE/S I-2	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Minor Injury	Left Turn	Rain	Day	Wet	EB
88762840	SignalFour	2/16/2019	2019	N CHEROKEE AVE	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Moderate Injury	Left Turn	Clear	Dark - Lighted	Dry	SB
89162915	SignalFour	12/6/2019	2019	HILLSBOROUGH AVE/SR-600/US-92/N CHEROKEE AVE/S I-2	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Property Damage Only	Rear End	Clear	Dark - Lighted	Dry	WB
89172229	SignalFour	8/26/2020	2020	HILLSBOROUGH AVE/SR-600/US-92/N CHEROKEE AVE/S I-2	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Minor Injury	Rear End	Clear	Day	Dry	EB
88768097	SignalFour	5/23/2019	2019	I-275 ON RAMP	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Minor Injury	Left Turn	Clear	Dark - Lighted	Dry	WB
89163960	SignalFour	12/24/2019	2019	HILLSBOROUGH AVE/SR-600/US-92/N CHEROKEE AVE/S I-2	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Southbound Ramp Terminal	Minor Injury	Rear End	Cloudy	Day	Dry	EB
89155370	SignalFour	7/13/2019	2019			Hillsborough Ave EB at I-275 Northbound Off Ramp	Minor Injury	Left Turn	Clear	Day	Dry	WB
89172102	SignalFour	8/23/2020	2020	I-275	E HILLSBOROUGH AVE	Hillsborough Ave EB at I-275 Northbound Off Ramp	Minor Injury	Rear End	Cloudy	Day	Dry	WB
89172075	SignalFour	8/22/2020	2020	I-275	E HILLSBOROUGH AVE	Hillsborough Ave EB at I-275 Northbound Off Ramp	Minor Injury	Left Turn	Clear	Day	Dry	WB
89163943	SignalFour	12/30/2019	2019	HILLSBOROUGH AVE/SR-600/US-92/N I-275/SR-93 RAMP	E HILLSBOROUGH AVE	Hillsborough Ave EB at I-275 Northbound Off Ramp	Minor Injury	Rear End	Clear	Day	Dry	WB
89964334	SignalFour	10/21/2020	2020	HILLSBOROUGH AVE/SR-600/US-92/N I-275/SR-93 RAMP	E HILLSBOROUGH AVE	Hillsborough Ave EB at I-275 Northbound Off Ramp	Property Damage Only	Rear End	Clear	Day	Dry	WB
89165810	SignalFour	2/6/2020	2020	E HILLSBOROUGH AVE	N TALIAFERRO AVE	Hillsborough Ave EB at I-275 Northbound Off Ramp	Property Damage Only	Sideswipe	Clear	Dark - Lighted	Dry	NB
89171081	SignalFour	7/24/2020	2020	E HILLSBOROUGH AVE	N TALIAFERRO AVE	Hillsborough Ave EB at I-275 Northbound Off Ramp	Property Damage Only	Sideswipe	Clear	Day	Dry	EB
87527955	SignalFour	7/30/2018	2018	E HILLSBOROUGH AVE	N TALIAFERRO AVE	Hillsborough Ave EB at I-275 Northbound Off Ramp	Property Damage Only	Sideswipe	Clear	Day	Dry	NB
89163492	SignalFour	12/18/2019	2019	E HILLSBOROUGH AVE	N TALIAFERRO AVE	Hillsborough Ave EB at I-275 Northbound Off Ramp	Property Damage Only	Right Turn	Clear	Day	Dry	NB
89170039	SignalFour	6/19/2020	2020	N TALIAFERRO AVE	E HILLSBOROUGH AVE	Hillsborough Ave EB at I-275 Northbound Off Ramp	Moderate Injury	Rear End	Clear	Day	Dry	EB
89165767	SignalFour	2/5/2020	2020	N TALIAFERRO AVE	HILLSBORO AVE	Hillsborough Ave EB at I-275 Northbound Off Ramp	Property Damage Only	Hit Fixed Object	Clear	Dark - Lighted	Dry	NB
89171742	SignalFour	8/13/2020	2020	E HILLSBOROUGH AVE	N TALIAFERRO ST	Hillsborough Ave EB at I-275 Northbound Off Ramp	Property Damage Only	Sideswipe	Clear	Day	Dry	NB

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89168355	SignalFour	4/9/2020	2020	E HILLSBOROUGH AVE	N TALIAFERRO AVE	Hillsborough Ave EB at I-275 Northbound Off Ramp	Property Damage Only	Sideswipe	Clear	Day	Dry	NB
86157682	SignalFour	12/2/2016	2016	HILLSBOROUGH AVE	N TALIAFERRO AVE	Hillsborough Ave EB at I-275 Northbound Off Ramp	Property Damage Only	Sideswipe	Clear	Day	Dry	NB
86839680	SignalFour	4/11/2017	2017	N TALIAFERRO AVE	E HILLSBOROUGH AVE	Hillsborough Ave EB at I-275 Northbound Off Ramp	Property Damage Only	Left Turn	Clear	Day	Dry	EB
86846219	SignalFour	10/3/2017	2017	E HILLSBOROUGH AVE	N TALIAFERRO AVE	Hillsborough Ave EB at I-275 Northbound Off Ramp	Property Damage Only	Rear End	Clear	Day	Dry	NB
89160692	SignalFour	10/24/2019	2019	TALIAFERRO AVE	HILLSBOROUGH AVE	Hillsborough Ave EB at I-275 Northbound Off Ramp	Property Damage Only	Sideswipe	Clear	Day	Dry	WB
86837990	SignalFour	2/17/2017	2017	E HILLSBOROUGH AVE	N TALIAFERRO ST	Hillsborough Ave EB at I-275 Northbound Off Ramp	Minor Injury	Sideswipe	Clear	Day	Dry	NB
86151195	SignalFour	3/30/2016	2016	E HILLSBOROUGH AVE	N TALIAFERRO AVE	Hillsborough Ave EB at I-275 Northbound Off Ramp	Moderate Injury	Pedestrian	Clear	Day	Dry	NB
86154182	SignalFour	7/21/2016	2016	N TALIAFERRO AVE	E HILLSBOROUGH AVE	Hillsborough Ave EB at I-275 Northbound Off Ramp	Property Damage Only	Sideswipe	Clear	Dark - Lighted	Dry	NB
86150433	SignalFour	3/2/2016	2016	N TALIAFERRO AVE	HILLSBORO AVE	Hillsborough Ave EB at I-275 Northbound Off Ramp	Property Damage Only	Rear End	Cloudy	Day	Dry	EB
87529374	SignalFour	8/25/2018	2018	N TALIAFERRO AVE	E HILLSBOROUGH AVE	Hillsborough Ave EB at I-275 Northbound Off Ramp	Property Damage Only	Sideswipe	Clear	Day	Dry	WB
86154804	SignalFour	8/15/2016	2016	E HILLSBOROUGH AVE	N TALIAFERRO AVE	Hillsborough Ave EB at I-275 Northbound Off Ramp	Property Damage Only	Sideswipe	Clear	Day	Dry	NB
87517625	SignalFour	1/10/2018	2018	N TALIAFERRO AVE	HILLSBOROUGH AVE	Hillsborough Ave EB at I-275 Northbound Off Ramp	Property Damage Only	Sideswipe	Clear	Day	Dry	NB
87531638	SignalFour	10/6/2018	2018	E HILLSBOROUGH AVE	N TALIAFERRO AVE	Hillsborough Ave EB at I-275 Northbound Off Ramp	Property Damage Only	Right Turn	Clear	Day	Dry	NB
87518081	SignalFour	1/19/2018	2018	N TALIAFERRO ST	E HILLSBOROUGH AVE	Hillsborough Ave EB at I-275 Northbound Off Ramp	Property Damage Only	Left Turn	Clear	Dark - Lighted	Dry	NB
87529691	SignalFour	8/30/2018	2018	E HILLSBOROUGH AVE	N TALIAFERRO AVE	Hillsborough Ave EB at I-275 Northbound Off Ramp	Property Damage Only	Right Turn	Cloudy	Day	Dry	NB
87532804	SignalFour	10/27/2018	2018	N TALIAFERRO AVE	E HILLSBOROUGH AVE	Hillsborough Ave EB at I-275 Northbound Off Ramp	Minor Injury	Rear End	Clear	Day	Dry	WB
89154281	SignalFour	6/19/2019	2019	N TALIAFERRO AVE	E HILLSBOROUGH AVE	Hillsborough Ave EB at I-275 Northbound Off Ramp	Property Damage Only	Right Turn	Cloudy	Day	Dry	NB
88766767	SignalFour	4/29/2019	2019	N TALIAFERRO AVE	E HILLSBOROUGH AVE	Hillsborough Ave EB at I-275 Northbound Off Ramp	Moderate Injury	Right Turn	Clear	Day	Dry	NB
88767575	SignalFour	5/14/2019	2019	N TALIAFERRO AVE	E HILLSBOROUGH AVE	Hillsborough Ave EB at I-275 Northbound Off Ramp	Minor Injury	Rear End	Rain	Day	Wet	EB
88765958	SignalFour	4/14/2019	2019	N TALIAFERRO AVE	E HILLSBOROUGH AVE	Hillsborough Ave EB at I-275 Northbound Off Ramp	Minor Injury	Right Turn	Clear	Day	Dry	NB
89165132	SignalFour	1/24/2020	2020	N TALIAFERRO AVE	E HILLSBOROUGH AVE	Hillsborough Ave EB at I-275 Northbound Off Ramp	Minor Injury	Right Turn	Clear	Dark - Lighted	Dry	EB
89172306	SignalFour	8/27/2020	2020	N TALIAFERRO AVE	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Northbound On Ramp (Unsignalized)	Property Damage Only	Rear End	Clear	Day	Dry	EB
86151061	SignalFour	3/26/2016	2016	HILLSBOROUGH AVE/SR-600/US-92/N MIAMI AVE/I-275/SR	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Northbound On Ramp (Unsignalized)	Property Damage Only	Hit Fixed Object	Clear	Day	Dry	NB
88767557	SignalFour	5/13/2019	2019	AVE/I-275/SR	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Northbound On Ramp (Unsignalized)	Property Damage Only	Rear End	Cloudy	Day	Dry	EB

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HSMV Report Number	Source	Crash Date	Year	Crash Street Location	Cross Street	Assigned Location	Crash Severity	Crash Type	Weather Condition	Lighting Condition	Road Surface Condition	Vehicle 1 Direction
87515771	SignalFour	12/4/2017	2017	N MIAMI AVE	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Northbound On Ramp (Unsignalized)	Property Damage Only	Rear End	Clear	Dawn	Dry	WB
89164398	SignalFour	1/10/2020	2020	N MIAMI AVE	RAMP FROM N MIAMI AVE TO I-275 N	Hillsborough Ave at I-275 Northbound On Ramp (Unsignalized)	Moderate Injury	Hit Fixed Object	Clear	Day	Dry	NB
89157142	SignalFour	8/17/2019	2019		E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Northbound On Ramp (Unsignalized)	Property Damage Only	Hit Fixed Object	Rain	Day	Wet	WB
87529029	SignalFour	8/19/2018	2018	N MIAMI AVE	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Northbound On Ramp (Unsignalized)	Property Damage Only	Left Turn	Clear	Day	Dry	NB
87530271	SignalFour	9/4/2018	2018	N MIAMI AVE	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Northbound On Ramp (Unsignalized)	Property Damage Only	Left Turn	Clear	Day	Dry	EB
86150855	SignalFour	3/18/2016	2016	N MIAMI AVE	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Northbound On Ramp (Unsignalized)	Property Damage Only	Left Turn	Clear	Dark - Lighted	Dry	EB
87526145	SignalFour	6/21/2018	2018	N MIAMI AVE	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Northbound On Ramp (Unsignalized)	Property Damage Only	Rear End	Clear	Day	Dry	WB
88760139	SignalFour	12/21/2018	2018	N MIAMI AVE	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Northbound On Ramp (Unsignalized)	Property Damage Only	Left Turn	Rain	Day	Wet	EB
87515087	SignalFour	11/20/2017	2017		E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Northbound On Ramp (Unsignalized)	Property Damage Only	Sideswipe	Clear	Day	Dry	WB
87516675	SignalFour	12/20/2017	2017	N MIAMI AVE	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Northbound On Ramp (Unsignalized)	Property Damage Only	Angle	Clear	Day	Dry	WB
86845140	SignalFour	9/11/2017	2017	N MIAMI AVE	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Northbound On Ramp (Unsignalized)	Moderate Injury	Angle	Rain	Day	Wet	WB
86840856	SignalFour	5/24/2017	2017	N MIAMI AVE	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Northbound On Ramp (Unsignalized)	Minor Injury	Left Turn	Clear	Dusk	Dry	EB
86837927	SignalFour	2/15/2017	2017	N MIAMI AVE	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Northbound On Ramp (Unsignalized)	Minor Injury	Left Turn	Clear	Dark - Lighted	Dry	EB
88766487	SignalFour	4/21/2019	2019	E HILLSBOROUGH AVE	RAMP FROM E HILLSBOROUGH AVE TO N MIAMI AVE	Hillsborough Ave at I-275 Northbound On Ramp (Unsignalized)	Property Damage Only	Left Turn	Clear	Day	Dry	WB
89162003	SignalFour	11/19/2019	2019	HILLSBOROUGH AVE/SR-600/US-92/N MIAMI AVE/I-275/SR	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Northbound On Ramp (Unsignalized)	Minor Injury	Left Turn	Clear	Day	Dry	WB
88765275	SignalFour	4/2/2019	2019	E MOHAWK AVE	N MIAMI AVE	Hillsborough Ave at I-275 Northbound On Ramp (Unsignalized)	Property Damage Only	Rear End	Clear	Day	Dry	NB
89964497	SignalFour	11/10/2020	2020	HILLSBOROUGH AVE/SR-600/US-92/N MIAMI AVE/I-275/SR	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Northbound On Ramp (Unsignalized)	Property Damage Only	Rear End	Rain	Dark - Lighted	Wet	WB

Crash Data

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89966172	SignalFour	12/23/2020	2020	HILLSBOROUGH AVE/SR-600/US-92/N MIAMI AVE/I-275/SR	E HILLSBOROUGH AVE	Hillsborough Ave at I-275 Northbound On Ramp (Unsignalized)	Moderate Injury	Other	Clear	Day	Dry	WB
88762821	SignalFour	2/16/2019	2019			Hillsborough Ave at I-275 Northbound On Ramp (Unsignalized)	Minor Injury	Rear End	Clear	Day	Dry	WB
86841033	SignalFour	5/30/2017	2017	N NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave (Unsignalized)	Property Damage Only	Left Turn	Clear	Day	Dry	EB
89164301	SignalFour	1/8/2020	2020	N NEBRASKA AVE	E US-92	Hillsborough Ave at Nebraska Ave	Property Damage Only	Sideswipe	Clear	Day	Dry	EB
89160660	SignalFour	10/23/2019	2019	N NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Minor Injury	Rear End	Clear	Day	Dry	WB
89163096	SignalFour	12/11/2019	2019	N NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Property Damage Only	Sideswipe	Clear	Day	Dry	EB
87524117	SignalFour	5/12/2018	2018	N NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Property Damage Only	Single Vehicle	Clear	Dark - Lighted	Dry	EB
87526767	SignalFour	7/3/2018	2018	N NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Property Damage Only	Sideswipe	Clear	Lighted	Dry	WB
89157740	SignalFour	8/28/2019	2019	N NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Property Damage Only	Rear End	Clear	Day	Dry	EB
89159575	SignalFour	10/4/2019	2019	N NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Property Damage Only	Rear End	Clear	Day	Dry	EB
89167098	SignalFour	3/1/2020	2020	N NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Property Damage Only	Angle	Clear	Dark - Lighted	Dry	EB
86839730	SignalFour	4/14/2017	2017	N NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Property Damage Only	Single Vehicle	Clear	Day	Dry	WB
86846996	SignalFour	10/18/2017	2017	N NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Minor Injury	Rear End	Clear	Day	Dry	EB
86154458	SignalFour	8/2/2016	2016	N NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Property Damage Only	Sideswipe	Rain	Day	Wet	EB
87519467	SignalFour	2/15/2018	2018	N NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Property Damage Only	Sideswipe	Clear	Day	Dry	WB
87518710	SignalFour	2/1/2018	2018	N NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Property Damage Only	Rear End	Clear	Dark - Lighted	Dry	EB
86076327	SignalFour	1/4/2016	2016	N NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Moderate Injury	Sideswipe	Clear	Day	Dry	WB
89962951	SignalFour	10/4/2020	2020	E HILLSBOROUGH AVE	N NEBRASKA AVE	Hillsborough Ave at Nebraska Ave	Property Damage Only	Rear End	Rain	Dark - Lighted	Wet	SB
86840055	SignalFour	4/26/2017	2017	N NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Property Damage Only	Sideswipe	Clear	Day	Dry	WB
88765808	SignalFour	4/11/2019	2019	E HILLSBOROUGH AVE	N NEBRASKA AVE	Hillsborough Ave at Nebraska Ave	Moderate Injury	Rear End	Clear	Day	Dry	SB
89153622	SignalFour	6/6/2019	2019	E HILLSBOROUGH AVE	N NEBRASKA AVE	Hillsborough Ave at Nebraska Ave	Moderate Injury	Left Turn	Clear	Day	Dry	SB
87517401	SignalFour	1/5/2018	2018	E MOHAWK AVE	N NEBRASKA AVE	Hillsborough Ave at Nebraska Ave	Property Damage Only	Sideswipe	Clear	Dark - Lighted	Dry	SB
88764450	SignalFour	3/17/2019	2019			Hillsborough Ave at Nebraska Ave	Minor Injury	Rear End	Clear	Day	Dry	SB
89173184	SignalFour	1/18/2020	2020	E HILLSBOROUGH AVE	N NEBRASKA AVE	Hillsborough Ave at Nebraska Ave	Property Damage Only	Left Turn	Clear	Dark - Lighted	Dry	NB

Crash Data

HSMV Report Number	Source	Crash Date	Year	Crash Street Location	Cross Street	Assigned Location	Crash Severity	Crash Type	Weather Condition	Lighting Condition	Road Surface Condition	Vehicle 1 Direction
89172630	SignalFour	9/4/2020	2020	E HILLSBOROUGH AVE	N NEBRASKA AVE	Hillsborough Ave at Nebraska Ave	Minor Injury	Sideswipe	Cloudy	Day	Dry	SB
88765198	SignalFour	3/31/2019	2019	E HILLSBOROUGH AVE	N NEBRASKA AVE	Hillsborough Ave at Nebraska Ave	Minor Injury	Left Turn	Clear	Dark - Lighted	Dry	NB
86840133	SignalFour	4/28/2017	2017	E HILLSBOROUGH AVE	N NEBRASKA AVE	Hillsborough Ave at Nebraska Ave	Property Damage Only	Angle	Clear	Day	Dry	SB
86154228	SignalFour	7/23/2016	2016	E HILLSBOROUGH AVE	N NEBRASKA AVE	Hillsborough Ave at Nebraska Ave	Minor Injury	Sideswipe	Clear	Day	Dry	SB
86844804	SignalFour	9/1/2017	2017	N NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Minor Injury	Left Turn	Rain	Dark - Lighted	Wet	SB
89963138	SignalFour	10/8/2020	2020	E HILLSBOROUGH AVE	N NEBRASKA AVE	Hillsborough Ave at Nebraska Ave	Property Damage Only	Sideswipe	Clear	Dawn	Dry	SB
88760613	SignalFour	1/2/2019	2019	E HILLSBOROUGH AVE	N NEBRASKA AVE	Hillsborough Ave at Nebraska Ave	Property Damage Only	Rear End	Clear	Dark - Lighted	Dry	SB
87528441	SignalFour	8/8/2018	2018	E HILLSBOROUGH AVE	N NEBRASKA AVE	Hillsborough Ave at Nebraska Ave	Moderate Injury	Rear End	Clear	Day	Dry	SB
87530573	SignalFour	9/16/2018	2018	E HILLSBOROUGH AVE	N NEBRASKA AVE	Hillsborough Ave at Nebraska Ave	Minor Injury	Rear End	Clear	Dark - Lighted	Dry	SB
86837964	SignalFour	2/16/2017	2017	E HILLSBOROUGH AVE	N NEBRASKA AVE	Hillsborough Ave at Nebraska Ave	Moderate Injury	Rear End	Clear	Day	Dry	SB
89158667	SignalFour	9/17/2019	2019	E HILLSBOROUGH AVE	N NEBRASKA AVE	Hillsborough Ave at Nebraska Ave	Minor Injury	Left Turn	Clear	Dark - Lighted	Dry	EB
89172251	SignalFour	8/27/2020	2020	N NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Property Damage Only	Hit Fixed Object	Clear	Dark - Lighted	Dry	EB
89172066	SignalFour	8/22/2020	2020	N NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Property Damage Only	Left Turn	Clear	Day	Dry	WB
89173296	SignalFour	9/20/2020	2020	E HILLSBOROUGH AVE	N NEBRASKA AVE	Hillsborough Ave at Nebraska Ave	Property Damage Only	Left Turn	Clear	Dark - Lighted	Dry	NB
89170352	SignalFour	6/30/2020	2020	N NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Minor Injury	Angle	Clear	Dark - Lighted	Dry	SB
89166416	SignalFour	2/18/2020	2020	N NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Minor Injury	Angle	Clear	Day	Dry	WB
88406806	SignalFour	12/11/2020	2020	I-4	US-92	Hillsborough Ave at Nebraska Ave	Property Damage Only	Rear End	Clear	Day	Dry	EB
89166548	SignalFour	2/20/2020	2020	N NEBRASKA AVE	HILLSBORO AVE	Hillsborough Ave at Nebraska Ave	Minor Injury	Rear End	Clear	Dark - Lighted	Dry	WB
89167001	SignalFour	2/28/2020	2020	E HILLSBOROUGH AVE	N NEBRASKA AVE	Hillsborough Ave at Nebraska Ave	Minor Injury	Left Turn	Clear	Day	Dry	WB
86842245	SignalFour	7/14/2017	2017	E HILLSBOROUGH AVE	N NEBRASKA AVE	Hillsborough Ave at Nebraska Ave	Moderate Injury	Angle	Clear	Day	Dry	EB
86842085	SignalFour	7/8/2017	2017	N NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Moderate Injury	Left Turn	Clear	Day	Dry	WB
89163802	SignalFour	12/17/2019	2019	N NEBRASKA AVE	HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Property Damage Only	Left Turn	Rain	Dark - Lighted	Wet	WB
86847192	SignalFour	10/22/2017	2017	E HILLSBOROUGH AVE	N NEBRASKA AVE	Hillsborough Ave at Nebraska Ave	Property Damage Only	Rear End	Clear	Dark - Lighted	Dry	NB
86847649	SignalFour	10/30/2017	2017	N NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Moderate Injury	Rear End	Clear	Day	Dry	WB
86842565	SignalFour	7/22/2017	2017	E HILLSBOROUGH AVE	N NEBRASKA AVE	Hillsborough Ave at Nebraska Ave	Property Damage Only	Sideswipe	Clear	Day	Dry	SB

Crash Data

HSMV Report Number	Source	Crash Date	Year	Crash Street Location	Cross Street	Assigned Location	Crash Severity	Crash Type	Weather Condition	Lighting Condition	Road Surface Condition	Vehicle 1 Direction
86150108	SignalFour	2/18/2016	2016	N NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Property Damage Only	Left Turn	Clear	Dawn	Dry	EB
86151697	SignalFour	4/18/2016	2016	N NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Moderate Injury	Rear End	Clear	Day	Dry	WB
86838594	SignalFour	3/8/2017	2017	N NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Minor Injury	Rear End	Clear	Day	Dry	WB
86843392	SignalFour	8/8/2017	2017	N NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Moderate Injury	Angle	Clear	Dark - Lighted	Dry	EB
86156508	SignalFour	10/20/2016	2016	N NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Property Damage Only	Left Turn	Clear	Dark - Lighted	Dry	WB
86155259	SignalFour	9/1/2016	2016	N NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Property Damage Only	Angle	Rain	Dark - Lighted	Wet	EB
87517200	SignalFour	12/31/2017	2017	N NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Property Damage Only	Left Turn	Clear	Dark - Lighted	Dry	EB
86076425	SignalFour	1/7/2016	2016	N NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Property Damage Only	Sideswipe	Clear	Day	Dry	EB
86837878	SignalFour	2/13/2017	2017	E HILLSBOROUGH AVE	N NEBRASKA AVE	Hillsborough Ave at Nebraska Ave	Property Damage Only	Rear End	Clear	Day	Dry	SB
86151692	SignalFour	4/18/2016	2016	N NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Minor Injury	Rear End	Clear	Day	Dry	EB
86839523	SignalFour	4/6/2017	2017	E HILLSBOROUGH AVE	N NEBRASKA AVE	Hillsborough Ave at Nebraska Ave	Property Damage Only	Sideswipe	Clear	Day	Dry	NB
89156856	SignalFour	8/11/2019	2019	N NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Property Damage Only	Rear End	Clear	Day	Dry	EB
86840391	SignalFour	5/7/2017	2017	N NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Property Damage Only	Rear End	Clear	Dark - Lighted	Dry	EB
86840573	SignalFour	5/14/2017	2017	N NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Moderate Injury	Left Turn	Clear	Day	Dry	WB
86838425	SignalFour	3/3/2017	2017	N NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Minor Injury	Left Turn	Clear	Dawn	Dry	WB
86149931	SignalFour	2/11/2016	2016	HILLSBOROUGH AVE	N NEBRASKA AVE	Hillsborough Ave at Nebraska Ave	Minor Injury	Rear End	Clear	Day	Dry	NB
86156836	SignalFour	10/31/2016	2016	N NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Property Damage Only	Sideswipe	Clear	Dark - Lighted	Dry	EB
87516635	SignalFour	12/19/2017	2017	N NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Property Damage Only	Sideswipe	Clear	Day	Dry	U
86151773	SignalFour	4/21/2016	2016	E HILLSBOROUGH AVE	N NEBRASKA AVE	Hillsborough Ave at Nebraska Ave	Property Damage Only	Rear End	Clear	Day	Dry	SB
86150229	SignalFour	2/21/2016	2016	E HILLSBOROUGH AVE	N NEBRASKA AVE	Hillsborough Ave at Nebraska Ave	Property Damage Only	Right Turn	Clear	Day	Dry	SB
86151580	SignalFour	4/14/2016	2016	N NEBRASKA AVE	HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Property Damage Only	Sideswipe	Clear	Day	Dry	EB
87525706	SignalFour	6/12/2018	2018	N NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Minor Injury	Left Turn	Clear	Day	Dry	EB
87520387	SignalFour	3/4/2018	2018	N NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Property Damage Only	Rear End	Clear	Dark - Lighted	Dry	WB
87517770	SignalFour	1/12/2018	2018	N NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Property Damage Only	Right Turn	Clear	Dark - Lighted	Dry	WB
87520158	SignalFour	2/28/2018	2018	N NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Property Damage Only	Left Turn	Clear	Day	Dry	WB

Crash Data

HSMV Report Number	Source	Crash Date	Year	Crash Street Location	Cross Street	Assigned Location	Crash Severity	Crash Type	Weather Condition	Lighting Condition	Road Surface Condition	Vehicle 1 Direction
87527360	SignalFour	7/17/2018	2018	N NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Moderate Injury	Left Turn	Cloudy	Day	Dry	EB
87524520	SignalFour	5/18/2018	2018	N NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Property Damage Only	Left Turn	Cloudy	Day	Dry	EB
87517708	SignalFour	1/11/2018	2018	N NEBRASKA AVE	HILLSBORO AVE	Hillsborough Ave at Nebraska Ave	Property Damage Only	Left Turn	Clear	Day	Dry	SB
87519258	SignalFour	2/11/2018	2018	N NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Property Damage Only	Rear End	Clear	Day	Dry	WB
87519220	SignalFour	2/10/2018	2018	E HILLSBOROUGH AVE	N NEBRASKA AVE	Hillsborough Ave at Nebraska Ave	Minor Injury	Sideswipe	Clear	Dark - Lighted	Dry	NB
87528592	SignalFour	8/11/2018	2018	N NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Property Damage Only	Angle	Clear	Dark - Lighted	Dry	SB
87528585	SignalFour	8/7/2018	2018	N NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Minor Injury	Angle	Clear	Dark - Lighted	Dry	WB
87531295	SignalFour	9/29/2018	2018	N NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Moderate Injury	Hit Fixed Object	Clear	Day	Dry	WB
87518754	SignalFour	2/1/2018	2018	N NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Property Damage Only	Other	Clear	Day	Dry	WB
87527878	SignalFour	7/28/2018	2018	N NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Property Damage Only	Angle	Clear	Dark - Lighted	Dry	WB
87527429	SignalFour	7/18/2018	2018	N NEBRASKA AVE	HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Moderate Injury	Pedestrian	Clear	Day	Wet	WB
87531810	SignalFour	10/9/2018	2018	N NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Minor Injury	Left Turn	Cloudy	Day	Dry	SB
87531151	SignalFour	9/26/2018	2018	N NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Minor Injury	Angle	Clear	Day	Dry	SB
88759401	SignalFour	12/9/2018	2018	E HILLSBOROUGH AVE	N NEBRASKA AVE	Hillsborough Ave at Nebraska Ave	Minor Injury	Rear End	Clear	Dark - Lighted	Dry	NB
88759498	SignalFour	12/10/2018	2018	E HILLSBOROUGH AVE	N NEBRASKA AVE	Hillsborough Ave at Nebraska Ave	Minor Injury	Angle	Clear	Day	Dry	NB
88759495	SignalFour	12/5/2018	2018	E HILLSBOROUGH AVE	N NEBRASKA AVE	Hillsborough Ave at Nebraska Ave	Minor Injury	Rear End	Clear	Day	Dry	NB
87530645	SignalFour	9/18/2018	2018	N NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Property Damage Only	Sideswipe	Clear	Day	Dry	EB
89171424	SignalFour	8/4/2020	2020	E GIDDENS AVE	N NEBRASKA AVE	Hillsborough Ave at Nebraska Ave	Minor Injury	Angle	Clear	Day	Dry	NB
87521961	SignalFour	4/2/2018	2018	E HILLSBOROUGH AVE	N NEBRASKA AVE	Hillsborough Ave at Nebraska Ave	Minor Injury	Rear End	Cloudy	Day	Dry	NB
86839454	SignalFour	4/4/2017	2017	E HILLSBOROUGH AVE	N NEBRASKA AVE	Hillsborough Ave at Nebraska Ave	Moderate Injury	Rear End	Clear	Day	Dry	NB
87529164	SignalFour	8/20/2018	2018	E HILLSBOROUGH AVE	N NEBRASKA AVE	Hillsborough Ave at Nebraska Ave	Minor Injury	Rear End	Clear	Day	Dry	SB
89172970	SignalFour	9/13/2020	2020	E HILLSBOROUGH AVE	N NEBRASKA AVE	Hillsborough Ave at Nebraska Ave	Property Damage Only	Rear End	Clear	Dark - Lighted	Dry	NB
86842883	SignalFour	7/29/2017	2017	HILLSBORO AVE	N NEBRASKA AVE	Hillsborough Ave at Nebraska Ave	Moderate Injury	Left Turn	Cloudy	Day	Dry	SB
88765311	SignalFour	4/2/2019	2019	E HILLSBOROUGH AVE	N NEBRASKA AVE	Hillsborough Ave at Nebraska Ave	Property Damage Only	Rear End	Cloudy	Day	Dry	NB
89173090	SignalFour	9/15/2020	2020	N NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Property Damage Only	Angle	Rain	Dark - Lighted	Wet	EB

Crash Data

HSMV Report Number	Source	Crash Date	Year	Crash Street Location	Cross Street	Assigned Location	Crash Severity	Crash Type	Weather Condition	Lighting Condition	Road Surface Condition	Vehicle 1 Direction
86845812	SignalFour	9/25/2017	2017	E HILLSBOROUGH AVE	N NEBRASKA AVE	Hillsborough Ave at Nebraska Ave	Property Damage Only	Sideswipe	Clear	Day	Dry	SB
89160617	SignalFour	10/22/2019	2019	E HILLSBOROUGH AVE	N NEBRASKA AVE	Hillsborough Ave at Nebraska Ave	Minor Injury	Left Turn	Clear	Dark - Lighted	Dry	SB
89162942	SignalFour	12/7/2019	2019	N NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Moderate Injury	Left Turn	Clear	Day	Dry	WB
89963756	SignalFour	10/23/2020	2020	E HILLSBOROUGH AVE	N NEBRASKA AVE	Hillsborough Ave at Nebraska Ave	Minor Injury	Left Turn	Clear	Day	Dry	EB
89165009	SignalFour	1/22/2020	2020	E HILLSBOROUGH AVE	N NEBRASKA AVE	Hillsborough Ave at Nebraska Ave	Minor Injury	Left Turn	Clear	Day	Dry	WB
89963752	SignalFour	10/23/2020	2020	E HILLSBOROUGH AVE	N NEBRASKA AVE	Hillsborough Ave at Nebraska Ave	Property Damage Only	Left Turn	Clear	Day	Dry	NB
89160717	SignalFour	10/20/2019	2019	E HILLSBOROUGH AVE	N NEBRASKA AVE	Hillsborough Ave at Nebraska Ave	Property Damage Only	Sideswipe	Clear	Day	Dry	SB
89162858	SignalFour	12/6/2019	2019	E MOHAWK AVE	N NEBRASKA AVE	Hillsborough Ave at Nebraska Ave	Moderate Injury	Angle	Clear	Dark - Lighted	Dry	NB
89160395	SignalFour	10/18/2019	2019	E HILLSBOROUGH AVE	N NEBRASKA AVE	Hillsborough Ave at Nebraska Ave	Property Damage Only	Angle	Clear	Dark - Lighted	Dry	WB
89155444	SignalFour	7/15/2019	2019	E HILLSBOROUGH AVE	N NEBRASKA AVE	Hillsborough Ave at Nebraska Ave	Property Damage Only	Rear End	Clear	Day	Dry	NB
89160763	SignalFour	10/25/2019	2019	E HILLSBOROUGH AVE	N NEBRASKA AVE	Hillsborough Ave at Nebraska Ave	Minor Injury	Sideswipe	Clear	Day	Dry	NB
89153922	SignalFour	6/12/2019	2019	E HILLSBOROUGH AVE	N NEBRASKA AVE	Hillsborough Ave at Nebraska Ave	Property Damage Only	Sideswipe	Clear	Day	Dry	NB
86076467	SignalFour	1/10/2016	2016	N NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Moderate Injury	Rear End	Clear	Dark - Lighted	Dry	WB
89160933	SignalFour	10/27/2019	2019	N NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Property Damage Only	Rear End	Clear	Dark - Lighted	Dry	WB
88763875	SignalFour	3/7/2019	2019	E HILLSBOROUGH AVE	N NEBRASKA AVE	Hillsborough Ave at Nebraska Ave	Property Damage Only	Rear End	Clear	Day	Dry	NB
87528105	SignalFour	8/2/2018	2018	E HILLSBOROUGH AVE	N NEBRASKA AVE	Hillsborough Ave at Nebraska Ave	Property Damage Only	Rear End	Clear	Day	Dry	NB
89963106	SignalFour	10/7/2020	2020	E HILLSBOROUGH AVE	N NEBRASKA AVE	Hillsborough Ave at Nebraska Ave	Property Damage Only	Angle	Clear	Dark - Lighted	Dry	WB
88763168	SignalFour	2/23/2019	2019	E GIDDENS AVE	N NEBRASKA AVE	Hillsborough Ave at Nebraska Ave	Property Damage Only	Rear End	Clear	Day	Dry	NB
87523925	SignalFour	5/9/2018	2018	N NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Minor Injury	Rear End	Clear	Day	Dry	WB
89963184	SignalFour	10/8/2020	2020	N NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Property Damage Only	Rear End	Clear	Day	Dry	WB
87530911	SignalFour	9/22/2018	2018	N NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Property Damage Only	Rear End	Clear	Day	Dry	WB
87533635	SignalFour	11/12/2018	2018	N NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Minor Injury	Rear End	Clear	Day	Dry	WB
86159027	SignalFour	1/19/2017	2017	N NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Minor Injury	Rear End	Clear	Day	Dry	WB
86155616	SignalFour	9/5/2016	2016	NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Minor Injury	Rear End	Clear	Dark - Lighted	Dry	EB
86841348	SignalFour	6/10/2017	2017	N NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Property Damage Only	Sideswipe	Clear	Day	Dry	EB

Crash Data

HSMV Report Number	Source	Crash Date	Year	Crash Street Location	Cross Street	Assigned Location	Crash Severity	Crash Type	Weather Condition	Lighting Condition	Road Surface Condition	Vehicle 1 Direction
87532654	SignalFour	10/25/2018	2018	N NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Property Damage Only	Sideswipe	Clear	Day	Dry	WB
89161849	SignalFour	10/23/2019	2019	N NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Minor Injury	Rear End	Clear	Day	Dry	WB
87519240	SignalFour	2/11/2018	2018	N NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Property Damage Only	Rear End	Clear	Day	Dry	EB
89966184	SignalFour	12/23/2020	2020	N NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Minor Injury	Rear End	Clear	Dark - Lighted	Dry	WB
86839658	SignalFour	4/11/2017	2017	N NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Minor Injury	Rear End	Clear	Day	Dry	WB
89159939	SignalFour	10/10/2019	2019	N NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Property Damage Only	Sideswipe	Clear	Day	Dry	WB
86838494	SignalFour	3/4/2017	2017	N NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Minor Injury	Rear End	Clear	Dark - Lighted	Dry	WB
87527053	SignalFour	7/10/2018	2018	N NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Moderate Injury	Rear End	Clear	Dark - Lighted	Dry	WB
87527279	SignalFour	7/15/2018	2018	N NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Property Damage Only	Pedestrian	Clear	Day	Dry	WB
89964267	SignalFour	11/5/2020	2020	N NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Minor Injury	Pedestrian	Clear	Day	Dry	EB
86159588	SignalFour	2/8/2017	2017	N NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Minor Injury	Rear End	Clear	Dawn	Wet	WB
86154965	SignalFour	8/19/2016	2016	N NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Minor Injury	Rear End	Clear	Day	Dry	WB
89153438	SignalFour	6/3/2019	2019	N NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Property Damage Only	Sideswipe	Clear	Day	Dry	WB
89172108	SignalFour	8/23/2020	2020	N 9TH ST	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Property Damage Only	Hit Fixed Object	Clear	Day	Dry	EB
86845859	SignalFour	9/26/2017	2017	N 9TH ST	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Property Damage Only	Rear End	Clear	Dawn	Dry	WB
86844010	SignalFour	8/19/2017	2017	N 9TH ST	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Minor Injury	Rear End	Clear	Day	Dry	WB
86157474	SignalFour	11/23/2016	2016	N NEBRASKA AVE	E HILLSBOROUGH AVE	Hillsborough Ave at Nebraska Ave	Property Damage Only	Hit Fixed Object	Clear	Day	Dry	EB
88289990	SignalFour	1/30/2020	2020	HILLSBOROUGH AVE	56TH ST	Hillsborough Ave at Nebraska Ave	Property Damage Only	Angle	Clear	Dark - Lighted	Dry	WB
88290004	SignalFour	2/12/2020	2020	HILLSBOROUGH AVE	56TH ST	Hillsborough Ave at Nebraska Ave	Property Damage Only	Other	Clear	Dark - Lighted	Dry	SB
85299159	SignalFour	4/26/2016	2016	SR-574	I-275	Hillsborough Ave at Nebraska Ave	Property Damage Only	Rear End	Clear	Day	Dry	NB

Appendix D

Count Data and Historical Count Data

Volume Count Report

Start Date: May 8, 2018	Start Time: 00:00	
Stop Date: May 8, 2018	Stop Time: 24:00	
City: Tampa	County: Hillsborough	
Location: I-275 NB Off Ramp to Hillsborough Ave WB		

Southbound Volume

Tuesday, May 08, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	24	12	23	24	32	92	128	119	95	105	110
30	26	16	14	20	24	30	98	186	102	113	99	100
45	14	18	20	25	17	54	113	194	120	110	89	129
00	27	19	12	20	21	75	151	117	146	122	83	112
Hr Total	82	77	58	88	86	191	454	625	487	440	376	451

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	93	103	82	104	62	62	47	77	68	70	49	41
30	88	98	102	69	71	57	51	74	68	60	51	40
45	102	121	91	62	71	64	69	80	64	46	43	33
00	99	84	103	79	68	39	79	74	87	58	42	21
Hr Total	382	406	378	314	272	222	246	305	287	234	185	135

24 Hour Total:	6,781	AM Peak Volume:	659	AM Peak Hour Factor:	0.85
AM Peak Hour begins:	6:45	PM Peak Volume:	421	PM Peak Hour Factor:	0.87
PM Peak Hour begins:	12:45				

N/A

Tuesday, May 08, 2018

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

Total Volume for All Lanes

Tuesday, May 08, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	24	12	23	24	32	92	128	119	95	105	110
30	26	16	14	20	24	30	98	186	102	113	99	100
45	14	18	20	25	17	54	113	194	120	110	89	129
00	27	19	12	20	21	75	151	117	146	122	83	112
Hr Total	82	77	58	88	86	191	454	625	487	440	376	451

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	93	103	82	104	62	62	47	77	68	70	49	41
30	88	98	102	69	71	57	51	74	68	60	51	40
45	102	121	91	62	71	64	69	80	64	46	43	33
00	99	84	103	79	68	39	79	74	87	58	42	21
Hr Total	382	406	378	314	272	222	246	305	287	234	185	135

24 Hour Total:	6,781	AM Peak Volume:	659	AM Peak Hour Factor:	0.85
AM Peak Hour begins:	6:45	PM Peak Volume:	421	PM Peak Hour Factor:	0.87
PM Peak Hour begins:	12:45				

Volume Count Report

Start Date: May 9, 2018	Start Time: 00:00	
Stop Date: May 9, 2018	Stop Time: 24:00	
City: Tampa	County: Hillsborough	
Location: I-275 NB Off Ramp to Hillsborough Ave WB		

Southbound Volume

Wednesday, May 09, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	14	21	23	17	21	80	140	100	124	88	97
30	19	26	15	19	18	29	100	146	107	120	100	105
45	11	16	15	24	16	57	110	126	112	100	82	112
00	18	16	10	21	32	66	136	137	132	116	88	111
Hr Total	69	72	61	87	83	173	426	549	451	460	358	425

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	88	79	97	85	72	50	72	93	73	81	54	37
30	92	99	87	100	76	53	90	98	62	64	55	44
45	107	102	84	86	59	52	87	80	80	50	47	31
00	103	118	88	82	61	59	121	72	76	52	43	31
Hr Total	390	398	356	353	268	214	370	343	291	247	199	143

24 Hour Total:	6,786	AM Peak Volume:	549	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	7:00	PM Peak Volume:	416	PM Peak Hour Factor:	0.88
PM Peak Hour begins:	13:15				

N/A

Wednesday, May 09, 2018

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

Total Volume for All Lanes

Wednesday, May 09, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	14	21	23	17	21	80	140	100	124	88	97
30	19	26	15	19	18	29	100	146	107	120	100	105
45	11	16	15	24	16	57	110	126	112	100	82	112
00	18	16	10	21	32	66	136	137	132	116	88	111
Hr Total	69	72	61	87	83	173	426	549	451	460	358	425

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	88	79	97	85	72	50	72	93	73	81	54	37
30	92	99	87	100	76	53	90	98	62	64	55	44
45	107	102	84	86	59	52	87	80	80	50	47	31
00	103	118	88	82	61	59	121	72	76	52	43	31
Hr Total	390	398	356	353	268	214	370	343	291	247	199	143

24 Hour Total:	6,786	AM Peak Volume:	549	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	7:00	PM Peak Volume:	416	PM Peak Hour Factor:	0.88
PM Peak Hour begins:	13:15				

Volume Count Report

Start Date: May 10, 2018	Start Time: 00:00	
Stop Date: May 10, 2018	Stop Time: 24:00	
City: Tampa	County: Hillsborough	
Location: I-275 NB Off Ramp to Hillsborough Ave WB		

Southbound Volume

Thursday, May 10, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	16	25	13	22	30	80	122	124	117	94	103
30	20	19	20	23	17	41	109	132	118	126	99	106
45	15	13	14	25	18	53	109	144	122	103	90	111
00	20	10	17	30	23	73	123	142	134	90	108	114
Hr Total	76	58	76	91	80	197	421	540	498	436	391	434

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	95	94	99	105	77	76	98	81	71	74	45	43
30	87	81	85	63	57	49	79	97	78	77	44	35
45	103	79	92	87	73	67	89	92	95	52	44	28
00	103	109	99	77	75	64	84	84	64	56	40	25
Hr Total	388	363	375	332	282	256	350	354	308	259	173	131

24 Hour Total:	6,869	AM Peak Volume:	542	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	7:15	PM Peak Volume:	388	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	12:00				

N/A

Thursday, May 10, 2018

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

Total Volume for All Lanes

Thursday, May 10, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	16	25	13	22	30	80	122	124	117	94	103
30	20	19	20	23	17	41	109	132	118	126	99	106
45	15	13	14	25	18	53	109	144	122	103	90	111
00	20	10	17	30	23	73	123	142	134	90	108	114
Hr Total	76	58	76	91	80	197	421	540	498	436	391	434

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	95	94	99	105	77	76	98	81	71	74	45	43
30	87	81	85	63	57	49	79	97	78	77	44	35
45	103	79	92	87	73	67	89	92	95	52	44	28
00	103	109	99	77	75	64	84	84	64	56	40	25
Hr Total	388	363	375	332	282	256	350	354	308	259	173	131

24 Hour Total:	6,869	AM Peak Volume:	542	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	7:15	PM Peak Volume:	388	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	12:00				

Volume Count Report

3-Day Average

Start Date:	May 8, 2018	Start Time:	00:00
Stop Date:	May 10, 2018	Stop Time:	24:00
City:	Tampa	County:	Hillsborough
Location	I-275 NB Off Ramp to Hillsborough Ave WB		

Southbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	18	19	20	21	28	84	130	114	112	96	103
30	22	20	16	21	20	33	102	155	109	120	99	104
45	13	16	16	25	17	55	111	155	118	104	87	117
00	22	15	13	24	25	71	137	132	137	109	93	112
Hr Total	76	69	65	89	83	187	434	571	479	445	375	437

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	92	92	93	98	70	63	72	84	71	75	49	40
30	89	93	91	77	68	53	73	90	69	67	50	40
45	104	101	89	78	68	61	82	84	80	49	45	31
00	102	104	97	79	68	54	95	77	76	55	42	26
Hr Total	387	389	370	333	274	231	322	334	295	247	186	136

24 Hour Total:	6,812		
AM Peak Hour begins:	6:45	AM Peak Volume:	576
PM Peak Hour begins:	12:30	PM Peak Volume:	390
		PM Peak Hour Factor:	0.93
		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
PM Peak Hour begins:	12:00	PM Peak Volume:	0
		PM Peak Hour Factor:	#DIV/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	19	18	19	20	21	28	84	130	114	112	96	103
30	22	20	16	21	20	33	102	155	109	120	99	104
45	13	16	16	25	17	55	111	155	118	104	87	117
00	22	15	13	24	25	71	137	132	137	109	93	112
Hr Total	76	69	65	89	83	187	434	571	479	445	375	437

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	92	92	93	98	70	63	72	84	71	75	49	40
30	89	93	91	77	68	53	73	90	69	67	50	40
45	104	101	89	78	68	61	82	84	80	49	45	31
00	102	104	97	79	68	54	95	77	76	55	42	26
Hr Total	387	389	370	333	274	231	322	334	295	247	186	136

24 Hour Total:	6,812		
AM Peak Hour begins:	6:45	AM Peak Volume:	576
PM Peak Hour begins:	12:30	PM Peak Volume:	390
		PM Peak Hour Factor:	0.93
		PM Peak Hour Factor:	0.94

Volume Count Report

Start Date: May 8, 2018 Start Time: 00:00
 Stop Date: May 8, 2018 Stop Time: 24:00
 City: Tampa County: Hillsborough
 Location: Lane 1 - I-275 NB Off Ramp to Hillsborough Ave EB; Lane 2 - Taliaferro Ave

Northbound Volume

Tuesday, May 08, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	30	12	11	5	10	10	26	64	56	47	55	66
30	16	13	12	7	9	11	36	65	48	60	72	64
45	15	16	11	6	11	14	32	80	52	65	63	57
00	14	14	8	9	9	18	53	68	45	45	75	92
Hr Total	75	55	42	27	39	53	147	277	201	217	265	279

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	73	67	78	84	48	27	45	62	54	54	55	23
30	64	57	81	70	50	56	56	50	55	45	38	30
45	73	92	87	56	35	57	45	49	56	62	30	28
00	58	74	87	55	38	49	58	54	43	44	29	27
Hr Total	268	290	333	265	171	189	204	215	208	205	152	108

24 Hour Total: 4,285
 AM Peak Hour begins: 11:15 AM Peak Volume: 286 AM Peak Hour Factor: 0.78
 PM Peak Hour begins: 14:15 PM Peak Volume: 339 PM Peak Hour Factor: 0.97

Northbound Volume

Tuesday, May 08, 2018

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

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	1	3	2	6	4	7	22	2	2	1	2	0
30	4	1	5	0	4	9	19	3	1	2	0	0
45	2	1	0	5	4	28	3	2	0	2	0	1
00	1	0	0	3	11	24	1	1	1	3	1	1
Hr Total	8	5	7	14	23	68	45	8	4	8	3	2

24 Hour Total: 227
 AM Peak Hour begins: 11:30 AM Peak Volume: 8 AM Peak Hour Factor: 0.50
 PM Peak Hour begins: 17:30 PM Peak Volume: 93 PM Peak Hour Factor: 0.83

Total Volume for All Lanes

Tuesday, May 08, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	30	12	11	5	10	11	28	64	57	48	55	67
30	16	14	12	7	9	12	37	68	49	62	72	65
45	17	18	11	6	11	14	33	80	53	67	64	58
00	14	14	8	9	10	18	53	68	47	46	75	94
Hr Total	77	58	42	27	40	55	151	280	206	223	266	284

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	74	70	80	90	52	34	67	64	56	55	57	23
30	68	58	86	70	54	65	75	53	56	47	38	30
45	75	93	87	61	39	85	48	51	56	64	30	29
00	59	74	87	58	49	73	59	55	44	47	30	28
Hr Total	276	295	340	279	194	257	249	223	212	213	155	110

24 Hour Total: 4,512
 AM Peak Hour begins: 11:45 AM Peak Volume: 311 AM Peak Hour Factor: 0.83
 PM Peak Hour begins: 14:15 PM Peak Volume: 350 PM Peak Hour Factor: 0.97

Volume Count Report

Start Date: May 9, 2018 Start Time: 00:00
 Stop Date: May 9, 2018 Stop Time: 24:00
 City: Tampa County: Hillsborough
 Location: Lane 1 - I-275 NB Off Ramp to Hillsborough Ave EB; Lane 2 - Taliaferro Ave

Northbound Volume

Wednesday, May 09, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	28	11	8	4	7	16	24	56	57	37	55	68
30	19	11	14	2	6	10	27	63	44	57	58	60
45	13	19	8	9	6	16	33	67	54	59	84	81
00	20	8	9	10	13	20	55	57	50	68	81	75
Hr Total	80	49	39	25	32	62	139	243	205	221	278	284

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	54	88	76	87	54	31	47	57	52	54	43	30
30	63	85	64	75	41	30	39	73	57	49	46	29
45	73	81	90	62	44	23	50	70	52	45	40	29
00	79	71	69	44	29	32	57	53	58	48	26	26
Hr Total	269	325	299	268	168	116	193	253	219	196	155	114

24 Hour Total: 4,232
 AM Peak Hour begins: 10:30 AM Peak Volume: 293 AM Peak Hour Factor: 0.87
 PM Peak Hour begins: 12:45 PM Peak Volume: 333 PM Peak Hour Factor: 0.95

Northbound Volume

Wednesday, May 09, 2018

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

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	2	1	0	1	4	14	16	3	2	0	2	0
30	0	2	2	5	6	10	6	0	2	4	0	2
45	0	1	2	6	12	24	8	0	2	0	0	1
00	0	3	0	1	7	11	3	0	1	0	4	2
Hr Total	2	7	4	13	29	59	33	3	7	4	6	5

24 Hour Total: 211
 AM Peak Hour begins: 9:30 AM Peak Volume: 9 AM Peak Hour Factor: 0.75
 PM Peak Hour begins: 17:15 PM Peak Volume: 61 PM Peak Hour Factor: 0.64

Total Volume for All Lanes

Wednesday, May 09, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	28	11	8	4	7	16	27	59	58	37	55	69
30	19	11	14	2	6	10	27	65	45	58	61	63
45	14	19	8	9	6	16	35	68	55	62	85	82
00	20	8	9	10	13	20	56	58	51	71	83	78
Hr Total	81	49	39	25	32	62	145	250	209	228	284	292

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	56	89	76	88	58	45	63	60	54	54	45	30
30	63	87	66	80	47	40	45	73	59	53	46	31
45	73	82	92	68	56	47	58	70	54	45	40	30
00	79	74	69	45	36	43	60	53	59	48	30	28
Hr Total	271	332	303	281	197	175	226	256	226	200	161	119

24 Hour Total: 4,443
 AM Peak Hour begins: 10:30 AM Peak Volume: 300 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 12:45 PM Peak Volume: 337 PM Peak Hour Factor: 0.95

Volume Count Report

Start Date: May 10, 2018 Start Time: 00:00
 Stop Date: May 10, 2018 Stop Time: 24:00
 City: Tampa County: Hillsborough
 Location: Lane 1 - I-275 NB Off Ramp to Hillsborough Ave EB; Lane 2 - Taliaferro Ave

Northbound Volume

Thursday, May 10, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	25	12	12	4	9	19	23	61	62	49	65	71
30	25	12	8	12	16	13	40	61	55	54	63	75
45	16	5	15	4	8	26	35	65	56	55	64	69
00	12	13	7	12	9	24	49	84	54	45	40	82
Hr Total	78	42	42	32	42	82	147	271	227	203	232	297

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	84	72	70	92	47	41	44	57	50	72	52	30
30	79	86	75	58	53	28	52	70	71	47	48	33
45	68	80	82	50	39	31	49	65	69	57	32	33
00	69	81	91	50	30	25	63	78	57	51	39	23
Hr Total	300	319	318	250	169	125	208	270	247	227	171	119

24 Hour Total: 4,418
 AM Peak Hour begins: 11:30 AM Peak Volume: 314 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 14:15 PM Peak Volume: 340 PM Peak Hour Factor: 0.92

Northbound Volume

Thursday, May 10, 2018

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

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	2	2	2	5	6	9	3	2	1	0	2	1
30	4	3	2	7	10	13	5	1	1	1	1	2
45	0	3	1	3	7	17	2	3	1	2	2	0
00	1	1	1	0	8	20	4	1	2	0	5	0
Hr Total	7	9	6	15	31	59	14	7	5	3	10	3

24 Hour Total: 214
 AM Peak Hour begins: 11:30 AM Peak Volume: 12 AM Peak Hour Factor: 0.75
 PM Peak Hour begins: 17:00 PM Peak Volume: 59 PM Peak Hour Factor: 0.74

Total Volume for All Lanes

Thursday, May 10, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	25	12	12	4	10	19	25	63	62	52	65	73
30	25	14	8	12	16	13	40	62	56	57	65	77
45	17	5	15	4	8	27	35	67	57	57	70	73
00	12	13	7	12	9	25	49	85	55	46	41	84
Hr Total	79	44	42	32	43	84	149	277	230	212	241	307

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	86	74	72	97	53	50	47	59	51	72	54	31
30	83	89	77	65	63	41	57	71	72	48	49	35
45	68	83	83	53	46	48	51	68	70	59	34	33
00	70	82	92	50	38	45	67	79	59	51	44	23
Hr Total	307	328	324	265	200	184	222	277	252	230	181	122

24 Hour Total: 4,632
 AM Peak Hour begins: 11:30 AM Peak Volume: 326 AM Peak Hour Factor: 0.95
 PM Peak Hour begins: 14:15 PM Peak Volume: 349 PM Peak Hour Factor: 0.90

Volume Count Report

3-Day Average

Start Date: May 8, 2018	Start Time: 00:00	
Stop Date: May 10, 2018	Stop Time: 24:00	
City: Tampa	County: Hillsborough	
Location: Lane 1 - I-275 NB Off Ramp to Hillsborough Ave EB; Lane 2 - Taliaferro Ave		

Northbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	28	12	10	4	9	15	24	60	58	44	58	68
30	20	12	11	7	10	11	34	63	49	57	64	66
45	15	13	11	6	8	19	33	71	54	60	70	69
00	15	12	8	10	10	21	52	70	50	53	65	83
Hr Total	78	49	41	28	38	66	144	264	211	214	258	287

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	70	76	75	88	50	33	45	59	52	60	50	28
30	69	76	73	68	48	38	49	64	61	47	44	31
45	71	84	86	56	39	37	48	61	59	55	34	30
00	69	75	82	50	32	35	59	62	53	48	31	25
Hr Total	279	311	317	261	169	143	202	246	225	209	159	114

24 Hour Total:	4,312				
AM Peak Hour begins:	11:30	AM Peak Volume:	291	PM Peak Hour Factor:	0.88
PM Peak Hour begins:	14:15	PM Peak Volume:	330	PM Peak Hour Factor:	0.94

Northbound Volume

3-Day Average

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

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	2	2	1	4	5	10	14	2	2	0	2	0
30	3	2	3	4	7	11	10	1	1	2	0	1
45	1	2	1	5	8	23	4	2	1	1	1	1
00	1	1	0	1	9	18	3	1	1	1	3	1
Hr Total	6	7	6	14	28	62	31	6	5	5	6	3

24 Hour Total:	217				
AM Peak Hour begins:	11:30	AM Peak Volume:	9	PM Peak Hour Factor:	0.81
PM Peak Hour begins:	17:15	PM Peak Volume:	66	PM Peak Hour Factor:	0.71

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	28	12	10	4	9	15	27	62	59	46	58	70
30	20	13	11	7	10	12	35	65	50	59	66	68
45	16	14	11	6	8	19	34	72	55	62	73	71
00	15	12	8	10	11	21	53	70	51	54	66	85
Hr Total	79	50	41	28	38	67	148	269	215	221	264	294

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	72	78	76	92	54	43	59	61	54	60	52	28
30	71	78	76	72	55	49	59	66	62	49	44	32
45	72	86	87	61	47	60	52	63	60	56	35	31
00	69	77	83	51	41	54	62	62	54	49	35	26
Hr Total	285	318	322	275	197	205	232	252	230	214	166	117

24 Hour Total:	4,529				
AM Peak Hour begins:	11:45	AM Peak Volume:	301	PM Peak Hour Factor:	0.88
PM Peak Hour begins:	14:15	PM Peak Volume:	338	PM Peak Hour Factor:	0.92

Volume Count Report

Start Date: May 8, 2018 Start Time: 00:00
 Stop Date: May 8, 2018 Stop Time: 24:00
 City: Tampa County: Hillsborough
 Location: Lane 1 - I-275 NB On Ramp at Hillsborough Ave; Lane 2 - Miami Ave

Northbound Volume

Tuesday, May 08, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	40	31	19	9	25	30	68	154	157	153	132	157
30	45	22	35	30	19	38	84	160	146	154	131	162
45	44	25	9	19	19	53	114	170	142	130	134	131
00	26	21	20	16	21	74	145	192	135	138	127	160
Hr Total	155	99	83	74	84	195	411	676	580	575	524	610

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	158	177	197	235	213	255	174	180	141	104	116	72
30	163	187	178	244	267	214	164	185	163	131	80	57
45	159	171	203	279	231	168	164	160	135	127	88	56
00	161	190	193	241	228	179	172	133	96	132	67	46
Hr Total	641	725	771	999	939	816	674	658	535	494	351	231

24 Hour Total: 11,900
 AM Peak Hour begins: 7:15 AM Peak Volume: 679 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 15:30 PM Peak Volume: 1,000 PM Peak Hour Factor: 0.90

Northbound Volume

Tuesday, May 08, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	0	1	0	1	2	0	2	6	2	11
30	1	0	0	2	1	2	2	5	7	3	5	7
45	1	2	2	1	0	0	3	2	3	6	4	6
00	1	0	0	2	0	2	1	6	2	8	7	4
Hr Total	5	3	2	6	1	5	8	13	14	23	18	28

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	7	10	5	6	3	9	13	10	2	6	7	2
30	7	7	6	4	7	7	4	5	6	2	4	0
45	5	9	4	5	4	9	8	3	6	2	5	0
00	4	6	7	5	7	10	6	8	3	4	5	3
Hr Total	23	32	22	20	21	35	31	26	17	14	21	5

24 Hour Total: 393
 AM Peak Hour begins: 10:45 AM Peak Volume: 31 AM Peak Hour Factor: 0.70
 PM Peak Hour begins: 17:15 PM Peak Volume: 39 PM Peak Hour Factor: 0.75

Total Volume for All Lanes

Tuesday, May 08, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	42	32	19	10	25	31	70	154	159	159	134	168
30	46	22	35	32	20	40	86	165	153	157	136	169
45	45	27	11	20	19	53	117	172	145	136	138	137
00	27	21	20	18	21	76	146	198	137	146	134	164
Hr Total	160	102	85	80	85	200	419	689	594	598	542	638

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	165	187	202	241	216	264	187	190	143	110	123	74
30	170	194	184	248	274	221	168	190	169	133	84	57
45	164	180	207	284	235	177	172	163	141	129	93	56
00	165	196	200	246	235	189	178	141	99	136	72	49
Hr Total	664	757	793	1,019	960	851	705	684	552	508	372	236

24 Hour Total: 12,293
 AM Peak Hour begins: 7:15 AM Peak Volume: 694 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 15:30 PM Peak Volume: 1,020 PM Peak Hour Factor: 0.90

Volume Count Report

Start Date: May 9, 2018 Start Time: 00:00
 Stop Date: May 9, 2018 Stop Time: 24:00
 City: Tampa County: Hillsborough
 Location: Lane 1 - I-275 NB On Ramp at Hillsborough Ave; Lane 2 - Miami Ave

Northbound Volume

Wednesday, May 09, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	41	22	17	8	31	31	63	134	143	137	141	142
30	38	28	18	17	22	38	96	147	149	162	144	186
45	38	33	12	19	27	47	118	175	135	141	145	167
00	40	21	25	18	22	75	128	168	159	140	130	181
Hr Total	157	104	72	62	102	191	405	624	586	580	560	676

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	167	180	212	239	205	230	243	179	148	136	81	73
30	134	174	202	235	229	236	225	197	168	131	91	75
45	161	175	198	237	215	257	182	145	138	136	85	55
00	162	195	195	252	215	225	176	158	160	130	85	49
Hr Total	624	724	807	963	864	948	826	679	614	533	342	252

24 Hour Total: 12,295
 AM Peak Hour begins: 11:15 AM Peak Volume: 701 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 15:00 PM Peak Volume: 963 PM Peak Hour Factor: 0.96

Northbound Volume

Wednesday, May 09, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	0	0	1	3	1	5	5	7
30	1	0	1	0	0	1	2	7	5	5	6	3
45	3	1	0	0	1	0	2	4	1	3	5	4
00	0	1	0	0	0	3	3	5	5	7	2	2
Hr Total	5	2	1	0	1	4	8	19	12	20	18	16

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	8	10	5	2	2	5	6	9	3	6	3	2
30	12	6	8	7	5	8	3	7	6	2	4	1
45	7	3	3	5	9	5	7	12	9	4	3	1
00	5	6	3	5	6	11	3	2	6	2	3	0
Hr Total	32	25	19	19	22	29	19	30	24	14	13	4

24 Hour Total: 356
 AM Peak Hour begins: 11:30 AM Peak Volume: 26 AM Peak Hour Factor: 0.54
 PM Peak Hour begins: 12:15 PM Peak Volume: 34 PM Peak Hour Factor: 0.71

Total Volume for All Lanes

Wednesday, May 09, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	42	22	17	8	31	31	64	137	144	142	146	149
30	39	28	19	17	22	39	98	154	154	167	150	189
45	41	34	12	19	28	47	120	179	136	144	150	171
00	40	22	25	18	22	78	131	173	164	147	132	183
Hr Total	162	106	73	62	103	195	413	643	598	600	578	692

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	175	190	217	241	207	235	249	188	151	142	84	75
30	146	180	210	242	234	244	228	204	174	133	95	76
45	168	178	201	242	224	262	189	157	147	140	88	56
00	167	201	198	257	221	236	179	160	166	132	88	49
Hr Total	656	749	826	982	886	977	845	709	638	547	355	256

24 Hour Total: 12,651
 AM Peak Hour begins: 11:15 AM Peak Volume: 718 AM Peak Hour Factor: 0.95
 PM Peak Hour begins: 17:15 PM Peak Volume: 991 PM Peak Hour Factor: 0.95

Volume Count Report

Start Date: May 10, 2018 Start Time: 00:00
 Stop Date: May 10, 2018 Stop Time: 24:00
 City: Tampa County: Hillsborough
 Location: Lane 1 - I-275 NB On Ramp at Hillsborough Ave; Lane 2 - Miami Ave

Northbound Volume

Thursday, May 10, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	53	29	15	17	14	31	68	138	175	139	137	141
30	46	26	23	19	19	48	105	171	161	165	120	162
45	36	28	16	20	18	48	98	193	150	143	144	153
00	23	29	30	21	27	72	105	207	154	145	177	145
Hr Total	158	112	84	77	78	199	376	709	640	592	578	601

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	148	186	205	221	262	240	228	187	130	138	119	79
30	165	176	190	248	245	229	233	191	153	143	95	71
45	179	206	204	242	230	218	213	156	141	119	98	66
00	165	165	194	230	250	245	217	139	147	109	81	66
Hr Total	657	733	793	941	987	932	891	673	571	509	393	282

24 Hour Total: 12,566
 AM Peak Hour begins: 7:15 AM Peak Volume: 746 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 16:00 PM Peak Volume: 987 PM Peak Hour Factor: 0.94

Northbound Volume

Thursday, May 10, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	1	1	1	0	4	0	3	3	2	6	3
30	1	0	0	1	1	1	1	2	3	4	4	7
45	2	0	1	1	0	0	2	5	4	6	7	12
00	1	0	0	1	0	2	0	6	5	2	5	9
Hr Total	7	1	2	4	1	7	3	16	15	14	22	31

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	10	9	6	10	5	3	5	6	8	2	2	1
30	6	5	8	6	6	7	6	4	2	1	4	4
45	5	10	4	4	4	13	6	5	1	3	6	5
00	5	13	7	7	8	3	6	5	4	3	3	2
Hr Total	26	37	25	27	23	26	23	20	15	9	15	12

24 Hour Total: 381
 AM Peak Hour begins: 11:15 AM Peak Volume: 38 AM Peak Hour Factor: 0.79
 PM Peak Hour begins: 13:00 PM Peak Volume: 37 PM Peak Hour Factor: 0.71

Total Volume for All Lanes

Thursday, May 10, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	56	30	16	18	14	35	68	141	178	141	143	144
30	47	26	23	20	20	49	106	173	164	169	124	169
45	38	28	17	21	18	48	100	198	154	149	151	165
00	24	29	30	22	27	74	105	213	159	147	182	154
Hr Total	165	113	86	81	79	206	379	725	655	606	600	632

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	158	195	211	231	267	243	233	193	138	140	121	80
30	171	181	198	254	251	236	239	195	155	144	99	75
45	184	216	208	246	234	231	219	161	142	122	104	71
00	170	178	201	237	258	248	223	144	151	112	84	68
Hr Total	683	770	818	968	1,010	958	914	693	586	518	408	294

24 Hour Total: 12,947
 AM Peak Hour begins: 7:15 AM Peak Volume: 762 AM Peak Hour Factor: 0.89
 PM Peak Hour begins: 16:00 PM Peak Volume: 1,010 PM Peak Hour Factor: 0.95

Volume Count Report

3-Day Average

Start Date:	May 8, 2018	Start Time:	00:00
Stop Date:	May 10, 2018	Stop Time:	24:00
City:	Tampa	County:	Hillsborough
Location:	Lane 1 - I-275 NB On Ramp at Hillsborough Ave; Lane 2 - Miami Ave		

Northbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	45	27	17	11	23	31	66	142	158	143	137	147
30	43	25	25	22	20	41	95	159	152	160	132	170
45	39	29	12	19	21	49	110	179	142	138	141	150
00	30	24	25	18	23	74	126	189	149	141	145	162
Hr Total	157	105	80	71	88	195	397	670	602	582	554	629

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	158	181	205	232	227	242	215	182	140	126	105	75
30	154	179	190	242	247	226	207	191	161	135	89	68
45	166	184	202	253	225	214	186	154	138	127	90	59
00	163	183	194	241	231	216	188	143	134	124	78	54
Hr Total	641	727	790	968	930	899	797	670	573	512	362	255

24 Hour Total:	12,254		
AM Peak Hour begins:	7:15	AM Peak Volume:	686
PM Peak Hour begins:	15:00	PM Peak Volume:	968
		PM Peak Hour Factor:	0.91
		PM Peak Hour Factor:	0.96

Northbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	0	1	0	2	1	2	2	4	4	7
30	1	0	0	1	1	1	2	5	5	4	5	6
45	2	1	1	1	0	0	2	4	3	5	5	7
00	1	0	0	1	0	2	1	6	4	6	5	5
Hr Total	6	2	2	3	1	5	6	16	14	19	19	25

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	8	10	5	6	3	6	8	8	4	5	4	2
30	8	6	7	6	6	7	4	5	5	2	4	2
45	6	7	4	5	6	9	7	7	5	3	5	2
00	5	8	6	6	7	8	5	5	4	3	4	2
Hr Total	27	31	22	22	22	30	24	25	19	12	16	7

24 Hour Total:	377		
AM Peak Hour begins:	11:30	AM Peak Volume:	29
PM Peak Hour begins:	17:15	PM Peak Volume:	32
		PM Peak Hour Factor:	0.87
		PM Peak Hour Factor:	0.90

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	47	28	17	12	23	32	67	144	160	147	141	154
30	44	25	26	23	21	43	97	164	157	164	137	176
45	41	30	13	20	22	49	112	183	145	143	146	158
00	30	24	25	19	23	76	127	195	153	147	149	167
Hr Total	162	107	81	74	89	200	404	686	616	601	573	654

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	166	191	210	238	230	247	223	190	144	131	109	76
30	162	185	197	248	253	234	212	196	166	137	93	69
45	172	191	205	257	231	223	193	160	143	130	95	61
00	167	192	200	247	238	224	193	148	139	127	81	55
Hr Total	668	759	812	990	952	929	821	695	592	524	378	262

24 Hour Total:	12,630		
AM Peak Hour begins:	7:15	AM Peak Volume:	702
PM Peak Hour begins:	15:00	PM Peak Volume:	990
		PM Peak Hour Factor:	0.90
		PM Peak Hour Factor:	0.96

Volume Count Report

Start Date: May 8, 2018	Start Time: 00:00	
Stop Date: May 8, 2018	Stop Time: 24:00	
City: Tampa	County: Hillsborough	
Location: Lane 1 - I-275 SB Off Ramp at Hillsborough Ave; Lane 2 - Cherokee Ave		

Southbound Volume

Tuesday, May 08, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	32	26	17	16	19	53	118	108	44	112	133	138
30	26	16	19	27	30	59	154	101	54	155	132	113
45	17	21	14	13	26	71	114	65	50	173	150	149
00	29	12	20	34	36	98	85	62	88	155	152	154
Hr Total	104	75	70	90	111	281	471	336	236	595	567	554

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	141	109	130	162	169	137	152	82	72	67	64	42
30	145	136	152	126	172	175	139	89	93	66	52	29
45	141	144	152	144	177	192	124	76	75	65	58	37
00	130	156	191	175	187	156	103	99	89	53	42	22
Hr Total	557	545	625	607	705	660	518	346	329	251	216	130

24 Hour Total:	8,979	AM Peak Volume:	616	AM Peak Hour Factor:	0.89
AM Peak Hour begins:	9:15	PM Peak Volume:	705	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	16:00				

Southbound Volume

Tuesday, May 08, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	1	0	0	1	6	24	33	5	7	7
30	0	0	0	0	0	0	3	24	15	5	2	2
45	0	0	0	0	1	0	3	22	22	1	9	5
00	0	0	0	0	2	0	4	29	6	3	1	4
Hr Total	0	0	1	0	3	1	16	99	76	14	19	18

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

24 Hour Total:	385	AM Peak Volume:	108	AM Peak Hour Factor:	0.82
AM Peak Hour begins:	7:15	PM Peak Volume:	24	PM Peak Hour Factor:	0.67
PM Peak Hour begins:	15:00				

Total Volume for All Lanes

Tuesday, May 08, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	32	26	18	16	19	54	124	132	77	117	140	145
30	26	16	19	27	30	59	157	125	69	160	134	115
45	17	21	14	13	27	71	117	87	72	174	159	154
00	29	12	20	34	38	98	89	91	94	158	153	158
Hr Total	104	75	71	90	114	282	487	435	312	609	586	572

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	141	113	132	168	173	141	156	88	74	71	64	42
30	147	137	156	130	177	175	142	91	94	67	54	29
45	146	146	160	149	181	194	128	80	76	67	58	37
00	133	162	193	184	196	160	104	101	91	53	42	24
Hr Total	567	558	641	631	727	670	530	360	335	258	218	132

24 Hour Total:	9,364	AM Peak Volume:	632	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	9:15	PM Peak Volume:	727	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	16:00				

Volume Count Report

Start Date: May 9, 2018 Start Time: 00:00
 Stop Date: May 9, 2018 Stop Time: 24:00
 City: Tampa County: Hillsborough
 Location: Lane 1 - I-275 SB Off Ramp at Hillsborough Ave; Lane 2 - Cherokee Ave

Southbound Volume

Wednesday, May 09, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	25	25	18	19	20	32	107	121	52	121	159	148
30	17	19	9	26	23	50	141	92	45	156	167	163
45	13	10	17	24	31	69	120	71	53	171	135	158
00	16	10	22	26	28	109	99	54	93	147	131	145
Hr Total	71	64	66	95	102	260	467	338	243	595	592	614

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	137	129	92	98	112	143	158	118	96	74	68	44
30	122	104	114	89	126	170	180	129	85	85	53	29
45	133	73	106	123	124	150	141	119	83	73	49	37
00	134	72	130	113	183	182	127	96	81	68	34	15
Hr Total	526	378	442	423	545	645	606	462	345	300	204	125

24 Hour Total: 8,508
 AM Peak Hour begins: 9:30 AM Peak Volume: 644 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 17:30 PM Peak Volume: 670 PM Peak Hour Factor: 0.92

Southbound Volume

Wednesday, May 09, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	0	0	2	14	22	8	5	2
30	1	0	0	0	0	1	3	28	16	2	5	7
45	0	0	0	0	0	0	4	23	13	2	4	7
00	0	0	0	0	0	4	8	21	12	3	4	8
Hr Total	2	0	0	0	0	5	17	86	63	15	18	24

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

24 Hour Total: 390
 AM Peak Hour begins: 7:15 AM Peak Volume: 94 AM Peak Hour Factor: 0.84
 PM Peak Hour begins: 18:00 PM Peak Volume: 26 PM Peak Hour Factor: 0.65

Total Volume for All Lanes

Wednesday, May 09, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	26	25	18	19	20	32	109	135	74	129	164	150
30	18	19	9	26	23	51	144	120	61	158	172	170
45	13	10	17	24	31	69	124	94	66	173	139	165
00	16	10	22	26	28	113	107	75	105	150	135	153
Hr Total	73	64	66	95	102	265	484	424	306	610	610	638

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	142	132	95	102	114	149	168	123	96	74	69	45
30	123	108	120	93	131	173	183	133	89	85	55	31
45	138	76	110	128	127	154	150	122	84	74	51	38
00	138	77	135	119	189	185	131	100	82	70	35	15
Hr Total	541	393	460	442	561	661	632	478	351	303	210	129

24 Hour Total: 8,898
 AM Peak Hour begins: 9:30 AM Peak Volume: 659 AM Peak Hour Factor: 0.95
 PM Peak Hour begins: 17:30 PM Peak Volume: 690 PM Peak Hour Factor: 0.93

Volume Count Report

Start Date: May 10, 2018 Start Time: 00:00
 Stop Date: May 10, 2018 Stop Time: 24:00
 City: Tampa County: Hillsborough
 Location: Lane 1 - I-275 SB Off Ramp at Hillsborough Ave; Lane 2 - Cherokee Ave

Southbound Volume

Thursday, May 10, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	31	17	16	28	24	28	126	130	57	159	150	138
30	36	23	16	26	23	60	144	104	76	146	151	142
45	29	18	14	32	29	71	126	84	77	158	137	174
00	31	11	16	27	34	103	116	55	104	151	125	139
Hr Total	127	69	62	113	110	262	512	373	314	614	563	593

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	147	138	136	151	143	179	156	117	97	82	54	59
30	153	172	152	166	164	190	143	84	95	59	56	41
45	134	169	137	130	184	162	125	80	82	68	71	31
00	146	136	194	146	171	184	120	80	83	64	54	35
Hr Total	580	615	619	593	662	715	544	361	357	273	235	166

24 Hour Total: 9,432
 AM Peak Hour begins: 9:00 AM Peak Volume: 614 AM Peak Hour Factor: 0.97
 PM Peak Hour begins: 16:30 PM Peak Volume: 724 PM Peak Hour Factor: 0.95

Southbound Volume

Thursday, May 10, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	1	1	0	2	3	18	27	4	6	7
30	0	0	0	0	0	1	6	19	17	5	5	5
45	1	0	0	0	0	1	6	25	11	6	1	4
00	0	0	0	0	0	1	4	26	7	4	4	7
Hr Total	1	0	1	1	0	5	19	88	62	19	16	23

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

24 Hour Total: 390
 AM Peak Hour begins: 7:15 AM Peak Volume: 97 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 14:45 PM Peak Volume: 27 PM Peak Hour Factor: 0.68

Total Volume for All Lanes

Thursday, May 10, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	31	17	17	29	24	30	129	148	84	163	156	145
30	36	23	16	26	23	61	150	123	93	151	156	147
45	30	18	14	32	29	72	132	109	88	164	138	178
00	31	11	16	27	34	104	120	81	111	155	129	146
Hr Total	128	69	63	114	110	267	531	461	376	633	579	616

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	151	140	137	154	146	183	160	120	98	82	56	59
30	154	178	153	175	169	198	146	86	96	60	57	41
45	138	173	145	140	193	167	133	82	82	68	73	31
00	152	139	199	150	177	188	122	86	84	65	54	35
Hr Total	595	630	634	619	685	736	561	374	360	275	240	166

24 Hour Total: 9,822
 AM Peak Hour begins: 9:00 AM Peak Volume: 633 AM Peak Hour Factor: 0.96
 PM Peak Hour begins: 16:30 PM Peak Volume: 751 PM Peak Hour Factor: 0.95

Volume Count Report

3-Day Average

Start Date: May 8, 2018 Start Time: 00:00
 Stop Date: May 10, 2018 Stop Time: 24:00
 City: Tampa County: Hillsborough
 Location: Lane 1 - I-275 SB Off Ramp at Hillsborough Ave; Lane 2 - Cherokee Ave

Southbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	29	23	17	21	21	38	117	120	51	131	147	141
30	26	19	15	26	25	56	146	99	58	152	150	139
45	20	16	15	23	29	70	120	73	60	167	141	160
00	25	11	19	29	33	103	100	57	95	151	136	146
Hr Total	101	69	66	99	108	268	483	349	264	601	574	587

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	142	125	119	137	141	153	155	106	88	74	62	48
30	140	137	139	127	154	178	154	101	91	70	54	33
45	136	129	132	132	162	168	130	92	80	69	59	35
00	137	121	172	145	180	174	117	92	84	62	43	24
Hr Total	554	513	562	541	637	673	556	390	344	275	218	140

24 Hour Total: 8,973
 AM Peak Hour begins: 9:15 AM Peak Volume: 618 PM Peak Hour Factor: 0.92
 PM Peak Hour begins: 16:45 PM Peak Volume: 680 PM Peak Hour Factor: 0.94

Southbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	1	0	0	1	4	19	27	6	6	5
30	0	0	0	0	0	1	4	24	16	4	4	5
45	0	0	0	0	0	0	4	23	15	3	5	5
00	0	0	0	0	1	2	5	25	8	3	3	6
Hr Total	1	0	1	0	1	4	17	91	67	16	18	22

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

24 Hour Total: 388
 AM Peak Hour begins: 7:15 AM Peak Volume: 100 PM Peak Hour Factor: 0.91
 PM Peak Hour begins: 15:00 PM Peak Volume: 23 PM Peak Hour Factor: 0.86

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	30	23	18	21	21	39	121	138	78	136	153	147
30	27	19	15	26	25	57	150	123	74	156	154	144
45	20	16	15	23	29	71	124	97	75	170	145	166
00	25	11	19	29	33	105	105	82	103	154	139	152
Hr Total	102	69	67	100	109	271	501	440	331	617	592	609

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	145	128	121	141	144	158	161	110	89	76	63	49
30	141	141	143	133	159	182	157	103	93	71	55	34
45	141	132	138	139	167	172	137	95	81	70	61	35
00	141	126	176	151	187	178	119	96	86	63	44	25
Hr Total	568	527	578	564	658	689	574	404	349	279	223	142

24 Hour Total: 9,361
 AM Peak Hour begins: 9:15 AM Peak Volume: 634 PM Peak Hour Factor: 0.93
 PM Peak Hour begins: 16:45 PM Peak Volume: 699 PM Peak Hour Factor: 0.93

Volume Count Report

Start Date: May 8, 2018 Start Time: 00:00
 Stop Date: May 8, 2018 Stop Time: 24:00
 City: Tampa County: Hillsborough
 Location: I-275 SB On Ramp at Hillsborough Ave

Southbound Volume

Tuesday, May 08, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	32	34	15	41	31	60	133	226	273	212	158	166
30	30	20	30	41	46	77	144	230	231	181	176	162
45	24	24	21	37	53	120	193	255	305	187	148	187
00	36	27	29	25	77	140	202	229	197	178	164	154
Hr Total	122	105	95	144	207	397	672	940	1,006	758	646	669

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	179	179	179	150	141	110	111	145	131	129	92	63
30	152	177	171	157	134	110	115	123	107	119	71	50
45	173	189	154	154	132	115	120	109	103	105	82	36
00	146	156	164	147	113	109	130	106	134	104	57	50
Hr Total	650	701	668	608	520	444	476	483	475	457	302	199

24 Hour Total: 11,744
 AM Peak Hour begins: 7:45 AM Peak Volume: 1,038 AM Peak Hour Factor: 0.85
 PM Peak Hour begins: 13:00 PM Peak Volume: 701 PM Peak Hour Factor: 0.93

N/A

Tuesday, May 08, 2018

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 08, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	32	34	15	41	31	60	133	226	273	212	158	166
30	30	20	30	41	46	77	144	230	231	181	176	162
45	24	24	21	37	53	120	193	255	305	187	148	187
00	36	27	29	25	77	140	202	229	197	178	164	154
Hr Total	122	105	95	144	207	397	672	940	1,006	758	646	669

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	179	179	179	150	141	110	111	145	131	129	92	63
30	152	177	171	157	134	110	115	123	107	119	71	50
45	173	189	154	154	132	115	120	109	103	105	82	36
00	146	156	164	147	113	109	130	106	134	104	57	50
Hr Total	650	701	668	608	520	444	476	483	475	457	302	199

24 Hour Total: 11,744
 AM Peak Hour begins: 7:45 AM Peak Volume: 1,038 AM Peak Hour Factor: 0.85
 PM Peak Hour begins: 13:00 PM Peak Volume: 701 PM Peak Hour Factor: 0.93

Volume Count Report

Start Date: May 9, 2018 Start Time: 00:00
 Stop Date: May 9, 2018 Stop Time: 24:00
 City: Tampa County: Hillsborough
 Location: I-275 SB On Ramp at Hillsborough Ave

Southbound Volume

Wednesday, May 09, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	40	23	22	33	22	61	141	194	252	174	175	173
30	36	19	20	31	34	86	164	218	248	171	168	164
45	32	24	31	32	71	116	194	234	245	204	162	170
00	30	21	15	29	51	139	164	271	255	157	167	182
Hr Total	138	87	88	125	178	402	663	917	1,000	706	672	689

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	184	176	178	139	159	124	135	151	127	126	87	51
30	189	193	168	152	137	123	115	156	111	120	88	49
45	172	160	151	158	133	95	132	126	115	115	55	43
00	168	142	181	158	134	102	119	158	129	112	77	37
Hr Total	713	671	678	607	563	444	501	591	482	473	307	180

24 Hour Total: 11,875
 AM Peak Hour begins: 7:45 AM Peak Volume: 1,016 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 12:00 PM Peak Volume: 713 PM Peak Hour Factor: 0.94

N/A

Wednesday, May 09, 2018

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 09, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	40	23	22	33	22	61	141	194	252	174	175	173
30	36	19	20	31	34	86	164	218	248	171	168	164
45	32	24	31	32	71	116	194	234	245	204	162	170
00	30	21	15	29	51	139	164	271	255	157	167	182
Hr Total	138	87	88	125	178	402	663	917	1,000	706	672	689

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	184	176	178	139	159	124	135	151	127	126	87	51
30	189	193	168	152	137	123	115	156	111	120	88	49
45	172	160	151	158	133	95	132	126	115	115	55	43
00	168	142	181	158	134	102	119	158	129	112	77	37
Hr Total	713	671	678	607	563	444	501	591	482	473	307	180

24 Hour Total: 11,875
 AM Peak Hour begins: 7:45 AM Peak Volume: 1,016 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 12:00 PM Peak Volume: 713 PM Peak Hour Factor: 0.94

Volume Count Report

Start Date: May 10, 2018 Start Time: 00:00
 Stop Date: May 10, 2018 Stop Time: 24:00
 City: Tampa County: Hillsborough
 Location: I-275 SB On Ramp at Hillsborough Ave

Southbound Volume

Thursday, May 10, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	28	23	26	31	27	62	129	188	242	185	175	144
30	34	28	24	39	48	93	191	229	239	209	143	186
45	51	26	26	26	69	117	193	226	252	172	164	186
00	25	22	32	28	53	121	184	202	233	128	176	175
Hr Total	138	99	108	124	197	393	697	845	966	694	658	691

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	158	201	172	127	131	116	127	137	118	122	111	77
30	173	178	175	136	132	114	132	116	132	108	72	56
45	154	168	190	139	130	101	130	113	109	116	89	42
00	176	188	174	135	111	125	132	137	129	122	80	61
Hr Total	661	735	711	537	504	456	521	503	488	468	352	236

24 Hour Total: 11,782
 AM Peak Hour begins: 8:00 AM Peak Volume: 966 AM Peak Hour Factor: 0.96
 PM Peak Hour begins: 13:00 PM Peak Volume: 735 PM Peak Hour Factor: 0.91

N/A

Thursday, May 10, 2018

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 10, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	28	23	26	31	27	62	129	188	242	185	175	144
30	34	28	24	39	48	93	191	229	239	209	143	186
45	51	26	26	26	69	117	193	226	252	172	164	186
00	25	22	32	28	53	121	184	202	233	128	176	175
Hr Total	138	99	108	124	197	393	697	845	966	694	658	691

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	158	201	172	127	131	116	127	137	118	122	111	77
30	173	178	175	136	132	114	132	116	132	108	72	56
45	154	168	190	139	130	101	130	113	109	116	89	42
00	176	188	174	135	111	125	132	137	129	122	80	61
Hr Total	661	735	711	537	504	456	521	503	488	468	352	236

24 Hour Total: 11,782
 AM Peak Hour begins: 8:00 AM Peak Volume: 966 AM Peak Hour Factor: 0.96
 PM Peak Hour begins: 13:00 PM Peak Volume: 735 PM Peak Hour Factor: 0.91

Volume Count Report 3-Day Average

Start Date: May 8, 2018	Start Time: 00:00
Stop Date: May 10, 2018	Stop Time: 24:00
City: Tampa	County: Hillsborough
Location: I-275 SB On Ramp at Hillsborough Ave	

Southbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	33	27	21	35	27	61	134	203	256	190	169	161
30	33	22	25	37	43	85	166	226	239	187	162	171
45	36	25	26	32	64	118	193	238	267	188	158	181
00	30	23	25	27	60	133	183	234	228	154	169	170
Hr Total	133	97	97	131	194	397	677	901	991	719	659	683

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	174	185	176	139	144	117	124	144	125	126	97	64
30	171	183	171	148	134	116	121	132	117	116	77	52
45	166	172	165	150	132	104	127	116	109	112	75	40
00	163	162	173	147	119	112	127	134	131	113	71	49
Hr Total	675	702	686	584	529	448	499	526	482	466	320	205

24 Hour Total:	11,800		
AM Peak Hour begins:	7:45	AM Peak Volume:	996
PM Peak Hour begins:	12:45	PM Peak Volume:	704
		PM Peak Hour Factor:	0.93
		PM Peak Hour Factor:	0.95

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
PM Peak Hour begins:	12:00	PM Peak Volume:	0
		PM Peak Hour Factor:	#DIV/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	33	27	21	35	27	61	134	203	256	190	169	161
30	33	22	25	37	43	85	166	226	239	187	162	171
45	36	25	26	32	64	118	193	238	267	188	158	181
00	30	23	25	27	60	133	183	234	228	154	169	170
Hr Total	133	97	97	131	194	397	677	901	991	719	659	683

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	174	185	176	139	144	117	124	144	125	126	97	64
30	171	183	171	148	134	116	121	132	117	116	77	52
45	166	172	165	150	132	104	127	116	109	112	75	40
00	163	162	173	147	119	112	127	134	131	113	71	49
Hr Total	675	702	686	584	529	448	499	526	482	466	320	205

24 Hour Total:	11,800		
AM Peak Hour begins:	7:45	AM Peak Volume:	996
PM Peak Hour begins:	12:45	PM Peak Volume:	704
		PM Peak Hour Factor:	0.93
		PM Peak Hour Factor:	0.95

Volume Count Report

Start Date: May 8, 2018	Start Time: 00:00	
Stop Date: May 8, 2018	Stop Time: 24:00	
City: Tampa	County: Hillsborough	
Location: Hillsborough Ave west of Central Ave		

Eastbound Volume

Tuesday, May 08, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	95	64	37	76	38	111	256	441	317	315	305	298
30	91	42	65	71	68	151	291	371	299	325	346	370
45	74	62	48	75	114	209	362	401	392	343	327	351
00	66	63	61	65	104	221	407	398	380	359	306	328
Hr Total	326	231	211	287	324	692	1,316	1,611	1,388	1,342	1,284	1,347

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	294	348	384	397	448	446	394	358	289	278	229	132
30	365	373	376	441	424	412	386	360	307	246	188	124
45	373	323	411	403	400	440	372	291	272	236	170	115
00	325	359	401	417	440	434	322	305	255	223	150	101
Hr Total	1,357	1,403	1,572	1,658	1,712	1,732	1,474	1,314	1,123	983	737	472

24 Hour Total:	25,896	AM Peak Volume:	1,620	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	6:45	PM Peak Volume:	1,738	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	16:45				

Westbound Volume

Tuesday, May 08, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	73	63	46	61	66	123	294	510	493	508	423	393
30	86	42	57	63	73	131	378	545	485	464	367	366
45	63	59	45	70	80	171	399	487	467	449	383	421
00	67	58	46	84	97	236	476	522	528	407	385	404
Hr Total	289	222	194	278	316	661	1,547	2,064	1,973	1,828	1,558	1,584

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	345	386	365	429	382	418	407	301	265	201	189	133
30	395	372	405	419	442	472	379	283	235	204	168	116
45	382	444	406	422	478	427	359	253	253	160	137	106
00	346	378	381	412	460	427	311	272	249	164	144	74
Hr Total	1,468	1,580	1,557	1,682	1,762	1,744	1,456	1,109	1,002	729	638	429

24 Hour Total:	27,670	AM Peak Volume:	2,064	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	7:00	PM Peak Volume:	1,828	PM Peak Hour Factor:	0.96
PM Peak Hour begins:	16:30				

Total Volume for All Lanes

Tuesday, May 08, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	168	127	83	137	104	234	550	951	810	823	728	691
30	177	84	122	134	141	282	669	916	784	789	713	736
45	137	121	93	145	194	380	761	888	859	792	710	772
00	133	121	107	149	201	457	883	920	908	766	691	732
Hr Total	615	453	405	565	640	1,353	2,863	3,675	3,361	3,170	2,842	2,931

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	639	734	749	826	830	864	801	659	554	479	418	265
30	760	745	781	860	866	884	765	643	542	450	356	240
45	755	767	817	825	878	867	731	544	525	396	307	221
00	671	737	782	829	900	861	633	577	504	387	294	175
Hr Total	2,825	2,983	3,129	3,340	3,474	3,476	2,930	2,423	2,125	1,712	1,375	901

24 Hour Total:	53,566	AM Peak Volume:	3,675	AM Peak Hour Factor:	0.97
AM Peak Hour begins:	7:00	PM Peak Volume:	3,526	PM Peak Hour Factor:	0.98
PM Peak Hour begins:	16:30				

Volume Count Report

Start Date: May 9, 2018	Start Time: 00:00	
Stop Date: May 9, 2018	Stop Time: 24:00	
City: Tampa	County: Hillsborough	
Location: Hillsborough Ave west of Central Ave		

Eastbound Volume

Wednesday, May 09, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	96	69	43	67	47	118	229	363	406	313	299	310
30	72	48	60	60	68	148	269	377	333	325	321	335
45	73	40	48	63	121	218	380	375	365	369	321	370
00	62	50	41	55	105	226	395	393	348	364	317	339
Hr Total	303	207	192	245	341	710	1,273	1,508	1,452	1,371	1,258	1,354

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	354	354	390	403	423	436	410	358	291	296	167	140
30	347	374	432	404	402	415	430	388	336	277	171	145
45	385	368	380	381	423	438	408	336	260	261	147	109
00	367	311	408	411	418	391	350	341	304	258	138	105
Hr Total	1,453	1,407	1,610	1,599	1,666	1,680	1,598	1,423	1,191	1,092	623	499

24 Hour Total:	26,055	AM Peak Volume:	1,551	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	7:15	PM Peak Volume:	1,707	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	16:45				

Westbound Volume

Wednesday, May 09, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	70	52	68	57	58	104	268	534	478	482	395	378
30	63	70	46	76	68	135	383	537	424	473	397	385
45	54	46	42	78	82	204	395	483	481	415	411	400
00	61	47	54	64	82	241	462	504	525	454	363	396
Hr Total	248	215	210	275	290	684	1,508	2,058	1,908	1,824	1,566	1,559

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	359	380	380	395	424	409	406	314	284	232	188	116
30	391	392	415	418	425	415	456	326	247	195	176	114
45	405	372	376	475	425	431	395	285	253	185	143	105
00	375	355	388	431	465	456	362	296	242	177	125	99
Hr Total	1,530	1,499	1,559	1,719	1,739	1,711	1,619	1,221	1,026	789	632	434

24 Hour Total:	27,823	AM Peak Volume:	2,058	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	7:00	PM Peak Volume:	1,755	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	15:30				

Total Volume for All Lanes

Wednesday, May 09, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	166	121	111	124	105	222	497	897	884	795	694	688
30	135	118	106	136	136	283	652	914	757	798	718	720
45	127	86	90	141	203	422	775	858	846	784	732	770
00	123	97	95	119	187	467	857	897	873	818	680	735
Hr Total	551	422	402	520	631	1,394	2,781	3,566	3,360	3,195	2,824	2,913

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	713	734	770	798	847	845	816	672	575	528	355	256
30	738	766	847	822	827	830	886	714	583	472	347	259
45	790	740	756	856	848	869	803	621	513	446	290	214
00	742	666	796	842	883	847	712	637	546	435	263	204
Hr Total	2,983	2,906	3,169	3,318	3,405	3,391	3,217	2,644	2,217	1,881	1,255	933

24 Hour Total:	53,878	AM Peak Volume:	3,566	AM Peak Hour Factor:	0.98
AM Peak Hour begins:	7:00	PM Peak Volume:	3,427	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	16:45				

Volume Count Report

Start Date: May 10, 2018	Start Time: 00:00	
Stop Date: May 10, 2018	Stop Time: 24:00	
City: Tampa	County: Hillsborough	
Location: Hillsborough Ave west of Central Ave		

Eastbound Volume

Thursday, May 10, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	82	59	57	56	62	108	238	380	442	355	300	352
30	86	62	63	59	78	164	305	398	361	366	322	372
45	72	50	63	57	109	217	381	422	391	332	348	382
00	52	38	67	62	90	222	404	429	358	323	340	311
Hr Total	292	209	250	234	339	711	1,328	1,629	1,552	1,376	1,310	1,417

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	323	376	387	385	417	414	416	394	302	249	228	161
30	345	353	424	391	396	384	435	367	304	304	165	123
45	374	350	394	361	409	430	392	289	292	251	192	123
00	368	356	405	411	420	416	375	310	281	245	138	122
Hr Total	1,410	1,435	1,610	1,548	1,642	1,644	1,618	1,360	1,179	1,049	723	529

24 Hour Total:	26,394	AM Peak Volume:	1,691	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	7:15	PM Peak Volume:	1,697	PM Peak Hour Factor:	0.98
PM Peak Hour begins:	17:30				

Westbound Volume

Thursday, May 10, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	90	57	65	51	75	103	276	485	511	514	411	367
30	54	61	53	78	76	146	405	531	487	412	345	391
45	70	49	45	63	70	181	403	506	504	472	384	416
00	62	49	69	82	83	240	469	520	487	385	377	427
Hr Total	276	216	232	274	304	670	1,553	2,042	1,989	1,783	1,517	1,601

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	364	379	419	468	463	469	435	300	247	219	157	146
30	390	403	435	436	428	457	425	276	251	228	150	116
45	407	391	394	394	486	419	357	303	283	200	170	107
00	395	355	386	440	476	450	328	290	193	180	154	102
Hr Total	1,556	1,528	1,634	1,738	1,853	1,795	1,545	1,169	974	827	631	471

24 Hour Total:	28,178	AM Peak Volume:	2,068	AM Peak Hour Factor:	0.97
AM Peak Hour begins:	7:15	PM Peak Volume:	1,888	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	16:30				

Total Volume for All Lanes

Thursday, May 10, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	172	116	122	107	137	211	514	865	953	869	711	719
30	140	123	116	137	154	310	710	929	848	778	667	763
45	142	99	108	120	179	398	784	928	895	804	732	798
00	114	87	136	144	173	462	873	949	845	708	717	738
Hr Total	568	425	482	508	643	1,381	2,881	3,671	3,541	3,159	2,827	3,018

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	687	755	806	853	880	883	851	694	549	468	385	307
30	735	756	859	827	824	841	860	643	555	532	315	239
45	781	741	788	755	895	849	749	592	575	451	362	230
00	763	711	791	851	896	866	703	600	474	425	292	224
Hr Total	2,966	2,963	3,244	3,286	3,495	3,439	3,163	2,529	2,153	1,876	1,354	1,000

24 Hour Total:	54,572	AM Peak Volume:	3,759	AM Peak Hour Factor:	0.99
AM Peak Hour begins:	7:15	PM Peak Volume:	3,515	PM Peak Hour Factor:	0.98
PM Peak Hour begins:	16:30				

Volume Count Report

3-Day Average

Start Date:	May 8, 2018	Start Time:	00:00
Stop Date:	May 10, 2018	Stop Time:	24:00
City:	Tampa	County:	Hillsborough
Location:	Hillsborough Ave west of Central Ave		

Eastbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	91	64	46	66	49	112	241	395	388	328	301	320
30	83	51	63	63	71	154	288	382	331	339	330	359
45	73	51	53	65	115	215	374	399	383	348	332	368
00	60	50	56	61	100	223	402	407	362	349	321	326
Hr Total	307	216	218	255	335	704	1,306	1,583	1,464	1,363	1,284	1,373

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	324	359	387	395	429	432	407	370	294	274	208	144
30	352	367	411	412	407	404	417	372	316	276	175	131
45	377	347	395	382	411	436	391	305	275	249	170	116
00	353	342	405	413	426	414	349	319	280	242	142	109
Hr Total	1,407	1,415	1,597	1,602	1,673	1,685	1,563	1,366	1,164	1,041	694	500

24 Hour Total:	26,115		
AM Peak Hour begins:	7:00	AM Peak Volume:	1,583
PM Peak Hour begins:	16:45	PM Peak Volume:	1,698
		PM Peak Hour Factor:	0.97

Westbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	78	57	60	56	66	110	279	510	494	501	410	379
30	68	58	52	72	72	137	389	538	465	450	370	381
45	62	51	44	70	77	185	399	492	484	445	393	412
00	63	51	56	77	87	239	469	515	513	415	375	409
Hr Total	271	218	212	276	303	672	1,536	2,055	1,957	1,812	1,547	1,581

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	356	382	388	431	423	432	416	305	265	217	178	132
30	392	389	418	424	432	448	420	295	244	209	165	115
45	398	402	392	430	463	426	370	280	263	182	150	106
00	372	363	385	428	467	444	334	286	228	174	141	92
Hr Total	1,518	1,536	1,583	1,713	1,785	1,750	1,540	1,166	1,001	782	634	445

24 Hour Total:	27,890		
AM Peak Hour begins:	7:00	AM Peak Volume:	2,055
PM Peak Hour begins:	16:30	PM Peak Volume:	1,810
		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	169	121	105	123	115	222	520	904	882	829	711	699
30	151	108	115	136	144	292	677	920	796	788	699	740
45	135	102	97	135	192	400	773	891	867	793	725	780
00	123	102	113	137	187	462	871	922	875	764	696	735
Hr Total	578	433	430	531	638	1,376	2,842	3,637	3,421	3,175	2,831	2,954

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	680	741	775	826	852	864	823	675	559	492	386	276
30	744	756	829	836	839	852	837	667	560	485	339	246
45	775	749	787	812	874	862	761	586	538	431	320	222
00	725	705	790	841	893	858	683	605	508	416	283	201
Hr Total	2,925	2,951	3,181	3,315	3,458	3,435	3,103	2,532	2,165	1,823	1,328	945

24 Hour Total:	54,005		
AM Peak Hour begins:	7:00	AM Peak Volume:	3,637
PM Peak Hour begins:	16:30	PM Peak Volume:	3,482
		PM Peak Hour Factor:	0.99

Volume Count Report

Start Date: May 8, 2018 Start Time: 00:00
 Stop Date: May 8, 2018 Stop Time: 24:00
 City: Tampa County: Hillsborough
 Location: Hillsborough Ave btwn Central Ave & I-275

Eastbound Volume

Tuesday, May 08, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	97	68	35	76	42	120	290	498	383	375	337	321
30	87	45	67	75	74	157	330	486	348	380	375	413
45	78	63	48	81	121	225	417	487	474	357	341	371
00	70	68	61	62	114	240	465	474	431	381	330	368
Hr Total	332	244	211	294	351	742	1,502	1,945	1,636	1,493	1,383	1,473

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	345	380	382	489	501	491	428	413	317	300	247	149
30	400	421	429	549	468	447	390	394	327	268	190	126
45	414	369	448	482	421	429	400	309	307	240	179	105
00	353	379	404	460	509	477	374	318	290	246	156	106
Hr Total	1,512	1,549	1,663	1,980	1,899	1,844	1,592	1,434	1,241	1,054	772	486

24 Hour Total: 28,632
 AM Peak Hour begins: 7:00 AM Peak Volume: 1,945 AM Peak Hour Factor: 0.98
 PM Peak Hour begins: 15:15 PM Peak Volume: 1,992 PM Peak Hour Factor: 0.91

Westbound Volume

Tuesday, May 08, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	83	68	53	67	73	145	348	583	555	567	481	460
30	96	44	64	72	85	151	454	645	522	544	465	432
45	70	70	48	75	90	200	451	598	516	531	421	501
00	83	67	49	97	112	278	555	618	591	490	445	483
Hr Total	332	249	214	311	360	774	1,808	2,444	2,184	2,132	1,812	1,876

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	407	448	428	505	428	495	475	329	311	249	219	154
30	474	447	487	492	510	533	465	332	290	239	189	126
45	439	505	500	494	552	528	420	303	278	189	167	130
00	417	438	467	502	558	506	376	323	304	194	183	86
Hr Total	1,737	1,838	1,882	1,993	2,048	2,062	1,736	1,287	1,183	871	758	496

24 Hour Total: 32,387
 AM Peak Hour begins: 7:00 AM Peak Volume: 2,444 AM Peak Hour Factor: 0.95
 PM Peak Hour begins: 16:30 PM Peak Volume: 2,138 PM Peak Hour Factor: 0.96

Total Volume for All Lanes

Tuesday, May 08, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	180	136	88	143	115	265	638	1,081	938	942	818	781
30	183	89	131	147	159	308	784	1,131	870	924	840	845
45	148	133	96	156	211	425	868	1,085	990	888	762	872
00	153	135	110	159	226	518	1,020	1,092	1,022	871	775	851
Hr Total	664	493	425	605	711	1,516	3,310	4,389	3,820	3,625	3,195	3,349

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	752	828	810	994	929	986	903	742	628	549	466	303
30	874	868	916	1,041	978	980	855	726	617	507	379	252
45	853	874	948	976	973	957	820	612	585	429	346	235
00	770	817	871	962	1,067	983	750	641	594	440	339	192
Hr Total	3,249	3,387	3,545	3,973	3,947	3,906	3,328	2,721	2,424	1,925	1,530	982

24 Hour Total: 61,019
 AM Peak Hour begins: 7:00 AM Peak Volume: 4,389 AM Peak Hour Factor: 0.97
 PM Peak Hour begins: 16:30 PM Peak Volume: 4,006 PM Peak Hour Factor: 0.94

Volume Count Report

Start Date: May 9, 2018 Start Time: 00:00
 Stop Date: May 9, 2018 Stop Time: 24:00
 City: Tampa County: Hillsborough
 Location: Hillsborough Ave btwn Central Ave & I-275

Eastbound Volume

Wednesday, May 09, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	101	74	46	71	52	127	265	424	465	362	340	339
30	79	51	61	65	72	157	289	421	446	373	331	368
45	75	42	49	66	127	223	403	488	438	389	344	412
00	60	53	41	57	106	245	419	438	380	392	348	367
Hr Total	315	220	197	259	357	752	1,376	1,771	1,729	1,516	1,363	1,486

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	424	402	356	493	458	465	473	378	310	317	184	150
30	375	411	475	454	442	445	453	402	337	292	172	144
45	405	408	417	425	445	439	437	353	283	263	158	114
00	402	351	401	458	444	449	374	368	335	262	154	108
Hr Total	1,606	1,572	1,649	1,830	1,789	1,798	1,737	1,501	1,265	1,134	668	516

24 Hour Total: 28,406
 AM Peak Hour begins: 7:30 AM Peak Volume: 1,837 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 15:00 PM Peak Volume: 1,830 PM Peak Hour Factor: 0.93

Westbound Volume

Wednesday, May 09, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	87	62	73	63	74	113	322	608	546	542	485	445
30	72	83	51	81	72	151	460	658	487	550	470	472
45	62	52	47	89	93	228	458	601	529	482	466	466
00	69	62	58	71	100	286	534	558	612	526	436	458
Hr Total	290	259	229	304	339	778	1,774	2,425	2,174	2,100	1,857	1,841

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	436	435	428	466	475	457	457	360	337	267	225	145
30	433	452	473	486	500	499	561	395	296	240	217	130
45	473	440	441	552	498	518	466	355	318	247	181	130
00	434	451	493	522	571	526	448	343	294	225	150	105
Hr Total	1,776	1,778	1,835	2,026	2,044	2,000	1,932	1,453	1,245	979	773	510

24 Hour Total: 32,721
 AM Peak Hour begins: 7:00 AM Peak Volume: 2,425 AM Peak Hour Factor: 0.92
 PM Peak Hour begins: 17:30 PM Peak Volume: 2,062 PM Peak Hour Factor: 0.92

Total Volume for All Lanes

Wednesday, May 09, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	188	136	119	134	126	240	587	1,032	1,011	904	825	784
30	151	134	112	146	144	308	749	1,079	933	923	801	840
45	137	94	96	155	220	451	861	1,089	967	871	810	878
00	129	115	99	128	206	531	953	996	992	918	784	825
Hr Total	605	479	426	563	696	1,530	3,150	4,196	3,903	3,616	3,220	3,327

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	860	837	784	959	933	922	930	738	647	584	409	295
30	808	863	948	940	942	944	1,014	797	633	532	389	274
45	878	848	858	977	943	957	903	708	601	510	339	244
00	836	802	894	980	1,015	975	822	711	629	487	304	213
Hr Total	3,382	3,350	3,484	3,856	3,833	3,798	3,669	2,954	2,510	2,113	1,441	1,026

24 Hour Total: 61,127
 AM Peak Hour begins: 7:00 AM Peak Volume: 4,196 AM Peak Hour Factor: 0.96
 PM Peak Hour begins: 17:30 PM Peak Volume: 3,876 PM Peak Hour Factor: 0.96

Volume Count Report

Start Date: May 10, 2018 Start Time: 00:00
 Stop Date: May 10, 2018 Stop Time: 24:00
 City: Tampa County: Hillsborough
 Location: Hillsborough Ave btwn Central Ave & I-275

Eastbound Volume

Thursday, May 10, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	86	59	61	54	60	111	250	389	490	366	318	370
30	88	64	63	62	88	168	315	433	397	410	349	408
45	73	51	62	59	111	222	396	460	419	364	363	413
00	54	38	68	61	96	223	416	494	399	337	389	335
Hr Total	301	212	254	236	355	724	1,377	1,776	1,705	1,477	1,419	1,526

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	354	410	384	443	491	460	448	399	296	272	238	163
30	367	392	451	430	441	420	421	366	328	319	178	130
45	394	398	425	436	411	431	426	314	293	263	198	128
00	400	385	396	423	462	481	423	325	287	250	157	121
Hr Total	1,515	1,585	1,656	1,732	1,805	1,792	1,718	1,404	1,204	1,104	771	542

24 Hour Total: 28,190
 AM Peak Hour begins: 7:15 AM Peak Volume: 1,877 AM Peak Hour Factor: 0.95
 PM Peak Hour begins: 16:00 PM Peak Volume: 1,805 PM Peak Hour Factor: 0.92

Westbound Volume

Thursday, May 10, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	97	61	81	59	86	131	321	566	575	592	474	438
30	60	71	55	89	85	166	487	642	546	491	420	495
45	82	54	48	68	83	208	490	611	576	550	444	495
00	70	52	80	94	104	287	563	599	628	440	463	493
Hr Total	309	238	264	310	358	792	1,861	2,418	2,325	2,073	1,801	1,921

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	442	455	503	560	533	565	519	365	299	276	186	176
30	435	472	507	512	496	539	513	339	315	275	177	142
45	482	459	459	489	579	530	441	366	333	243	214	125
00	467	429	498	508	555	531	396	335	240	223	183	114
Hr Total	1,826	1,815	1,967	2,069	2,163	2,165	1,869	1,405	1,187	1,017	760	557

24 Hour Total: 33,470
 AM Peak Hour begins: 7:15 AM Peak Volume: 2,427 AM Peak Hour Factor: 0.95
 PM Peak Hour begins: 16:30 PM Peak Volume: 2,238 PM Peak Hour Factor: 0.97

Total Volume for All Lanes

Thursday, May 10, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	183	120	142	113	146	242	571	955	1,065	958	792	808
30	148	135	118	151	173	334	802	1,075	943	901	769	903
45	155	105	110	127	194	430	886	1,071	995	914	807	908
00	124	90	148	155	200	510	979	1,093	1,027	777	852	828
Hr Total	610	450	518	546	713	1,516	3,238	4,194	4,030	3,550	3,220	3,447

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	796	865	887	1,003	1,024	1,025	967	764	595	548	424	339
30	802	864	958	942	937	959	934	705	643	594	355	272
45	876	857	884	925	990	961	867	680	626	506	412	253
00	867	814	894	931	1,017	1,012	819	660	527	473	340	235
Hr Total	3,341	3,400	3,623	3,801	3,968	3,957	3,587	2,809	2,391	2,121	1,531	1,099

24 Hour Total: 61,660
 AM Peak Hour begins: 7:15 AM Peak Volume: 4,304 AM Peak Hour Factor: 0.98
 PM Peak Hour begins: 16:30 PM Peak Volume: 3,991 PM Peak Hour Factor: 0.97

Volume Count Report

3-Day Average

Start Date:	May 8, 2018	Start Time:	00:00
Stop Date:	May 10, 2018	Stop Time:	24:00
City:	Tampa	County:	Hillsborough
Location:	Hillsborough Ave btwn Central Ave & I-275		

Eastbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	95	67	47	67	51	119	268	437	446	368	332	343
30	85	53	64	67	78	161	311	447	397	388	352	396
45	75	52	53	69	120	223	405	478	444	370	349	399
00	61	53	57	60	105	236	433	469	403	370	356	357
Hr Total	316	225	221	263	354	739	1,418	1,831	1,690	1,495	1,388	1,495

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	374	397	374	475	483	472	450	397	308	296	223	154
30	381	408	452	478	450	437	421	387	331	293	180	133
45	404	392	430	448	426	433	421	325	294	255	178	116
00	385	372	400	447	472	469	390	337	304	253	156	112
Hr Total	1,544	1,569	1,656	1,847	1,831	1,811	1,682	1,446	1,237	1,097	737	515

24 Hour Total:	28,409		
AM Peak Hour begins:	7:15	AM Peak Volume:	1,840
PM Peak Hour begins:	15:15	PM Peak Volume:	1,856
		PM Peak Hour Factor:	0.96
		PM Peak Hour Factor:	0.96

Westbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	89	64	69	63	78	130	330	586	559	567	480	448
30	76	66	57	81	81	156	467	648	518	528	452	466
45	71	59	48	77	89	212	466	603	540	521	444	487
00	74	60	62	87	105	284	551	592	610	485	448	478
Hr Total	310	249	236	308	352	781	1,814	2,429	2,228	2,102	1,823	1,879

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	428	446	453	510	479	506	484	351	316	264	210	158
30	447	457	489	497	502	524	513	355	300	251	194	133
45	465	468	467	512	543	525	442	341	310	226	187	128
00	439	439	486	511	561	521	407	334	279	214	172	102
Hr Total	1,780	1,810	1,895	2,029	2,085	2,076	1,846	1,382	1,205	956	764	521

24 Hour Total:	32,859		
AM Peak Hour begins:	7:00	AM Peak Volume:	2,429
PM Peak Hour begins:	16:30	PM Peak Volume:	2,134
		PM Peak Hour Factor:	0.94
		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	184	131	116	130	129	249	599	1,023	1,005	935	812	791
30	161	119	120	148	159	317	778	1,095	915	916	803	863
45	147	111	101	146	208	435	872	1,082	984	891	793	886
00	135	113	119	147	211	520	984	1,060	1,014	855	804	835
Hr Total	626	474	456	571	707	1,521	3,233	4,260	3,918	3,597	3,212	3,374

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	803	843	827	985	962	978	933	748	623	560	433	312
30	828	865	941	974	952	961	934	743	631	544	374	266
45	869	860	897	959	969	958	863	667	604	482	366	244
00	824	811	886	958	1,033	990	797	671	583	467	328	213
Hr Total	3,324	3,379	3,551	3,877	3,916	3,887	3,528	2,828	2,442	2,053	1,501	1,036

24 Hour Total:	61,269		
AM Peak Hour begins:	7:00	AM Peak Volume:	4,260
PM Peak Hour begins:	16:30	PM Peak Volume:	3,940
		PM Peak Hour Factor:	0.97
		PM Peak Hour Factor:	0.95

Volume Count Report

Start Date: May 8, 2018	Start Time: 00:00	
Stop Date: May 8, 2018	Stop Time: 24:00	
City: Tampa	County: Hillsborough	
Location Hillsborough Ave btwn I-275 & Nebraska Ave		

Eastbound Volume

Tuesday, May 08, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	103	51	32	41	32	85	209	428	259	298	295	288
30	64	48	49	42	58	99	295	380	244	327	332	339
45	74	55	42	48	83	188	301	419	307	320	320	316
00	82	61	43	60	73	156	373	418	342	334	322	335
Hr Total	323	215	166	191	246	528	1,178	1,645	1,152	1,279	1,269	1,278

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	337	306	359	389	401	405	411	304	248	211	186	104
30	389	322	367	413	361	415	370	288	263	178	162	118
45	359	336	428	358	365	448	331	241	231	207	145	100
00	326	347	395	367	373	435	303	287	230	164	125	90
Hr Total	1,411	1,311	1,549	1,527	1,500	1,703	1,415	1,120	972	760	618	412

24 Hour Total:	23,768	
AM Peak Hour begins:	7:00	AM Peak Volume: 1,645
PM Peak Hour begins:	17:15	AM Peak Hour Factor: 0.96
		PM Peak Volume: 1,709
		PM Peak Hour Factor: 0.95

Westbound Volume

Tuesday, May 08, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	80	54	48	36	52	97	270	730	798	672	446	430
30	87	52	71	55	62	127	415	769	665	504	352	353
45	73	59	30	49	86	165	442	758	692	439	376	392
00	75	58	55	68	89	187	524	721	734	424	419	372
Hr Total	315	223	204	208	289	576	1,651	2,978	2,889	2,039	1,593	1,547

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	362	395	463	436	361	451	385	314	328	251	217	160
30	436	393	397	475	481	529	419	289	268	227	196	122
45	392	470	410	520	509	428	383	287	255	217	194	114
00	394	370	354	431	437	406	354	296	243	228	155	93
Hr Total	1,584	1,628	1,624	1,862	1,788	1,814	1,541	1,186	1,094	923	762	489

24 Hour Total:	30,807	
AM Peak Hour begins:	7:15	AM Peak Volume: 3,046
PM Peak Hour begins:	16:30	AM Peak Hour Factor: 0.95
		PM Peak Volume: 1,926
		PM Peak Hour Factor: 0.91

Total Volume for All Lanes

Tuesday, May 08, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	183	105	80	77	84	182	479	1,158	1,057	970	741	718
30	151	100	120	97	120	226	710	1,149	909	831	684	692
45	147	114	72	97	169	353	743	1,177	999	759	696	708
00	157	119	98	128	162	343	897	1,139	1,076	758	741	707
Hr Total	638	438	370	399	535	1,104	2,829	4,623	4,041	3,318	2,862	2,825

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	699	701	822	825	762	856	796	618	576	462	403	264
30	825	715	764	888	842	944	789	577	531	405	358	240
45	751	806	838	878	874	876	714	528	486	424	339	214
00	720	717	749	798	810	841	657	583	473	392	280	183
Hr Total	2,995	2,939	3,173	3,389	3,288	3,517	2,956	2,306	2,066	1,683	1,380	901

24 Hour Total:	54,575	
AM Peak Hour begins:	7:00	AM Peak Volume: 4,623
PM Peak Hour begins:	17:00	AM Peak Hour Factor: 0.98
		PM Peak Volume: 3,517
		PM Peak Hour Factor: 0.93

Volume Count Report

Start Date: May 9, 2018	Start Time: 00:00	
Stop Date: May 9, 2018	Stop Time: 24:00	
City: Tampa	County: Hillsborough	
Location: Hillsborough Ave btwn I-275 & Nebraska Ave		

Eastbound Volume

Wednesday, May 09, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	99	59	38	42	37	77	194	305	317	263	301	307
30	63	43	39	35	50	89	208	329	274	319	295	303
45	39	41	35	49	74	146	294	347	276	295	301	362
00	52	36	39	43	77	159	353	316	257	343	308	331
Hr Total	253	179	151	169	238	471	1,049	1,297	1,124	1,220	1,205	1,303

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	313	342	296	383	368	359	370	302	251	235	153	115
30	302	315	360	382	368	346	355	345	258	234	152	108
45	357	321	378	324	348	354	332	281	211	167	139	101
00	348	304	319	316	360	357	316	277	224	193	97	100
Hr Total	1,320	1,282	1,353	1,405	1,444	1,416	1,373	1,205	944	829	541	424

24 Hour Total:	22,195	AM Peak Volume:	1,334	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	6:45	PM Peak Volume:	1,462	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	14:30				

Westbound Volume

Wednesday, May 09, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	101	40	72	42	61	91	248	685	766	465	418	397
30	83	67	38	55	57	139	393	731	649	540	396	384
45	84	59	35	60	81	184	475	725	707	460	400	395
00	69	53	53	49	69	208	505	769	744	405	409	440
Hr Total	337	219	198	206	268	622	1,621	2,910	2,866	1,870	1,623	1,616

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	376	409	482	449	443	411	430	325	289	223	188	123
30	405	416	417	464	508	446	455	363	297	231	213	121
45	446	459	402	546	480	500	353	276	272	225	163	110
00	358	388	450	502	511	468	327	333	291	235	174	102
Hr Total	1,585	1,672	1,751	1,961	1,942	1,825	1,565	1,297	1,149	914	738	456

24 Hour Total:	31,211	AM Peak Volume:	2,991	AM Peak Hour Factor:	0.97
AM Peak Hour begins:	7:15	PM Peak Volume:	1,999	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	15:30				

Total Volume for All Lanes

Wednesday, May 09, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	200	99	110	84	98	168	442	990	1,083	728	719	704
30	146	110	77	90	107	228	601	1,060	923	859	691	687
45	123	100	70	109	155	330	769	1,072	983	755	701	757
00	121	89	92	92	146	367	858	1,085	1,001	748	717	771
Hr Total	590	398	349	375	506	1,093	2,670	4,207	3,990	3,090	2,828	2,919

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	689	751	778	832	811	770	800	627	540	458	341	238
30	707	731	777	846	876	792	810	708	555	465	365	229
45	803	780	780	870	828	854	685	557	483	392	302	211
00	706	692	769	818	871	825	643	610	515	428	271	202
Hr Total	2,905	2,954	3,104	3,366	3,386	3,241	2,938	2,502	2,093	1,743	1,279	880

24 Hour Total:	53,406	AM Peak Volume:	4,300	AM Peak Hour Factor:	0.99
AM Peak Hour begins:	7:15	PM Peak Volume:	3,386	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	16:00				

Volume Count Report

Start Date: May 10, 2018	Start Time: 00:00	
Stop Date: May 10, 2018	Stop Time: 24:00	
City: Tampa	County: Hillsborough	
Location: Hillsborough Ave btwn I-275 & Nebraska Ave		

Eastbound Volume

Thursday, May 10, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	77	57	45	31	55	74	171	324	336	286	297	324
30	84	53	41	42	59	119	228	309	308	283	311	357
45	52	32	46	52	76	198	285	329	309	334	319	355
00	44	32	40	44	75	174	340	362	277	271	282	309
Hr Total	257	174	172	169	265	565	1,024	1,324	1,230	1,174	1,209	1,345

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	349	331	347	367	391	358	377	311	233	229	181	123
30	343	363	376	373	380	345	360	286	280	238	157	120
45	366	385	359	329	359	351	306	247	254	210	146	106
00	355	346	359	330	353	361	322	256	238	194	123	90
Hr Total	1,413	1,425	1,441	1,399	1,483	1,415	1,365	1,100	1,005	871	607	439

24 Hour Total:	22,871	AM Peak Volume:	1,370	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	11:15	PM Peak Volume:	1,483	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	16:00				

Westbound Volume

Thursday, May 10, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	100	60	34	57	54	79	256	644	752	620	442	363
30	89	54	40	55	62	128	394	758	776	456	349	408
45	88	61	35	52	81	147	445	748	720	485	376	446
00	52	64	59	58	88	226	544	740	701	413	431	430
Hr Total	329	239	168	222	285	580	1,639	2,890	2,949	1,974	1,598	1,647

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	358	395	500	467	489	470	420	315	279	279	223	177
30	445	437	429	531	454	493	497	294	307	245	187	154
45	464	482	431	580	546	483	350	318	301	256	201	113
00	415	378	412	567	480	464	349	289	248	255	171	146
Hr Total	1,682	1,692	1,772	2,145	1,969	1,910	1,616	1,216	1,135	1,035	782	590

24 Hour Total:	32,064	AM Peak Volume:	3,016	AM Peak Hour Factor:	0.97
AM Peak Hour begins:	7:30	PM Peak Volume:	2,167	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	15:15				

Total Volume for All Lanes

Thursday, May 10, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	177	117	79	88	109	153	427	968	1,088	906	739	687
30	173	107	81	97	121	247	622	1,067	1,084	739	660	765
45	140	93	81	104	157	345	730	1,077	1,029	819	695	801
00	96	96	99	102	163	400	884	1,102	978	684	713	739
Hr Total	586	413	340	391	550	1,145	2,663	4,214	4,179	3,148	2,807	2,992

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	707	726	847	834	880	828	797	626	512	508	404	300
30	788	800	805	904	834	838	857	580	587	483	344	274
45	830	867	790	909	905	834	656	565	555	466	347	219
00	770	724	771	897	833	825	671	545	486	449	294	236
Hr Total	3,095	3,117	3,213	3,544	3,452	3,325	2,981	2,316	2,140	1,906	1,389	1,029

24 Hour Total:	54,935	AM Peak Volume:	4,351	AM Peak Hour Factor:	0.99
AM Peak Hour begins:	7:30	PM Peak Volume:	3,590	PM Peak Hour Factor:	0.99
PM Peak Hour begins:	15:15				

Volume Count Report

3-Day Average

Start Date: May 8, 2018	Start Time: 00:00	
Stop Date: May 10, 2018	Stop Time: 24:00	
City: Tampa	County: Hillsborough	
Location: Hillsborough Ave btwn I-275 & Nebraska Ave		

Eastbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	93	56	38	38	41	79	191	352	304	282	298	306
30	70	48	43	40	56	102	244	339	275	310	313	333
45	55	43	41	50	78	177	293	365	297	316	313	344
00	59	43	41	49	75	163	355	365	292	316	304	325
Hr Total	278	189	163	176	250	521	1,084	1,422	1,169	1,224	1,228	1,309

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	333	326	334	380	387	374	386	306	244	225	173	114
30	345	333	368	389	370	369	362	306	267	217	157	115
45	361	347	388	337	357	384	323	256	232	195	143	102
00	343	332	358	338	362	384	314	273	231	184	115	93
Hr Total	1,381	1,339	1,448	1,444	1,476	1,511	1,384	1,142	974	820	589	425

24 Hour Total:	22,945				
AM Peak Hour begins:	7:00	AM Peak Volume:	1,422	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	17:15	PM Peak Volume:	1,523	PM Peak Hour Factor:	0.99

Westbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	94	51	51	45	56	89	258	686	772	586	435	397
30	86	58	50	55	60	131	401	753	697	500	366	382
45	82	60	33	54	83	165	454	744	706	461	384	411
00	65	58	56	58	82	207	524	743	726	414	420	414
Hr Total	327	227	190	212	281	593	1,637	2,926	2,901	1,961	1,605	1,603

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	365	400	482	451	431	444	412	318	299	251	209	153
30	429	415	414	490	481	489	457	315	291	234	199	132
45	434	470	414	549	512	470	362	294	276	233	186	112
00	389	379	405	500	476	446	343	306	261	239	167	114
Hr Total	1,617	1,664	1,716	1,989	1,900	1,850	1,574	1,233	1,126	957	761	512

24 Hour Total:	31,361				
AM Peak Hour begins:	7:15	AM Peak Volume:	3,012	PM Peak Hour Factor:	0.98
PM Peak Hour begins:	15:00	PM Peak Volume:	1,989	PM Peak Hour Factor:	0.91

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	187	107	90	83	97	168	449	1,039	1,076	868	733	703
30	157	106	93	95	116	234	644	1,092	972	810	678	715
45	137	102	74	103	160	343	747	1,109	1,004	778	697	755
00	125	101	96	107	157	370	880	1,109	1,018	730	724	739
Hr Total	605	416	353	388	530	1,114	2,721	4,348	4,070	3,185	2,832	2,912

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	698	726	816	830	818	818	798	624	543	476	383	267
30	773	749	782	879	851	858	819	622	558	451	356	248
45	795	818	803	886	869	855	685	550	508	427	329	215
00	732	711	763	838	838	830	657	579	491	423	282	207
Hr Total	2,998	3,003	3,163	3,433	3,375	3,361	2,958	2,375	2,100	1,777	1,349	937

24 Hour Total:	54,305				
AM Peak Hour begins:	7:15	AM Peak Volume:	4,385	PM Peak Hour Factor:	0.99
PM Peak Hour begins:	15:00	PM Peak Volume:	3,433	PM Peak Hour Factor:	0.97

Volume Count Report

Start Date: May 8, 2018	Start Time: 00:00	
Stop Date: May 8, 2018	Stop Time: 24:00	
City: Tampa	County: Hillsborough	
Location Hillsborough Ave east of Nebraska Ave		

Eastbound Volume

Tuesday, May 08, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	82	61	37	52	39	91	165	348	284	289	284	304
30	51	45	44	42	49	74	278	378	255	307	329	315
45	72	39	42	44	83	173	297	343	264	286	295	259
00	63	54	36	44	61	153	311	313	271	300	287	289
Hr Total	268	199	159	182	232	491	1,051	1,382	1,074	1,182	1,195	1,167

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	312	312	347	338	373	362	324	284	237	179	166	103
30	341	318	304	343	349	325	345	244	234	180	136	111
45	342	317	359	332	370	388	304	239	220	185	141	96
00	320	323	400	350	332	320	278	238	207	155	106	96
Hr Total	1,315	1,270	1,410	1,363	1,424	1,395	1,251	1,005	898	699	549	406

24 Hour Total:	21,567	AM Peak Volume:	1,382	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	7:00	PM Peak Volume:	1,442	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	15:45				

Westbound Volume

Tuesday, May 08, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	69	40	35	36	47	82	198	531	455	521	340	342
30	69	43	56	39	56	90	292	546	492	404	290	343
45	59	43	38	43	63	129	354	687	503	343	312	356
00	62	43	33	57	60	137	395	559	544	328	324	321
Hr Total	259	169	162	175	226	438	1,239	2,323	1,994	1,596	1,266	1,362

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	322	380	431	390	347	430	379	277	239	208	160	129
30	374	344	362	454	470	447	363	257	227	173	140	99
45	316	412	362	449	428	420	345	235	201	166	145	86
00	347	374	336	387	412	386	304	221	186	199	126	77
Hr Total	1,359	1,510	1,491	1,680	1,657	1,683	1,391	990	853	746	571	391

24 Hour Total:	25,531	AM Peak Volume:	2,323	AM Peak Hour Factor:	0.85
AM Peak Hour begins:	7:00	PM Peak Volume:	1,740	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	16:15				

Total Volume for All Lanes

Tuesday, May 08, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	151	101	72	88	86	173	363	879	739	810	624	646
30	120	88	100	81	105	164	570	924	747	711	619	658
45	131	82	80	87	146	302	651	1,030	767	629	607	615
00	125	97	69	101	121	290	706	872	815	628	611	610
Hr Total	527	368	321	357	458	929	2,290	3,705	3,068	2,778	2,461	2,529

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	634	692	778	728	720	792	703	561	476	387	326	232
30	715	662	666	797	819	772	708	501	461	353	276	210
45	658	729	721	781	798	808	649	474	421	351	286	182
00	667	697	736	737	744	706	582	459	393	354	232	173
Hr Total	2,674	2,780	2,901	3,043	3,081	3,078	2,642	1,995	1,751	1,445	1,120	797

24 Hour Total:	47,098	AM Peak Volume:	3,705	AM Peak Hour Factor:	0.90
AM Peak Hour begins:	7:00	PM Peak Volume:	3,153	PM Peak Hour Factor:	0.96
PM Peak Hour begins:	16:15				

Volume Count Report

Start Date: May 9, 2018 Start Time: 00:00
 Stop Date: May 9, 2018 Stop Time: 24:00
 City: Tampa County: Hillsborough
 Location Hillsborough Ave east of Nebraska Ave

Eastbound Volume

Wednesday, May 09, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	82	56	33	38	44	82	172	320	309	294	275	301
30	74	46	39	35	40	93	234	345	261	305	278	274
45	39	36	33	54	80	151	286	334	227	268	283	321
00	55	34	34	45	76	151	324	288	263	319	289	325
Hr Total	250	172	139	172	240	477	1,016	1,287	1,060	1,186	1,125	1,221

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	289	338	289	351	323	334	303	298	224	195	138	104
30	289	308	343	374	336	331	379	289	235	216	159	99
45	331	311	360	341	345	340	301	253	206	184	130	93
00	375	313	367	337	331	308	298	247	211	167	105	95
Hr Total	1,284	1,270	1,359	1,403	1,335	1,313	1,281	1,087	876	762	532	391

24 Hour Total: 21,238
 AM Peak Hour begins: 6:45 AM Peak Volume: 1,323 AM Peak Hour Factor: 0.96
 PM Peak Hour begins: 14:30 PM Peak Volume: 1,452 PM Peak Hour Factor: 0.97

Westbound Volume

Wednesday, May 09, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	63	39	39	31	51	73	191	499	421	346	331	317
30	58	47	43	42	44	97	265	520	432	377	316	329
45	84	53	24	50	73	128	351	565	515	380	354	363
00	52	53	40	41	54	153	364	540	420	331	324	371
Hr Total	257	192	146	164	222	451	1,171	2,124	1,788	1,434	1,325	1,380

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	330	340	446	420	448	385	359	292	244	166	160	89
30	363	368	388	450	419	384	376	263	233	174	158	93
45	354	387	372	525	423	453	296	223	231	184	133	74
00	356	364	414	478	484	417	298	271	215	166	128	72
Hr Total	1,403	1,459	1,620	1,873	1,774	1,639	1,329	1,049	923	690	579	328

24 Hour Total: 25,320
 AM Peak Hour begins: 7:00 AM Peak Volume: 2,124 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 15:15 PM Peak Volume: 1,901 PM Peak Hour Factor: 0.91

Total Volume for All Lanes

Wednesday, May 09, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	145	95	72	69	95	155	363	819	730	640	606	618
30	132	93	82	77	84	190	499	865	693	682	594	603
45	123	89	57	104	153	279	637	899	742	648	637	684
00	107	87	74	86	130	304	688	828	683	650	613	696
Hr Total	507	364	285	336	462	928	2,187	3,411	2,848	2,620	2,450	2,601

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	619	678	735	771	771	719	662	590	468	361	298	193
30	652	676	731	824	755	715	755	552	468	390	317	192
45	685	698	732	866	768	793	597	476	437	368	263	167
00	731	677	781	815	815	725	596	518	426	333	233	167
Hr Total	2,687	2,729	2,979	3,276	3,109	2,952	2,610	2,136	1,799	1,452	1,111	719

24 Hour Total: 46,558
 AM Peak Hour begins: 7:00 AM Peak Volume: 3,411 AM Peak Hour Factor: 0.95
 PM Peak Hour begins: 15:00 PM Peak Volume: 3,276 PM Peak Hour Factor: 0.95

Volume Count Report

Start Date: May 10, 2018	Start Time: 00:00	
Stop Date: May 10, 2018	Stop Time: 24:00	
City: Tampa	County: Hillsborough	
Location: Hillsborough Ave east of Nebraska Ave		

Eastbound Volume

Thursday, May 10, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	66	50	43	23	61	84	187	328	349	296	308	301
30	78	59	32	47	58	108	237	344	305	308	282	322
45	57	34	45	43	76	176	280	358	304	343	301	301
00	43	39	36	49	71	160	321	339	266	249	299	331
Hr Total	244	182	156	162	266	528	1,025	1,369	1,224	1,196	1,190	1,255

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	347	305	334	350	363	318	337	309	232	210	162	115
30	314	316	342	329	356	346	367	285	249	235	161	119
45	329	361	337	323	360	366	285	235	241	206	140	103
00	366	330	396	334	346	322	310	262	206	194	127	91
Hr Total	1,356	1,312	1,409	1,336	1,425	1,352	1,299	1,091	928	845	590	428

24 Hour Total:	22,168	AM Peak Volume:	1,390	AM Peak Hour Factor:	0.97
AM Peak Hour begins:	7:15	PM Peak Volume:	1,425	PM Peak Hour Factor:	0.90
PM Peak Hour begins:	14:15				

Westbound Volume

Thursday, May 10, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	83	47	32	52	39	70	189	434	515	460	341	208
30	58	44	33	48	51	102	305	508	512	350	325	351
45	71	52	30	41	64	117	311	640	520	352	314	346
00	48	49	46	40	73	151	409	533	499	312	332	377
Hr Total	260	192	141	181	227	440	1,214	2,115	2,046	1,474	1,312	1,282

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	328	352	481	427	426	475	356	263	219	192	170	136
30	385	370	402	450	436	388	407	237	232	191	129	116
45	372	406	341	489	454	411	317	263	225	198	143	88
00	372	332	360	447	452	411	272	209	201	170	142	104
Hr Total	1,457	1,460	1,584	1,813	1,768	1,685	1,352	972	877	751	584	444

24 Hour Total:	25,631	AM Peak Volume:	2,200	AM Peak Hour Factor:	0.86
AM Peak Hour begins:	7:30	PM Peak Volume:	1,817	PM Peak Hour Factor:	0.96
PM Peak Hour begins:	16:15				

Total Volume for All Lanes

Thursday, May 10, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	149	97	75	75	100	154	376	762	864	756	649	509
30	136	103	65	95	109	210	542	852	817	658	607	673
45	128	86	75	84	140	293	591	998	824	695	615	647
00	91	88	82	89	144	311	730	872	765	561	631	708
Hr Total	504	374	297	343	493	968	2,239	3,484	3,270	2,670	2,502	2,537

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	675	657	815	777	789	793	693	572	451	402	332	251
30	699	686	744	779	792	734	774	522	481	426	290	235
45	701	767	678	812	814	777	602	498	466	404	283	191
00	738	662	756	781	798	733	582	471	407	364	269	195
Hr Total	2,813	2,772	2,993	3,149	3,193	3,037	2,651	2,063	1,805	1,596	1,174	872

24 Hour Total:	47,799	AM Peak Volume:	3,586	AM Peak Hour Factor:	0.90
AM Peak Hour begins:	7:15	PM Peak Volume:	3,197	PM Peak Hour Factor:	0.98
PM Peak Hour begins:	16:15				

Volume Count Report

3-Day Average

Start Date:	May 8, 2018	Start Time:	00:00
Stop Date:	May 10, 2018	Stop Time:	24:00
City:	Tampa	County:	Hillsborough
Location	Hillsborough Ave east of Nebraska Ave		

Eastbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	77	56	38	38	48	86	175	332	314	293	289	302
30	68	50	38	41	49	92	250	356	274	307	296	304
45	56	36	40	47	80	167	288	345	265	299	293	294
00	54	42	35	46	69	155	319	313	267	289	292	315
Hr Total	254	184	151	172	246	499	1,031	1,346	1,119	1,188	1,170	1,214

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	316	318	323	346	353	338	321	297	231	195	155	107
30	315	314	330	349	347	334	364	273	239	210	152	110
45	334	330	352	332	358	365	297	242	222	192	137	97
00	354	322	388	340	336	317	295	249	208	172	113	94
Hr Total	1,318	1,284	1,393	1,367	1,395	1,353	1,277	1,061	901	769	557	408

24 Hour Total:	21,658		
AM Peak Hour begins:	6:45	AM Peak Volume:	1,351
PM Peak Hour begins:	14:30	PM Peak Volume:	1,435
		PM Peak Hour Factor:	0.95
		PM Peak Hour Factor:	0.93

Westbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	72	42	35	40	46	75	193	488	464	442	337	289
30	62	45	44	43	50	96	287	525	479	377	310	341
45	71	49	31	45	67	125	339	631	513	358	327	355
00	54	48	40	46	62	147	389	544	488	324	327	356
Hr Total	259	184	150	173	225	443	1,208	2,187	1,943	1,501	1,301	1,341

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	327	357	453	412	407	430	365	277	234	189	163	118
30	374	361	384	451	442	406	382	252	231	179	142	103
45	347	402	358	488	435	428	319	240	219	183	140	83
00	358	357	370	437	449	405	291	234	201	178	132	84
Hr Total	1,406	1,476	1,565	1,789	1,733	1,669	1,357	1,004	884	729	578	388

24 Hour Total:	25,494		
AM Peak Hour begins:	7:00	AM Peak Volume:	2,187
PM Peak Hour begins:	15:00	PM Peak Volume:	1,789
		PM Peak Hour Factor:	0.87
		PM Peak Hour Factor:	0.92

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	148	98	73	77	94	161	367	820	778	735	626	591
30	129	95	82	84	99	188	537	880	752	684	607	645
45	127	86	71	92	146	291	626	976	778	657	620	649
00	108	91	75	92	132	302	708	857	754	613	618	671
Hr Total	513	369	301	345	471	942	2,239	3,533	3,062	2,689	2,471	2,556

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	643	676	776	759	760	768	686	574	465	383	319	225
30	689	675	714	800	789	740	746	525	470	390	294	212
45	681	731	710	820	793	793	616	483	441	374	277	180
00	712	679	758	778	786	721	587	483	409	350	245	178
Hr Total	2,725	2,760	2,958	3,156	3,128	3,022	2,634	2,065	1,785	1,498	1,135	796

24 Hour Total:	47,152		
AM Peak Hour begins:	7:00	AM Peak Volume:	3,533
PM Peak Hour begins:	15:15	PM Peak Volume:	3,157
		PM Peak Hour Factor:	0.91
		PM Peak Hour Factor:	0.96

Volume Count Report

Start Date: May 8, 2018	Start Time: 00:00	
Stop Date: May 8, 2018	Stop Time: 24:00	
City: Tampa	County: Hillsborough	
Location: Central Ave north of Hillsborough Ave		

Northbound Volume

Tuesday, May 08, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	2	2	1	1	2	9	45	49	34	22	36
30	6	1	2	2	1	3	9	60	35	33	20	31
45	1	3	0	1	2	5	13	65	37	23	23	29
00	5	0	1	2	0	7	28	45	33	30	26	32
Hr Total	15	6	5	6	4	17	59	215	154	120	91	128

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	31	32	41	69	50	78	94	30	19	29	14	10
30	20	26	47	45	81	73	83	30	24	19	12	8
45	28	25	42	50	63	111	61	30	37	16	13	10
00	34	44	34	66	61	84	46	28	30	16	8	4
Hr Total	113	127	164	230	255	346	284	118	110	80	47	32

24 Hour Total:	2,726	AM Peak Volume:	219	AM Peak Hour Factor:	0.84
AM Peak Hour begins:	7:15	PM Peak Volume:	372	PM Peak Hour Factor:	0.84
PM Peak Hour begins:	17:30				

Southbound Volume

Tuesday, May 08, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	3	2	1	1	4	15	89	89	43	31	16
30	0	2	0	3	3	3	14	79	64	40	25	25
45	2	2	0	2	6	5	28	74	68	30	17	26
00	0	0	1	0	4	7	39	71	55	27	40	21
Hr Total	4	7	3	6	14	19	96	313	276	140	113	88

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	44	25	32	36	50	44	48	33	25	10	5	4
30	26	28	45	36	36	41	32	26	21	17	8	3
45	30	23	44	45	36	35	39	19	22	8	9	4
00	34	20	73	44	39	37	31	20	19	11	4	2
Hr Total	134	96	194	161	161	157	150	98	87	46	26	13

24 Hour Total:	2,402	AM Peak Volume:	313	AM Peak Hour Factor:	0.88
AM Peak Hour begins:	7:00	PM Peak Volume:	198	PM Peak Hour Factor:	0.68
PM Peak Hour begins:	14:15				

Total Volume for All Lanes

Tuesday, May 08, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	5	4	2	2	6	24	134	138	77	53	52
30	6	3	2	5	4	6	23	139	99	73	45	56
45	3	5	0	3	8	10	41	139	105	53	40	55
00	5	0	2	2	4	14	67	116	88	57	66	53
Hr Total	19	13	8	12	18	36	155	528	430	260	204	216

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	75	57	73	105	100	122	142	63	44	39	19	14
30	46	54	92	81	117	114	115	56	45	36	20	11
45	58	48	86	95	99	146	100	49	59	24	22	14
00	68	64	107	110	100	121	77	48	49	27	12	6
Hr Total	247	223	358	391	416	503	434	216	197	126	73	45

24 Hour Total:	5,128	AM Peak Volume:	532	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	7:15	PM Peak Volume:	524	PM Peak Hour Factor:	0.90
PM Peak Hour begins:	17:30				

Volume Count Report

Start Date: May 9, 2018	Start Time: 00:00	
Stop Date: May 9, 2018	Stop Time: 24:00	
City: Tampa	County: Hillsborough	
Location: Central Ave north of Hillsborough Ave		

Northbound Volume

Wednesday, May 09, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	1	1	1	0	1	6	42	49	36	20	37
30	4	3	1	0	1	3	5	73	42	27	33	34
45	2	0	1	0	0	3	12	88	34	24	23	29
00	2	1	1	0	2	5	23	43	48	18	38	17
Hr Total	14	5	4	1	3	12	46	246	173	105	114	117

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	19	29	38	66	59	94	78	24	28	17	16	11
30	32	29	42	51	85	83	59	38	25	20	15	9
45	34	31	32	48	66	99	62	30	30	19	12	6
00	39	33	47	49	68	88	51	21	24	19	20	5
Hr Total	124	122	159	214	278	364	250	113	107	75	63	31

24 Hour Total:	2,740	AM Peak Volume:	253	AM Peak Hour Factor:	0.72
AM Peak Hour begins:	7:15	PM Peak Volume:	364	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	17:00				

Southbound Volume

Wednesday, May 09, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	0	0	0	1	9	80	81	41	27	36
30	1	1	0	1	2	5	12	75	57	36	22	34
45	0	1	0	2	3	4	25	80	66	29	38	25
00	0	0	1	0	3	6	57	74	65	27	45	42
Hr Total	3	2	1	3	8	16	103	309	269	133	132	137

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	57	29	28	50	47	47	47	19	26	10	12	3
30	33	19	45	43	33	37	41	29	16	11	6	6
45	29	25	22	40	35	28	24	14	10	6	8	3
00	24	22	45	27	28	48	29	28	13	8	6	9
Hr Total	143	95	140	160	143	160	141	90	65	35	32	21

24 Hour Total:	2,341	AM Peak Volume:	310	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	7:15	PM Peak Volume:	178	PM Peak Hour Factor:	0.89
PM Peak Hour begins:	14:45				

Total Volume for All Lanes

Wednesday, May 09, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	1	1	1	0	2	15	122	130	77	47	73
30	5	4	1	1	3	8	17	148	99	63	55	68
45	2	1	1	2	3	7	37	168	100	53	61	54
00	2	1	2	0	5	11	80	117	113	45	83	59
Hr Total	17	7	5	4	11	28	149	555	442	238	246	254

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	76	58	66	116	106	141	125	43	54	27	28	14
30	65	48	87	94	118	120	100	67	41	31	21	15
45	63	56	54	88	101	127	86	44	40	25	20	9
00	63	55	92	76	96	136	80	49	37	27	26	14
Hr Total	267	217	299	374	421	524	391	203	172	110	95	52

24 Hour Total:	5,081	AM Peak Volume:	563	AM Peak Hour Factor:	0.84
AM Peak Hour begins:	7:15	PM Peak Volume:	524	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	17:00				

Volume Count Report

Start Date: May 10, 2018	Start Time: 00:00	
Stop Date: May 10, 2018	Stop Time: 24:00	
City: Tampa	County: Hillsborough	
Location: Central Ave north of Hillsborough Ave		

Northbound Volume

Thursday, May 10, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	1	1	1	0	1	7	44	36	41	25	35
30	2	0	3	1	0	2	13	63	43	22	19	48
45	3	1	0	1	3	1	15	60	41	24	26	31
00	6	3	1	1	1	5	21	44	46	34	28	27
Hr Total	14	5	5	4	4	9	56	211	166	121	98	141

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	40	35	39	80	65	90	56	31	25	21	19	10
30	25	33	39	69	71	69	74	35	27	27	11	8
45	36	32	29	63	74	109	54	34	16	15	14	9
00	43	34	45	59	65	79	38	27	20	15	13	7
Hr Total	144	134	152	271	275	347	222	127	88	78	57	34

24 Hour Total:	2,763	AM Peak Volume:	211	AM Peak Hour Factor:	0.84
AM Peak Hour begins:	7:00	PM Peak Volume:	347	PM Peak Hour Factor:	0.80
PM Peak Hour begins:	17:00				

Southbound Volume

Thursday, May 10, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	3	1	0	1	1	11	75	75	39	38	30
30	1	2	0	3	5	1	8	71	86	37	24	28
45	6	0	1	2	1	4	35	67	69	31	30	40
00	1	4	1	1	6	9	45	71	55	35	21	20
Hr Total	11	9	3	6	13	15	99	284	285	142	113	118

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	26	29	31	52	41	41	54	25	25	14	5	5
30	25	29	53	35	43	42	37	17	20	14	10	7
45	39	26	42	32	30	36	31	14	12	9	12	4
00	27	32	39	38	45	39	32	10	11	8	7	4
Hr Total	117	116	165	157	159	158	154	66	68	45	34	20

24 Hour Total:	2,357	AM Peak Volume:	301	AM Peak Hour Factor:	0.88
AM Peak Hour begins:	7:45	PM Peak Volume:	186	PM Peak Hour Factor:	0.88
PM Peak Hour begins:	14:15				

Total Volume for All Lanes

Thursday, May 10, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	4	2	1	1	2	18	119	111	80	63	65
30	3	2	3	4	5	3	21	134	129	59	43	76
45	9	1	1	3	4	5	50	127	110	55	56	71
00	7	7	2	2	7	14	66	115	101	69	49	47
Hr Total	25	14	8	10	17	24	155	495	451	263	211	259

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	66	64	70	132	106	131	110	56	50	35	24	15
30	50	62	92	104	114	111	111	52	47	41	21	15
45	75	58	71	95	104	145	85	48	28	24	26	13
00	70	66	84	97	110	118	70	37	31	23	20	11
Hr Total	261	250	317	428	434	505	376	193	156	123	91	54

24 Hour Total:	5,120	AM Peak Volume:	495	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	7:00	PM Peak Volume:	505	PM Peak Hour Factor:	0.87
PM Peak Hour begins:	17:00				

Volume Count Report

3-Day Average

Start Date: May 8, 2018	Start Time: 00:00	
Stop Date: May 10, 2018	Stop Time: 24:00	
City: Tampa	County: Hillsborough	
Location: Central Ave north of Hillsborough Ave		

Northbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	1	1	1	0	1	7	44	45	37	22	36
30	4	1	2	1	1	3	9	65	40	27	24	38
45	2	1	0	1	2	3	13	71	37	24	24	30
00	4	1	1	1	1	6	24	44	42	27	31	25
Hr Total	14	5	5	4	4	13	54	224	164	115	101	129

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	30	32	39	72	58	87	76	28	24	22	16	10
30	26	29	43	55	79	75	72	34	25	22	13	8
45	33	29	34	54	68	106	59	31	28	17	13	8
00	39	37	42	58	65	84	45	25	25	17	14	5
Hr Total	127	128	158	238	269	352	252	119	102	78	56	32

24 Hour Total:	2,743				
AM Peak Hour begins:	7:15	AM Peak Volume:	225	PM Peak Hour Factor:	0.79
PM Peak Hour begins:	17:00	PM Peak Volume:	352	PM Peak Hour Factor:	0.83

Southbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	2	1	0	1	2	12	81	82	41	32	27
30	1	2	0	2	3	3	11	75	69	38	24	29
45	3	1	0	2	3	4	29	74	68	30	28	30
00	0	1	1	0	4	7	47	72	58	30	35	28
Hr Total	6	6	2	5	12	17	99	302	277	138	119	114

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	42	28	30	46	46	44	50	26	25	11	7	4
30	28	25	48	38	37	40	37	24	19	14	8	5
45	33	25	36	39	34	33	31	16	15	8	10	4
00	28	25	52	36	37	41	31	19	14	9	6	5
Hr Total	131	102	166	159	154	158	148	85	73	42	31	18

24 Hour Total:	2,367				
AM Peak Hour begins:	7:15	AM Peak Volume:	302	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	14:15	PM Peak Volume:	182	PM Peak Hour Factor:	0.87

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	3	2	1	1	3	19	125	126	78	54	63
30	5	3	2	3	4	6	20	140	109	65	48	67
45	5	2	1	3	5	7	43	145	105	54	52	60
00	5	3	2	1	5	13	71	116	101	57	66	53
Hr Total	20	11	7	9	15	29	153	526	441	254	220	243

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	72	60	70	118	104	131	126	54	49	34	24	14
30	54	55	90	93	116	115	109	58	44	36	21	14
45	65	54	70	93	101	139	90	47	42	24	23	12
00	67	62	94	94	102	125	76	45	39	26	19	10
Hr Total	258	230	325	398	424	511	400	204	175	120	86	50

24 Hour Total:	5,110				
AM Peak Hour begins:	7:15	AM Peak Volume:	527	PM Peak Hour Factor:	0.91
PM Peak Hour begins:	17:00	PM Peak Volume:	511	PM Peak Hour Factor:	0.92

Volume Count Report

Start Date: May 8, 2018	Start Time: 00:00	
Stop Date: May 8, 2018	Stop Time: 24:00	
City: Tampa	County: Hillsborough	
Location: Central Ave south of Hillsborough Ave		

Northbound Volume

Tuesday, May 08, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	1	0	0	3	2	10	50	35	29	18	33
30	0	1	2	0	1	2	8	62	41	27	18	30
45	2	0	3	2	1	3	19	59	37	16	22	24
00	1	0	0	2	1	5	39	38	38	20	19	24
Hr Total	7	2	5	4	6	12	76	209	151	92	77	111

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	26	46	23	81	61	57	79	33	27	19	11	4
30	33	32	29	60	77	75	69	30	32	11	5	5
45	23	20	23	50	59	87	39	19	66	9	3	0
00	30	41	35	45	64	90	39	24	16	6	11	5
Hr Total	112	139	110	236	261	309	226	106	141	45	30	14

24 Hour Total:	2,481	AM Peak Volume:	210	AM Peak Hour Factor:	0.85
AM Peak Hour begins:	6:45	PM Peak Volume:	331	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	17:15				

Southbound Volume

Tuesday, May 08, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	0	2	3	2	5	13	100	60	35	24	20
30	1	0	0	1	0	5	21	87	43	42	37	33
45	1	3	3	1	2	6	44	70	57	25	22	33
00	1	0	1	1	4	8	47	50	55	24	25	24
Hr Total	7	3	6	6	8	24	125	307	215	126	108	110

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	44	29	26	61	45	43	62	36	25	14	13	7
30	23	33	44	47	47	39	58	24	21	16	7	3
45	25	22	47	35	39	38	40	15	27	8	12	9
00	40	30	78	48	38	45	37	21	15	7	12	2
Hr Total	132	114	195	191	169	165	197	96	88	45	44	21

24 Hour Total:	2,502	AM Peak Volume:	307	AM Peak Hour Factor:	0.77
AM Peak Hour begins:	7:00	PM Peak Volume:	233	PM Peak Hour Factor:	0.75
PM Peak Hour begins:	14:30				

Total Volume for All Lanes

Tuesday, May 08, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	1	2	3	5	7	23	150	95	64	42	53
30	1	1	2	1	1	7	29	149	84	69	55	63
45	3	3	6	3	3	9	63	129	94	41	44	57
00	2	0	1	3	5	13	86	88	93	44	44	48
Hr Total	14	5	11	10	14	36	201	516	366	218	185	221

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	70	75	49	142	106	100	141	69	52	33	24	11
30	56	65	73	107	124	114	127	54	53	27	12	8
45	48	42	70	85	98	125	79	34	93	17	15	9
00	70	71	113	93	102	135	76	45	31	13	23	7
Hr Total	244	253	305	427	430	474	423	202	229	90	74	35

24 Hour Total:	4,983	AM Peak Volume:	516	AM Peak Hour Factor:	0.86
AM Peak Hour begins:	7:00	PM Peak Volume:	528	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	17:30				

Volume Count Report

Start Date: May 9, 2018	Start Time: 00:00	
Stop Date: May 9, 2018	Stop Time: 24:00	
City: Tampa	County: Hillsborough	
Location: Central Ave south of Hillsborough Ave		

Northbound Volume

Wednesday, May 09, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	2	0	2	4	9	48	46	40	23	36
30	3	0	0	4	0	3	9	70	30	32	20	26
45	1	1	0	0	2	5	25	60	26	7	20	22
00	1	2	0	0	1	2	32	39	38	16	23	24
Hr Total	6	4	2	4	5	14	75	217	140	95	86	108

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	24	48	33	80	72	73	63	21	31	17	7	2
30	24	24	35	64	73	67	42	29	27	15	1	2
45	17	16	27	45	72	88	48	23	23	13	5	1
00	29	30	44	57	66	84	32	24	21	9	8	2
Hr Total	94	118	139	246	283	312	185	97	102	54	21	7

24 Hour Total:	2,414	AM Peak Volume:	217	AM Peak Hour Factor:	0.78
AM Peak Hour begins:	7:00	PM Peak Volume:	312	PM Peak Hour Factor:	0.89
PM Peak Hour begins:	17:00				

Southbound Volume

Wednesday, May 09, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	3	0	1	1	1	9	78	66	36	30	33
30	0	2	0	2	0	2	18	94	54	33	20	27
45	4	0	1	1	1	4	50	88	53	26	27	24
00	1	2	1	0	6	6	54	44	53	22	36	28
Hr Total	9	7	2	4	8	13	131	304	226	117	113	112

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	27	29	33	63	44	36	44	25	27	11	11	7
30	20	20	39	40	36	42	45	24	26	15	14	8
45	21	27	32	39	41	39	30	27	13	9	6	7
00	19	44	42	42	30	40	30	31	15	13	10	3
Hr Total	87	120	146	184	151	157	149	107	81	48	41	25

24 Hour Total:	2,342	AM Peak Volume:	314	AM Peak Hour Factor:	0.84
AM Peak Hour begins:	6:45	PM Peak Volume:	184	PM Peak Hour Factor:	0.73
PM Peak Hour begins:	14:45				

Total Volume for All Lanes

Wednesday, May 09, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	4	2	1	3	5	18	126	112	76	53	69
30	3	2	0	6	0	5	27	164	84	65	40	53
45	5	1	1	1	3	9	75	148	79	33	47	46
00	2	4	1	0	7	8	86	83	91	38	59	52
Hr Total	15	11	4	8	13	27	206	521	366	212	199	220

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	51	77	66	143	116	109	107	46	58	28	18	9
30	44	44	74	104	109	109	87	53	53	30	15	10
45	38	43	59	84	113	127	78	50	36	22	11	8
00	48	74	86	99	96	124	62	55	36	22	18	5
Hr Total	181	238	285	430	434	469	334	204	183	102	62	32

24 Hour Total:	4,756	AM Peak Volume:	524	AM Peak Hour Factor:	0.80
AM Peak Hour begins:	6:45	PM Peak Volume:	469	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	17:00				

Volume Count Report

Start Date: May 10, 2018	Start Time: 00:00	
Stop Date: May 10, 2018	Stop Time: 24:00	
City: Tampa	County: Hillsborough	
Location: Central Ave south of Hillsborough Ave		

Northbound Volume

Thursday, May 10, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	0	1	0	0	3	9	47	32	36	16	33
30	0	1	4	1	0	5	12	65	35	24	23	35
45	2	1	0	0	1	2	25	53	36	31	23	29
00	5	1	0	0	1	1	26	43	47	33	34	33
Hr Total	11	3	5	1	2	11	72	208	150	124	96	130

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	43	45	24	78	70	70	51	29	21	14	9	4
30	26	31	27	59	78	71	56	35	25	31	11	1
45	35	31	28	57	74	86	45	27	13	16	4	4
00	24	21	41	56	68	64	28	37	19	7	8	5
Hr Total	128	128	120	250	290	291	180	128	78	68	32	14

24 Hour Total:	2,520				
AM Peak Hour begins:	7:00	AM Peak Volume:	208	AM Peak Hour Factor:	0.80
PM Peak Hour begins:	16:45	PM Peak Volume:	295	PM Peak Hour Factor:	0.86

Southbound Volume

Thursday, May 10, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	6	1	2	1	3	10	82	46	33	28	26
30	3	1	0	3	1	6	21	88	69	32	28	34
45	6	1	1	3	4	3	47	81	61	33	27	50
00	3	1	2	1	4	7	70	63	44	33	33	32
Hr Total	14	9	4	9	10	19	148	314	220	131	116	142

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	35	36	24	41	40	47	53	36	31	14	9	14
30	35	24	42	40	42	44	42	22	20	11	8	7
45	35	20	42	31	41	43	34	20	18	17	10	4
00	23	21	64	40	41	32	27	28	16	6	7	5
Hr Total	128	101	172	152	164	166	156	106	85	48	34	30

24 Hour Total:	2,478				
AM Peak Hour begins:	6:45	AM Peak Volume:	321	AM Peak Hour Factor:	0.91
PM Peak Hour begins:	14:15	PM Peak Volume:	189	PM Peak Hour Factor:	0.74

Total Volume for All Lanes

Thursday, May 10, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	6	2	2	1	6	19	129	78	69	44	59
30	3	2	4	4	1	11	33	153	104	56	51	69
45	8	2	1	3	5	5	72	134	97	64	50	79
00	8	2	2	1	5	8	96	106	91	66	67	65
Hr Total	25	12	9	10	12	30	220	522	370	255	212	272

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	78	81	48	119	110	117	104	65	52	28	18	18
30	61	55	69	99	120	115	98	57	45	42	19	8
45	70	51	70	88	115	129	79	47	31	33	14	8
00	47	42	105	96	109	96	55	65	35	13	15	10
Hr Total	256	229	292	402	454	457	336	234	163	116	66	44

24 Hour Total:	4,998				
AM Peak Hour begins:	7:00	AM Peak Volume:	522	AM Peak Hour Factor:	0.85
PM Peak Hour begins:	16:45	PM Peak Volume:	470	PM Peak Hour Factor:	0.91

Volume Count Report

3-Day Average

Start Date:	May 8, 2018	Start Time:	00:00
Stop Date:	May 10, 2018	Stop Time:	24:00
City:	Tampa	County:	Hillsborough
Location:	Central Ave south of Hillsborough Ave		

Northbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	1	1	0	2	3	9	48	38	35	19	34
30	1	1	2	2	0	3	10	66	35	28	20	30
45	2	1	1	1	1	3	23	57	33	18	22	25
00	2	1	0	1	1	3	32	40	41	23	25	27
Hr Total	8	3	4	3	4	12	74	211	147	104	86	116

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	31	46	27	80	68	67	64	28	26	17	9	3
30	28	29	30	61	76	71	56	31	28	19	6	3
45	25	22	26	51	68	87	44	23	34	13	4	2
00	28	31	40	53	66	79	33	28	19	7	9	4
Hr Total	111	128	123	244	278	304	197	110	107	56	28	12

24 Hour Total:	2,472	AM Peak Volume:	211	PM Peak Hour Factor:	0.80
AM Peak Hour begins:	7:00	PM Peak Volume:	304	PM Peak Hour Factor:	0.87
PM Peak Hour begins:	17:00				

Southbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	3	1	2	1	3	11	87	57	35	27	26
30	1	1	0	2	0	4	20	90	55	36	28	31
45	4	1	2	2	2	4	47	80	57	28	25	36
00	2	1	1	1	5	7	57	52	51	26	31	28
Hr Total	10	6	4	6	9	19	135	308	220	125	112	121

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	35	31	28	55	43	42	53	32	28	13	11	9
30	26	26	42	42	42	42	48	23	22	14	10	6
45	27	23	40	35	40	40	35	21	19	11	9	7
00	27	32	61	43	36	39	31	27	15	9	10	3
Hr Total	116	112	171	176	161	163	167	103	85	47	40	25

24 Hour Total:	2,441	AM Peak Volume:	313	PM Peak Hour Factor:	0.87
AM Peak Hour begins:	6:45	PM Peak Volume:	199	PM Peak Hour Factor:	0.81
PM Peak Hour begins:	14:30				

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	4	2	2	3	6	20	135	95	70	46	60
30	2	2	2	4	1	8	30	155	91	63	49	62
45	5	2	3	2	4	8	70	137	90	46	47	61
00	4	2	1	1	6	10	89	92	92	49	57	55
Hr Total	18	9	8	9	13	31	209	520	367	228	199	238

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	66	78	54	135	111	109	117	60	54	30	20	13
30	54	55	72	103	118	113	104	55	50	33	15	9
45	52	45	66	86	109	127	79	44	53	24	13	8
00	55	62	101	96	102	118	64	55	34	16	19	7
Hr Total	227	240	294	420	439	467	364	213	192	103	67	37

24 Hour Total:	4,912	AM Peak Volume:	520	PM Peak Hour Factor:	0.84
AM Peak Hour begins:	7:00	PM Peak Volume:	475	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	17:15				

Volume Count Report

Start Date: May 8, 2018	Start Time: 00:00	
Stop Date: May 8, 2018	Stop Time: 24:00	
City: Tampa	County: Hillsborough	
Location: Nebraska Ave north of Hillsborough Ave		

Northbound Volume

Tuesday, May 08, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	24	17	8	9	8	13	47	66	103	104	107	110
30	24	14	16	15	20	32	34	102	115	128	116	136
45	33	13	18	17	21	35	50	103	108	104	127	161
00	23	17	13	16	21	25	60	108	110	104	119	146
Hr Total	104	61	55	57	70	105	191	379	436	440	469	553

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	152	134	131	174	200	218	241	127	94	94	50	32
30	121	117	150	180	208	248	242	125	113	74	39	42
45	144	120	129	177	194	270	225	110	111	70	43	37
00	117	156	137	172	191	302	162	95	93	75	48	33
Hr Total	534	527	547	703	793	1,038	870	457	411	313	180	144

24 Hour Total:	9,437				
AM Peak Hour begins:	11:15	AM Peak Volume:	595	AM Peak Hour Factor:	0.92
PM Peak Hour begins:	17:15	PM Peak Volume:	1,061	PM Peak Hour Factor:	0.88

Southbound Volume

Tuesday, May 08, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	24	16	16	16	28	98	275	299	184	148	144
30	20	10	14	11	15	37	107	296	275	148	134	144
45	25	12	25	12	20	43	156	293	281	152	139	151
00	21	14	8	11	22	85	227	261	252	154	119	174
Hr Total	89	60	63	50	73	193	588	1,125	1,107	638	540	613

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	133	136	152	156	145	153	135	116	95	67	43	36
30	149	140	147	155	140	157	136	94	81	79	57	33
45	143	155	177	146	177	161	128	84	99	60	45	38
00	144	126	142	152	159	157	111	89	75	52	45	29
Hr Total	569	557	618	609	621	628	510	383	350	258	190	136

24 Hour Total:	10,568				
AM Peak Hour begins:	7:15	AM Peak Volume:	1,149	AM Peak Hour Factor:	0.96
PM Peak Hour begins:	16:30	PM Peak Volume:	646	PM Peak Hour Factor:	0.91

Total Volume for All Lanes

Tuesday, May 08, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	47	41	24	25	24	41	145	341	402	288	255	254
30	44	24	30	26	35	69	141	398	390	276	250	280
45	58	25	43	29	41	78	206	396	389	256	266	312
00	44	31	21	27	43	110	287	369	362	258	238	320
Hr Total	193	121	118	107	143	298	779	1,504	1,543	1,078	1,009	1,166

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	285	270	283	330	345	371	376	243	189	161	93	68
30	270	257	297	335	348	405	378	219	194	153	96	75
45	287	275	306	323	371	431	353	194	210	130	88	75
00	261	282	279	324	350	459	273	184	168	127	93	62
Hr Total	1,103	1,084	1,165	1,312	1,414	1,666	1,380	840	761	571	370	280

24 Hour Total:	20,005				
AM Peak Hour begins:	7:15	AM Peak Volume:	1,565	AM Peak Hour Factor:	0.97
PM Peak Hour begins:	17:15	PM Peak Volume:	1,671	PM Peak Hour Factor:	0.91

Volume Count Report

Start Date: May 9, 2018	Start Time: 00:00	
Stop Date: May 9, 2018	Stop Time: 24:00	
City: Tampa	County: Hillsborough	
Location: Nebraska Ave north of Hillsborough Ave		

Northbound Volume

Wednesday, May 09, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	34	22	16	10	10	21	41	84	106	92	110	114
30	27	16	25	12	21	24	36	93	97	103	115	128
45	31	25	11	19	11	27	57	128	131	129	150	119
00	28	21	19	11	14	38	48	100	107	100	110	114
Hr Total	120	84	71	52	56	110	182	405	441	424	485	475

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	145	138	131	154	214	242	221	112	112	83	60	30
30	153	125	143	169	198	213	236	145	108	70	50	41
45	115	118	166	185	222	218	195	118	105	67	51	37
00	131	140	126	198	229	266	152	117	76	70	49	32
Hr Total	544	521	566	706	863	939	804	492	401	290	210	140

24 Hour Total:	9,381	AM Peak Volume:	531	AM Peak Hour Factor:	0.87
AM Peak Hour begins:	11:30	PM Peak Volume:	941	PM Peak Hour Factor:	0.88
PM Peak Hour begins:	17:30				

Southbound Volume

Wednesday, May 09, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	34	20	13	15	11	25	88	266	273	159	136	130
30	27	22	18	17	14	38	124	265	267	172	135	127
45	29	16	10	15	23	65	188	338	278	147	139	142
00	22	10	14	7	27	71	212	320	245	125	156	134
Hr Total	112	68	55	54	75	199	612	1,189	1,063	603	566	533

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	121	134	153	169	168	175	132	131	94	61	60	39
30	129	148	173	179	181	145	151	120	124	90	64	33
45	140	158	171	173	183	136	127	106	82	66	49	37
00	159	156	145	172	180	148	120	111	85	63	36	24
Hr Total	549	596	642	693	712	604	530	468	385	280	209	133

24 Hour Total:	10,930	AM Peak Volume:	1,198	AM Peak Hour Factor:	0.89
AM Peak Hour begins:	7:30	PM Peak Volume:	719	PM Peak Hour Factor:	0.98
PM Peak Hour begins:	16:15				

Total Volume for All Lanes

Wednesday, May 09, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	68	42	29	25	21	46	129	350	379	251	246	244
30	54	38	43	29	35	62	160	358	364	275	250	255
45	60	41	21	34	34	92	245	466	409	276	289	261
00	50	31	33	18	41	109	260	420	352	225	266	248
Hr Total	232	152	126	106	131	309	794	1,594	1,504	1,027	1,051	1,008

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	266	272	284	323	382	417	353	243	206	144	120	69
30	282	273	316	348	379	358	387	265	232	160	114	74
45	255	276	337	358	405	354	322	224	187	133	100	74
00	290	296	271	370	409	414	272	228	161	133	85	56
Hr Total	1,093	1,117	1,208	1,399	1,575	1,543	1,334	960	786	570	419	273

24 Hour Total:	20,311	AM Peak Volume:	1,629	AM Peak Hour Factor:	0.87
AM Peak Hour begins:	7:30	PM Peak Volume:	1,610	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	16:15				

Volume Count Report

Start Date: May 10, 2018	Start Time: 00:00	
Stop Date: May 10, 2018	Stop Time: 24:00	
City: Tampa	County: Hillsborough	
Location: Nebraska Ave north of Hillsborough Ave		

Northbound Volume

Thursday, May 10, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	24	25	17	18	14	23	41	50	116	111	112	116
30	22	18	22	16	22	31	46	83	102	126	129	121
45	36	22	26	16	27	31	61	123	113	108	124	132
00	22	21	21	13	23	31	52	94	108	110	112	127
Hr Total	104	86	86	63	86	116	200	350	439	455	477	496

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	149	151	104	155	230	240	215	115	107	80	57	43
30	127	137	158	180	220	261	160	131	88	73	46	50
45	121	117	133	153	199	251	166	149	95	94	55	33
00	126	140	131	207	232	254	136	96	121	70	42	38
Hr Total	523	545	526	695	881	1,006	677	491	411	317	200	164

24 Hour Total:	9,394	AM Peak Volume:	535	AM Peak Hour Factor:	0.90
AM Peak Hour begins:	11:30	PM Peak Volume:	1,006	PM Peak Hour Factor:	0.96
PM Peak Hour begins:	17:00				

Southbound Volume

Thursday, May 10, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	21	32	9	28	38	84	241	269	188	141	119
30	28	24	20	12	21	43	128	307	289	178	135	130
45	29	22	15	10	20	52	189	281	267	173	135	126
00	16	22	17	10	24	86	241	288	237	126	170	160
Hr Total	94	89	84	41	93	219	642	1,117	1,062	665	581	535

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	128	148	155	147	162	160	154	99	99	78	45	39
30	160	134	160	152	160	188	129	93	89	84	60	42
45	141	138	153	155	171	190	116	98	93	65	50	42
00	146	163	164	144	168	155	127	109	86	71	54	37
Hr Total	575	583	632	598	661	693	526	399	367	298	209	160

24 Hour Total:	10,923	AM Peak Volume:	1,145	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	7:15	PM Peak Volume:	706	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	16:45				

Total Volume for All Lanes

Thursday, May 10, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	45	46	49	27	42	61	125	291	385	299	253	235
30	50	42	42	28	43	74	174	390	391	304	264	251
45	65	44	41	26	47	83	250	404	380	281	259	258
00	38	43	38	23	47	117	293	382	345	236	282	287
Hr Total	198	175	170	104	179	335	842	1,467	1,501	1,120	1,058	1,031

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	277	299	259	302	392	400	369	214	206	158	102	82
30	287	271	318	332	380	449	289	224	177	157	106	92
45	262	255	286	308	370	441	282	247	188	159	105	75
00	272	303	295	351	400	409	263	205	207	141	96	75
Hr Total	1,098	1,128	1,158	1,293	1,542	1,699	1,203	890	778	615	409	324

24 Hour Total:	20,317	AM Peak Volume:	1,562	AM Peak Hour Factor:	0.97
AM Peak Hour begins:	7:30	PM Peak Volume:	1,699	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	17:00				

Volume Count Report

3-Day Average

Start Date:	May 8, 2018	Start Time:	00:00
Stop Date:	May 10, 2018	Stop Time:	24:00
City:	Tampa	County:	Hillsborough
Location	Nebraska Ave north of Hillsborough Ave		

Northbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	27	21	14	12	11	19	43	67	108	102	110	113
30	24	16	21	14	21	29	39	93	105	119	120	128
45	33	20	18	17	20	31	56	118	117	114	134	137
00	24	20	18	13	19	31	53	101	108	105	114	129
Hr Total	109	77	71	57	71	110	191	378	439	440	477	508

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	149	141	122	161	215	233	226	118	104	86	56	35
30	134	126	150	176	209	241	213	134	103	72	45	44
45	127	118	143	172	205	246	195	126	104	77	50	36
00	125	145	131	192	217	274	150	103	97	72	46	34
Hr Total	534	531	546	701	846	994	784	480	408	307	197	149

24 Hour Total:	9,404		
AM Peak Hour begins:	11:30	AM Peak Volume:	549
PM Peak Hour begins:	17:00	PM Peak Volume:	994
		PM Peak Hour Factor:	0.92
		PM Peak Hour Factor:	0.91

Southbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	26	22	20	13	18	30	90	261	280	177	142	131
30	25	19	17	13	17	39	120	289	277	166	135	134
45	28	17	17	12	21	53	178	304	275	157	138	140
00	20	15	13	9	24	81	227	290	245	135	148	156
Hr Total	98	72	67	48	80	204	614	1,144	1,077	635	562	560

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	127	139	153	157	158	163	140	115	96	69	49	38
30	146	141	160	162	160	163	139	102	98	84	60	36
45	141	150	167	158	177	162	124	96	91	64	48	39
00	150	148	150	156	169	153	119	103	82	62	45	30
Hr Total	564	579	631	633	665	642	522	417	367	279	203	143

24 Hour Total:	10,807		
AM Peak Hour begins:	7:15	AM Peak Volume:	1,163
PM Peak Hour begins:	16:30	PM Peak Volume:	672
		PM Peak Hour Factor:	0.96
		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	53	43	34	26	29	49	133	327	389	279	251	244
30	49	35	38	28	38	68	158	382	382	285	255	262
45	61	37	35	30	41	84	234	422	393	271	271	277
00	44	35	31	23	44	112	280	390	353	240	262	285
Hr Total	208	149	138	106	151	314	805	1,522	1,516	1,075	1,039	1,068

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	276	280	275	318	373	396	366	233	200	154	105	73
30	280	267	310	338	369	404	351	236	201	157	105	80
45	268	269	310	330	382	409	319	222	195	141	98	75
00	274	294	282	348	386	427	269	206	179	134	91	64
Hr Total	1,098	1,110	1,177	1,335	1,510	1,636	1,306	897	775	585	399	292

24 Hour Total:	20,211		
AM Peak Hour begins:	7:15	AM Peak Volume:	1,583
PM Peak Hour begins:	17:00	PM Peak Volume:	1,636
		PM Peak Hour Factor:	0.94
		PM Peak Hour Factor:	0.96

Volume Count Report

Start Date: May 8, 2018	Start Time: 00:00	
Stop Date: May 8, 2018	Stop Time: 24:00	
City: Tampa	County: Hillsborough	
Location: Nebraska Ave south of Hillsborough Ave		

Northbound Volume

Tuesday, May 08, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	17	10	10	2	13	29	75	102	100	78	117
30	16	13	10	11	12	19	33	97	108	91	101	107
45	24	14	10	9	17	23	42	99	101	94	103	117
00	14	13	11	6	17	20	54	114	99	109	109	107
Hr Total	73	57	41	36	48	75	158	385	410	394	391	448

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	122	107	114	163	180	193	233	115	83	60	43	19
30	116	116	118	167	209	225	219	83	86	68	28	36
45	127	100	112	195	181	231	177	77	86	43	27	34
00	113	122	120	189	194	236	126	98	67	52	37	20
Hr Total	478	445	464	714	764	885	755	373	322	223	135	109

24 Hour Total:	8,183	AM Peak Volume:	462	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	11:30	PM Peak Volume:	925	PM Peak Hour Factor:	0.98
PM Peak Hour begins:	17:15				

Southbound Volume

Tuesday, May 08, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	25	17	12	8	11	19	60	161	180	130	99	73
30	20	11	9	12	15	29	77	167	187	106	65	108
45	15	7	17	10	14	25	108	183	169	93	104	89
00	13	14	9	8	11	41	158	188	165	99	81	87
Hr Total	73	49	47	38	51	114	403	699	701	428	349	357

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	104	115	111	109	129	128	102	92	66	49	41	32
30	117	110	104	128	109	118	98	84	70	58	35	26
45	87	105	136	119	118	127	105	75	65	49	33	26
00	104	87	109	124	121	123	104	82	59	40	34	14
Hr Total	412	417	460	480	477	496	409	333	260	196	143	98

24 Hour Total:	7,490	AM Peak Volume:	738	AM Peak Hour Factor:	0.98
AM Peak Hour begins:	7:30	PM Peak Volume:	500	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	15:15				

Total Volume for All Lanes

Tuesday, May 08, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	44	34	22	18	13	32	89	236	282	230	177	190
30	36	24	19	23	27	48	110	264	295	197	166	215
45	39	21	27	19	31	48	150	282	270	187	207	206
00	27	27	20	14	28	61	212	302	264	208	190	194
Hr Total	146	106	88	74	99	189	561	1,084	1,111	822	740	805

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	226	222	225	272	309	321	335	207	149	109	84	51
30	233	226	222	295	318	343	317	167	156	126	63	62
45	214	205	248	314	299	358	282	152	151	92	60	60
00	217	209	229	313	315	359	230	180	126	92	71	34
Hr Total	890	862	924	1,194	1,241	1,381	1,164	706	582	419	278	207

24 Hour Total:	15,673	AM Peak Volume:	1,161	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	7:30	PM Peak Volume:	1,395	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	17:15				

Volume Count Report

Start Date: May 9, 2018	Start Time: 00:00	
Stop Date: May 9, 2018	Stop Time: 24:00	
City: Tampa	County: Hillsborough	
Location: Nebraska Ave south of Hillsborough Ave		

Northbound Volume

Wednesday, May 09, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	13	17	11	6	12	27	80	97	104	75	94
30	22	11	10	12	10	20	30	113	95	104	118	110
45	20	11	11	10	10	20	59	96	110	109	109	103
00	17	10	6	11	13	34	55	109	82	95	103	107
Hr Total	78	45	44	44	39	86	171	398	384	412	405	414

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	126	98	104	145	162	228	245	104	102	78	53	32
30	113	112	111	133	196	223	202	99	77	62	36	32
45	108	102	133	181	179	242	150	98	83	54	46	35
00	134	111	125	213	230	242	129	88	82	56	46	25
Hr Total	481	423	473	672	767	935	726	389	344	250	181	124

24 Hour Total:	8,285	AM Peak Volume:	449	AM Peak Hour Factor:	0.89
AM Peak Hour begins:	11:30	PM Peak Volume:	952	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	17:15				

Southbound Volume

Wednesday, May 09, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	24	14	12	13	5	17	51	142	172	126	94	95
30	15	15	12	15	7	19	76	167	181	119	101	113
45	25	12	8	5	17	37	119	187	161	100	85	108
00	13	10	9	8	16	40	144	205	146	88	93	98
Hr Total	77	51	41	41	45	113	390	701	660	433	373	414

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	101	108	106	123	144	134	109	105	71	45	42	33
30	98	96	125	119	124	106	103	100	71	65	40	29
45	94	109	116	120	134	98	99	74	73	60	39	25
00	96	124	104	121	127	121	111	82	72	57	38	24
Hr Total	389	437	451	483	529	459	422	361	287	227	159	111

24 Hour Total:	7,654	AM Peak Volume:	745	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	7:30	PM Peak Volume:	529	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	16:00				

Total Volume for All Lanes

Wednesday, May 09, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	43	27	29	24	11	29	78	222	269	230	169	189
30	37	26	22	27	17	39	106	280	276	223	219	223
45	45	23	19	15	27	57	178	283	271	209	194	211
00	30	20	15	19	29	74	199	314	228	183	196	205
Hr Total	155	96	85	85	84	199	561	1,099	1,044	845	778	828

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	227	206	210	268	306	362	354	209	173	123	95	65
30	211	208	236	252	320	329	305	199	148	127	76	61
45	202	211	249	301	313	340	249	172	156	114	85	60
00	230	235	229	334	357	363	240	170	154	113	84	49
Hr Total	870	860	924	1,155	1,296	1,394	1,148	750	631	477	340	235

24 Hour Total:	15,939	AM Peak Volume:	1,146	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	7:15	PM Peak Volume:	1,394	PM Peak Hour Factor:	0.96
PM Peak Hour begins:	17:00				

Volume Count Report

Start Date: May 10, 2018	Start Time: 00:00	
Stop Date: May 10, 2018	Stop Time: 24:00	
City: Tampa	County: Hillsborough	
Location: Nebraska Ave south of Hillsborough Ave		

Northbound Volume

Thursday, May 10, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	26	20	9	13	10	16	38	80	107	100	99	103
30	24	21	18	12	12	27	38	89	94	101	97	115
45	20	16	19	10	20	26	41	110	92	94	108	106
00	20	16	16	10	21	28	62	95	103	92	100	105
Hr Total	90	73	62	45	63	97	179	374	396	387	404	429

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	119	128	107	136	212	228	206	111	88	67	49	40
30	99	112	118	175	205	223	132	110	77	71	38	41
45	104	97	130	170	200	228	133	100	84	77	43	29
00	113	117	141	213	220	244	126	97	90	63	28	34
Hr Total	435	454	496	694	837	923	597	418	339	278	158	144

24 Hour Total:	8,372	AM Peak Volume:	445	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	11:15	PM Peak Volume:	923	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	17:00				

Southbound Volume

Thursday, May 10, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	16	20	7	8	17	53	159	171	134	93	94
30	21	22	15	8	14	32	82	177	172	116	101	110
45	22	17	14	7	19	31	126	203	162	113	109	91
00	18	19	11	4	12	38	151	170	164	85	94	125
Hr Total	77	74	60	26	53	118	412	709	669	448	397	420

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	104	117	120	98	124	151	114	74	68	75	39	33
30	109	90	130	119	117	131	109	77	90	63	43	33
45	101	106	100	112	110	117	86	76	63	50	33	36
00	88	106	111	107	143	139	107	66	60	41	42	31
Hr Total	402	419	461	436	494	538	416	293	281	229	157	133

24 Hour Total:	7,722	AM Peak Volume:	721	AM Peak Hour Factor:	0.89
AM Peak Hour begins:	7:15	PM Peak Volume:	542	PM Peak Hour Factor:	0.90
PM Peak Hour begins:	16:45				

Total Volume for All Lanes

Thursday, May 10, 2018

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	42	36	29	20	18	33	91	239	278	234	192	197
30	45	43	33	20	26	59	120	266	266	217	198	225
45	42	33	33	17	39	57	167	313	254	207	217	197
00	38	35	27	14	33	66	213	265	267	177	194	230
Hr Total	167	147	122	71	116	215	591	1,083	1,065	835	801	849

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	223	245	227	234	336	379	320	185	156	142	88	73
30	208	202	248	294	322	354	241	187	167	134	81	74
45	205	203	230	282	310	345	219	176	147	127	76	65
00	201	223	252	320	363	383	233	163	150	104	70	65
Hr Total	837	873	957	1,130	1,331	1,461	1,013	711	620	507	315	277

24 Hour Total:	16,094	AM Peak Volume:	1,122	AM Peak Hour Factor:	0.90
AM Peak Hour begins:	7:15	PM Peak Volume:	1,461	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	17:00				

Volume Count Report

3-Day Average

Start Date:	May 8, 2018	Start Time:	00:00
Stop Date:	May 10, 2018	Stop Time:	24:00
City:	Tampa	County:	Hillsborough
Location:	Nebraska Ave south of Hillsborough Ave		

Northbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	17	12	11	6	14	31	78	102	101	84	105
30	21	15	13	12	11	22	34	100	99	99	105	111
45	21	14	13	10	16	23	47	102	101	99	107	109
00	17	13	11	9	17	27	57	106	95	99	104	106
Hr Total	80	58	49	42	50	86	169	386	397	398	400	430

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	122	111	108	148	185	216	228	110	91	68	48	30
30	109	113	116	158	203	224	184	97	80	67	34	36
45	113	100	125	182	187	234	153	92	84	58	39	33
00	120	117	129	205	215	241	127	94	80	57	37	26
Hr Total	465	441	478	693	789	914	693	393	335	250	158	126

24 Hour Total:	8,280		
AM Peak Hour begins:	11:15	AM Peak Volume:	448
PM Peak Hour begins:	17:15	PM Peak Volume:	926
		PM Peak Hour Factor:	0.92
		PM Peak Hour Factor:	0.96

Southbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	22	16	15	9	8	18	55	154	174	130	95	87
30	19	16	12	12	12	27	78	170	180	114	89	110
45	21	12	13	7	17	31	118	191	164	102	99	96
00	15	14	10	7	13	40	151	188	158	91	89	103
Hr Total	76	58	49	35	50	115	402	703	677	436	373	397

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	103	113	112	110	132	138	108	90	68	56	41	33
30	108	99	120	122	117	118	103	87	77	62	39	29
45	94	107	117	117	121	114	97	75	67	53	35	29
00	96	106	108	117	130	128	107	77	64	46	38	23
Hr Total	401	424	457	466	500	498	416	329	276	217	153	114

24 Hour Total:	7,622		
AM Peak Hour begins:	7:30	AM Peak Volume:	733
PM Peak Hour begins:	16:30	PM Peak Volume:	507
		PM Peak Hour Factor:	0.96
		PM Peak Hour Factor:	0.92

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	43	32	27	21	14	31	86	232	276	231	179	192
30	39	31	25	23	23	49	112	270	279	212	194	221
45	42	26	26	17	32	54	165	293	265	201	206	205
00	32	27	21	16	30	67	208	294	253	189	193	210
Hr Total	156	116	98	77	100	201	571	1,089	1,073	834	773	827

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	225	224	221	258	317	354	336	200	159	125	89	63
30	217	212	235	280	320	342	288	184	157	129	73	66
45	207	206	242	299	307	348	250	167	151	111	74	62
00	216	222	237	322	345	368	234	171	143	103	75	49
Hr Total	866	865	935	1,160	1,289	1,412	1,108	722	611	468	311	240

24 Hour Total:	15,902		
AM Peak Hour begins:	7:30	AM Peak Volume:	1,142
PM Peak Hour begins:	17:00	PM Peak Volume:	1,412
		PM Peak Hour Factor:	0.97
		PM Peak Hour Factor:	0.96

Intersection Turning Movement Count

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

File Name : Hillsborough&Central
 Site Code : 1202103
 Start Date : 6/5/2018
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	CENTRAL AVENUE Southbound					HILLSBOROUGH AVENUE Westbound					CENTRAL AVENUE Northbound					HILLSBOROUGH AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	23	23	5	1	52	4	533	9	1	547	1	7	0	4	12	4	290	3	0	297	908
07:15 AM	21	18	10	0	49	2	500	6	3	511	3	9	1	3	16	2	357	4	0	363	939
07:30 AM	17	26	3	2	48	8	529	12	4	553	4	10	2	5	21	4	387	5	1	397	1019
07:45 AM	19	31	5	1	56	13	527	22	1	563	7	11	5	5	28	5	347	4	0	356	1003
Total	80	98	23	4	205	27	2089	49	9	2174	15	37	8	17	77	15	1381	16	1	1413	3869
08:00 AM	16	30	4	1	51	14	472	7	5	498	5	19	3	2	29	9	346	1	0	356	934
08:15 AM	28	39	11	5	83	15	504	14	2	535	2	12	7	4	25	5	377	4	0	386	1029
08:30 AM	24	24	14	5	67	6	544	16	4	570	6	11	3	3	23	7	359	3	1	370	1030
08:45 AM	22	20	5	4	51	19	541	13	6	579	3	15	3	4	25	5	383	7	0	395	1050
Total	90	113	34	15	252	54	2061	50	17	2182	16	57	16	13	102	26	1465	15	1	1507	4043
*** BREAK ***																					
04:00 PM	11	8	4	0	23	12	400	9	0	421	5	18	3	3	29	7	431	2	0	440	913
04:15 PM	17	15	5	1	38	17	412	21	0	450	3	28	13	2	46	6	444	8	0	458	992
04:30 PM	16	29	4	1	50	6	430	22	0	458	8	43	11	2	64	8	394	0	0	402	974
04:45 PM	22	42	4	2	70	8	433	21	1	463	5	35	11	1	52	6	447	0	0	453	1038
Total	66	94	17	4	181	43	1675	73	1	1792	21	124	38	8	191	27	1716	10	0	1753	3917
05:00 PM	21	28	8	2	59	12	479	20	4	515	5	43	8	2	58	8	531	0	0	539	1171
05:15 PM	8	30	5	2	45	8	466	16	1	491	6	47	16	1	70	4	494	4	0	502	1108
05:30 PM	11	37	7	1	56	9	480	20	3	512	14	91	15	4	124	11	450	5	0	466	1158
05:45 PM	12	27	7	0	46	16	449	23	1	489	9	43	10	1	63	10	485	1	0	496	1094
Total	52	122	27	5	206	45	1874	79	9	2007	34	224	49	8	315	33	1960	10	0	2003	4531
Grand Total	288	427	101	28	844	169	7699	251	36	8155	86	442	111	46	685	101	6522	51	2	6676	16360
Apprch %	34.1	50.6	12	3.3		2.1	94.4	3.1	0.4		12.6	64.5	16.2	6.7		1.5	97.7	0.8	0		
Total %	1.8	2.6	0.6	0.2	5.2	1	47.1	1.5	0.2	49.8	0.5	2.7	0.7	0.3	4.2	0.6	39.9	0.3	0	40.8	
Passenger Vehicles	285	425	99	28	837	117	7399	249	32	7797	84	442	109	45	680	97	6242	51	2	6392	15706
% Passenger Vehicles	99	99.5	98	100	99.2	69.2	96.1	99.2	88.9	95.6	97.7	100	98.2	97.8	99.3	96	95.7	100	100	95.7	96
Heavy Vehicles	3	2	2	0	7	2	300	2	4	308	2	0	2	1	5	1	280	0	0	281	601
% Heavy Vehicles	1	0.5	2	0	0.8	1.2	3.9	0.8	11.1	3.8	2.3	0	1.8	2.2	0.7	1	4.3	0	0	4.2	3.7
UTurns	0	0	0	0	0	50	0	0	0	50	0	0	0	0	0	3	0	0	0	3	53
% UTurns	0	0	0	0	0	29.6	0	0	0	0.6	0	0	0	0	0	3	0	0	0	0	0.3

Intersection Turning Movement Count

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

File Name : Hillsborough&Central
 Site Code : 1202103
 Start Date : 6/5/2018
 Page No : 2

Start Time	CENTRAL AVENUE Southbound					HILLSBOROUGH AVENUE Westbound					CENTRAL AVENUE Northbound					HILLSBOROUGH AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	16	30	4	1	51	14	472	7	5	498	5	19	3	2	29	9	346	1	0	356	934
08:15 AM	28	39	11	5	83	15	504	14	2	535	2	12	7	4	25	5	377	4	0	386	1029
08:30 AM	24	24	14	5	67	6	544	16	4	570	6	11	3	3	23	7	359	3	1	370	1030
08:45 AM	22	20	5	4	51	19	541	13	6	579	3	15	3	4	25	5	383	7	0	395	1050
Total Volume	90	113	34	15	252	54	2061	50	17	2182	16	57	16	13	102	26	1465	15	1	1507	4043
% App. Total	35.7	44.8	13.5	6		2.5	94.5	2.3	0.8		15.7	55.9	15.7	12.7		1.7	97.2	1	0.1		
PHF	.804	.724	.607	.750	.759	.711	.947	.781	.708	.942	.667	.750	.571	.813	.879	.722	.956	.536	.250	.954	.963
Passenger Vehicles	88	112	33	15	248	30	1958	49	16	2053	16	57	16	12	101	23	1361	15	1	1400	3802
% Passenger Vehicles	97.8	99.1	97.1	100	98.4	55.6	95.0	98.0	94.1	94.1	100	100	100	92.3	99.0	88.5	92.9	100	100	92.9	94.0
Heavy Vehicles	2	1	1	0	4	1	103	1	1	106	0	0	0	1	1	1	104	0	0	105	216
% Heavy Vehicles	2.2	0.9	2.9	0	1.6	1.9	5.0	2.0	5.9	4.9	0	0	0	7.7	1.0	3.8	7.1	0	0	7.0	5.3
UTurns	0	0	0	0	0	23	0	0	0	23	0	0	0	0	0	2	0	0	0	2	25
% UTurns	0	0	0	0	0	42.6	0	0	0	1.1	0	0	0	0	0	7.7	0	0	0	0.1	0.6

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

	07:45 AM					08:00 AM					07:45 AM					08:00 AM					
+0 mins.	19	31	5	1	56	14	472	7	5	498	7	11	5	5	28	9	346	1	0	356	
+15 mins.	16	30	4	1	51	15	504	14	2	535	5	19	3	2	29	5	377	4	0	386	
+30 mins.	28	39	11	5	83	6	544	16	4	570	2	12	7	4	25	7	359	3	1	370	
+45 mins.	24	24	14	5	67	19	541	13	6	579	6	11	3	3	23	5	383	7	0	395	
Total Volume	87	124	34	12	257	54	2061	50	17	2182	20	53	18	14	105	26	1465	15	1	1507	
% App. Total	33.9	48.2	13.2	4.7		2.5	94.5	2.3	0.8		19	50.5	17.1	13.3		1.7	97.2	1	0.1		
PHF	.777	.795	.607	.600	.774	.711	.947	.781	.708	.942	.714	.697	.643	.700	.905	.722	.956	.536	.250	.954	
Passenger Vehicles	85	123	33	12	253	30	1958	49	16	2053	20	53	18	13	104	23	1361	15	1	1400	
% Passenger Vehicles	97.7	99.2	97.1	100	98.4	55.6	95	98	94.1	94.1	100	100	100	92.9	99	88.5	92.9	100	100	92.9	
Heavy Vehicles	2	1	1	0	4	1	103	1	1	106	0	0	0	1	1	1	104	0	0	105	
% Heavy Vehicles	2.3	0.8	2.9	0	1.6	1.9	5	2	5.9	4.9	0	0	0	7.1	1	3.8	7.1	0	0	7	
UTurns	0	0	0	0	0	23	0	0	0	23	0	0	0	0	0	2	0	0	0	2	
% UTurns	0	0	0	0	0	42.6	0	0	0	1.1	0	0	0	0	0	7.7	0	0	0	0.1	

Intersection Turning Movement Count

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

File Name : Hillsborough&Central
 Site Code : 1202103
 Start Date : 6/5/2018
 Page No : 3

Start Time	CENTRAL AVENUE Southbound					HILLSBOROUGH AVENUE Westbound					CENTRAL AVENUE Northbound					HILLSBOROUGH AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	21	28	8	2	59	12	479	20	4	515	5	43	8	2	58	8	531	0	0	539	1171
05:15 PM	8	30	5	2	45	8	466	16	1	491	6	47	16	1	70	4	494	4	0	502	1108
05:30 PM	11	37	7	1	56	9	480	20	3	512	14	91	15	4	124	11	450	5	0	466	1158
05:45 PM	12	27	7	0	46	16	449	23	1	489	9	43	10	1	63	10	485	1	0	496	1094
Total Volume	52	122	27	5	206	45	1874	79	9	2007	34	224	49	8	315	33	1960	10	0	2003	4531
% App. Total	25.2	59.2	13.1	2.4		2.2	93.4	3.9	0.4		10.8	71.1	15.6	2.5		1.6	97.9	0.5	0		
PHF	.619	.824	.844	.625	.873	.703	.976	.859	.563	.974	.607	.615	.766	.500	.635	.750	.923	.500	.000	.929	.967
Passenger Vehicles	52	122	27	5	206	33	1825	78	6	1942	34	224	48	8	314	32	1907	10	0	1949	4411
% Passenger Vehicles	100	100	100	100	100	73.3	97.4	98.7	66.7	96.8	100	100	98.0	100	99.7	97.0	97.3	100	0	97.3	97.4
Heavy Vehicles	0	0	0	0	0	0	49	1	3	53	0	0	1	0	1	0	53	0	0	53	107
% Heavy Vehicles	0	0	0	0	0	0	2.6	1.3	33.3	2.6	0	0	2.0	0	0.3	0	2.7	0	0	2.6	2.4
UTurns	0	0	0	0	0	12	0	0	0	12	0	0	0	0	0	1	0	0	0	1	13
% UTurns	0	0	0	0	0	26.7	0	0	0	0.6	0	0	0	0	0	3.0	0	0	0	0.0	0.3

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					05:00 PM					05:00 PM					05:00 PM				
+0 mins.	22	42	4	2	70	12	479	20	4	515	5	43	8	2	58	8	531	0	0	539
+15 mins.	21	28	8	2	59	8	466	16	1	491	6	47	16	1	70	4	494	4	0	502
+30 mins.	8	30	5	2	45	9	480	20	3	512	14	91	15	4	124	11	450	5	0	466
+45 mins.	11	37	7	1	56	16	449	23	1	489	9	43	10	1	63	10	485	1	0	496
Total Volume	62	137	24	7	230	45	1874	79	9	2007	34	224	49	8	315	33	1960	10	0	2003
% App. Total	27	59.6	10.4	3		2.2	93.4	3.9	0.4		10.8	71.1	15.6	2.5		1.6	97.9	0.5	0	
PHF	.705	.815	.750	.875	.821	.703	.976	.859	.563	.974	.607	.615	.766	.500	.635	.750	.923	.500	.000	.929
Passenger Vehicles	62	137	24	7	230	33	1825	78	6	1942	34	224	48	8	314	32	1907	10	0	1949
% Passenger Vehicles	100	100	100	100	100	73.3	97.4	98.7	66.7	96.8	100	100	98	100	99.7	97	97.3	100	0	97.3
Heavy Vehicles	0	0	0	0	0	0	49	1	3	53	0	0	1	0	1	0	53	0	0	53
% Heavy Vehicles	0	0	0	0	0	0	2.6	1.3	33.3	2.6	0	0	2	0	0.3	0	2.7	0	0	2.6
UTurns	0	0	0	0	0	12	0	0	0	12	0	0	0	0	0	1	0	0	0	1
% UTurns	0	0	0	0	0	26.7	0	0	0	0.6	0	0	0	0	0	3	0	0	0	0

Intersection Turning Movement Count

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

File Name : Hillsborough&Central
 Site Code : 1202103
 Start Date : 6/5/2018
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	CENTRAL AVENUE Southbound					HILLSBOROUGH AVENUE Westbound					CENTRAL AVENUE Northbound					HILLSBOROUGH AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	23	23	5	1	52	2	505	9	1	517	1	7	0	4	12	4	276	3	0	283	864
07:15 AM	21	17	10	0	48	1	483	6	3	493	3	9	1	3	16	2	341	4	0	347	904
07:30 AM	17	26	3	2	48	5	508	12	4	529	4	10	2	5	21	4	369	5	1	379	977
07:45 AM	19	31	5	1	56	12	502	22	1	537	7	11	5	5	28	5	324	4	0	333	954
Total	80	97	23	4	204	20	1998	49	9	2076	15	37	8	17	77	15	1310	16	1	1342	3699
08:00 AM	16	30	4	1	51	8	441	7	5	461	5	19	3	2	29	7	314	1	0	322	863
08:15 AM	27	38	11	5	81	7	484	14	2	507	2	12	7	4	25	5	353	4	0	362	975
08:30 AM	23	24	13	5	65	3	520	16	4	543	6	11	3	2	22	7	338	3	1	349	979
08:45 AM	22	20	5	4	51	12	513	12	5	542	3	15	3	4	25	4	356	7	0	367	985
Total	88	112	33	15	248	30	1958	49	16	2053	16	57	16	12	101	23	1361	15	1	1400	3802
*** BREAK ***																					
04:00 PM	11	8	4	0	23	7	385	9	0	401	5	18	3	3	29	7	418	2	0	427	880
04:15 PM	16	15	4	1	36	15	395	21	0	431	3	28	13	2	46	6	431	8	0	445	958
04:30 PM	16	29	4	1	50	6	419	22	0	447	7	43	11	2	63	8	382	0	0	390	950
04:45 PM	22	42	4	2	70	6	419	21	1	447	4	35	10	1	50	6	433	0	0	439	1006
Total	65	94	16	4	179	34	1618	73	1	1726	19	124	37	8	188	27	1664	10	0	1701	3794
05:00 PM	21	28	8	2	59	8	472	20	3	503	5	43	7	2	57	8	510	0	0	518	1137
05:15 PM	8	30	5	2	45	5	449	16	1	471	6	47	16	1	70	4	485	4	0	493	1079
05:30 PM	11	37	7	1	56	8	468	19	1	496	14	91	15	4	124	11	439	5	0	455	1131
05:45 PM	12	27	7	0	46	12	436	23	1	472	9	43	10	1	63	9	473	1	0	483	1064
Total	52	122	27	5	206	33	1825	78	6	1942	34	224	48	8	314	32	1907	10	0	1949	4411
Grand Total	285	425	99	28	837	117	7399	249	32	7797	84	442	109	45	680	97	6242	51	2	6392	15706
Apprch %	34.1	50.8	11.8	3.3		1.5	94.9	3.2	0.4		12.4	65	16	6.6		1.5	97.7	0.8	0		
Total %	1.8	2.7	0.6	0.2	5.3	0.7	47.1	1.6	0.2	49.6	0.5	2.8	0.7	0.3	4.3	0.6	39.7	0.3	0	40.7	

Start Time	CENTRAL AVENUE Southbound					HILLSBOROUGH AVENUE Westbound					CENTRAL AVENUE Northbound					HILLSBOROUGH AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	16	30	4	1	51	8	441	7	5	461	5	19	3	2	29	7	314	1	0	322	863
08:15 AM	27	38	11	5	81	7	484	14	2	507	2	12	7	4	25	5	353	4	0	362	975
08:30 AM	23	24	13	5	65	3	520	16	4	543	6	11	3	2	22	7	338	3	1	349	979
08:45 AM	22	20	5	4	51	12	513	12	5	542	3	15	3	4	25	4	356	7	0	367	985
Total Volume	88	112	33	15	248	30	1958	49	16	2053	16	57	16	12	101	23	1361	15	1	1400	3802
% App. Total	35.5	45.2	13.3	6		1.5	95.4	2.4	0.8		15.8	56.4	15.8	11.9		1.6	97.2	1.1	0.1		
PHF	.815	.737	.635	.750	.765	.625	.941	.766	.800	.945	.667	.750	.571	.750	.871	.821	.956	.536	.250	.954	.965

Intersection Turning Movement Count

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

File Name : Hillsborough&Central
 Site Code : 1202103
 Start Date : 6/5/2018
 Page No : 2

Start Time	CENTRAL AVENUE Southbound					HILLSBOROUGH AVENUE Westbound					CENTRAL AVENUE Northbound					HILLSBOROUGH AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM					07:00 AM					07:45 AM					08:00 AM				
+0 mins.	19	31	5	1	56	2	505	9	1	517	7	11	5	5	28	7	314	1	0	322
+15 mins.	16	30	4	1	51	1	483	6	3	493	5	19	3	2	29	5	353	4	0	362
+30 mins.	27	38	11	5	81	5	508	12	4	529	2	12	7	4	25	7	338	3	1	349
+45 mins.	23	24	13	5	65	12	502	22	1	537	6	11	3	2	22	4	356	7	0	367
Total Volume	85	123	33	12	253	20	1998	49	9	2076	20	53	18	13	104	23	1361	15	1	1400
% App. Total	33.6	48.6	13	4.7		1	96.2	2.4	0.4		19.2	51	17.3	12.5		1.6	97.2	1.1	0.1	
PHF	.787	.809	.635	.600	.781	.417	.983	.557	.563	.966	.714	.697	.643	.650	.897	.821	.956	.536	.250	.954

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

	05:00 PM					05:00 PM					05:00 PM					05:00 PM				
05:00 PM	21	28	8	2	59	8	472	20	3	503	5	43	7	2	57	8	510	0	0	518
05:15 PM	8	30	5	2	45	5	449	16	1	471	6	47	16	1	70	4	485	4	0	493
05:30 PM	11	37	7	1	56	8	468	19	1	496	14	91	15	4	124	11	439	5	0	455
05:45 PM	12	27	7	0	46	12	436	23	1	472	9	43	10	1	63	9	473	1	0	483
Total Volume	52	122	27	5	206	33	1825	78	6	1942	34	224	48	8	314	32	1907	10	0	1949
% App. Total	25.2	59.2	13.1	2.4		1.7	94	4	0.3		10.8	71.3	15.3	2.5		1.6	97.8	0.5	0	
PHF	.619	.824	.844	.625	.873	.688	.967	.848	.500	.965	.607	.615	.750	.500	.633	.727	.935	.500	.000	.941

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					05:00 PM					05:00 PM					05:00 PM				
+0 mins.	22	42	4	2	70	8	472	20	3	503	5	43	7	2	57	8	510	0	0	518
+15 mins.	21	28	8	2	59	5	449	16	1	471	6	47	16	1	70	4	485	4	0	493
+30 mins.	8	30	5	2	45	8	468	19	1	496	14	91	15	4	124	11	439	5	0	455
+45 mins.	11	37	7	1	56	12	436	23	1	472	9	43	10	1	63	9	473	1	0	483
Total Volume	62	137	24	7	230	33	1825	78	6	1942	34	224	48	8	314	32	1907	10	0	1949
% App. Total	27	59.6	10.4	3		1.7	94	4	0.3		10.8	71.3	15.3	2.5		1.6	97.8	0.5	0	
PHF	.705	.815	.750	.875	.821	.688	.967	.848	.500	.965	.607	.615	.750	.500	.633	.727	.935	.500	.000	.941

Intersection Turning Movement Count

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

File Name : Hillsborough&Central
 Site Code : 1202103
 Start Date : 6/5/2018
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	CENTRAL AVENUE Southbound					HILLSBOROUGH AVENUE Westbound					CENTRAL AVENUE Northbound					HILLSBOROUGH AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	0	0	0	0	0	0	28	0	0	28	0	0	0	0	0	0	14	0	0	14	42
07:15 AM	0	1	0	0	1	0	17	0	0	17	0	0	0	0	0	0	16	0	0	16	34
07:30 AM	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	0	18	0	0	18	39
07:45 AM	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	0	23	0	0	23	48
Total	0	1	0	0	1	0	91	0	0	91	0	0	0	0	0	0	71	0	0	71	163
08:00 AM	0	0	0	0	0	1	31	0	0	32	0	0	0	0	0	1	32	0	0	33	65
08:15 AM	1	1	0	0	2	0	20	0	0	20	0	0	0	0	0	0	24	0	0	24	46
08:30 AM	1	0	1	0	2	0	24	0	0	24	0	0	0	1	1	0	21	0	0	21	48
08:45 AM	0	0	0	0	0	0	28	1	1	30	0	0	0	0	0	0	27	0	0	27	57
Total	2	1	1	0	4	1	103	1	1	106	0	0	0	1	1	1	104	0	0	105	216
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	13	0	0	13	28
04:15 PM	1	0	1	0	2	0	17	0	0	17	0	0	0	0	0	0	13	0	0	13	32
04:30 PM	0	0	0	0	0	0	11	0	0	11	1	0	0	0	1	0	12	0	0	12	24
04:45 PM	0	0	0	0	0	1	14	0	0	15	1	0	1	0	2	0	14	0	0	14	31
Total	1	0	1	0	2	1	57	0	0	58	2	0	1	0	3	0	52	0	0	52	115
05:00 PM	0	0	0	0	0	0	7	0	1	8	0	0	1	0	1	0	21	0	0	21	30
05:15 PM	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	0	9	0	0	9	26
05:30 PM	0	0	0	0	0	0	12	1	2	15	0	0	0	0	0	0	11	0	0	11	26
05:45 PM	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	12	0	0	12	25
Total	0	0	0	0	0	0	49	1	3	53	0	0	1	0	1	0	53	0	0	53	107
Grand Total	3	2	2	0	7	2	300	2	4	308	2	0	2	1	5	1	280	0	0	281	601
Apprch %	42.9	28.6	28.6	0		0.6	97.4	0.6	1.3		40	0	40	20		0.4	99.6	0	0		
Total %	0.5	0.3	0.3	0	1.2	0.3	49.9	0.3	0.7	51.2	0.3	0	0.3	0.2	0.8	0.2	46.6	0	0	46.8	

Start Time	CENTRAL AVENUE Southbound					HILLSBOROUGH AVENUE Westbound					CENTRAL AVENUE Northbound					HILLSBOROUGH AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	0	0	0	1	31	0	0	32	0	0	0	0	0	1	32	0	0	33	65
08:15 AM	1	1	0	0	2	0	20	0	0	20	0	0	0	0	0	0	24	0	0	24	46
08:30 AM	1	0	1	0	2	0	24	0	0	24	0	0	0	1	1	0	21	0	0	21	48
08:45 AM	0	0	0	0	0	0	28	1	1	30	0	0	0	0	0	0	27	0	0	27	57
Total Volume	2	1	1	0	4	1	103	1	1	106	0	0	0	1	1	1	104	0	0	105	216
% App. Total	50	25	25	0		0.9	97.2	0.9	0.9		0	0	0	100		1	99	0	0		
PHF	.500	.250	.250	.000	.500	.250	.831	.250	.250	.828	.000	.000	.000	.250	.250	.250	.813	.000	.000	.795	.831

Intersection Turning Movement Count

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

File Name : Hillsborough&Central
 Site Code : 1202103
 Start Date : 6/5/2018
 Page No : 2

Start Time	CENTRAL AVENUE Southbound					HILLSBOROUGH AVENUE Westbound					CENTRAL AVENUE Northbound					HILLSBOROUGH AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM					08:00 AM					07:45 AM					08:00 AM					
+0 mins.	0	0	0	0	0	1	31	0	0	32	0	0	0	0	0	1	32	0	0	33	
+15 mins.	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	0	24	0	0	24	
+30 mins.	1	1	0	0	2	0	24	0	0	24	0	0	0	0	0	0	21	0	0	21	
+45 mins.	1	0	1	0	2	0	28	1	1	30	0	0	0	1	1	0	27	0	0	27	
Total Volume	2	1	1	0	4	1	103	1	1	106	0	0	0	1	1	1	104	0	0	105	
% App. Total	50	25	25	0		0.9	97.2	0.9	0.9		0	0	0	100		1	99	0	0		
PHF	.500	.250	.250	.000	.500	.250	.831	.250	.250	.828	.000	.000	.000	.250	.250	.250	.813	.000	.000	.795	

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					04:30 PM					04:45 PM					05:00 PM					
04:15 PM	1	0	1	0	2	0	17	0	0	17	0	0	0	0	0	0	13	0	0	13	32
04:30 PM	0	0	0	0	0	0	11	0	0	11	1	0	0	0	1	0	12	0	0	12	24
04:45 PM	0	0	0	0	0	1	14	0	0	15	1	0	1	0	2	0	14	0	0	14	31
05:00 PM	0	0	0	0	0	0	7	0	1	8	0	0	1	0	1	0	21	0	0	21	30
Total Volume	1	0	1	0	2	1	49	0	1	51	2	0	2	0	4	0	60	0	0	60	117
% App. Total	50	0	50	0		2	96.1	0	2		50	0	50	0		0	100	0	0		
PHF	.250	.000	.250	.000	.250	.250	.721	.000	.250	.750	.500	.000	.500	.000	.500	.000	.714	.000	.000	.714	.914

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					04:15 PM					04:30 PM					04:45 PM					
+0 mins.	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	13	0	0	13	
+15 mins.	1	0	1	0	2	0	17	0	0	17	1	0	0	0	1	0	12	0	0	12	
+30 mins.	0	0	0	0	0	0	11	0	0	11	1	0	1	0	2	0	14	0	0	14	
+45 mins.	0	0	0	0	0	1	14	0	0	15	0	0	1	0	1	0	21	0	0	21	
Total Volume	1	0	1	0	2	1	57	0	0	58	2	0	2	0	4	0	60	0	0	60	
% App. Total	50	0	50	0		1.7	98.3	0	0		50	0	50	0		0	100	0	0		
PHF	.250	.000	.250	.000	.250	.250	.838	.000	.000	.853	.500	.000	.500	.000	.500	.000	.714	.000	.000	.714	

Intersection Turning Movement Count

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

File Name : Hillsborough&Central
 Site Code : 1202103
 Start Date : 6/5/2018
 Page No : 1

Groups Printed- UTurns

Start Time	CENTRAL AVENUE Southbound					HILLSBOROUGH AVENUE Westbound					CENTRAL AVENUE Northbound					HILLSBOROUGH AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
07:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	7
08:00 AM	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	1	0	0	0	1	6
08:15 AM	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	8
08:30 AM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
08:45 AM	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	1	0	0	0	1	8
Total	0	0	0	0	0	23	0	0	0	23	0	0	0	0	0	2	0	0	0	2	25
*** BREAK ***																					
04:00 PM	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	5
04:15 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
*** BREAK ***																					
04:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	8
05:00 PM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
05:15 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
05:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	1	0	0	0	1	5
Total	0	0	0	0	0	12	0	0	0	12	0	0	0	0	0	1	0	0	0	1	13
Grand Total	0	0	0	0	0	50	0	0	0	50	0	0	0	0	0	3	0	0	0	3	53
Apprch %	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0	100	0	0	0	100	
Total %	0	0	0	0	0	94.3	0	0	0	94.3	0	0	0	0	0	5.7	0	0	0	5.7	

Start Time	CENTRAL AVENUE Southbound					HILLSBOROUGH AVENUE Westbound					CENTRAL AVENUE Northbound					HILLSBOROUGH AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	1	0	0	0	1	6
08:15 AM	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	8
08:30 AM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
08:45 AM	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	1	0	0	0	1	8
Total Volume	0	0	0	0	0	23	0	0	0	23	0	0	0	0	0	2	0	0	0	2	25
% App. Total	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0	100	0	0	0	100	
PHF	.000	.000	.000	.000	.000	.719	.000	.000	.000	.719	.000	.000	.000	.000	.000	.500	.000	.000	.000	.500	.781

Intersection Turning Movement Count

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

File Name : Hillsborough&Central
 Site Code : 1202103
 Start Date : 6/5/2018
 Page No : 2

Start Time	CENTRAL AVENUE Southbound					HILLSBOROUGH AVENUE Westbound					CENTRAL AVENUE Northbound					HILLSBOROUGH AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. 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					08:00 AM					07:00 AM					08:00 AM				
+0 mins.	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	1	0	0	0	1
+15 mins.	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	1	0	0	0	1
Total Volume	0	0	0	0	0	23	0	0	0	23	0	0	0	0	0	2	0	0	0	2
% App. Total	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0	100	0	0	0	100
PHF	.000	.000	.000	.000	.000	.719	.000	.000	.000	.719	.000	.000	.000	.000	.000	.500	.000	.000	.000	.500

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
05:15 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
05:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	1	0	0	0	1	5
Total Volume	0	0	0	0	0	12	0	0	0	12	0	0	0	0	0	1	0	0	0	1	13
% App. Total	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0	100	0	0	0	100	
PHF	.000	.000	.000	.000	.000	.750	.000	.000	.000	.750	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.650

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					05:00 PM					04:00 PM					05:00 PM				
+0 mins.	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	1	0	0	0	1
Total Volume	0	0	0	0	0	12	0	0	0	12	0	0	0	0	0	1	0	0	0	1
% App. Total	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0	100	0	0	0	100
PHF	.000	.000	.000	.000	.000	.750	.000	.000	.000	.750	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250

Intersection Pedestrian & Bicycle Count

Date: 6/5/18

Day: Tuesday

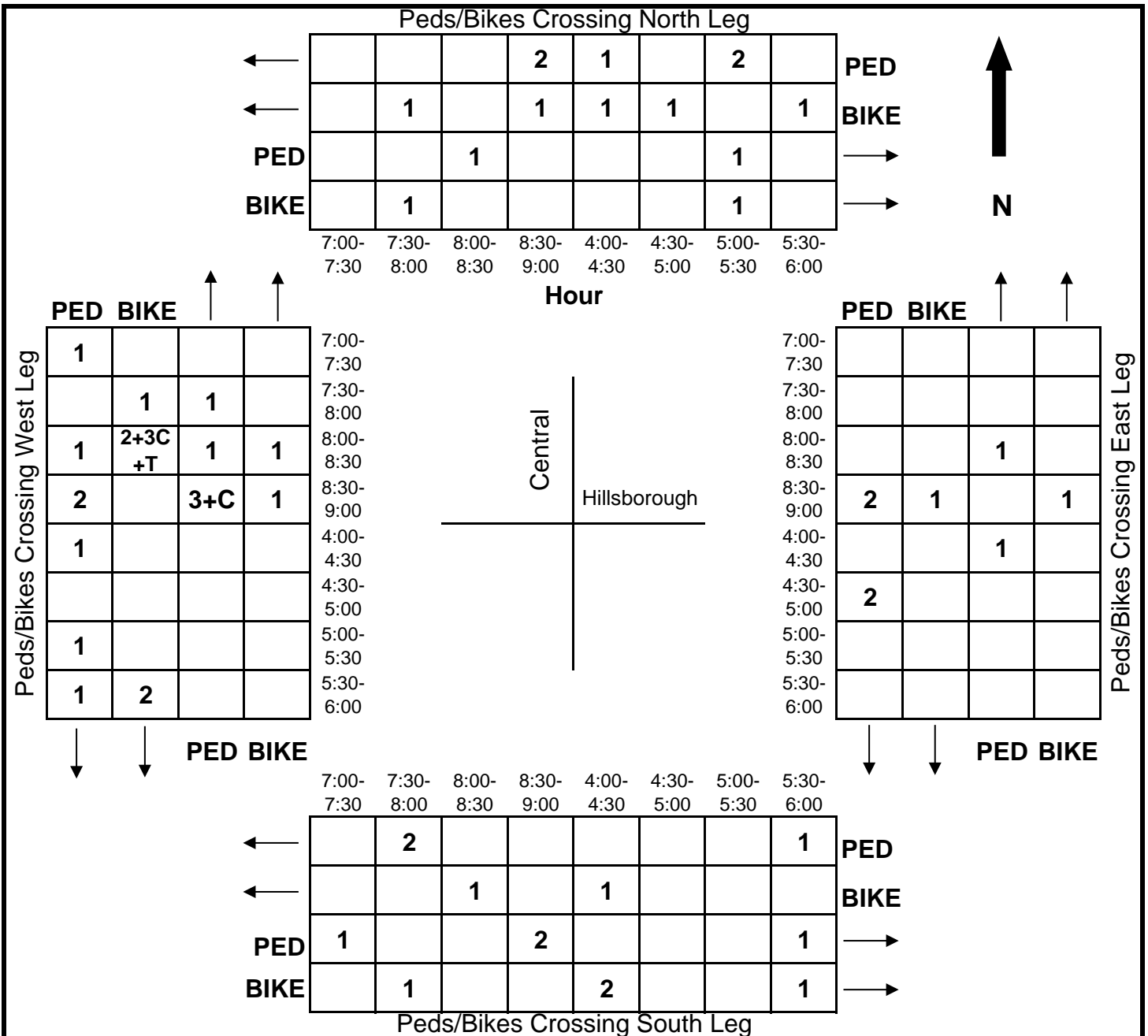
Count Times: 7-9am & 4-6pm

Weather: Clear

Intersection: Hillsborough Avenue & Central Avenue

Comments: _____

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



Intersection Turning Movement Count

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

File Name : Hillsborough&I275SB
 Site Code : 1202103
 Start Date : 5/9/2018
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	I-275 SB RAMPS Southbound					HILLSBOROUGH AVENUE Westbound				HILLSBOROUGH AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	22	9	68	17	116	80	437	0	517	0	280	69	12	361	994
07:15 AM	27	27	72	9	135	107	456	0	563	0	272	58	23	353	1051
07:30 AM	13	22	46	9	90	76	412	0	488	0	287	69	13	369	947
07:45 AM	11	19	30	8	68	101	453	0	554	0	286	95	14	395	1017
Total	73	77	216	43	409	364	1758	0	2122	0	1125	291	62	1478	4009
08:00 AM	19	21	33	10	83	84	409	0	493	0	266	105	28	399	975
08:15 AM	14	16	8	19	57	106	397	0	503	0	249	95	10	354	914
08:30 AM	12	14	19	17	62	88	445	0	533	0	251	101	11	363	958
08:45 AM	15	5	56	13	89	91	435	0	526	0	223	96	18	337	952
Total	60	56	116	59	291	369	1686	0	2055	0	989	397	67	1453	3799
*** BREAK ***															
04:00 PM	40	4	20	42	106	67	390	0	457	0	399	85	4	488	1051
04:15 PM	50	3	26	44	123	58	360	0	418	0	341	66	3	410	951
04:30 PM	59	5	42	45	151	46	337	0	383	0	357	67	0	424	958
04:45 PM	55	4	63	52	174	54	386	0	440	0	379	74	0	453	1067
Total	204	16	151	183	554	225	1473	0	1698	0	1476	292	7	1775	4027
05:00 PM	57	6	41	49	153	39	328	0	367	0	376	75	1	452	972
05:15 PM	57	0	63	55	175	41	325	0	366	0	362	73	5	440	981
05:30 PM	43	5	61	53	162	32	350	0	382	0	394	53	5	452	996
05:45 PM	52	2	59	55	168	39	323	0	362	0	346	57	5	408	938
Total	209	13	224	212	658	151	1326	0	1477	0	1478	258	16	1752	3887
Grand Total	546	162	707	497	1912	1109	6243	0	7352	0	5068	1238	152	6458	15722
Apprch %	28.6	8.5	37	26		15.1	84.9	0		0	78.5	19.2	2.4		
Total %	3.5	1	4.5	3.2	12.2	7.1	39.7	0	46.8	0	32.2	7.9	1	41.1	
Passenger Vehicles	522	161	684	493	1860	1060	6006	0	7066	0	4919	1193	138	6250	15176
% Passenger Vehicles	95.6	99.4	96.7	99.2	97.3	95.6	96.2	0	96.1	0	97.1	96.4	90.8	96.8	96.5
Heavy Vehicles	24	1	23	4	52	39	237	0	276	0	149	45	14	208	536
% Heavy Vehicles	4.4	0.6	3.3	0.8	2.7	3.5	3.8	0	3.8	0	2.9	3.6	9.2	3.2	3.4
UTurns	0	0	0	0	0	10	0	0	10	0	0	0	0	0	10
% UTurns	0	0	0	0	0	0.9	0	0	0.1	0	0	0	0	0	0.1

Intersection Turning Movement Count

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

File Name : Hillsborough&I275SB
 Site Code : 1202103
 Start Date : 5/9/2018
 Page No : 2

Start Time	I-275 SB RAMPS Southbound					HILLSBOROUGH AVENUE Westbound				HILLSBOROUGH AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. 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	22	9	68	17	116	80	437	0	517	0	280	69	12	361	994
07:15 AM	27	27	72	9	135	107	456	0	563	0	272	58	23	353	1051
07:30 AM	13	22	46	9	90	76	412	0	488	0	287	69	13	369	947
07:45 AM	11	19	30	8	68	101	453	0	554	0	286	95	14	395	1017
Total Volume	73	77	216	43	409	364	1758	0	2122	0	1125	291	62	1478	4009
% App. Total	17.8	18.8	52.8	10.5		17.2	82.8	0		0	76.1	19.7	4.2		
PHF	.676	.713	.750	.632	.757	.850	.964	.000	.942	.000	.980	.766	.674	.935	.954
Passenger Vehicles	71	77	209	42	399	342	1682	0	2024	0	1080	280	54	1414	3837
% Passenger Vehicles	97.3	100	96.8	97.7	97.6	94.0	95.7	0	95.4	0	96.0	96.2	87.1	95.7	95.7
Heavy Vehicles	2	0	7	1	10	21	76	0	97	0	45	11	8	64	171
% Heavy Vehicles	2.7	0	3.2	2.3	2.4	5.8	4.3	0	4.6	0	4.0	3.8	12.9	4.3	4.3
UTurns	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% UTurns	0	0	0	0	0	0.3	0	0	0.0	0	0	0	0	0	0.0

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				07:30 AM				
+0 mins.	22	9	68	17	116	80	437	0	517	0	287	69	13	369
+15 mins.	27	27	72	9	135	107	456	0	563	0	286	95	14	395
+30 mins.	13	22	46	9	90	76	412	0	488	0	266	105	28	399
+45 mins.	11	19	30	8	68	101	453	0	554	0	249	95	10	354
Total Volume	73	77	216	43	409	364	1758	0	2122	0	1088	364	65	1517
% App. Total	17.8	18.8	52.8	10.5		17.2	82.8	0		0	71.7	24	4.3	
PHF	.676	.713	.750	.632	.757	.850	.964	.000	.942	.000	.948	.867	.580	.951
Passenger Vehicles	71	77	209	42	399	342	1682	0	2024	0	1040	354	57	1451
% Passenger Vehicles	97.3	100	96.8	97.7	97.6	94	95.7	0	95.4	0	95.6	97.3	87.7	95.6
Heavy Vehicles	2	0	7	1	10	21	76	0	97	0	48	10	8	66
% Heavy Vehicles	2.7	0	3.2	2.3	2.4	5.8	4.3	0	4.6	0	4.4	2.7	12.3	4.4
UTurns	0	0	0	0	0	1	0	0	1	0	0	0	0	0
% UTurns	0	0	0	0	0	0.3	0	0	0	0	0	0	0	0

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

04:00 PM	40	4	20	42	106	67	390	0	457	0	399	85	4	488	1051
04:15 PM	50	3	26	44	123	58	360	0	418	0	341	66	3	410	951
04:30 PM	59	5	42	45	151	46	337	0	383	0	357	67	0	424	958
04:45 PM	55	4	63	52	174	54	386	0	440	0	379	74	0	453	1067
Total Volume	204	16	151	183	554	225	1473	0	1698	0	1476	292	7	1775	4027
% App. Total	36.8	2.9	27.3	33		13.3	86.7	0		0	83.2	16.5	0.4		
PHF	.864	.800	.599	.880	.796	.840	.944	.000	.929	.000	.925	.859	.438	.909	.944
Passenger Vehicles	196	16	144	183	539	218	1433	0	1651	0	1446	283	7	1736	3926
% Passenger Vehicles	96.1	100	95.4	100	97.3	96.9	97.3	0	97.2	0	98.0	96.9	100	97.8	97.5
Heavy Vehicles	8	0	7	0	15	3	40	0	43	0	30	9	0	39	97
% Heavy Vehicles	3.9	0	4.6	0	2.7	1.3	2.7	0	2.5	0	2.0	3.1	0	2.2	2.4
UTurns	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4

Intersection Turning Movement Count

% UTurns | 0 0 0 0 0 | 1.8 0 0 0.2 | 0 0 0 0 0 | 0.1

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					04:00 PM				04:45 PM				
+0 mins.	55	4	63	52	174	67	390	0	457	0	379	74	0	453
+15 mins.	57	6	41	49	153	58	360	0	418	0	376	75	1	452
+30 mins.	57	0	63	55	175	46	337	0	383	0	362	73	5	440
+45 mins.	43	5	61	53	162	54	386	0	440	0	394	53	5	452
Total Volume	212	15	228	209	664	225	1473	0	1698	0	1511	275	11	1797
% App. Total	31.9	2.3	34.3	31.5		13.3	86.7	0		0	84.1	15.3	0.6	
PHF	.930	.625	.905	.950	.949	.840	.944	.000	.929	.000	.959	.917	.550	.992
Passenger Vehicles	203	14	222	208	647	218	1433	0	1651	0	1478	263	11	1752
% Passenger Vehicles	95.8	93.3	97.4	99.5	97.4	96.9	97.3	0	97.2	0	97.8	95.6	100	97.5
Heavy Vehicles	9	1	6	1	17	3	40	0	43	0	33	12	0	45
% Heavy Vehicles	4.2	6.7	2.6	0.5	2.6	1.3	2.7	0	2.5	0	2.2	4.4	0	2.5
UTurns	0	0	0	0	0	4	0	0	4	0	0	0	0	0
% UTurns	0	0	0	0	0	1.8	0	0	0.2	0	0	0	0	0

Intersection Turning Movement Count

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

File Name : Hillsborough&I275SB
 Site Code : 1202103
 Start Date : 5/9/2018
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	I-275 SB RAMPS Southbound					HILLSBOROUGH AVENUE Westbound				HILLSBOROUGH AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	22	9	67	16	114	75	420	0	495	0	271	66	11	348	957
07:15 AM	25	27	68	9	129	102	438	0	540	0	263	55	19	337	1006
07:30 AM	13	22	46	9	90	70	395	0	465	0	274	67	12	353	908
07:45 AM	11	19	28	8	66	95	429	0	524	0	272	92	12	376	966
Total	71	77	209	42	399	342	1682	0	2024	0	1080	280	54	1414	3837
08:00 AM	17	21	28	10	76	80	386	0	466	0	261	102	25	388	930
08:15 AM	12	16	8	19	55	102	377	0	479	0	233	93	8	334	868
08:30 AM	11	14	18	17	60	85	431	0	516	0	237	98	11	346	922
08:45 AM	15	5	55	12	87	87	406	0	493	0	215	91	17	323	903
Total	55	56	109	58	278	354	1600	0	1954	0	946	384	61	1391	3623
*** BREAK ***															
04:00 PM	37	4	18	42	101	66	380	0	446	0	394	82	4	480	1027
04:15 PM	49	3	25	44	121	56	350	0	406	0	333	64	3	400	927
04:30 PM	56	5	42	45	148	45	330	0	375	0	350	65	0	415	938
04:45 PM	54	4	59	52	169	51	373	0	424	0	369	72	0	441	1034
Total	196	16	144	183	539	218	1433	0	1651	0	1446	283	7	1736	3926
05:00 PM	54	5	41	48	148	39	324	0	363	0	366	72	1	439	950
05:15 PM	54	0	61	55	170	40	316	0	356	0	353	69	5	427	953
05:30 PM	41	5	61	53	160	31	340	0	371	0	390	50	5	445	976
05:45 PM	51	2	59	54	166	36	311	0	347	0	338	55	5	398	911
Total	200	12	222	210	644	146	1291	0	1437	0	1447	246	16	1709	3790
Grand Total	522	161	684	493	1860	1060	6006	0	7066	0	4919	1193	138	6250	15176
Apprch %	28.1	8.7	36.8	26.5		15	85	0		0	78.7	19.1	2.2		
Total %	3.4	1.1	4.5	3.2	12.3	7	39.6	0	46.6	0	32.4	7.9	0.9	41.2	

Start Time	I-275 SB RAMPS Southbound					HILLSBOROUGH AVENUE Westbound				HILLSBOROUGH AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. 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	22	9	67	16	114	75	420	0	495	0	271	66	11	348	957
07:15 AM	25	27	68	9	129	102	438	0	540	0	263	55	19	337	1006
07:30 AM	13	22	46	9	90	70	395	0	465	0	274	67	12	353	908
07:45 AM	11	19	28	8	66	95	429	0	524	0	272	92	12	376	966
Total Volume	71	77	209	42	399	342	1682	0	2024	0	1080	280	54	1414	3837
% App. Total	17.8	19.3	52.4	10.5		16.9	83.1	0		0	76.4	19.8	3.8		
PHF	.710	.713	.768	.656	.773	.838	.960	.000	.937	.000	.985	.761	.711	.940	.954

Intersection Turning Movement Count

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

File Name : Hillsborough&I275SB
 Site Code : 1202103
 Start Date : 5/9/2018
 Page No : 2

Start Time	I-275 SB RAMPS Southbound					HILLSBOROUGH AVENUE Westbound				HILLSBOROUGH AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. 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				07:15 AM					
+0 mins.	22	9	67	16	114	75	420	0	495	0	263	55	19	337	
+15 mins.	25	27	68	9	129	102	438	0	540	0	274	67	12	353	
+30 mins.	13	22	46	9	90	70	395	0	465	0	272	92	12	376	
+45 mins.	11	19	28	8	66	95	429	0	524	0	261	102	25	388	
Total Volume	71	77	209	42	399	342	1682	0	2024	0	1070	316	68	1454	
% App. Total	17.8	19.3	52.4	10.5		16.9	83.1	0		0	73.6	21.7	4.7		
PHF	.710	.713	.768	.656	.773	.838	.960	.000	.937	.000	.976	.775	.680	.937	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 04:00 PM															
04:00 PM	37	4	18	42	101	66	380	0	446	0	394	82	4	480	1027
04:15 PM	49	3	25	44	121	56	350	0	406	0	333	64	3	400	927
04:30 PM	56	5	42	45	148	45	330	0	375	0	350	65	0	415	938
04:45 PM	54	4	59	52	169	51	373	0	424	0	369	72	0	441	1034
Total Volume	196	16	144	183	539	218	1433	0	1651	0	1446	283	7	1736	3926
% App. Total	36.4	3	26.7	34		13.2	86.8	0		0	83.3	16.3	0.4		
PHF	.875	.800	.610	.880	.797	.826	.943	.000	.925	.000	.918	.863	.438	.904	.949
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					04:00 PM				04:45 PM					
+0 mins.	54	4	59	52	169	66	380	0	446	0	369	72	0	441	
+15 mins.	54	5	41	48	148	56	350	0	406	0	366	72	1	439	
+30 mins.	54	0	61	55	170	45	330	0	375	0	353	69	5	427	
+45 mins.	41	5	61	53	160	51	373	0	424	0	390	50	5	445	
Total Volume	203	14	222	208	647	218	1433	0	1651	0	1478	263	11	1752	
% App. Total	31.4	2.2	34.3	32.1		13.2	86.8	0		0	84.4	15	0.6		
PHF	.940	.700	.910	.945	.951	.826	.943	.000	.925	.000	.947	.913	.550	.984	

Intersection Turning Movement Count

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

File Name : Hillsborough&I275SB
 Site Code : 1202103
 Start Date : 5/9/2018
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	I-275 SB RAMPS Southbound					HILLSBOROUGH AVENUE Westbound				HILLSBOROUGH AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	0	0	1	1	2	5	17	0	22	0	9	3	1	13	37
07:15 AM	2	0	4	0	6	5	18	0	23	0	9	3	4	16	45
07:30 AM	0	0	0	0	0	5	17	0	22	0	13	2	1	16	38
07:45 AM	0	0	2	0	2	6	24	0	30	0	14	3	2	19	51
Total	2	0	7	1	10	21	76	0	97	0	45	11	8	64	171
08:00 AM	2	0	5	0	7	4	23	0	27	0	5	3	3	11	45
08:15 AM	2	0	0	0	2	4	20	0	24	0	16	2	2	20	46
08:30 AM	1	0	1	0	2	3	14	0	17	0	14	3	0	17	36
08:45 AM	0	0	1	1	2	4	29	0	33	0	8	5	1	14	49
Total	5	0	7	1	13	15	86	0	101	0	43	13	6	62	176
*** BREAK ***															
04:00 PM	3	0	2	0	5	1	10	0	11	0	5	3	0	8	24
04:15 PM	1	0	1	0	2	1	10	0	11	0	8	2	0	10	23
04:30 PM	3	0	0	0	3	1	7	0	8	0	7	2	0	9	20
04:45 PM	1	0	4	0	5	0	13	0	13	0	10	2	0	12	30
Total	8	0	7	0	15	3	40	0	43	0	30	9	0	39	97
05:00 PM	3	1	0	1	5	0	4	0	4	0	10	3	0	13	22
05:15 PM	3	0	2	0	5	0	9	0	9	0	9	4	0	13	27
05:30 PM	2	0	0	0	2	0	10	0	10	0	4	3	0	7	19
05:45 PM	1	0	0	1	2	0	12	0	12	0	8	2	0	10	24
Total	9	1	2	2	14	0	35	0	35	0	31	12	0	43	92
Grand Total	24	1	23	4	52	39	237	0	276	0	149	45	14	208	536
Apprch %	46.2	1.9	44.2	7.7		14.1	85.9	0		0	71.6	21.6	6.7		
Total %	4.5	0.2	4.3	0.7	9.7	7.3	44.2	0	51.5	0	27.8	8.4	2.6	38.8	

Start Time	I-275 SB RAMPS Southbound					HILLSBOROUGH AVENUE Westbound				HILLSBOROUGH AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 07:30 AM															
07:30 AM	0	0	0	0	0	5	17	0	22	0	13	2	1	16	38
07:45 AM	0	0	2	0	2	6	24	0	30	0	14	3	2	19	51
08:00 AM	2	0	5	0	7	4	23	0	27	0	5	3	3	11	45
08:15 AM	2	0	0	0	2	4	20	0	24	0	16	2	2	20	46
Total Volume	4	0	7	0	11	19	84	0	103	0	48	10	8	66	180
% App. Total	36.4	0	63.6	0		18.4	81.6	0		0	72.7	15.2	12.1		
PHF	.500	.000	.350	.000	.393	.792	.875	.000	.858	.000	.750	.833	.667	.825	.882

Intersection Turning Movement Count

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

File Name : Hillsborough&I275SB
 Site Code : 1202103
 Start Date : 5/9/2018
 Page No : 2

Start Time	I-275 SB RAMPS Southbound					HILLSBOROUGH AVENUE Westbound				HILLSBOROUGH AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:15 AM					07:30 AM				07:45 AM					
+0 mins.	2	0	4	0	6	5	17	0	22	0	14	3	2	19	
+15 mins.	0	0	0	0	0	6	24	0	30	0	5	3	3	11	
+30 mins.	0	0	2	0	2	4	23	0	27	0	16	2	2	20	
+45 mins.	2	0	5	0	7	4	20	0	24	0	14	3	0	17	
Total Volume	4	0	11	0	15	19	84	0	103	0	49	11	7	67	
% App. Total	26.7	0	73.3	0		18.4	81.6	0		0	73.1	16.4	10.4		
PHF	.500	.000	.550	.000	.536	.792	.875	.000	.858	.000	.766	.917	.583	.838	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 04:30 PM															
04:30 PM	3	0	0	0	3	1	7	0	8	0	7	2	0	9	20
04:45 PM	1	0	4	0	5	0	13	0	13	0	10	2	0	12	30
05:00 PM	3	1	0	1	5	0	4	0	4	0	10	3	0	13	22
05:15 PM	3	0	2	0	5	0	9	0	9	0	9	4	0	13	27
Total Volume	10	1	6	1	18	1	33	0	34	0	36	11	0	47	99
% App. Total	55.6	5.6	33.3	5.6		2.9	97.1	0		0	76.6	23.4	0		
PHF	.833	.250	.375	.250	.900	.250	.635	.000	.654	.000	.900	.688	.000	.904	.825
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	04:30 PM					04:00 PM				04:30 PM					
+0 mins.	3	0	0	0	3	1	10	0	11	0	7	2	0	9	
+15 mins.	1	0	4	0	5	1	10	0	11	0	10	2	0	12	
+30 mins.	3	1	0	1	5	1	7	0	8	0	10	3	0	13	
+45 mins.	3	0	2	0	5	0	13	0	13	0	9	4	0	13	
Total Volume	10	1	6	1	18	3	40	0	43	0	36	11	0	47	
% App. Total	55.6	5.6	33.3	5.6		7	93	0		0	76.6	23.4	0		
PHF	.833	.250	.375	.250	.900	.750	.769	.000	.827	.000	.900	.688	.000	.904	

Intersection Turning Movement Count

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

File Name : Hillsborough&I275SB
 Site Code : 1202103
 Start Date : 5/9/2018
 Page No : 1

Groups Printed- UTurns

Start Time	I-275 SB RAMPS Southbound					HILLSBOROUGH AVENUE Westbound				HILLSBOROUGH AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	
*** BREAK ***															
07:30 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
*** BREAK ***															
Total	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
*** BREAK ***															
04:15 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
*** BREAK ***															
04:45 PM	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
Total	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
*** BREAK ***															
05:15 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
Total	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5
Grand Total	0	0	0	0	0	10	0	0	10	0	0	0	0	0	10
Apprch %	0	0	0	0	0	100	0	0	100	0	0	0	0	0	100
Total %	0	0	0	0	0	100	0	0	100	0	0	0	0	0	100

Start Time	I-275 SB RAMPS Southbound					HILLSBOROUGH AVENUE Westbound				HILLSBOROUGH AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. 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	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% App. Total	0	0	0	0	0	100	0	0	100	0	0	0	0	0	100
PHF	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.250

Intersection Turning Movement Count

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

File Name : Hillsborough&I275SB
 Site Code : 1202103
 Start Date : 5/9/2018
 Page No : 2

Start Time	I-275 SB RAMPS Southbound					HILLSBOROUGH AVENUE Westbound				HILLSBOROUGH AVENUE Eastbound					Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. 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						
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	
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	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	5
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.417	.000	.000	.417	.000	.000	.000	.000	.000	.000	.417
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					04:45 PM				04:00 PM						
+0 mins.	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.417	.000	.000	.417	.000	.000	.000	.000	.000	.000	

Intersection Pedestrian & Bicycle Count

Date: 5/9/18

Day: Wednesday

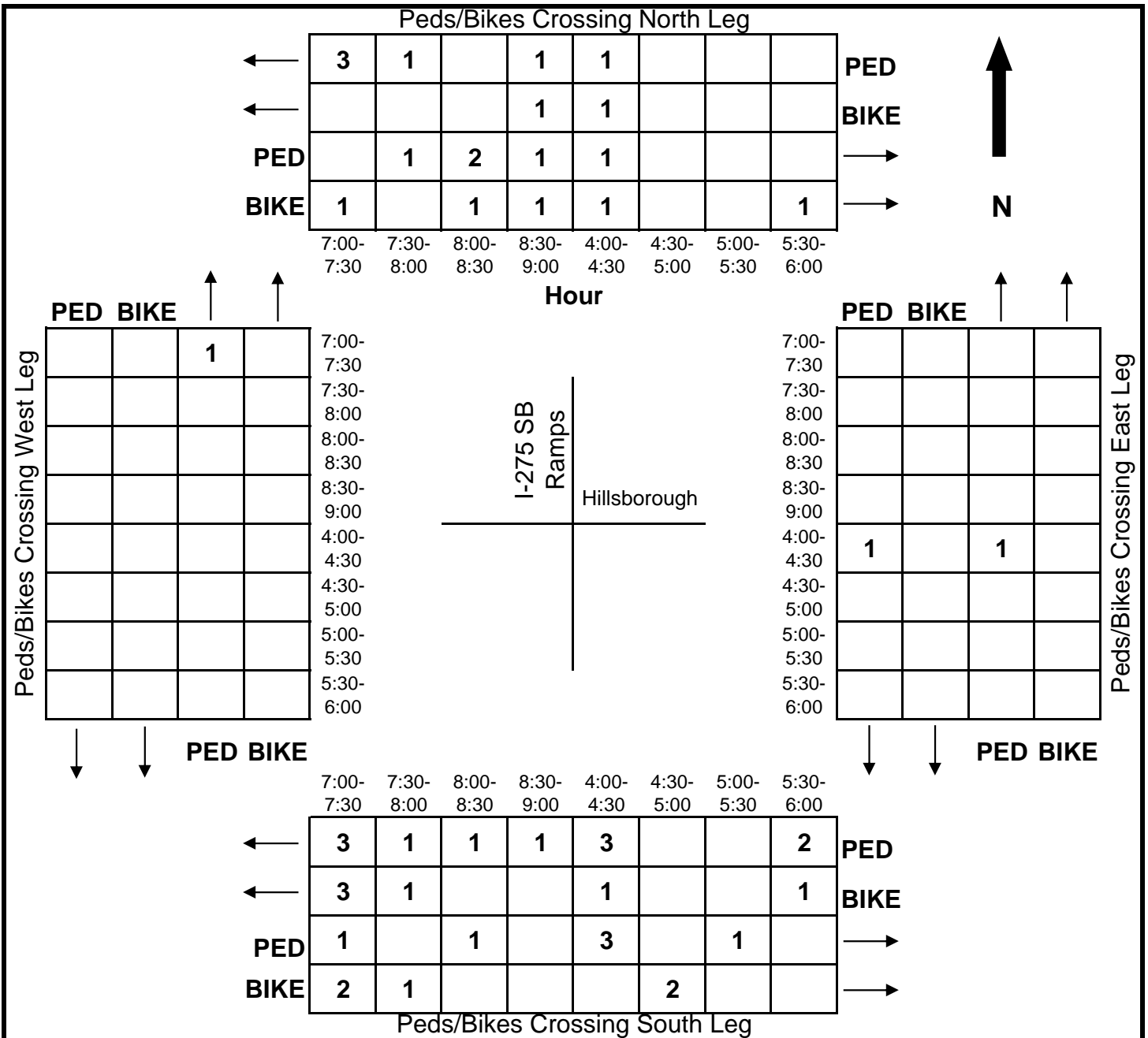
Count Times: 7-9am & 4-6pm

Weather: Clear

Intersection: Hillsborough Avenue & I-275 Southbound Ramps

Comments: _____

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



Intersection Turning Movement Count

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

File Name : Hillsborough&I275NBOffRamps
 Site Code : 1202103
 Start Date : 5/9/2018
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	I-275 NB OFF RAMP TO WB HILLSBOROUGH AVENUE Southbound				I-275 NB OFF RAMP TO EB HILLSBOROUGH AVENUE Northbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	138	138	0	0	62	62	200
07:15 AM	0	0	142	142	0	0	62	62	204
07:30 AM	0	0	125	125	0	0	72	72	197
07:45 AM	0	0	127	127	0	0	58	58	185
Total	0	0	532	532	0	0	254	254	786
08:00 AM	0	0	101	101	0	0	52	52	153
08:15 AM	0	0	108	108	0	0	45	45	153
08:30 AM	0	0	107	107	0	0	48	48	155
08:45 AM	0	0	127	127	0	0	54	54	181
Total	0	0	443	443	0	0	199	199	642
*** BREAK ***									
04:00 PM	0	0	71	71	0	0	58	58	129
04:15 PM	0	0	74	74	0	0	47	47	121
04:30 PM	0	0	57	57	0	0	56	56	113
04:45 PM	0	0	62	62	0	0	36	36	98
Total	0	0	264	264	0	0	197	197	461
05:00 PM	0	0	50	50	0	0	44	44	94
05:15 PM	0	0	52	52	0	0	40	40	92
05:30 PM	0	0	52	52	0	0	46	46	98
05:45 PM	0	0	58	58	0	0	44	44	102
Total	0	0	212	212	0	0	174	174	386
Grand Total	0	0	1451	1451	0	0	824	824	2275
Apprch %	0	0	100		0	0	100		
Total %	0	0	63.8	63.8	0	0	36.2	36.2	
Passenger Vehicles	0	0	1400	1400	0	0	798	798	2198
% Passenger Vehicles	0	0	96.5	96.5	0	0	96.8	96.8	96.6
Heavy Vehicles	0	0	51	51	0	0	26	26	77
% Heavy Vehicles	0	0	3.5	3.5	0	0	3.2	3.2	3.4
UTurns	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0

Intersection Turning Movement Count

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

File Name : Hillsborough&I275NBOffRamps
 Site Code : 1202103
 Start Date : 5/9/2018
 Page No : 2

Start Time	I-275 NB OFF RAMP TO WB HILLSBOROUGH AVENUE				I-275 NB OFF RAMP TO EB HILLSBOROUGH AVENUE				Int. Total
	Southbound				Northbound				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	138	138	0	0	62	62	200
07:15 AM	0	0	142	142	0	0	62	62	204
07:30 AM	0	0	125	125	0	0	72	72	197
07:45 AM	0	0	127	127	0	0	58	58	185
Total Volume	0	0	532	532	0	0	254	254	786
% App. Total	0	0	100		0	0	100		
PHF	.000	.000	.937	.937	.000	.000	.882	.882	.963
Passenger Vehicles	0	0	518	518	0	0	249	249	767
% Passenger Vehicles	0	0	97.4	97.4	0	0	98.0	98.0	97.6
Heavy Vehicles	0	0	14	14	0	0	5	5	19
% Heavy Vehicles	0	0	2.6	2.6	0	0	2.0	2.0	2.4
UTurns	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0

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			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
+0 mins.	0	0	138	138	0	0	62	62
+15 mins.	0	0	142	142	0	0	62	62
+30 mins.	0	0	125	125	0	0	72	72
+45 mins.	0	0	127	127	0	0	58	58
Total Volume	0	0	532	532	0	0	254	254
% App. Total	0	0	100		0	0	100	
PHF	.000	.000	.937	.937	.000	.000	.882	.882
Passenger Vehicles	0	0	518	518	0	0	249	249
% Passenger Vehicles	0	0	97.4	97.4	0	0	98	98
Heavy Vehicles	0	0	14	14	0	0	5	5
% Heavy Vehicles	0	0	2.6	2.6	0	0	2	2
UTurns	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0

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

Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	71	71	0	0	58	58	129
04:15 PM	0	0	74	74	0	0	47	47	121
04:30 PM	0	0	57	57	0	0	56	56	113
04:45 PM	0	0	62	62	0	0	36	36	98
Total Volume	0	0	264	264	0	0	197	197	461
% App. Total	0	0	100		0	0	100		
PHF	.000	.000	.892	.892	.000	.000	.849	.849	.893
Passenger Vehicles	0	0	255	255	0	0	189	189	444
% Passenger Vehicles	0	0	96.6	96.6	0	0	95.9	95.9	96.3
Heavy Vehicles	0	0	9	9	0	0	8	8	17
% Heavy Vehicles	0	0	3.4	3.4	0	0	4.1	4.1	3.7
UTurns	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0

Intersection Turning Movement Count

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

File Name : Hillsborough&I275NBOffRamps
 Site Code : 1202103
 Start Date : 5/9/2018
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Start Time	I-275 NB OFF RAMP TO WB HILLSBOROUGH AVENUE Southbound				I-275 NB OFF RAMP TO EB HILLSBOROUGH AVENUE Northbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
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				04:00 PM					
+0 mins.	0	0	71	71	0	0	58	58		
+15 mins.	0	0	74	74	0	0	47	47		
+30 mins.	0	0	57	57	0	0	56	56		
+45 mins.	0	0	62	62	0	0	36	36		
Total Volume	0	0	264	264	0	0	197	197		
% App. Total	0	0	100		0	0	100			
PHF	.000	.000	.892	.892	.000	.000	.849	.849		
Passenger Vehicles	0	0	255	255	0	0	189	189		
% Passenger Vehicles	0	0	96.6	96.6	0	0	95.9	95.9		
Heavy Vehicles	0	0	9	9	0	0	8	8		
% Heavy Vehicles	0	0	3.4	3.4	0	0	4.1	4.1		
UTurns	0	0	0	0	0	0	0	0		
% UTurns	0	0	0	0	0	0	0	0		

Intersection Turning Movement Count

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

File Name : Hillsborough&I275NBOffRamps
 Site Code : 1202103
 Start Date : 5/9/2018
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	I-275 NB OFF RAMP TO WB HILLSBOROUGH AVENUE Southbound				I-275 NB OFF RAMP TO EB HILLSBOROUGH AVENUE Northbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	135	135	0	0	60	60	195
07:15 AM	0	0	141	141	0	0	60	60	201
07:30 AM	0	0	120	120	0	0	71	71	191
07:45 AM	0	0	122	122	0	0	58	58	180
Total	0	0	518	518	0	0	249	249	767
08:00 AM	0	0	96	96	0	0	48	48	144
08:15 AM	0	0	102	102	0	0	43	43	145
08:30 AM	0	0	105	105	0	0	46	46	151
08:45 AM	0	0	120	120	0	0	53	53	173
Total	0	0	423	423	0	0	190	190	613
*** BREAK ***									
04:00 PM	0	0	67	67	0	0	57	57	124
04:15 PM	0	0	74	74	0	0	43	43	117
04:30 PM	0	0	55	55	0	0	54	54	109
04:45 PM	0	0	59	59	0	0	35	35	94
Total	0	0	255	255	0	0	189	189	444
05:00 PM	0	0	50	50	0	0	42	42	92
05:15 PM	0	0	49	49	0	0	39	39	88
05:30 PM	0	0	51	51	0	0	46	46	97
05:45 PM	0	0	54	54	0	0	43	43	97
Total	0	0	204	204	0	0	170	170	374
Grand Total	0	0	1400	1400	0	0	798	798	2198
Apprch %	0	0	100		0	0	100		
Total %	0	0	63.7	63.7	0	0	36.3	36.3	

Start Time	I-275 NB OFF RAMP TO WB HILLSBOROUGH AVENUE Southbound				I-275 NB OFF RAMP TO EB HILLSBOROUGH AVENUE Northbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	135	135	0	0	60	60	195
07:15 AM	0	0	141	141	0	0	60	60	201
07:30 AM	0	0	120	120	0	0	71	71	191
07:45 AM	0	0	122	122	0	0	58	58	180
Total Volume	0	0	518	518	0	0	249	249	767
% App. Total	0	0	100		0	0	100		
PHF	.000	.000	.918	.918	.000	.000	.877	.877	.954

Intersection Turning Movement Count

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

File Name : Hillsborough&I275NBOffRamps
 Site Code : 1202103
 Start Date : 5/9/2018
 Page No : 2

Start Time	I-275 NB OFF RAMP TO WB HILLSBOROUGH AVENUE Southbound				I-275 NB OFF RAMP TO EB HILLSBOROUGH AVENUE Northbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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					
+0 mins.	0	0	135	135	0	0	60	60		
+15 mins.	0	0	141	141	0	0	60	60		
+30 mins.	0	0	120	120	0	0	71	71		
+45 mins.	0	0	122	122	0	0	58	58		
Total Volume	0	0	518	518	0	0	249	249		
% App. Total	0	0	100		0	0	100			
PHF	.000	.000	.918	.918	.000	.000	.877	.877		
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	67	67	0	0	57	57	124	
04:15 PM	0	0	74	74	0	0	43	43	117	
04:30 PM	0	0	55	55	0	0	54	54	109	
04:45 PM	0	0	59	59	0	0	35	35	94	
Total Volume	0	0	255	255	0	0	189	189	444	
% App. Total	0	0	100		0	0	100			
PHF	.000	.000	.861	.861	.000	.000	.829	.829	.895	
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				04:00 PM					
+0 mins.	0	0	67	67	0	0	57	57		
+15 mins.	0	0	74	74	0	0	43	43		
+30 mins.	0	0	55	55	0	0	54	54		
+45 mins.	0	0	59	59	0	0	35	35		
Total Volume	0	0	255	255	0	0	189	189		
% App. Total	0	0	100		0	0	100			
PHF	.000	.000	.861	.861	.000	.000	.829	.829		

Intersection Turning Movement Count

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

File Name : Hillsborough&I275NBOffRamps
 Site Code : 1202103
 Start Date : 5/9/2018
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	I-275 NB OFF RAMP TO WB HILLSBOROUGH AVENUE Southbound				I-275 NB OFF RAMP TO EB HILLSBOROUGH AVENUE Northbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	3	3	0	0	2	2	5
07:15 AM	0	0	1	1	0	0	2	2	3
07:30 AM	0	0	5	5	0	0	1	1	6
07:45 AM	0	0	5	5	0	0	0	0	5
Total	0	0	14	14	0	0	5	5	19
08:00 AM	0	0	5	5	0	0	4	4	9
08:15 AM	0	0	6	6	0	0	2	2	8
08:30 AM	0	0	2	2	0	0	2	2	4
08:45 AM	0	0	7	7	0	0	1	1	8
Total	0	0	20	20	0	0	9	9	29
*** BREAK ***									
04:00 PM	0	0	4	4	0	0	1	1	5
04:15 PM	0	0	0	0	0	0	4	4	4
04:30 PM	0	0	2	2	0	0	2	2	4
04:45 PM	0	0	3	3	0	0	1	1	4
Total	0	0	9	9	0	0	8	8	17
05:00 PM	0	0	0	0	0	0	2	2	2
05:15 PM	0	0	3	3	0	0	1	1	4
05:30 PM	0	0	1	1	0	0	0	0	1
05:45 PM	0	0	4	4	0	0	1	1	5
Total	0	0	8	8	0	0	4	4	12
Grand Total	0	0	51	51	0	0	26	26	77
Apprch %	0	0	100		0	0	100		
Total %	0	0	66.2	66.2	0	0	33.8	33.8	

Start Time	I-275 NB OFF RAMP TO WB HILLSBOROUGH AVENUE Southbound				I-275 NB OFF RAMP TO EB HILLSBOROUGH AVENUE Northbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1									
Peak Hour for Entire Intersection Begins at 08:00 AM									
08:00 AM	0	0	5	5	0	0	4	4	9
08:15 AM	0	0	6	6	0	0	2	2	8
08:30 AM	0	0	2	2	0	0	2	2	4
08:45 AM	0	0	7	7	0	0	1	1	8
Total Volume	0	0	20	20	0	0	9	9	29
% App. Total	0	0	100		0	0	100		
PHF	.000	.000	.714	.714	.000	.000	.563	.563	.806

Intersection Turning Movement Count

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

File Name : Hillsborough&I275NBOffRamps
 Site Code : 1202103
 Start Date : 5/9/2018
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Start Time	I-275 NB OFF RAMP TO WB HILLSBOROUGH AVENUE Southbound				I-275 NB OFF RAMP TO EB HILLSBOROUGH AVENUE Northbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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				08:00 AM				
+0 mins.	0	0	5	5	0	0	4	4	
+15 mins.	0	0	5	5	0	0	2	2	
+30 mins.	0	0	5	5	0	0	2	2	
+45 mins.	0	0	6	6	0	0	1	1	
Total Volume	0	0	21	21	0	0	9	9	
% App. Total	0	0	100		0	0	100		
PHF	.000	.000	.875	.875	.000	.000	.563	.563	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

	04:00 PM				04:15 PM				04:30 PM				04:45 PM				
04:00 PM	0	0	4	4	0	0	1	1	0	0	2	2	0	0	1	1	5
04:15 PM	0	0	0	0	0	0	4	4	0	0	2	2	0	0	1	1	4
04:30 PM	0	0	2	2	0	0	2	2	0	0	1	1	0	0	2	2	4
04:45 PM	0	0	3	3	0	0	1	1	0	0	2	2	0	0	1	1	4
Total Volume	0	0	9	9	0	0	8	8	0	0	8	8	0	0	5	5	17
% App. Total	0	0	100		0	0	100		0	0	100		0	0	100		
PHF	.000	.000	.563	.563	.000	.000	.500	.500	.000	.000	.500	.500	.000	.000	.500	.500	.850

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				04:15 PM				
+0 mins.	0	0	4	4	0	0	4	4	
+15 mins.	0	0	0	0	0	0	2	2	
+30 mins.	0	0	2	2	0	0	1	1	
+45 mins.	0	0	3	3	0	0	2	2	
Total Volume	0	0	9	9	0	0	9	9	
% App. Total	0	0	100		0	0	100		
PHF	.000	.000	.563	.563	.000	.000	.563	.563	

Intersection Turning Movement Count

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

File Name : Hillsborough&I275NBOOnRamp
 Site Code : 1502103
 Start Date : 5/9/2018
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	I-275 NB ON RAMP & MIAMI AVENUE Southbound				HILLSBOROUGH AVENUE Westbound				HILLSBOROUGH AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	403	67	470	67	283	0	350	820
07:15 AM	0	0	0	0	0	401	82	483	63	285	0	348	831
07:30 AM	0	0	0	0	0	405	90	495	77	308	0	385	880
07:45 AM	0	0	0	0	0	425	96	521	62	266	0	328	849
Total	0	0	0	0	0	1634	335	1969	269	1142	0	1411	3380
08:00 AM	0	0	0	0	0	389	87	476	50	283	0	333	809
08:15 AM	0	0	0	0	0	381	75	456	67	249	0	316	772
08:30 AM	0	0	0	0	0	443	70	513	50	259	0	309	822
08:45 AM	0	0	0	0	0	391	78	469	71	231	0	302	771
Total	0	0	0	0	0	1604	310	1914	238	1022	0	1260	3174
*** BREAK ***													
04:00 PM	0	0	0	0	0	329	72	401	128	344	0	472	873
04:15 PM	0	0	0	0	0	366	114	480	116	330	0	446	926
04:30 PM	0	0	0	0	0	343	84	427	142	337	0	479	906
04:45 PM	0	0	0	0	0	345	88	433	118	327	0	445	878
Total	0	0	0	0	0	1383	358	1741	504	1338	0	1842	3583
05:00 PM	0	0	0	0	0	323	98	421	121	335	0	456	877
05:15 PM	0	0	0	0	0	291	92	383	136	310	0	446	829
05:30 PM	0	0	0	0	0	295	122	417	141	329	0	470	887
05:45 PM	0	0	0	0	0	304	101	405	129	359	0	488	893
Total	0	0	0	0	0	1213	413	1626	527	1333	0	1860	3486
Grand Total	0	0	0	0	0	5834	1416	7250	1538	4835	0	6373	13623
Apprch %	0	0	0	0	0	80.5	19.5		24.1	75.9	0		
Total %	0	0	0	0	0	42.8	10.4	53.2	11.3	35.5	0	46.8	
Passenger Vehicles	0	0	0	0	0	5607	1366	6973	1496	4670	0	6166	13139
% Passenger Vehicles	0	0	0	0	0	96.1	96.5	96.2	97.3	96.6	0	96.8	96.4
Heavy Vehicles	0	0	0	0	0	227	50	277	29	165	0	194	471
% Heavy Vehicles	0	0	0	0	0	3.9	3.5	3.8	1.9	3.4	0	3	3.5
UTurns	0	0	0	0	0	0	0	0	13	0	0	13	13
% UTurns	0	0	0	0	0	0	0	0	0.8	0	0	0.2	0.1

Intersection Turning Movement Count

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

File Name : Hillsborough&I275NBOOnRamp
 Site Code : 1502103
 Start Date : 5/9/2018
 Page No : 2

Start Time	I-275 NB ON RAMP & MIAMI AVENUE Southbound				HILLSBOROUGH AVENUE Westbound				HILLSBOROUGH AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	403	67	470	67	283	0	350	820
07:15 AM	0	0	0	0	0	401	82	483	63	285	0	348	831
07:30 AM	0	0	0	0	0	405	90	495	77	308	0	385	880
07:45 AM	0	0	0	0	0	425	96	521	62	266	0	328	849
Total Volume	0	0	0	0	0	1634	335	1969	269	1142	0	1411	3380
% App. Total	0	0	0	0	0	83	17	95.1	19.1	80.9	0	96.5	95.7
PHF	.000	.000	.000	.000	.000	.961	.872	.945	.873	.927	.000	.916	.960
Passenger Vehicles	0	0	0	0	0	1552	320	1872	260	1101	0	1361	3233
% Passenger Vehicles	0	0	0	0	0	95.0	95.5	95.1	96.7	96.4	0	96.5	95.7
Heavy Vehicles	0	0	0	0	0	82	15	97	8	41	0	49	146
% Heavy Vehicles	0	0	0	0	0	5.0	4.5	4.9	3.0	3.6	0	3.5	4.3
UTurns	0	0	0	0	0	0	0	0	1	0	0	1	1
% UTurns	0	0	0	0	0	0	0	0	0.4	0	0	0.1	0.0

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				07:15 AM				07:00 AM			
+0 mins.	0	0	0	0	0	401	82	483	67	283	0	350
+15 mins.	0	0	0	0	0	405	90	495	63	285	0	348
+30 mins.	0	0	0	0	0	425	96	521	77	308	0	385
+45 mins.	0	0	0	0	0	389	87	476	62	266	0	328
Total Volume	0	0	0	0	0	1620	355	1975	269	1142	0	1411
% App. Total	0	0	0	0	0	82	18	95.1	19.1	80.9	0	96.5
PHF	.000	.000	.000	.000	.000	.953	.924	.948	.873	.927	.000	.916
Passenger Vehicles	0	0	0	0	0	1535	336	1871	260	1101	0	1361
% Passenger Vehicles	0	0	0	0	0	94.8	94.6	94.7	96.7	96.4	0	96.5
Heavy Vehicles	0	0	0	0	0	85	19	104	8	41	0	49
% Heavy Vehicles	0	0	0	0	0	5.2	5.4	5.3	3	3.6	0	3.5
UTurns	0	0	0	0	0	0	0	0	1	0	0	1
% UTurns	0	0	0	0	0	0	0	0	0.4	0	0	0.1

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	366	114	480	116	330	0	446	926
04:30 PM	0	0	0	0	0	343	84	427	142	337	0	479	906
04:45 PM	0	0	0	0	0	345	88	433	118	327	0	445	878
05:00 PM	0	0	0	0	0	323	98	421	121	335	0	456	877
Total Volume	0	0	0	0	0	1377	384	1761	497	1329	0	1826	3587
% App. Total	0	0	0	0	0	78.2	21.8	95.1	27.2	72.8	0	96.5	95.7
PHF	.000	.000	.000	.000	.000	.941	.842	.917	.875	.986	.000	.953	.968
Passenger Vehicles	0	0	0	0	0	1345	377	1722	487	1284	0	1771	3493
% Passenger Vehicles	0	0	0	0	0	97.7	98.2	97.8	98.0	96.6	0	97.0	97.4
Heavy Vehicles	0	0	0	0	0	32	7	39	5	45	0	50	89
% Heavy Vehicles	0	0	0	0	0	2.3	1.8	2.2	1.0	3.4	0	2.7	2.5
UTurns	0	0	0	0	0	0	0	0	5	0	0	5	5
% UTurns	0	0	0	0	0	0	0	0	1.0	0	0	0.3	0.1

Intersection Turning Movement Count

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

File Name : Hillsborough&I275NBOnRamp
 Site Code : 1502103
 Start Date : 5/9/2018
 Page No : 3

Start Time	I-275 NB ON RAMP & MIAMI AVENUE Southbound				HILLSBOROUGH AVENUE Westbound				HILLSBOROUGH AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
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				04:15 PM				05:00 PM				
+0 mins.	0	0	0	0	0	366	114	480	121	335	0	456	
+15 mins.	0	0	0	0	0	343	84	427	136	310	0	446	
+30 mins.	0	0	0	0	0	345	88	433	141	329	0	470	
+45 mins.	0	0	0	0	0	323	98	421	129	359	0	488	
Total Volume	0	0	0	0	0	1377	384	1761	527	1333	0	1860	
% App. Total	0	0	0	0	0	78.2	21.8		28.3	71.7	0		
PHF	.000	.000	.000	.000	.000	.941	.842	.917	.934	.928	.000	.953	
Passenger Vehicles	0	0	0	0	0	1345	377	1722	520	1292	0	1812	
% Passenger Vehicles	0	0	0	0	0	97.7	98.2	97.8	98.7	96.9	0	97.4	
Heavy Vehicles	0	0	0	0	0	32	7	39	3	41	0	44	
% Heavy Vehicles	0	0	0	0	0	2.3	1.8	2.2	0.6	3.1	0	2.4	
UTurns	0	0	0	0	0	0	0	0	4	0	0	4	
% UTurns	0	0	0	0	0	0	0	0	0.8	0	0	0.2	

Intersection Turning Movement Count

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

File Name : Hillsborough&I275NBOOnRamp
 Site Code : 1502103
 Start Date : 5/9/2018
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	I-275 NB ON RAMP & MIAMI AVENUE Southbound				HILLSBOROUGH AVENUE Westbound				HILLSBOROUGH AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	384	66	450	64	276	0	340	790
07:15 AM	0	0	0	0	0	379	78	457	62	275	0	337	794
07:30 AM	0	0	0	0	0	388	85	473	74	295	0	369	842
07:45 AM	0	0	0	0	0	401	91	492	60	255	0	315	807
Total	0	0	0	0	0	1552	320	1872	260	1101	0	1361	3233
08:00 AM	0	0	0	0	0	367	82	449	50	272	0	322	771
08:15 AM	0	0	0	0	0	363	70	433	64	233	0	297	730
08:30 AM	0	0	0	0	0	428	66	494	45	246	0	291	785
08:45 AM	0	0	0	0	0	365	72	437	65	228	0	293	730
Total	0	0	0	0	0	1523	290	1813	224	979	0	1203	3016
*** BREAK ***													
04:00 PM	0	0	0	0	0	322	69	391	124	335	0	459	850
04:15 PM	0	0	0	0	0	355	111	466	115	320	0	435	901
04:30 PM	0	0	0	0	0	333	82	415	139	326	0	465	880
04:45 PM	0	0	0	0	0	338	87	425	114	317	0	431	856
Total	0	0	0	0	0	1348	349	1697	492	1298	0	1790	3487
05:00 PM	0	0	0	0	0	319	97	416	119	321	0	440	856
05:15 PM	0	0	0	0	0	283	90	373	134	297	0	431	804
05:30 PM	0	0	0	0	0	286	120	406	141	323	0	464	870
05:45 PM	0	0	0	0	0	296	100	396	126	351	0	477	873
Total	0	0	0	0	0	1184	407	1591	520	1292	0	1812	3403
Grand Total	0	0	0	0	0	5607	1366	6973	1496	4670	0	6166	13139
Apprch %	0	0	0	0	0	80.4	19.6		24.3	75.7	0		
Total %	0	0	0	0	0	42.7	10.4	53.1	11.4	35.5	0	46.9	

Start Time	I-275 NB ON RAMP & MIAMI AVENUE Southbound				HILLSBOROUGH AVENUE Westbound				HILLSBOROUGH AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	384	66	450	64	276	0	340	790
07:15 AM	0	0	0	0	0	379	78	457	62	275	0	337	794
07:30 AM	0	0	0	0	0	388	85	473	74	295	0	369	842
07:45 AM	0	0	0	0	0	401	91	492	60	255	0	315	807
Total Volume	0	0	0	0	0	1552	320	1872	260	1101	0	1361	3233
% App. Total	0	0	0	0	0	82.9	17.1		19.1	80.9	0		
PHF	.000	.000	.000	.000	.000	.968	.879	.951	.878	.933	.000	.922	.960

Intersection Turning Movement Count

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

File Name : Hillsborough&I275NBOOnRamp
 Site Code : 1502103
 Start Date : 5/9/2018
 Page No : 2

Start Time	I-275 NB ON RAMP & MIAMI AVENUE Southbound				HILLSBOROUGH AVENUE Westbound				HILLSBOROUGH AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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				
+0 mins.	0	0	0	0	0	384	66	450	64	276	0	340	
+15 mins.	0	0	0	0	0	379	78	457	62	275	0	337	
+30 mins.	0	0	0	0	0	388	85	473	74	295	0	369	
+45 mins.	0	0	0	0	0	401	91	492	60	255	0	315	
Total Volume	0	0	0	0	0	1552	320	1872	260	1101	0	1361	
% App. Total	0	0	0	0	0	82.9	17.1		19.1	80.9	0		
PHF	.000	.000	.000	.000	.000	.968	.879	.951	.878	.933	.000	.922	
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	355	111	466	115	320	0	435	901
04:30 PM	0	0	0	0	0	333	82	415	139	326	0	465	880
04:45 PM	0	0	0	0	0	338	87	425	114	317	0	431	856
05:00 PM	0	0	0	0	0	319	97	416	119	321	0	440	856
Total Volume	0	0	0	0	0	1345	377	1722	487	1284	0	1771	3493
% App. Total	0	0	0	0	0	78.1	21.9		27.5	72.5	0		
PHF	.000	.000	.000	.000	.000	.947	.849	.924	.876	.985	.000	.952	.969
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				04:15 PM				05:00 PM				
+0 mins.	0	0	0	0	0	355	111	466	119	321	0	440	
+15 mins.	0	0	0	0	0	333	82	415	134	297	0	431	
+30 mins.	0	0	0	0	0	338	87	425	141	323	0	464	
+45 mins.	0	0	0	0	0	319	97	416	126	351	0	477	
Total Volume	0	0	0	0	0	1345	377	1722	520	1292	0	1812	
% App. Total	0	0	0	0	0	78.1	21.9		28.7	71.3	0		
PHF	.000	.000	.000	.000	.000	.947	.849	.924	.922	.920	.000	.950	

Intersection Turning Movement Count

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

File Name : Hillsborough&I275NBOOnRamp
 Site Code : 1502103
 Start Date : 5/9/2018
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	I-275 NB ON RAMP & MIAMI AVENUE Southbound				HILLSBOROUGH AVENUE Westbound				HILLSBOROUGH AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	19	1	20	2	7	0	9	29
07:15 AM	0	0	0	0	0	22	4	26	1	10	0	11	37
07:30 AM	0	0	0	0	0	17	5	22	3	13	0	16	38
07:45 AM	0	0	0	0	0	24	5	29	2	11	0	13	42
Total	0	0	0	0	0	82	15	97	8	41	0	49	146
08:00 AM	0	0	0	0	0	22	5	27	0	11	0	11	38
08:15 AM	0	0	0	0	0	18	5	23	2	16	0	18	41
08:30 AM	0	0	0	0	0	15	4	19	5	13	0	18	37
08:45 AM	0	0	0	0	0	26	6	32	6	3	0	9	41
Total	0	0	0	0	0	81	20	101	13	43	0	56	157

*** BREAK ***

04:00 PM	0	0	0	0	0	7	3	10	1	9	0	10	20
04:15 PM	0	0	0	0	0	11	3	14	0	10	0	10	24
04:30 PM	0	0	0	0	0	10	2	12	2	11	0	13	25
04:45 PM	0	0	0	0	0	7	1	8	2	10	0	12	20
Total	0	0	0	0	0	35	9	44	5	40	0	45	89
05:00 PM	0	0	0	0	0	4	1	5	1	14	0	15	20
05:15 PM	0	0	0	0	0	8	2	10	0	13	0	13	23
05:30 PM	0	0	0	0	0	9	2	11	0	6	0	6	17
05:45 PM	0	0	0	0	0	8	1	9	2	8	0	10	19
Total	0	0	0	0	0	29	6	35	3	41	0	44	79
Grand Total	0	0	0	0	0	227	50	277	29	165	0	194	471
Apprch %	0	0	0	0	0	81.9	18.1		14.9	85.1	0		
Total %	0	0	0	0	0	48.2	10.6	58.8	6.2	35	0	41.2	

Start Time	I-275 NB ON RAMP & MIAMI AVENUE Southbound				HILLSBOROUGH AVENUE Westbound				HILLSBOROUGH AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	0	0	0	0	0	17	5	22	3	13	0	16	38
07:45 AM	0	0	0	0	0	24	5	29	2	11	0	13	42
08:00 AM	0	0	0	0	0	22	5	27	0	11	0	11	38
08:15 AM	0	0	0	0	0	18	5	23	2	16	0	18	41
Total Volume	0	0	0	0	0	81	20	101	7	51	0	58	159
% App. Total	0	0	0	0	0	80.2	19.8		12.1	87.9	0		
PHF	.000	.000	.000	.000	.000	.844	1.00	.871	.583	.797	.000	.806	.946

Intersection Turning Movement Count

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

File Name : Hillsborough&I275NBOnRamp
 Site Code : 1502103
 Start Date : 5/9/2018
 Page No : 2

Start Time	I-275 NB ON RAMP & MIAMI AVENUE Southbound				HILLSBOROUGH AVENUE Westbound				HILLSBOROUGH AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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				07:15 AM				07:45 AM				
+0 mins.	0	0	0	0	0	22	4	26	2	11	0	13	
+15 mins.	0	0	0	0	0	17	5	22	0	11	0	11	
+30 mins.	0	0	0	0	0	24	5	29	2	16	0	18	
+45 mins.	0	0	0	0	0	22	5	27	5	13	0	18	
Total Volume	0	0	0	0	0	85	19	104	9	51	0	60	
% App. Total	0	0	0	0	0	81.7	18.3		15	85	0		
PHF	.000	.000	.000	.000	.000	.885	.950	.897	.450	.797	.000	.833	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	0	0	0	0	0	7	3	10	1	9	0	10	20
04:15 PM	0	0	0	0	0	11	3	14	0	10	0	10	24
04:30 PM	0	0	0	0	0	10	2	12	2	11	0	13	25
04:45 PM	0	0	0	0	0	7	1	8	2	10	0	12	20
Total Volume	0	0	0	0	0	35	9	44	5	40	0	45	89
% App. Total	0	0	0	0	0	79.5	20.5		11.1	88.9	0		
PHF	.000	.000	.000	.000	.000	.795	.750	.786	.625	.909	.000	.865	.890
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				04:00 PM				04:30 PM				
+0 mins.	0	0	0	0	0	7	3	10	2	11	0	13	
+15 mins.	0	0	0	0	0	11	3	14	2	10	0	12	
+30 mins.	0	0	0	0	0	10	2	12	1	14	0	15	
+45 mins.	0	0	0	0	0	7	1	8	0	13	0	13	
Total Volume	0	0	0	0	0	35	9	44	5	48	0	53	
% App. Total	0	0	0	0	0	79.5	20.5		9.4	90.6	0		
PHF	.000	.000	.000	.000	.000	.795	.750	.786	.625	.857	.000	.883	

Intersection Turning Movement Count

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

File Name : Hillsborough&I275NBOOnRamp
 Site Code : 1502103
 Start Date : 5/9/2018
 Page No : 1

Groups Printed- UTurns

Start Time	I-275 NB ON RAMP & MIAMI AVENUE Southbound				HILLSBOROUGH AVENUE Westbound				HILLSBOROUGH AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***													
Total	0	0	0	0	0	0	0	0	1	0	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***													
Total	0	0	0	0	0	0	0	0	1	0	0	1	1
04:00 PM	0	0	0	0	0	0	0	0	3	0	0	3	3
04:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	0	0	0	0	0	0	7	0	0	7	7
05:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	2	0	0	2	2
*** BREAK ***													
05:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	4	0	0	4	4
Grand Total	0	0	0	0	0	0	0	0	13	0	0	13	13
Apprch %	0	0	0	0	0	0	0	0	100	0	0	100	
Total %	0	0	0	0	0	0	0	0	100	0	0	100	

Start Time	I-275 NB ON RAMP & MIAMI AVENUE Southbound				HILLSBOROUGH AVENUE Westbound				HILLSBOROUGH AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	1	0	0	1	1
% App. Total	0	0	0	0	0	0	0	0	100	0	0	100	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.250

Intersection Turning Movement Count

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

File Name : Hillsborough&I275NBOOnRamp
 Site Code : 1502103
 Start Date : 5/9/2018
 Page No : 2

Start Time	I-275 NB ON RAMP & MIAMI AVENUE Southbound				HILLSBOROUGH AVENUE Westbound				HILLSBOROUGH AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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				
+0 mins.	0	0	0	0	0	0	0	0	1	0	0	1	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	1	0	0	1	
% App. Total	0	0	0	0	0	0	0	0	100	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	0	0	0	0	0	0	0	0	3	0	0	3	3
04:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	2	0	0	2	2
Total Volume	0	0	0	0	0	0	0	0	7	0	0	7	7
% App. Total	0	0	0	0	0	0	0	0	100	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.583	.000	.000	.583	.583
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				04:00 PM				04:00 PM				
+0 mins.	0	0	0	0	0	0	0	0	3	0	0	3	
+15 mins.	0	0	0	0	0	0	0	0	1	0	0	1	
+30 mins.	0	0	0	0	0	0	0	0	1	0	0	1	
+45 mins.	0	0	0	0	0	0	0	0	2	0	0	2	
Total Volume	0	0	0	0	0	0	0	0	7	0	0	7	
% App. Total	0	0	0	0	0	0	0	0	100	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.583	.000	.000	.583	

Intersection Pedestrian & Bicycle Count

Date: 5/9/18

Day: Wednesday

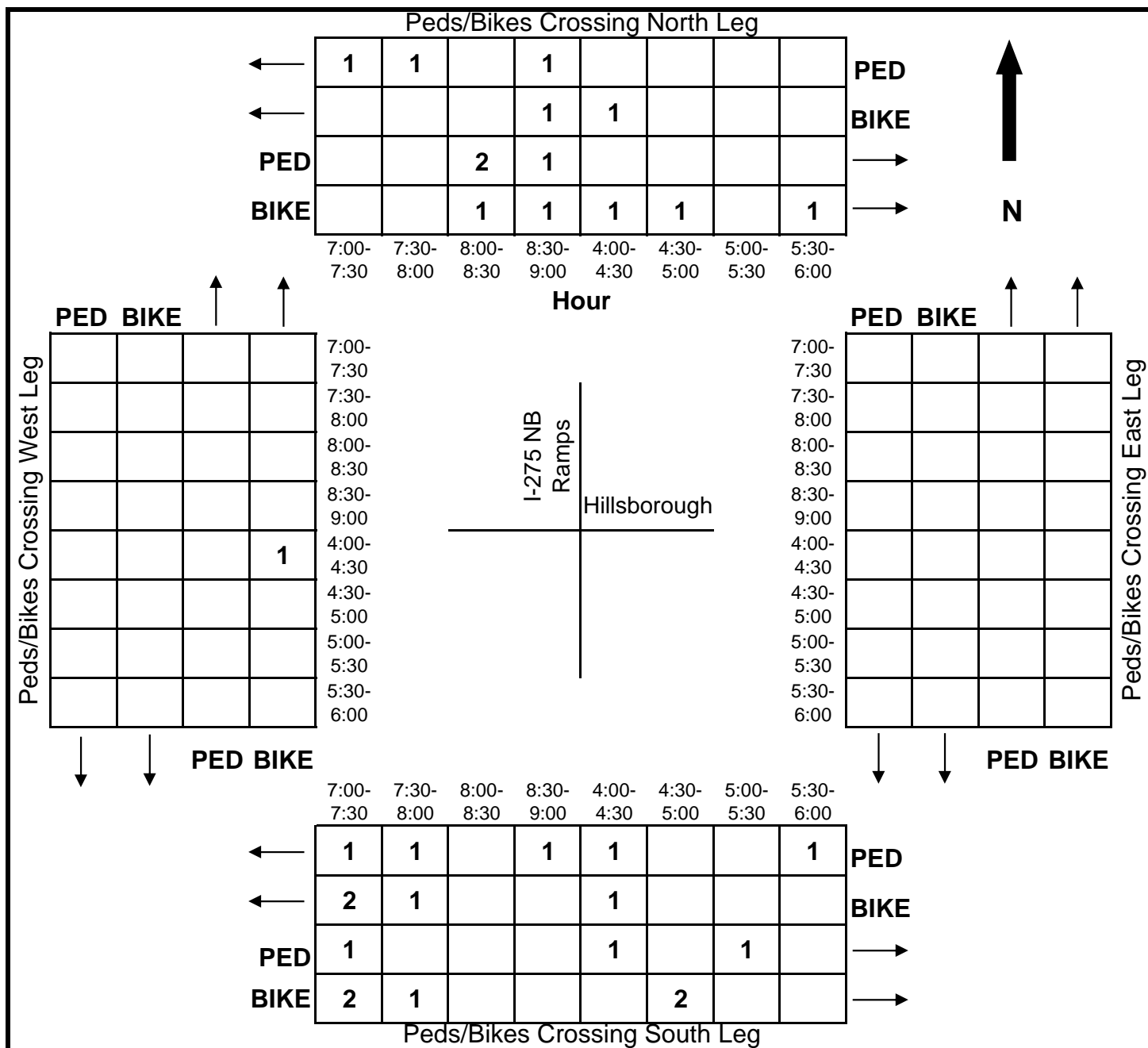
Count Times: 7-9am & 4-6pm

Weather: Clear

Intersection: Hillsborough Avenue & I-275 Northbound Ramps

Comments: _____

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



Intersection Turning Movement Count

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

File Name : Hillsborough&Nebraska
 Site Code : 1202103
 Start Date : 5/9/2018
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	NEBRASKA AVENUE Southbound					HILLSBOROUGH AVENUE Westbound					NEBRASKA AVENUE Northbound					HILLSBOROUGH AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	65	110	44	4	223	14	440	22	1	477	30	42	2	0	74	13	264	19	0	296	1070
07:15 AM	69	143	63	6	281	16	365	12	1	394	41	58	15	1	115	25	243	12	0	280	1070
07:30 AM	63	151	70	6	290	11	360	19	0	390	37	82	8	2	129	32	281	22	0	335	1144
07:45 AM	57	150	54	8	269	15	443	22	0	480	37	62	7	0	106	25	247	22	1	295	1150
Total	254	554	231	24	1063	56	1608	75	2	1741	145	244	32	3	424	95	1035	75	1	1206	4434
08:00 AM	54	141	55	5	255	15	390	20	1	426	42	55	6	1	104	36	244	13	1	294	1079
08:15 AM	34	144	67	8	253	14	344	21	2	381	33	62	8	3	106	33	223	26	1	283	1023
08:30 AM	35	117	76	10	238	15	385	26	0	426	30	64	8	3	105	35	228	18	2	283	1052
08:45 AM	56	100	56	12	224	20	381	25	0	426	34	51	5	3	93	35	210	17	4	266	1009
Total	179	502	254	35	970	64	1500	92	3	1659	139	232	27	10	408	139	905	74	8	1126	4163
*** BREAK ***																					
04:00 PM	38	104	31	6	179	11	340	35	5	391	39	118	14	2	173	45	283	18	1	347	1090
04:15 PM	37	91	26	14	168	10	425	38	2	475	39	115	20	1	175	36	321	16	2	375	1193
04:30 PM	55	94	18	13	180	23	361	48	3	435	43	118	7	1	169	57	254	18	6	335	1119
04:45 PM	43	117	35	2	197	15	381	33	1	430	51	171	15	1	238	37	280	11	1	329	1194
Total	173	406	110	35	724	59	1507	154	11	1731	172	522	56	5	755	175	1138	63	10	1386	4596
05:00 PM	42	86	24	7	159	9	336	37	3	385	52	143	10	1	206	44	325	20	4	393	1143
05:15 PM	46	78	18	3	145	15	373	44	4	436	47	134	11	1	193	41	275	18	2	336	1110
05:30 PM	43	79	22	4	148	19	341	38	0	398	63	152	18	1	234	43	264	17	0	324	1104
05:45 PM	37	76	32	3	148	20	323	59	2	404	56	154	17	1	228	54	278	21	1	354	1134
Total	168	319	96	17	600	63	1373	178	9	1623	218	583	56	4	861	182	1142	76	7	1407	4491
Grand Total	774	1781	691	111	3357	242	5988	499	25	6754	674	1581	171	22	2448	591	4220	288	26	5125	17684
Apprch %	23.1	53.1	20.6	3.3		3.6	88.7	7.4	0.4		27.5	64.6	7	0.9		11.5	82.3	5.6	0.5		
Total %	4.4	10.1	3.9	0.6	19	1.4	33.9	2.8	0.1	38.2	3.8	8.9	1	0.1	13.8	3.3	23.9	1.6	0.1	29	
Passenger Vehicles	753	1737	682	109	3281	225	5715	481	24	6445	665	1544	167	22	2398	485	4053	279	26	4843	16967
% Passenger Vehicles	97.3	97.5	98.7	98.2	97.7	93	95.4	96.4	96	95.4	98.7	97.7	97.7	100	98	82.1	96	96.9	100	94.5	95.9
Heavy Vehicles	21	44	9	2	76	7	273	18	1	299	9	37	4	0	50	11	167	9	0	187	612
% Heavy Vehicles	2.7	2.5	1.3	1.8	2.3	2.9	4.6	3.6	4	4.4	1.3	2.3	2.3	0	2	1.9	4	3.1	0	3.6	3.5
UTurns	0	0	0	0	0	10	0	0	0	10	0	0	0	0	0	95	0	0	0	95	105
% UTurns	0	0	0	0	0	4.1	0	0	0	0.1	0	0	0	0	0	16.1	0	0	0	1.9	0.6

Intersection Turning Movement Count

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

File Name : Hillsborough&Nebraska
 Site Code : 1202103
 Start Date : 5/9/2018
 Page No : 2

Start Time	NEBRASKA AVENUE Southbound					HILLSBOROUGH AVENUE Westbound					NEBRASKA AVENUE Northbound					HILLSBOROUGH AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. 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	69	143	63	6	281	16	365	12	1	394	41	58	15	1	115	25	243	12	0	280	1070
07:30 AM	63	151	70	6	290	11	360	19	0	390	37	82	8	2	129	32	281	22	0	335	1144
07:45 AM	57	150	54	8	269	15	443	22	0	480	37	62	7	0	106	25	247	22	1	295	1150
08:00 AM	54	141	55	5	255	15	390	20	1	426	42	55	6	1	104	36	244	13	1	294	1079
Total Volume	243	585	242	25	1095	57	1558	73	2	1690	157	257	36	4	454	118	1015	69	2	1204	4443
% App. Total	22.2	53.4	22.1	2.3		3.4	92.2	4.3	0.1		34.6	56.6	7.9	0.9		9.8	84.3	5.7	0.2		
PHF	.880	.969	.864	.781	.944	.891	.879	.830	.500	.880	.935	.784	.600	.500	.880	.819	.903	.784	.500	.899	.966
Passenger Vehicles	240	576	238	25	1079	54	1455	69	1	1579	155	251	36	4	446	87	975	64	2	1128	4232
% Passenger Vehicles	98.8	98.5	98.3	100	98.5	94.7	93.4	94.5	50.0	93.4	98.7	97.7	100	100	98.2	73.7	96.1	92.8	100	93.7	95.3
Heavy Vehicles	3	9	4	0	16	2	103	4	1	110	2	6	0	0	8	1	40	5	0	46	180
% Heavy Vehicles	1.2	1.5	1.7	0	1.5	3.5	6.6	5.5	50.0	6.5	1.3	2.3	0	0	1.8	0.8	3.9	7.2	0	3.8	4.1
UTurns	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	30	0	0	0	30	31
% UTurns	0	0	0	0	0	1.8	0	0	0	0.1	0	0	0	0	0	25.4	0	0	0	2.5	0.7

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

	07:15 AM					07:00 AM					07:15 AM					07:30 AM					
+0 mins.	69	143	63	6	281	14	440	22	1	477	41	58	15	1	115	32	281	22	0	335	
+15 mins.	63	151	70	6	290	16	365	12	1	394	37	82	8	2	129	25	247	22	1	295	
+30 mins.	57	150	54	8	269	11	360	19	0	390	37	62	7	0	106	36	244	13	1	294	
+45 mins.	54	141	55	5	255	15	443	22	0	480	42	55	6	1	104	33	223	26	1	283	
Total Volume	243	585	242	25	1095	56	1608	75	2	1741	157	257	36	4	454	126	995	83	3	1207	
% App. Total	22.2	53.4	22.1	2.3		3.2	92.4	4.3	0.1		34.6	56.6	7.9	0.9		10.4	82.4	6.9	0.2		
PHF	.880	.969	.864	.781	.944	.875	.907	.852	.500	.907	.935	.784	.600	.500	.880	.875	.885	.798	.750	.901	
Passenger Vehicles	240	576	238	25	1079	53	1514	68	1	1636	155	251	36	4	446	94	946	79	3	1122	
% Passenger Vehicles	98.8	98.5	98.3	100	98.5	94.6	94.2	90.7	50	94	98.7	97.7	100	100	98.2	74.6	95.1	95.2	100	93	
Heavy Vehicles	3	9	4	0	16	2	94	7	1	104	2	6	0	0	8	0	49	4	0	53	
% Heavy Vehicles	1.2	1.5	1.7	0	1.5	3.6	5.8	9.3	50	6	1.3	2.3	0	0	1.8	0	4.9	4.8	0	4.4	
UTurns	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	32	0	0	0	32	
% UTurns	0	0	0	0	0	1.8	0	0	0	0.1	0	0	0	0	0	25.4	0	0	0	2.7	

Intersection Turning Movement Count

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

File Name : Hillsborough&Nebraska
 Site Code : 1202103
 Start Date : 5/9/2018
 Page No : 3

Start Time	NEBRASKA AVENUE Southbound					HILLSBOROUGH AVENUE Westbound					NEBRASKA AVENUE Northbound					HILLSBOROUGH AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	37	91	26	14	168	10	425	38	2	475	39	115	20	1	175	36	321	16	2	375	1193
04:30 PM	55	94	18	13	180	23	361	48	3	435	43	118	7	1	169	57	254	18	6	335	1119
04:45 PM	43	117	35	2	197	15	381	33	1	430	51	171	15	1	238	37	280	11	1	329	1194
05:00 PM	42	86	24	7	159	9	336	37	3	385	52	143	10	1	206	44	325	20	4	393	1143
Total Volume	177	388	103	36	704	57	1503	156	9	1725	185	547	52	4	788	174	1180	65	13	1432	4649
% App. Total	25.1	55.1	14.6	5.1		3.3	87.1	9	0.5		23.5	69.4	6.6	0.5		12.2	82.4	4.5	0.9		
PHF	.805	.829	.736	.643	.893	.620	.884	.813	.750	.908	.889	.800	.650	1.00	.828	.763	.908	.813	.542	.911	.973
Passenger Vehicles	173	375	102	35	685	51	1467	154	9	1681	184	537	49	4	774	159	1132	64	13	1368	4508
% Passenger Vehicles	97.7	96.6	99.0	97.2	97.3	89.5	97.6	98.7	100	97.4	99.5	98.2	94.2	100	98.2	91.4	95.9	98.5	100	95.5	97.0
Heavy Vehicles	4	13	1	1	19	2	36	2	0	40	1	10	3	0	14	4	48	1	0	53	126
% Heavy Vehicles	2.3	3.4	1.0	2.8	2.7	3.5	2.4	1.3	0	2.3	0.5	1.8	5.8	0	1.8	2.3	4.1	1.5	0	3.7	2.7
UTurns	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	11	0	0	0	11	15
% UTurns	0	0	0	0	0	7.0	0	0	0	0.2	0	0	0	0	0	6.3	0	0	0	0.8	0.3

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM					04:00 PM					04:45 PM					04:15 PM					
+0 mins.	38	104	31	6	179	11	340	35	5	391	51	171	15	1	238	36	321	16	2	375	
+15 mins.	37	91	26	14	168	10	425	38	2	475	52	143	10	1	206	57	254	18	6	335	
+30 mins.	55	94	18	13	180	23	361	48	3	435	47	134	11	1	193	37	280	11	1	329	
+45 mins.	43	117	35	2	197	15	381	33	1	430	63	152	18	1	234	44	325	20	4	393	
Total Volume	173	406	110	35	724	59	1507	154	11	1731	213	600	54	4	871	174	1180	65	13	1432	
% App. Total	23.9	56.1	15.2	4.8		3.4	87.1	8.9	0.6		24.5	68.9	6.2	0.5		12.2	82.4	4.5	0.9		
PHF	.786	.868	.786	.625	.919	.641	.886	.802	.550	.911	.845	.877	.750	1.000	.915	.763	.908	.813	.542	.911	
Passenger Vehicles	164	394	109	34	701	55	1466	151	11	1683	211	588	53	4	856	159	1132	64	13	1368	
% Passenger Vehicles	94.8	97	99.1	97.1	96.8	93.2	97.3	98.1	100	97.2	99.1	98	98.1	100	98.3	91.4	95.9	98.5	100	95.5	
Heavy Vehicles	9	12	1	1	23	1	41	3	0	45	2	12	1	0	15	4	48	1	0	53	
% Heavy Vehicles	5.2	3	0.9	2.9	3.2	1.7	2.7	1.9	0	2.6	0.9	2	1.9	0	1.7	2.3	4.1	1.5	0	3.7	
UTurns	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	11	0	0	0	11	
% UTurns	0	0	0	0	0	5.1	0	0	0	0.2	0	0	0	0	0	6.3	0	0	0	0.8	

Intersection Turning Movement Count

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

File Name : Hillsborough&Nebraska
 Site Code : 1202103
 Start Date : 5/9/2018
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	NEBRASKA AVENUE Southbound					HILLSBOROUGH AVENUE Westbound					NEBRASKA AVENUE Northbound					HILLSBOROUGH AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	65	108	44	4	221	14	420	19	1	454	30	39	2	0	71	11	258	18	0	287	1033
07:15 AM	68	142	62	6	278	15	344	11	0	370	40	57	15	1	113	19	235	11	0	265	1026
07:30 AM	61	147	68	6	282	11	338	16	0	365	37	81	8	2	128	25	269	19	0	313	1088
07:45 AM	57	148	53	8	266	13	412	22	0	447	37	59	7	0	103	18	237	21	1	277	1093
Total	251	545	227	24	1047	53	1514	68	1	1636	144	236	32	3	415	73	999	69	1	1142	4240
08:00 AM	54	139	55	5	253	15	361	20	1	397	41	54	6	1	102	25	234	13	1	273	1025
08:15 AM	33	139	65	8	245	13	323	21	2	359	31	59	8	3	101	26	206	26	1	259	964
08:30 AM	35	115	76	10	236	14	364	23	0	401	29	61	8	3	101	23	213	18	2	256	994
08:45 AM	52	97	54	11	214	18	347	23	0	388	33	50	5	3	91	25	202	17	4	248	941
Total	174	490	250	34	948	60	1395	87	3	1545	134	224	27	10	395	99	855	74	8	1036	3924
*** BREAK ***																					
04:00 PM	32	101	31	6	170	11	330	34	5	380	39	114	14	2	169	39	276	17	1	333	1052
04:15 PM	36	89	25	13	163	10	413	37	2	462	39	114	18	1	172	32	308	16	2	358	1155
04:30 PM	53	88	18	13	172	19	350	47	3	419	42	116	7	1	166	52	243	18	6	319	1076
04:45 PM	43	116	35	2	196	15	373	33	1	422	51	165	15	1	232	36	270	11	1	318	1168
Total	164	394	109	34	701	55	1466	151	11	1683	171	509	54	5	739	159	1097	62	10	1328	4451
05:00 PM	41	82	24	7	154	7	331	37	3	378	52	142	9	1	204	39	311	19	4	373	1109
05:15 PM	45	78	18	3	144	14	363	44	4	425	47	131	11	1	190	34	263	18	2	317	1076
05:30 PM	42	75	22	4	143	16	332	36	0	384	61	150	18	1	230	34	259	17	0	310	1067
05:45 PM	36	73	32	3	144	20	314	58	2	394	56	152	16	1	225	47	269	20	1	337	1100
Total	164	308	96	17	585	57	1340	175	9	1581	216	575	54	4	849	154	1102	74	7	1337	4352
Grand Total	753	1737	682	109	3281	225	5715	481	24	6445	665	1544	167	22	2398	485	4053	279	26	4843	16967
Apprch %	23	52.9	20.8	3.3		3.5	88.7	7.5	0.4		27.7	64.4	7	0.9		10	83.7	5.8	0.5		
Total %	4.4	10.2	4	0.6	19.3	1.3	33.7	2.8	0.1	38	3.9	9.1	1	0.1	14.1	2.9	23.9	1.6	0.2	28.5	

Start Time	NEBRASKA AVENUE Southbound					HILLSBOROUGH AVENUE Westbound					NEBRASKA AVENUE Northbound					HILLSBOROUGH AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	65	108	44	4	221	14	420	19	1	454	30	39	2	0	71	11	258	18	0	287	1033
07:15 AM	68	142	62	6	278	15	344	11	0	370	40	57	15	1	113	19	235	11	0	265	1026
07:30 AM	61	147	68	6	282	11	338	16	0	365	37	81	8	2	128	25	269	19	0	313	1088
07:45 AM	57	148	53	8	266	13	412	22	0	447	37	59	7	0	103	18	237	21	1	277	1093
Total Volume	251	545	227	24	1047	53	1514	68	1	1636	144	236	32	3	415	73	999	69	1	1142	4240
% App. Total	24	52.1	21.7	2.3		3.2	92.5	4.2	0.1		34.7	56.9	7.7	0.7		6.4	87.5	6	0.1		
PHF	.923	.921	.835	.750	.928	.883	.901	.773	.250	.901	.900	.728	.533	.375	.811	.730	.928	.821	.250	.912	.970

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

Intersection Turning Movement Count

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

File Name : Hillsborough&Nebraska
 Site Code : 1202103
 Start Date : 5/9/2018
 Page No : 2

Start Time	NEBRASKA AVENUE Southbound					HILLSBOROUGH AVENUE Westbound					NEBRASKA AVENUE Northbound					HILLSBOROUGH AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM					07:00 AM					07:15 AM					07:00 AM				
+0 mins.	68	142	62	6	278	14	420	19	1	454	40	57	15	1	113	11	258	18	0	287
+15 mins.	61	147	68	6	282	15	344	11	0	370	37	81	8	2	128	19	235	11	0	265
+30 mins.	57	148	53	8	266	11	338	16	0	365	37	59	7	0	103	25	269	19	0	313
+45 mins.	54	139	55	5	253	13	412	22	0	447	41	54	6	1	102	18	237	21	1	277
Total Volume	240	576	238	25	1079	53	1514	68	1	1636	155	251	36	4	446	73	999	69	1	1142
% App. Total	22.2	53.4	22.1	2.3		3.2	92.5	4.2	0.1		34.8	56.3	8.1	0.9		6.4	87.5	6	0.1	
PHF	.882	.973	.875	.781	.957	.883	.901	.773	.250	.901	.945	.775	.600	.500	.871	.730	.928	.821	.250	.912

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:15 PM

	04:15 PM					04:30 PM					04:45 PM					05:00 PM					
04:15 PM	36	89	25	13	163	10	413	37	2	462	39	114	18	1	172	32	308	16	2	358	1155
04:30 PM	53	88	18	13	172	19	350	47	3	419	42	116	7	1	166	52	243	18	6	319	1076
04:45 PM	43	116	35	2	196	15	373	33	1	422	51	165	15	1	232	36	270	11	1	318	1168
05:00 PM	41	82	24	7	154	7	331	37	3	378	52	142	9	1	204	39	311	19	4	373	1109
Total Volume	173	375	102	35	685	51	1467	154	9	1681	184	537	49	4	774	159	1132	64	13	1368	4508
% App. Total	25.3	54.7	14.9	5.1		3	87.3	9.2	0.5		23.8	69.4	6.3	0.5		11.6	82.7	4.7	1		
PHF	.816	.808	.729	.673	.874	.671	.888	.819	.750	.910	.885	.814	.681	1.00	.834	.764	.910	.842	.542	.917	.965

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM					04:00 PM					04:45 PM					04:15 PM				
+0 mins.	32	101	31	6	170	11	330	34	5	380	51	165	15	1	232	32	308	16	2	358
+15 mins.	36	89	25	13	163	10	413	37	2	462	52	142	9	1	204	52	243	18	6	319
+30 mins.	53	88	18	13	172	19	350	47	3	419	47	131	11	1	190	36	270	11	1	318
+45 mins.	43	116	35	2	196	15	373	33	1	422	61	150	18	1	230	39	311	19	4	373
Total Volume	164	394	109	34	701	55	1466	151	11	1683	211	588	53	4	856	159	1132	64	13	1368
% App. Total	23.4	56.2	15.5	4.9		3.3	87.1	9	0.7		24.6	68.7	6.2	0.5		11.6	82.7	4.7	1	
PHF	.774	.849	.779	.654	.894	.724	.887	.803	.550	.911	.865	.891	.736	1.000	.922	.764	.910	.842	.542	.917

Intersection Turning Movement Count

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

File Name : Hillsborough&Nebraska
 Site Code : 1202103
 Start Date : 5/9/2018
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	NEBRASKA AVENUE Southbound					HILLSBOROUGH AVENUE Westbound					NEBRASKA AVENUE Northbound					HILLSBOROUGH AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	0	2	0	0	2	0	20	3	0	23	0	3	0	0	3	0	6	1	0	7	35
07:15 AM	1	1	1	0	3	1	21	1	1	24	1	1	0	0	2	1	8	1	0	10	39
07:30 AM	2	4	2	0	8	0	22	3	0	25	0	1	0	0	1	0	12	3	0	15	49
07:45 AM	0	2	1	0	3	1	31	0	0	32	0	3	0	0	3	0	10	1	0	11	49
Total	3	9	4	0	16	2	94	7	1	104	1	8	0	0	9	1	36	6	0	43	172
08:00 AM	0	2	0	0	2	0	29	0	0	29	1	1	0	0	2	0	10	0	0	10	43
08:15 AM	1	5	2	0	8	1	21	0	0	22	2	3	0	0	5	0	17	0	0	17	52
08:30 AM	0	2	0	0	2	0	21	3	0	24	1	3	0	0	4	2	15	0	0	17	47
08:45 AM	4	3	2	1	10	2	34	2	0	38	1	1	0	0	2	1	8	0	0	9	59
Total	5	12	4	1	22	3	105	5	0	113	5	8	0	0	13	3	50	0	0	53	201
*** BREAK ***																					
04:00 PM	6	3	0	0	9	0	10	1	0	11	0	4	0	0	4	2	7	1	0	10	34
04:15 PM	1	2	1	1	5	0	12	1	0	13	0	1	2	0	3	2	13	0	0	15	36
04:30 PM	2	6	0	0	8	1	11	1	0	13	1	2	0	0	3	1	11	0	0	12	36
04:45 PM	0	1	0	0	1	0	8	0	0	8	0	6	0	0	6	1	10	0	0	11	26
Total	9	12	1	1	23	1	41	3	0	45	1	13	2	0	16	6	41	1	0	48	132
05:00 PM	1	4	0	0	5	1	5	0	0	6	0	1	1	0	2	0	14	1	0	15	28
05:15 PM	1	0	0	0	1	0	10	0	0	10	0	3	0	0	3	1	12	0	0	13	27
05:30 PM	1	4	0	0	5	0	9	2	0	11	2	2	0	0	4	0	5	0	0	5	25
05:45 PM	1	3	0	0	4	0	9	1	0	10	0	2	1	0	3	0	9	1	0	10	27
Total	4	11	0	0	15	1	33	3	0	37	2	8	2	0	12	1	40	2	0	43	107
Grand Total	21	44	9	2	76	7	273	18	1	299	9	37	4	0	50	11	167	9	0	187	612
Apprch %	27.6	57.9	11.8	2.6		2.3	91.3	6	0.3		18	74	8	0		5.9	89.3	4.8	0		
Total %	3.4	7.2	1.5	0.3	12.4	1.1	44.6	2.9	0.2	48.9	1.5	6	0.7	0	8.2	1.8	27.3	1.5	0	30.6	

Start Time	NEBRASKA AVENUE Southbound					HILLSBOROUGH AVENUE Westbound					NEBRASKA AVENUE Northbound					HILLSBOROUGH AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	2	0	0	2	0	29	0	0	29	1	1	0	0	2	0	10	0	0	10	43
08:15 AM	1	5	2	0	8	1	21	0	0	22	2	3	0	0	5	0	17	0	0	17	52
08:30 AM	0	2	0	0	2	0	21	3	0	24	1	3	0	0	4	2	15	0	0	17	47
08:45 AM	4	3	2	1	10	2	34	2	0	38	1	1	0	0	2	1	8	0	0	9	59
Total Volume	5	12	4	1	22	3	105	5	0	113	5	8	0	0	13	3	50	0	0	53	201
% App. Total	22.7	54.5	18.2	4.5		2.7	92.9	4.4	0		38.5	61.5	0	0		5.7	94.3	0	0		
PHF	.313	.600	.500	.250	.550	.375	.772	.417	.000	.743	.625	.667	.000	.000	.650	.375	.735	.000	.000	.779	.852

Intersection Turning Movement Count

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

File Name : Hillsborough&Nebraska
 Site Code : 1202103
 Start Date : 5/9/2018
 Page No : 2

Start Time	NEBRASKA AVENUE Southbound					HILLSBOROUGH AVENUE Westbound					NEBRASKA AVENUE Northbound					HILLSBOROUGH AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. 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					08:00 AM					07:45 AM					07:45 AM				
+0 mins.	0	2	0	0	2	0	29	0	0	29	0	3	0	0	3	0	10	1	0	11
+15 mins.	1	5	2	0	8	1	21	0	0	22	1	1	0	0	2	0	10	0	0	10
+30 mins.	0	2	0	0	2	0	21	3	0	24	2	3	0	0	5	0	17	0	0	17
+45 mins.	4	3	2	1	10	2	34	2	0	38	1	3	0	0	4	2	15	0	0	17
Total Volume	5	12	4	1	22	3	105	5	0	113	4	10	0	0	14	2	52	1	0	55
% App. Total	22.7	54.5	18.2	4.5		2.7	92.9	4.4	0		28.6	71.4	0	0		3.6	94.5	1.8	0	
PHF	.313	.600	.500	.250	.550	.375	.772	.417	.000	.743	.500	.833	.000	.000	.700	.250	.765	.250	.000	.809

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

	04:00 PM					04:00 PM					04:00 PM					04:15 PM				
04:00 PM	6	3	0	0	9	0	10	1	0	11	0	4	0	0	4	2	7	1	0	10
04:15 PM	1	2	1	1	5	0	12	1	0	13	0	1	2	0	3	2	13	0	0	15
04:30 PM	2	6	0	0	8	1	11	1	0	13	1	2	0	0	3	1	11	0	0	12
04:45 PM	0	1	0	0	1	0	8	0	0	8	0	6	0	0	6	1	10	0	0	11
Total Volume	9	12	1	1	23	1	41	3	0	45	1	13	2	0	16	6	41	1	0	48
% App. Total	39.1	52.2	4.3	4.3		2.2	91.1	6.7	0		6.2	81.2	12.5	0		12.5	85.4	2.1	0	
PHF	.375	.500	.250	.250	.639	.250	.854	.750	.000	.865	.250	.542	.250	.000	.667	.750	.788	.250	.000	.800

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM					04:00 PM					04:00 PM					04:15 PM				
+0 mins.	6	3	0	0	9	0	10	1	0	11	0	4	0	0	4	2	13	0	0	15
+15 mins.	1	2	1	1	5	0	12	1	0	13	0	1	2	0	3	1	11	0	0	12
+30 mins.	2	6	0	0	8	1	11	1	0	13	1	2	0	0	3	1	10	0	0	11
+45 mins.	0	1	0	0	1	0	8	0	0	8	0	6	0	0	6	0	14	1	0	15
Total Volume	9	12	1	1	23	1	41	3	0	45	1	13	2	0	16	4	48	1	0	53
% App. Total	39.1	52.2	4.3	4.3		2.2	91.1	6.7	0		6.2	81.2	12.5	0		7.5	90.6	1.9	0	
PHF	.375	.500	.250	.250	.639	.250	.854	.750	.000	.865	.250	.542	.250	.000	.667	.500	.857	.250	.000	.883

Intersection Turning Movement Count

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

File Name : Hillsborough&Nebraska
 Site Code : 1202103
 Start Date : 5/9/2018
 Page No : 1

Groups Printed- UTurns

Start Time	NEBRASKA AVENUE Southbound					HILLSBOROUGH AVENUE Westbound					NEBRASKA AVENUE Northbound					HILLSBOROUGH AVENUE Eastbound					Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total		
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7
07:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	7	0	0	0	0	7	8
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	21	0	0	0	0	21	22
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11	11
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7
08:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	10	0	0	0	0	10	11
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	9
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	37	0	0	0	0	37	38
*** BREAK ***																						
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
04:30 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	4	0	0	0	0	4	7
*** BREAK ***																						
Total	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	10	0	0	0	0	10	13
05:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	5	0	0	0	0	5	6
05:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	6	0	0	0	0	6	7
05:30 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	9	0	0	0	0	9	12
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7
Total	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	27	0	0	0	0	27	32
Grand Total	0	0	0	0	0	10	0	0	0	10	0	0	0	0	0	95	0	0	0	0	95	105
Apprch %	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	100	
Total %	0	0	0	0	0	9.5	0	0	0	9.5	0	0	0	0	0	90.5	0	0	0	0	90.5	

Start Time	NEBRASKA AVENUE Southbound					HILLSBOROUGH AVENUE Westbound					NEBRASKA AVENUE Northbound					HILLSBOROUGH AVENUE Eastbound					Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 08:00 AM																						
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11	11
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7
08:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	10	0	0	0	0	10	11
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	9
Total Volume	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	37	0	0	0	0	37	38
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	100	
PHF	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.841	.000	.000	.000	.000	.841	.864

Intersection Turning Movement Count

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

File Name : Hillsborough&Nebraska
 Site Code : 1202103
 Start Date : 5/9/2018
 Page No : 2

Start Time	NEBRASKA AVENUE Southbound					HILLSBOROUGH AVENUE Westbound					NEBRASKA AVENUE Northbound					HILLSBOROUGH AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. 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					07:45 AM					07:00 AM					08:00 AM				
+0 mins.	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	11	0	0	0	11
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10
+45 mins.	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	9	0	0	0	9
Total Volume	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	37	0	0	0	37
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0
PHF	.000	.000	.000	.000	.000	.500	.000	.000	.000	.500	.000	.000	.000	.000	.000	.841	.000	.000	.000	.841

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

	05:00 PM					05:15 PM					05:30 PM					05:45 PM				
05:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	5	0	0	0	5
05:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	6	0	0	0	6
05:30 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	9	0	0	0	9
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7
Total Volume	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	27	0	0	0	27
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0
PHF	.000	.000	.000	.000	.000	.417	.000	.000	.000	.417	.000	.000	.000	.000	.000	.750	.000	.000	.000	.750

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:00 PM					04:30 PM					12:00 PM					05:00 PM				
+0 mins.	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	5	0	0	0	5
+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	1	0	0	0	1	0	0	0	0	0	9	0	0	0	9
+45 mins.	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	7	0	0	0	7
Total Volume	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	27	0	0	0	27
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0
PHF	.000	.000	.000	.000	.000	.417	.000	.000	.000	.417	.000	.000	.000	.000	.000	.750	.000	.000	.000	.750

Intersection Pedestrian & Bicycle Count

Date: 5/9/18

Day: Wednesday

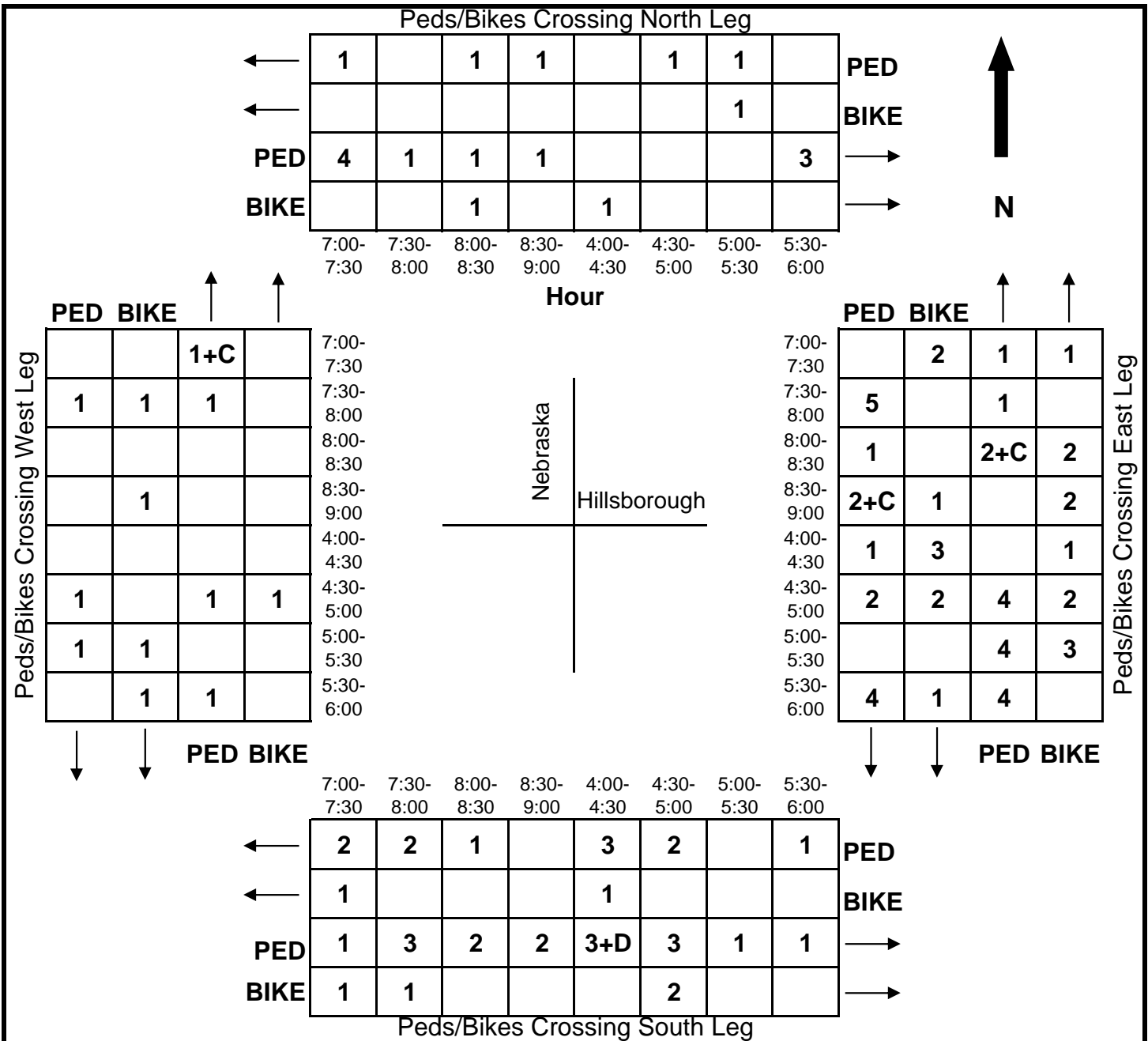
Count Times: 7-9am & 4-6pm

Weather: Clear

Intersection: Hillsborough Avenue & Nebraska Avenue

Comments: _____

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



FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 10 - HILLSBOROUGH

SITE: 2622 - RP, SB SR93/I-275 TO SR600/HILLSBOROUGH AVE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	9300 F	0	0	9.00	99.90	6.20
2019	9700 C	S 9700	0	9.00	99.90	5.20
2018	11500 S	0	0	9.00	99.90	3.80
2017	11000 F	0	0	9.00	99.90	10.80
2016	10500 C	S 10500	0	9.00	99.90	4.30
2015	10000 T	0	0	9.00	99.90	4.10
2014	10500 S	0	0	9.00	99.90	5.00
2013	10500 F	0	0	9.00	99.90	5.00
2012	10000 C	S 10000	0	9.00	99.90	5.00
2011	11500 S	0	0	9.00	99.90	4.60
2010	11500 F	0	0	9.03	99.99	4.60
2009	11500 C	S 11500	0	8.74	99.99	5.00
2008	10500 C	S 10500	0	8.79	99.99	4.40
2007	9300 C	S 9300	0	8.44	99.99	4.40

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: 2623 - RP, SR600/HILLSBOROUGH AVE TO NB SR93/I-275

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	11500 F	0	0	9.00	99.90	6.20
2019	12000 C	N 12000	0	9.00	99.90	5.20
2018	13500 S	0	0	9.00	99.90	3.80
2017	13000 F	0	0	9.00	99.90	10.80
2016	12000 C	N 12000	0	9.00	99.90	4.30
2015	11500 T	0	0	9.00	99.90	4.10
2014	12000 S	0	0	9.00	99.90	5.00
2013	12000 F	0	0	9.00	99.90	5.00
2012	11500 C	N 11500	0	9.00	99.90	5.00
2011	12000 S	0	0	9.00	99.90	4.60
2010	12000 F	0	0	9.03	99.99	4.60
2009	12000 C	N 12000	0	8.74	99.99	5.00
2008	11000 C	N 11000	0	8.79	99.99	4.40
2007	9300 C	N 9300	0	8.44	99.99	4.40

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: 2624 - RP, NB SR93/I-275 TO WB SR600/HILLSBOROUGH AVE

YEAR	AADT		DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	6900	F	0	0	9.00	99.90	6.20
2019	7200	C	W 7200	0	9.00	99.90	5.20
2018	8200	S	0	0	9.00	99.90	3.80
2017	7800	F	0	0	9.00	99.90	10.80
2016	7300	C	W 7300	0	9.00	99.90	4.30
2015	5000	T	0	0	9.00	99.90	4.10
2014	5200	S			9.00	99.90	5.00
2013	5100	F	0	0	9.00	99.90	5.00
2012	5000	C	W 5000	0	9.00	99.90	5.00
2011	5300	S	0	0	9.00	99.90	4.60
2010	5300	F	0	0	9.03	99.99	4.60
2009	5400	C	W 5400	0	8.74	99.99	5.00
2008	5200	C	W 5200	0	8.79	99.99	4.40
2007	4600	C	W 4600	0	8.44	99.99	4.40

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: 2625 - RP, SR600/HILLSBOROUGH AVE TO SB SR93/I-275

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	11000 F	0	0	9.00	99.90	6.20
2019	11500 C	S 11500	0	9.00	99.90	5.20
2018	13000 S	0	0	9.00	99.90	3.80
2017	12500 F	0	0	9.00	99.90	10.80
2016	11500 C	S 11500	0	9.00	99.90	4.30
2015	10500 T	0	0	9.00	99.90	4.10
2014	11000 S	0	0	9.00	99.90	5.00
2013	11000 F	0	0	9.00	99.90	5.00
2012	10500 C	S 10500	0	9.00	99.90	5.00
2011	9800 S	0	0	9.00	99.90	4.60
2010	9800 F	0	0	9.03	99.99	4.60
2009	10000 C	S 10000	0	8.74	99.99	5.00
2008	9800 C	S 9800	0	8.79	99.99	4.40
2007	8500 C	S 8500	0	8.44	99.99	4.40

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: 2626 - RP, NB SR93/I-275 TO EB SR600/HILLSBOROUGH AVE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	3800 F	0	0	9.00	99.90	6.20
2019	4000 C	E 4000	0	9.00	99.90	5.20
2018	4700 S	0	0	9.00	99.90	3.80
2017	4500 F	0	0	9.00	99.90	10.80
2016	4200 C	E 4200	0	9.00	99.90	4.30
2015	3900 T	0	0	9.00	99.90	4.10
2014	4100 S	0	0	9.00	99.90	5.00
2013	4000 F	0	0	9.00	99.90	5.00
2012	3900 C	E 3900	0	9.00	99.90	5.00
2011	4000 S	0	0	9.00	99.90	4.60
2010	4000 F	0	0	9.03	99.99	4.60
2009	4100 C	E 4100	0	8.74	99.99	5.00
2008	4100 C	E 4100	0	8.79	99.99	4.40
2007	3900 C	E 3900	0	8.44	99.99	4.40

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: 5081 - SR 45/US 41/N NEBRASKA AVE, NORTH OF SR 600/HILLSBOROUGH AVE

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR	
2020	16100	C	N	7700	S	8400	9.00	58.10	3.60
2019	20000	F	N	10000	S	10000	9.00	58.90	3.10
2018	19900	C	N	9900	S	10000	9.00	59.70	3.10
2017	18300	F	N	9100	S	9200	9.00	59.60	3.30
2016	17700	C	N	8800	S	8900	9.00	57.00	3.30
2015	18600	C	N	9400	S	9200	9.00	56.80	3.60
2014	19000	F	N	9500	S	9500	9.00	58.60	3.40
2013	19000	C	N	9500	S	9500	9.00	58.20	3.40
2012	19800	C	N	9900	S	9900	9.00	59.00	3.30
2011	20200	C	N	9700	S	10500	9.00	57.20	3.10
2010	19700	C	N	9900	S	9800	9.51	56.00	2.40
2009	19400	C	N	9700	S	9700	9.54	55.72	3.20
2008	20500	C	N	10000	S	10500	9.13	55.29	3.00
2007	26000	C	N	13000	S	13000	9.52	56.79	3.00
2006	23500	C	N	11500	S	12000	9.41	55.29	3.80
2005	22000	C	N	10500	S	11500	9.70	55.90	2.40

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: 5163 - SR 600/US 92/E HILLSBOROUGH AVE, E OF FLORIDA AVE/SR 685/US41BUS

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	46500	C	E 23000		W 23500	9.00	58.10	6.50
2019	52500	F	E 25500		W 27000	9.00	58.90	5.70
2018	51500	C	E 25000		W 26500	9.00	59.70	5.70
2017	53000	F	E 25500		W 27500	9.00	59.60	5.80
2016	51500	C	E 25000		W 26500	9.00	57.00	5.80
2015	54000	C	E 25500		W 28500	9.00	56.80	4.10
2014	53500	F	E 26500		W 27000	9.00	58.60	5.70
2013	53500	C	E 26500		W 27000	9.00	58.20	4.20
2012	57000	C	E 29000		W 28000	9.00	59.00	3.80
2011	63500	C	E 31500		W 32000	9.00	57.20	3.90
2010	57000	C	E 28000		W 29000	9.51	56.00	4.00
2009	54500	C	E 27000		W 27500	9.54	55.72	2.80
2008	56500	C	E 28500		W 28000	9.13	55.29	4.30
2007	60000	C	E 30000		W 30000	9.52	56.79	4.20
2006	58000	C	E 29500		W 28500	9.41	55.29	6.00
2005	57500	C	E 28000		W 29500	9.70	55.90	8.60

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: 5164 - SR 600/US 92/E HILLSBOROUGH AVE, W OF NEBRASKA AVE, SR 45

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	38000	C	E 18500		W 19500	9.00	58.10	5.30
2019	46000	F	E 21500		W 24500	9.00	58.90	3.70
2018	45000	C	E 21000		W 24000	9.00	59.70	3.70
2017	47500	F	E 22000		W 25500	9.00	59.60	3.90
2016	46500	C	E 21500		W 25000	9.00	57.00	3.90
2015	45000	C	E 21500		W 23500	9.00	56.80	4.10
2014	43500	F	E 20500		W 23000	9.00	58.60	4.50
2013	43500	C	E 20500		W 23000	9.00	58.20	4.50
2012	48500	F	E 23500		W 25000	9.00	59.00	3.50
2011	48500	C	E 23500		W 25000	9.00	57.20	3.50
2010	47000	C	E 22500		W 24500	9.51	56.00	4.00
2009	50000	C	E 24500		W 25500	9.54	55.72	4.10
2008	48000	C	E 23500		W 24500	9.13	55.29	4.20
2007	48500	C	E 23500		W 25000	9.52	56.79	4.50
2006	57500	C	E 29000		W 28500	9.41	55.29	6.30
2005	50000	C	E 25500		W 24500	9.70	55.90	8.60

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: 5165 - SR 600/US 92/US 41/E HILLSBOROUGH AVE, EAST OF SR 45/NEBRASKA AVE

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	45500	S	E 22000		W 23500	9.00	58.10	3.80
2019	46500	F	E 22500		W 24000	9.00	58.90	3.80
2018	45500	C	E 22000		W 23500	9.00	59.70	3.80
2017	48000	F	E 22000		W 26000	9.00	59.60	4.30
2016	47000	C	E 21500		W 25500	9.00	57.00	4.30
2015	45000	C	E 21500		W 23500	9.00	56.80	4.10
2014	47500	F	E 22500		W 25000	9.00	58.60	4.10
2013	47500	C	E 22500		W 25000	9.00	58.20	4.10
2012	49500	F	E 24000		W 25500	9.00	59.00	3.80
2011	49500	C	E 24000		W 25500	9.00	57.20	3.80
2010	49500	C	E 24000		W 25500	9.51	56.00	4.60
2009	48000	C	E 22500		W 25500	9.54	55.72	4.50
2008	55500	C	E 27000		W 28500	9.13	55.29	4.50
2007	54000	C	E 26500		W 27500	9.52	56.79	4.50
2006	54500	C	E 27500		W 27000	9.41	55.29	5.60
2005	60500	C	E 27000		W 33500	9.70	55.90	8.60

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: 5341 - SR 45/N NEBRASKA AVE, S OF GENESSEE ST

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR	
2020	12600	C	N	6200	S	6400	9.00	58.10	4.10
2019	16500	E					9.00	58.90	4.60
2018	16000	S	N	8000	S	8000	9.00	59.70	3.50
2017	15600	F	N	7800	S	7800	9.00	59.60	3.50
2016	15200	C	N	7600	S	7600	9.00	57.00	3.50
2015	15500	S	N	8100	S	7400	9.00	56.80	4.30
2014	15500	F	N	8100	S	7400	9.00	58.60	4.40
2013	15500	C	N	8100	S	7400	9.00	58.20	3.00
2012	15900	C	N	7900	S	8000	9.00	59.00	3.00
2011	15600	C	N	7500	S	8100	9.00	57.20	3.00
2010	15100	C	N	7600	S	7500	9.51	56.00	3.50
2009	14400	C	N	7300	S	7100	9.54	55.72	4.20
2008	15000	C	N	7300	S	7700	9.13	55.29	4.00
2007	16800	C	N	8500	S	8300	9.52	56.79	5.00
2006	19000	C	N	9300	S	9700	9.41	55.29	3.00
2005	17200	C	N	8300	S	8900	9.70	55.90	2.80

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

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

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2020 HISTORICAL AADT REPORT

COUNTY: 10 - HILLSBOROUGH

SITE: 9100 - CENTRAL AVE, N OF LAKE AVE

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2020	3500 X		0		0	9.00	58.10	8.10
2019	3600 X		0		0	9.00	58.90	7.20
2018	3500 X		0		0	9.00	59.70	5.70
2017	3400 6		0		0	9.00	59.60	7.90
2016	3300 V		0		0	9.00	57.00	6.80
2015	3200 R		0		0	9.00	56.80	6.90
2014	3200 T					9.00	58.60	9.10
2013	3200 S		0		0	9.00	58.20	7.20
2012	3200 F		0		0	9.00	59.00	6.60
2011	3200 C	N	0	S	0	9.00	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

Appendix E

Volume Development Report

Volume Development Report *(Draft)*

Interchange Operational Analysis Report (IOAR)

Hillsborough County, Florida
I-275 (SR 93) at Hillsborough Avenue (US 92/SR 600)

Financial Project ID: 436732-2

Prepared For:

Florida Department of Transportation, District 7
11201 McKinley Drive, Tampa, FL 33612



November, 2021

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Appendices

Appendix A: Methodology Letter of Understanding (MLOU)

Appendix B: I-275 PD&E Study Volumes

Appendix C: 2019 Florida Traffic Online Historical Counts

1.0 Introduction

The Florida Department of Transportation (FDOT) District Seven is conducting an Interchange Operational Analysis Report (IOAR) to identify safety, operational, and engineering improvements for the I-275 at Hillsborough Avenue interchange within Hillsborough County. The improvements are consistent with the I-275 Project Development and Environment (PD&E) Study (FPID: 431821-1-22-01) from north of Dr. Martin Luther King, Jr. Boulevard (SR 574) to north of Bearss Avenue (SR 678/CR 582). The area of influence (AOI) for this IOAR, as depicted in **Figure 1.1**, includes Hillsborough Avenue from west of Central Avenue to east of Nebraska Avenue. **Figure 1.2** displays the project location of the I-275 and Hillsborough Avenue interchange with respect to adjacent interchanges.

Due to the impacts of COVID-19 on data collection efforts, the 2018 data collection conducted to support the I-275 PD&E Study serve as a basis for this effort. Existing year (2021) volumes were developed based on the 2018 and 2025 volumes in the I-275 PD&E Study and checked to ensure volumes used for analysis are greater than comparable 2019 Florida Traffic Online (FTO) count sites. Future year 2025 volume stays the same as the I-275 PD&E Study and future year 2035 volumes were developed based on the 2025 and 2045 volumes in the I-275 PD&E Study. This analysis is consistent with the FDOT approved Methodology Letter of Understanding (MLOU) developed for the IOAR and can be found in **Appendix A**.

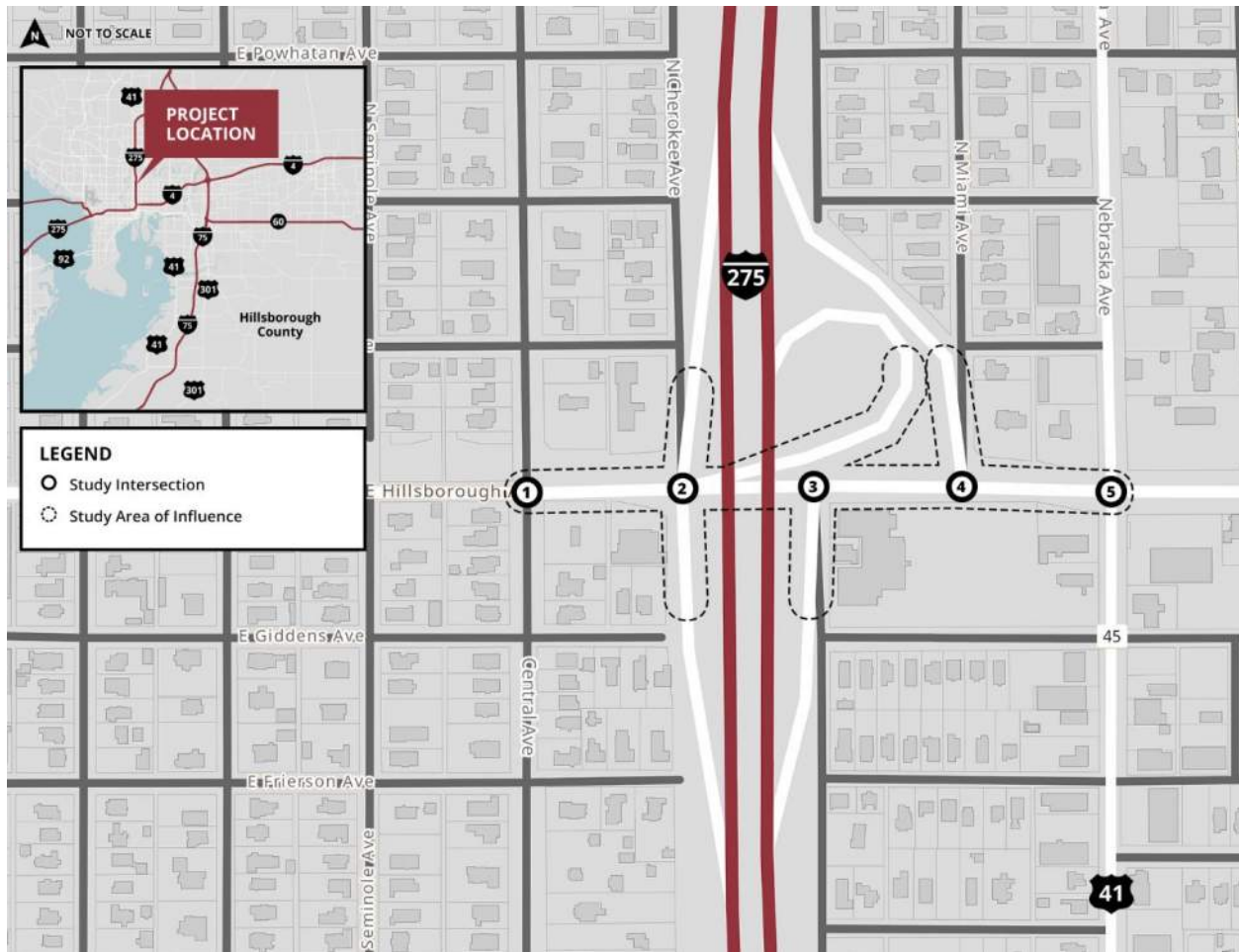


Figure 1.1: Area of Influence Map

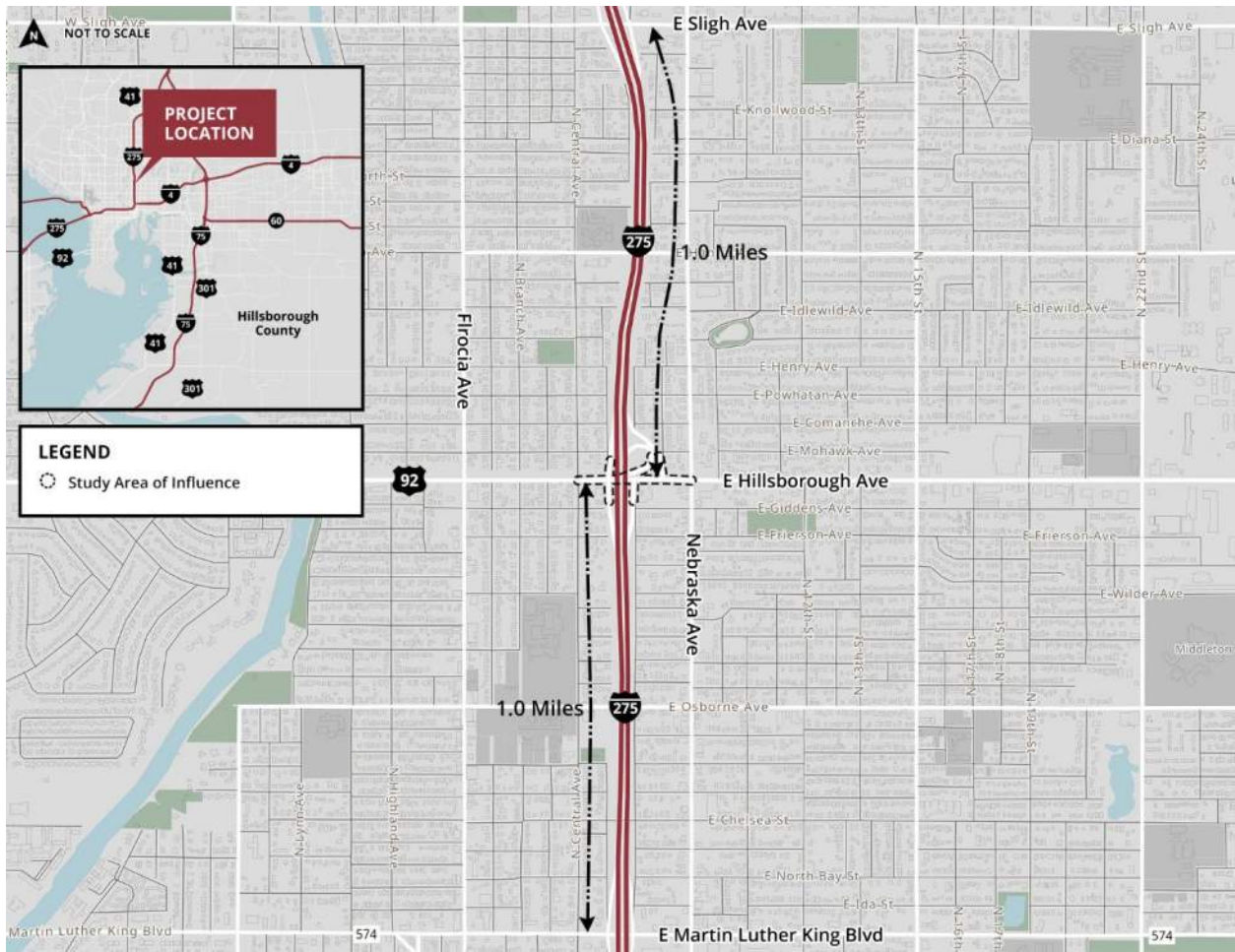


Figure 1.2: Project Location Map

2.0 Volume Development

2.1 Forecast Check

Volumes developed for the I-275 PD&E Study are used directly to estimate the existing year (2021) and design year (2035) volumes for this IOAR. The existing year (2018), opening year (2025), and design year (2045) Annual Average Daily Traffic (AADT) and Directional Design Hour Volumes (DDHVs) from the I-275 PD&E Study were reviewed for reasonableness. The I-275 PD&E Study existing and forecasted AADTs were smoothed and balanced, except for two locations with imbalanced DDHVs, which were identified and adjusted as stated below:

- Eastbound through AM traffic at intersection of Hillsborough Avenue and Nebraska Avenue deducted by 30 to match with the upstream traffic for years 2018 and 2025
- Southbound through PM traffic at intersection of Hillsborough Avenue and I-275 south ramps deducted by 40 to balance the traffic on I-275 southbound on-ramp for year 2018. Traffic is reduced from Cherokee Avenue to maintain the I-275 PD&E Study traffic on southbound ramps. Same adjustment was placed on years 2025 and 2045 PM traffic by deducting Cherokee Avenue southbound through traffic by 41, and 35 respectively.

The I-275 PD&E Study years 2018, 2025, and 2045 AADTs, resulting annual growth rates (AGR), and comparisons of 2019 AADT values for FTO historical counts to interpolation results can be found in **Table 2.1**. Data from 2019 instead of 2020 was used to reflect pre-COVID conditions. The 2019 FTO data (taken from the 2020 FTO database) used for comparison can be found in **Appendix C**.

Table 2.1: Forecast Review

Segment	I-275 PD&E Study			AGR		2019 AADT	
	2018	2025	2045	2018-2025	2025-2045	Interpolated	FTO
Hillsborough Avenue							
West of Central Avenue	53,500	59,000	66,000	1.5%	0.6%	54,300	-
Central Avenue to SB I-275 Ramps	57,500	63,000	70,000	1.4%	0.6%	58,300	-
SB I-275 Ramps to NB I-275 Off-Ramp	54,900	59,600	66,200	1.2%	0.6%	55,600	-
NB I-275 Off-Ramp to NB I-275 On-Ramp	61,700	67,300	76,400	1.3%	0.7%	62,500	-
NB I-275 On-Ramp to Nebraska Avenue	50,500	55,500	62,000	1.4%	0.6%	51,300	46,000
East of Nebraska Avenue	48,000	54,000	60,000	1.8%	0.6%	48,900	46,500
Central Avenue							
North of Hillsborough Avenue	6,000	6,500	7,500	1.2%	0.8%	6,100	-
South of Hillsborough Avenue	4,500	5,500	6,000	3.2%	0.5%	4,600	-
Nebraska Avenue							
North of Hillsborough Avenue	19,500	25,000	26,500	4.0%	0.3%	20,300	-
South of Hillsborough Avenue	15,500	19,000	20,000	3.2%	0.3%	16,000	-
I-275 Ramps							
I-275 Southbound On-Ramp	12,500	14,200	19,000	1.9%	1.7%	12,700	11,500
I-275 Southbound Off-Ramp	11,000	11,900	14,600	1.2%	1.1%	11,100	9,700
I-275 Northbound Off-Ramp	4,500	5,100	7,000	1.9%	1.9%	4,600	4,000
I-275 Northbound Off-Ramp (Loop)	7,800	8,400	10,000	1.1%	1.0%	7,900	7,200
I-275 Northbound On-Ramp	13,000	13,800	16,000	0.9%	0.8%	13,100	12,000

Based upon the results of the comparison between the 2019 FTO historical counts and interpolated values, the I-275 PD&E Study forecasts consistently estimated demand, but did tend slightly higher, within the AOI. Based on these results, the use of interpolation to develop design traffic has merit and is recommended for use in estimating existing year (2021) values for this IOAR.

2.2 Existing Year (2021) Volume Development

2.2.1 Existing Year (2021) AADTs

To calculate existing year (2021) AADTs, interpolation between the I-275 PD&E Study existing year (2018) and opening year (2025) was done and can be found in **Table 2.2** and depicted in **Figure 2.1**.

Table 2.2: Existing Year (2021) AADT Calculation

Segment	I-275 PD&E Study		AGR	Existing Year (2021) AADT
	2018	2025		
Hillsborough Avenue				
West of Central Avenue	53,500	59,000	1.5%	55,900
Central Avenue to SB I-275 Ramps	57,500	63,000	1.4%	59,900
SB I-275 Ramps to NB I-275 Off-Ramp	54,900	59,600	1.2%	57,000
NB I-275 Off-Ramp to NB I-275 On-Ramp	61,700	67,300	1.3%	64,100
NB I-275 On-Ramp to Nebraska Avenue	50,500	55,500	1.4%	52,700
East of Nebraska Avenue	48,000	54,000	1.8%	50,600
Central Avenue				
North of Hillsborough Avenue	6,000	6,500	1.2%	6,300
South of Hillsborough Avenue	4,500	5,500	3.2%	5,000
Nebraska Avenue				
North of Hillsborough Avenue	19,500	25,000	4.0%	21,900
South of Hillsborough Avenue	15,500	19,000	3.2%	17,000
I-275 Ramps				
I-275 Southbound On-Ramp	12,500	14,200	1.9%	13,300
I-275 Southbound Off-Ramp ¹	11,400	12,300	1.1%	11,800
I-275 Northbound Off-Ramp ²	4,700	5,300	1.8%	5,000
I-275 Northbound Off-Ramp (Loop)	7,800	8,400	1.1%	8,000
I-275 Northbound On-Ramp ³	13,400	14,200	0.9%	13,800

1. Includes AADT on Cherokee Avenue, separated in Figure 2.1.
2. Includes AADT on Taliaferro Avenue, separated in Figure 2.1.
3. Includes AADT on Miami Avenue, separated in Figure 2.1.

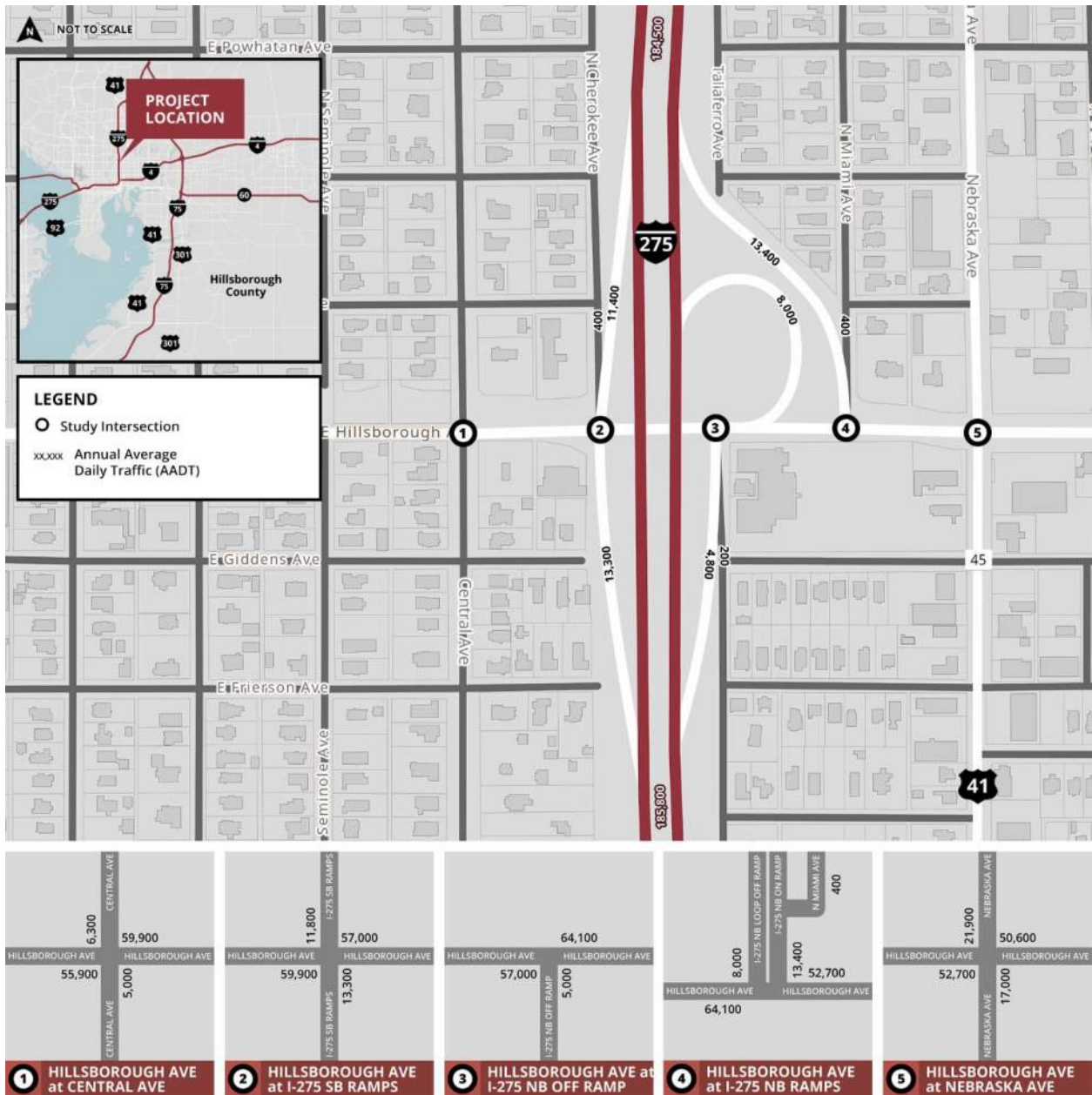


Figure 2.1: Existing Year (2021) AADTs

2.2.2 Existing Year (2021) DDHVs

Based on the forecast review, use of the recommended design traffic factors as found in the MLOU, and consistency with the I-275 PD&E Study 2018 and balanced 2025 DDHVs, linear interpolation was employed to yield the existing year (2021) DDHVs for this analysis. The existing year (2021) DDHVs can be found in **Figure 2.2**. Design traffic factors, including design hour factor (K), and directional factor (D) are consistent with the I-275 PD&E Study and were established in the Methodology Letter of Understanding which can be found in **Appendix A**. There is some variation of D factors in the balanced volumes, however the D factors from the I-275 PD&E Study were maintained as stated in the MLOU. Reported factors for use in all analysis are shown in **Table 2.3**. Detailed information of K and D variation is shown in Appendix B.

Table 2.3: Design Traffic Factors

Segment	Recommended Traffic Factors	
	K	D ¹
I-275 Ramps	9%	57%
Hillsborough Avenue	9%	57%

1. D factor varies due to traffic balancing.

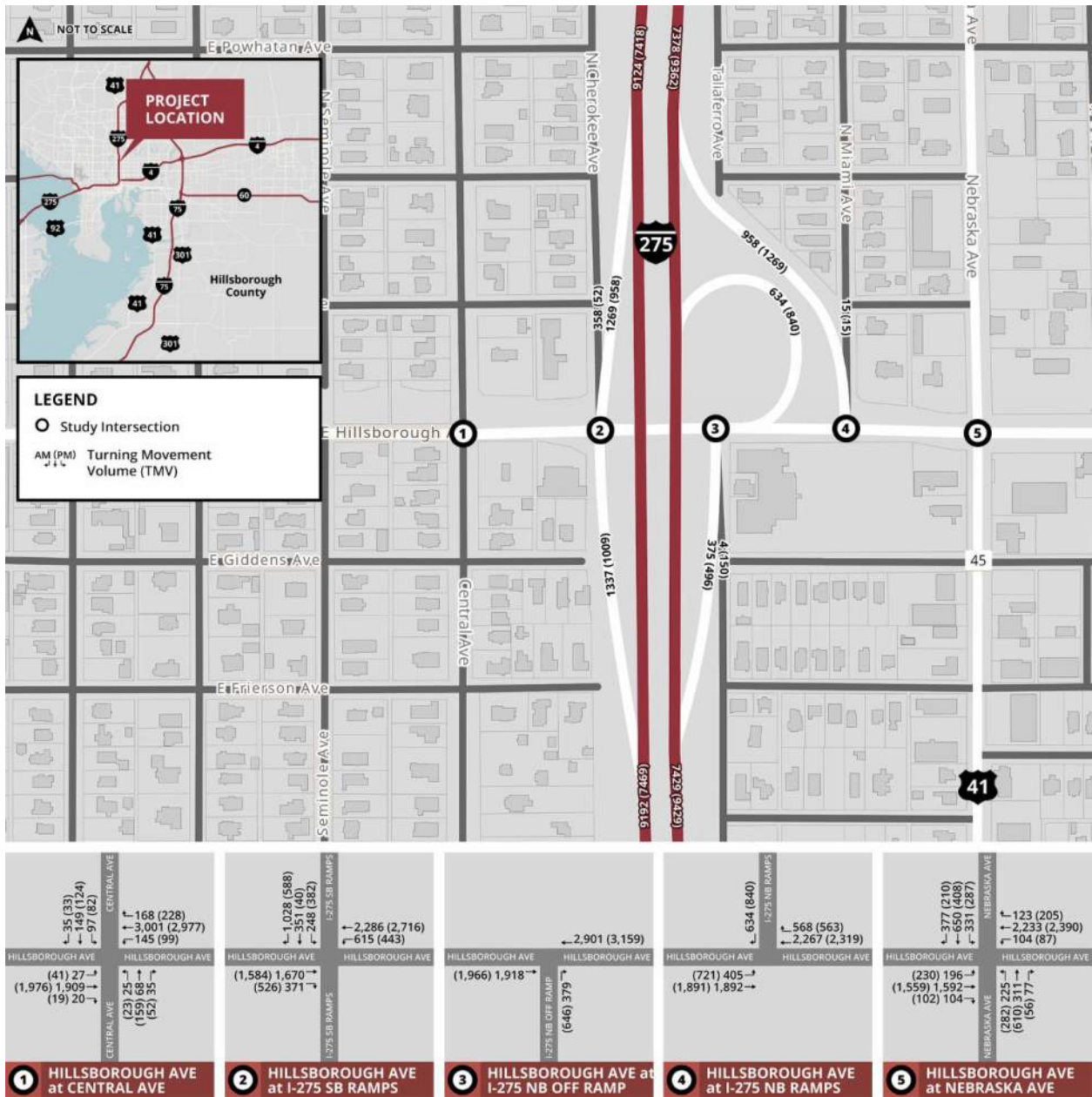


Figure 2.2: Existing Year (2021) DDHVs

3.0 Forecasted Demand

3.1 Opening Year (2025) Volume Development

3.1.1 Opening Year (2025) AADTs

AADTs for the opening year 2025 are taken directly from the I-275 PD&E Study and are shown in **Table 3.1** and depicted in **Figure 3.1**.

Table 3.1: Opening Year (2025) AADT Calculation

Segment	I-275 PD&E Study		AGR
	2018	2025	
Hillsborough Avenue			
West of Central Avenue	53,500	59,000	1.5%
Central Avenue to SB I-275 Ramps	57,500	63,000	1.4%
SB I-275 Ramps to NB I-275 Off-Ramp	54,900	59,600	1.2%
NB I-275 Off-Ramp to NB I-275 On-Ramp	61,700	67,300	1.3%
NB I-275 On-Ramp to Nebraska Avenue	50,500	55,500	1.4%
East of Nebraska Avenue	48,000	54,000	1.8%
Central Avenue			
North of Hillsborough Avenue	6,000	6,500	1.2%
South of Hillsborough Avenue	4,500	5,500	3.2%
Nebraska Avenue			
North of Hillsborough Avenue	19,500	25,000	4.0%
South of Hillsborough Avenue	15,500	19,000	3.2%
I-275 Ramps			
I-275 Southbound On-Ramp	12,500	14,200	1.9%
I-275 Southbound Off-Ramp ¹	11,400	12,300	1.1%
I-275 Northbound Off-Ramp ²	4,700	5,300	1.8%
I-275 Northbound Off-Ramp (Loop)	7,800	8,400	1.1%
I-275 Northbound On-Ramp ³	13,400	14,200	0.9%

1. Includes AADT on Cherokee Avenue, separated in Figure 3.1.
2. Includes AADT on Taliaferro Avenue, separated in Figure 3.1.
3. Includes AADT on Miami Avenue, separated in Figure 3.1.

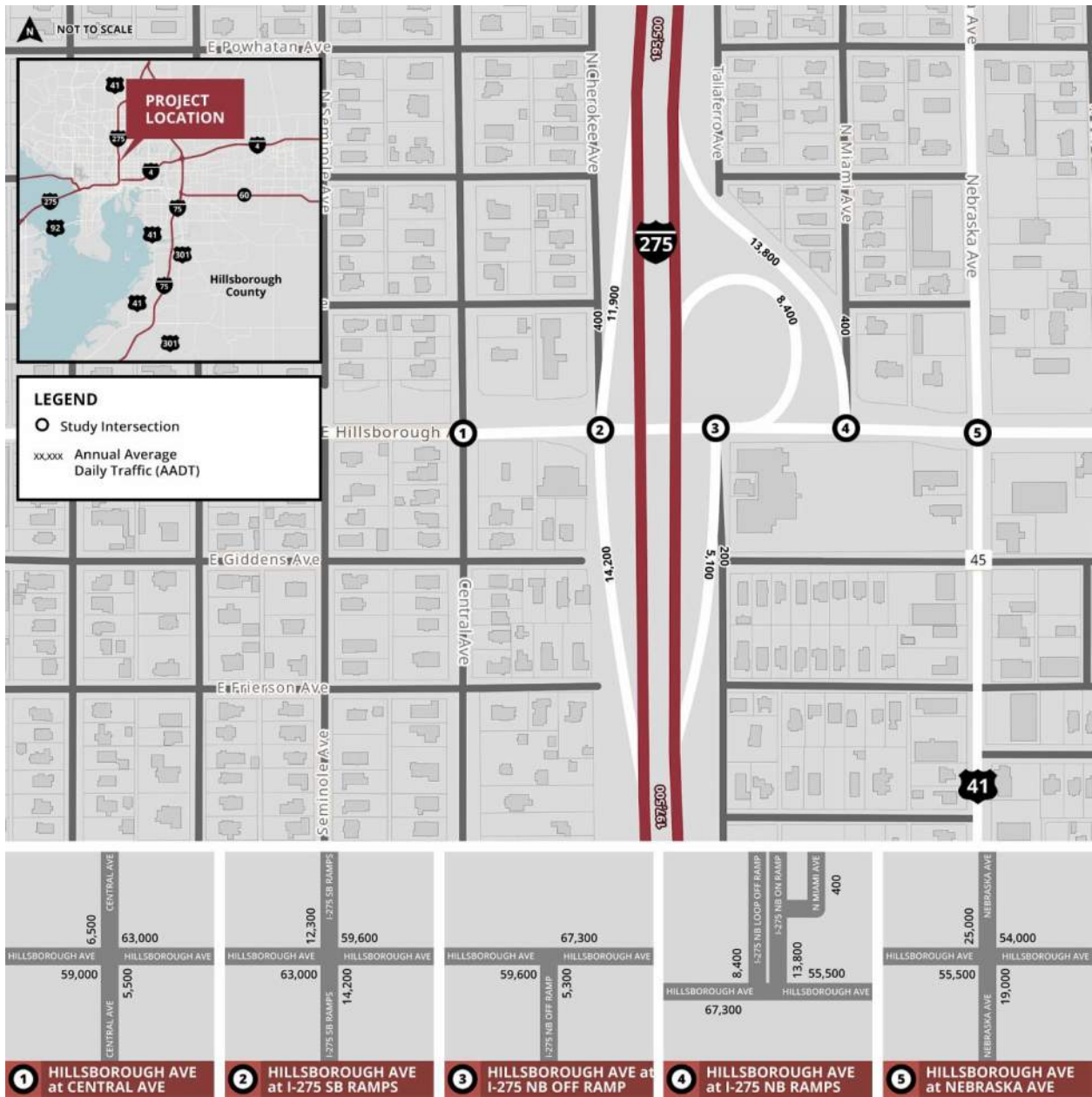


Figure 3.1: Opening Year (2025) AADTs

3.1.2 Opening Year (2025) DDHVs

The opening year (2025) DDHVs are copied from the I-275 PD&E Study and adjusted for the imbalanced DDHVs as stated below:

- Eastbound through AM traffic at intersection of Hillsborough Avenue and Nebraska Avenue deducted by 30 to match with the upstream traffic
- Southbound through PM traffic at intersection of Hillsborough Avenue and I-275 south ramps deducted by 41 to balance the traffic on I-275 southbound on-ramp. Traffic is reduced from Cherokee Avenue to maintain the I-275 PD&E Study traffic on southbound ramps.

Adjusted 2025 DDHVs are depicted in **Figure 3.2**.

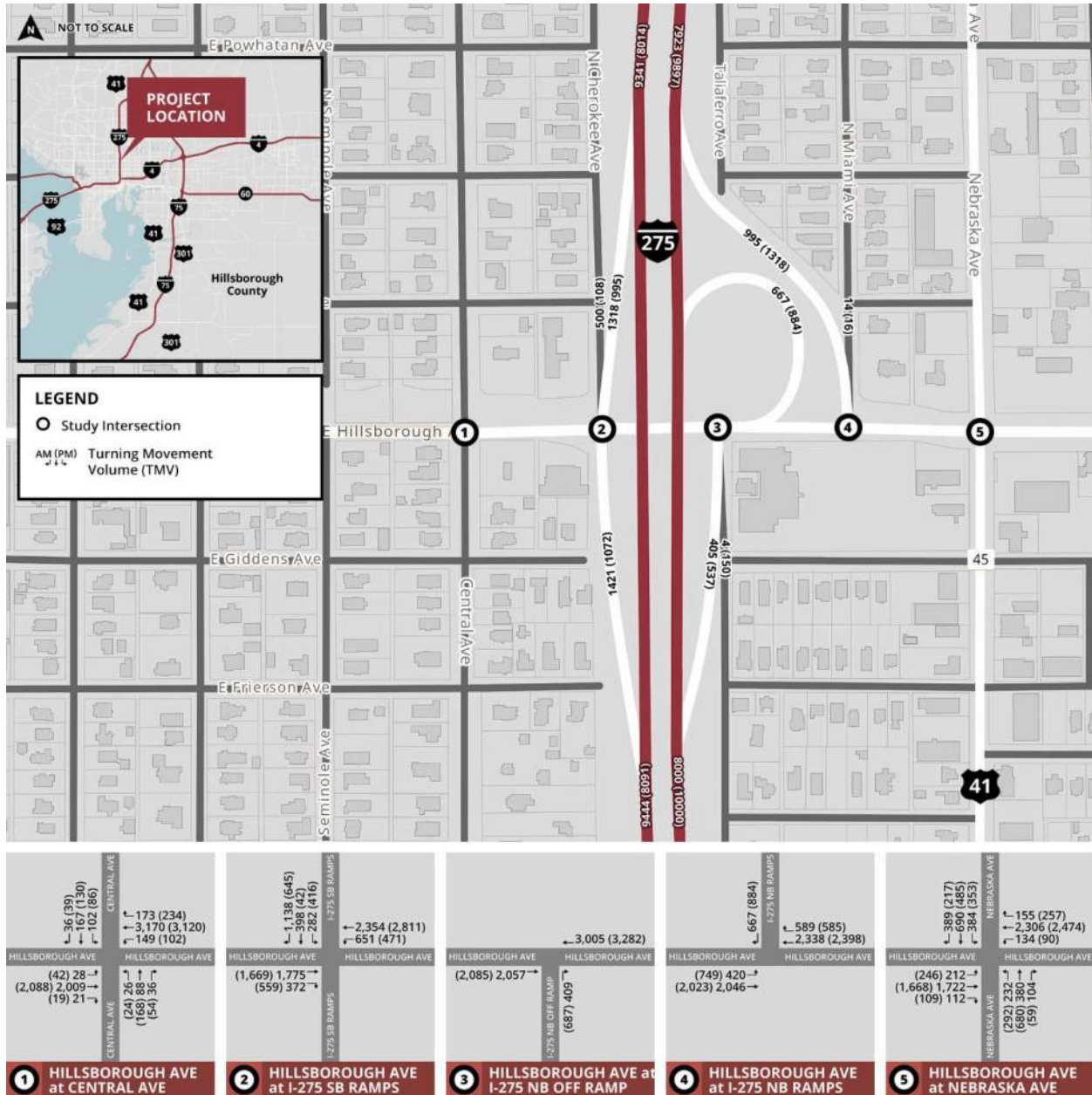


Figure 3.2: Opening Year (2025) DDHVs

3.2 Design Year (2035) Volume Development

3.2.1 Design Year (2035) AADTs

Due to the short-term nature of this analysis, the design year of 2035 are used instead of 2045 consistent with the MLOU. Design year (2035) values were developed using linear interpolation between the 2025 and 2045 design traffic data from the I-275 PD&E Study. The design year (2035) results can be found in **Table 3.2** and depicted in **Figure 3.3**.

Table 3.2: Design Year (2035) AADT Calculation

Segment	I-275 PD&E Study		AGR	Design Year (2035) AADT
	2025	2045		
Hillsborough Avenue				
West of Central Avenue	59,000	66,000	0.6%	62,500
Central Avenue to SB I-275 Ramps	63,000	70,000	0.6%	66,500
SB I-275 Ramps to NB I-275 Off-Ramp	59,600	66,200	0.6%	62,900
NB I-275 Off-Ramp to NB I-275 On-Ramp	67,300	76,400	0.7%	71,900
NB I-275 On-Ramp to Nebraska Avenue	55,500	62,000	0.6%	58,800
East of Nebraska Avenue	54,000	60,000	0.6%	57,000
Central Avenue				
North of Hillsborough Avenue	6,500	7,500	0.8%	7,000
South of Hillsborough Avenue	5,500	6,000	0.5%	5,800
Nebraska Avenue				
North of Hillsborough Avenue	25,000	26,500	0.3%	25,800
South of Hillsborough Avenue	19,000	20,000	0.3%	19,500
I-275 Ramps				
I-275 Southbound On-Ramp	14,200	19,000	1.7%	16,600
I-275 Southbound Off-Ramp ¹	12,300	15,100	1.1%	13,700
I-275 Northbound Off-Ramp ²	5,300	7,300	1.9%	6,300
I-275 Northbound Off-Ramp (Loop)	8,400	10,000	1.0%	9,200
I-275 Northbound On-Ramp ³	14,200	16,500	0.8%	15,300

1. Includes AADT on Cherokee Avenue, separated in Figure 3.3.
2. Includes AADT on Taliaferro Avenue, separated in Figure 3.3.
3. Includes AADT on Miami Avenue, separated in Figure 3.3.

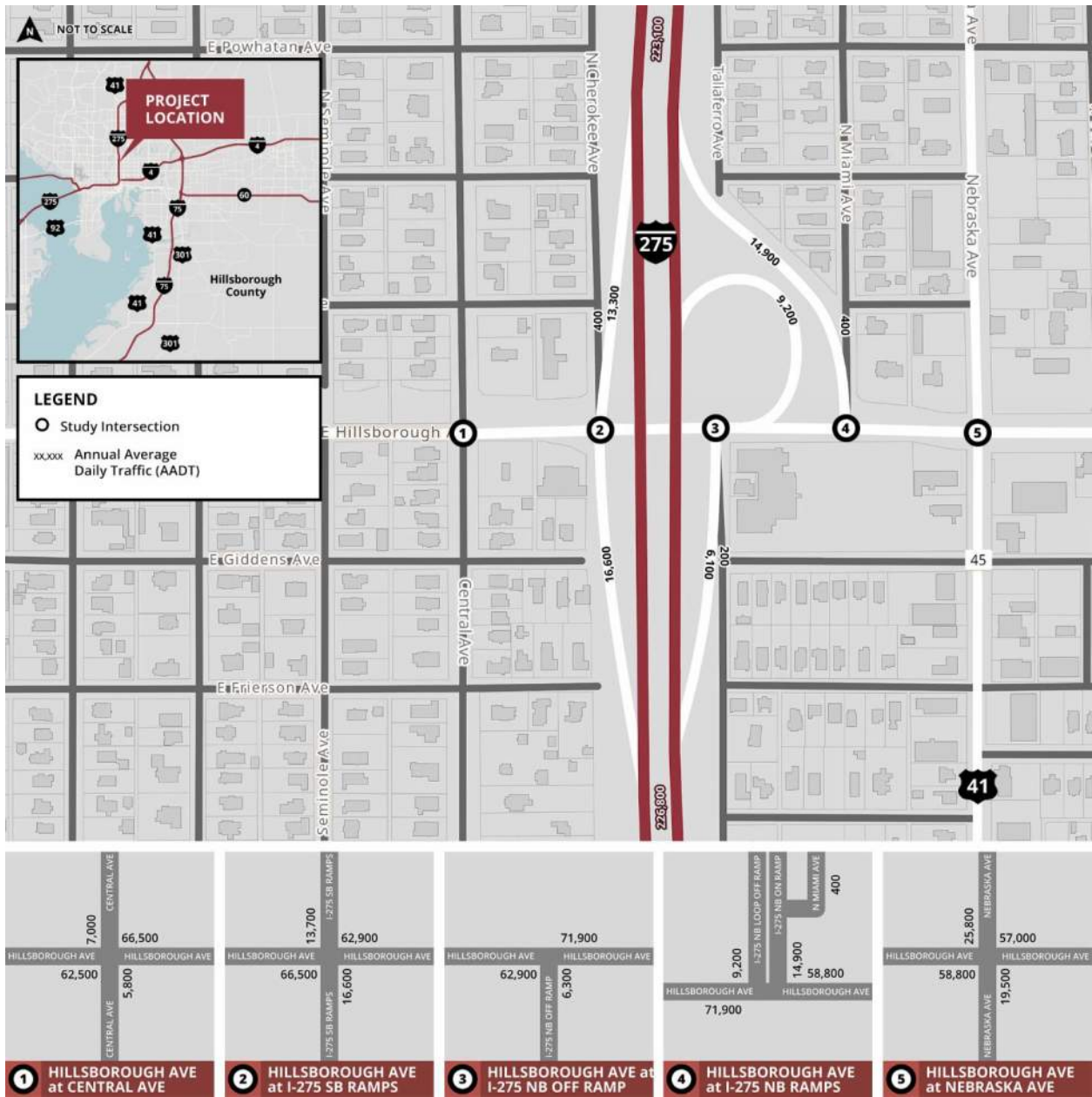


Figure 3.3: Design Year (2035) AADTs

3.2.2 Design Year (2035) DDHVs

As with AADT development, due to the short-term nature of this analysis, design year (2035) DDHV development utilized linear interpolation between the 2025 and 2045 design traffic data sets from the I-275 PD&E Study. The design year (2035) DDHVs are depicted in **Figure 3.4**.

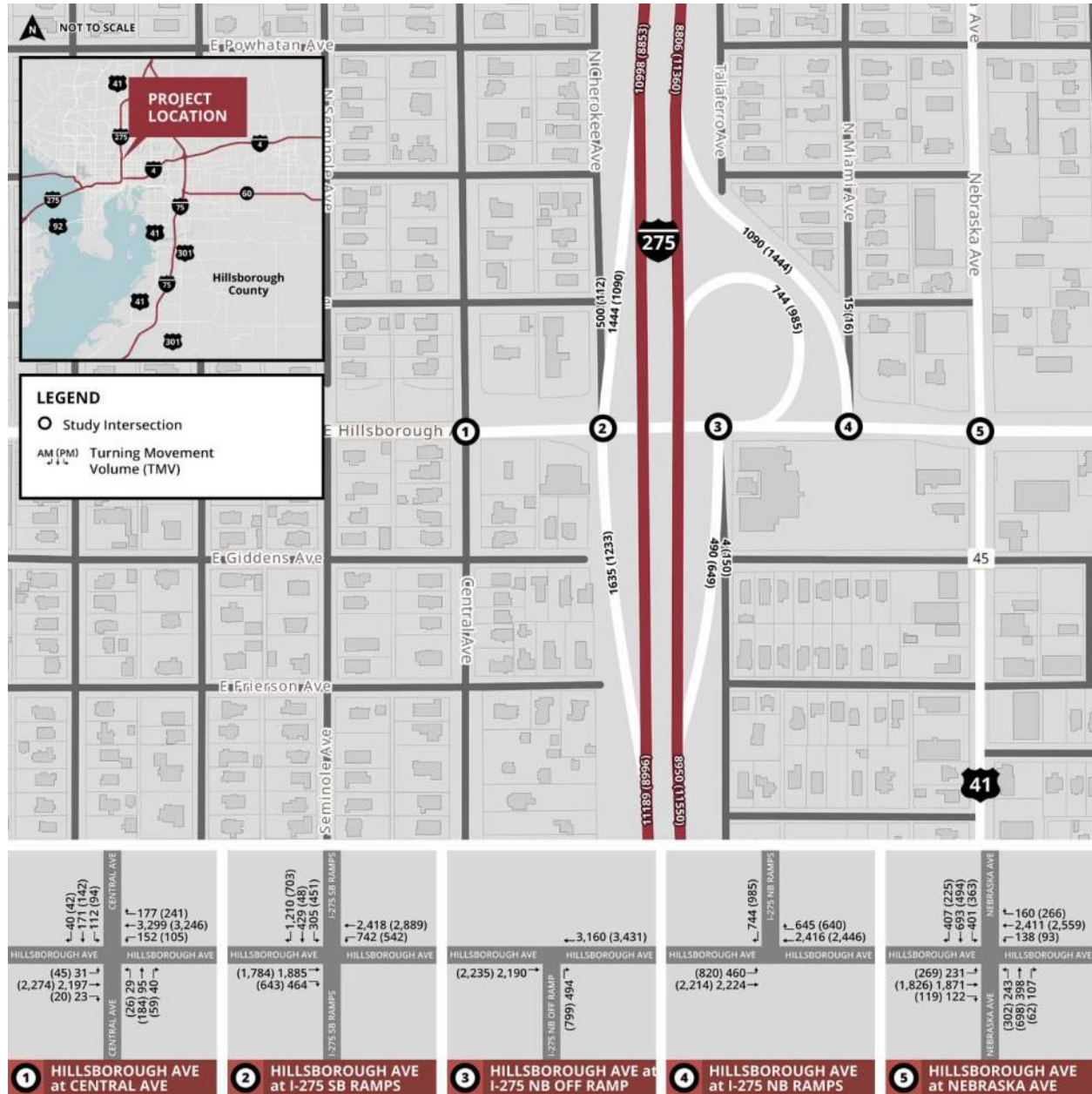


Figure 3.4: Design Year (2035) DDHVs

Appendix F

Signal Timing Plans



Timingsheet and Controller Operation - Phases 1 - 8

SECID: 712 Timing Date: 7/8/2021 Phasing Date: 7/8/2021 Shop Number: 1617 Drop: Ver. B

Major Street **HILLSBOROUGH** Orientation: East / West Controller Type: ASC3
 Minor Street **CENTRAL** Orientation: North / South Computer System CEN Last Date Sent 11/7/2014

Controller Timings (seconds)							
Controller Phase Number	2	4	5	6	8		
Direction	WB	NB	WBLT	EB	SB		
Minimum Green	10	10	5	10	10		
Vehicle Extension	3.0	3.0	3.0	3.0	3.0		
Yellow Clr/Alt Clr	4.5	3.8	4.5	4.5	3.8		
Red Clr/Alt Red Clr	2	2.4	2	2	2.4		
Max Green I	110	20	20	110	20		
Max Green II	160	40	25	160	40		
Walk	7	7		7	7		
Walk - XGuard							
FDW	19	30		17	21		
FDW - XGuard							
Detector Memory	---	---		---	---		
Phase Recall	MAX	---		MAX	---		
Ped Recall	ON	---		ON	---		
Flash Operation	YEL	RED		YEL	RED		

Controller Operation	
RXR Preempt: No	FDOT SOP: 11 MOD
Fire Preempt: No	Backup Protection: N
Bridge Preempt: No	LPI Location(Y/N): Yes
Transit Preempt: False	LPI Date: 11/7/2019
Crossing Guard Times AM:	
Crossing Guard Times PM:	
Free Time Primary:	
Free Time Secondary:	
Flash Source- (C)omputer or (F)ield:	
Flash Times Primary:	
Flash Times Secondary:	
CNA Ø's	Ø2, Ø6

Cabinet Load Switch Assignments							
LS1:	LS2: Ø2	LS3:	LS4: Ø4	LS5: Ø5	LS6: Ø6	LS7:	LS8: Ø8
LS9: P2	LS10: P4	LS11: P6 FYA	LS12: P8	LS13:	LS14:	LS15:	LS16:

Phase Ring Assignments	
Seq 1	R 1: 2 4 R 2: 5 6 8
Seq 2	R 1: _____ R 2: _____
Seq 3	R 1: _____ R 2: _____
Seq 4	R 1: _____ R 2: _____

Comments

FDOT Timing Project 2014.
 Albeck Gerken, Inc. timings in effect - 6/28/2021
 Installed 3 Second LPI on Ø2, Ø4, Ø6 & Ø8 on 6/28/2021 By Iteris
 Adding FYA for WB movement 2021-07-08

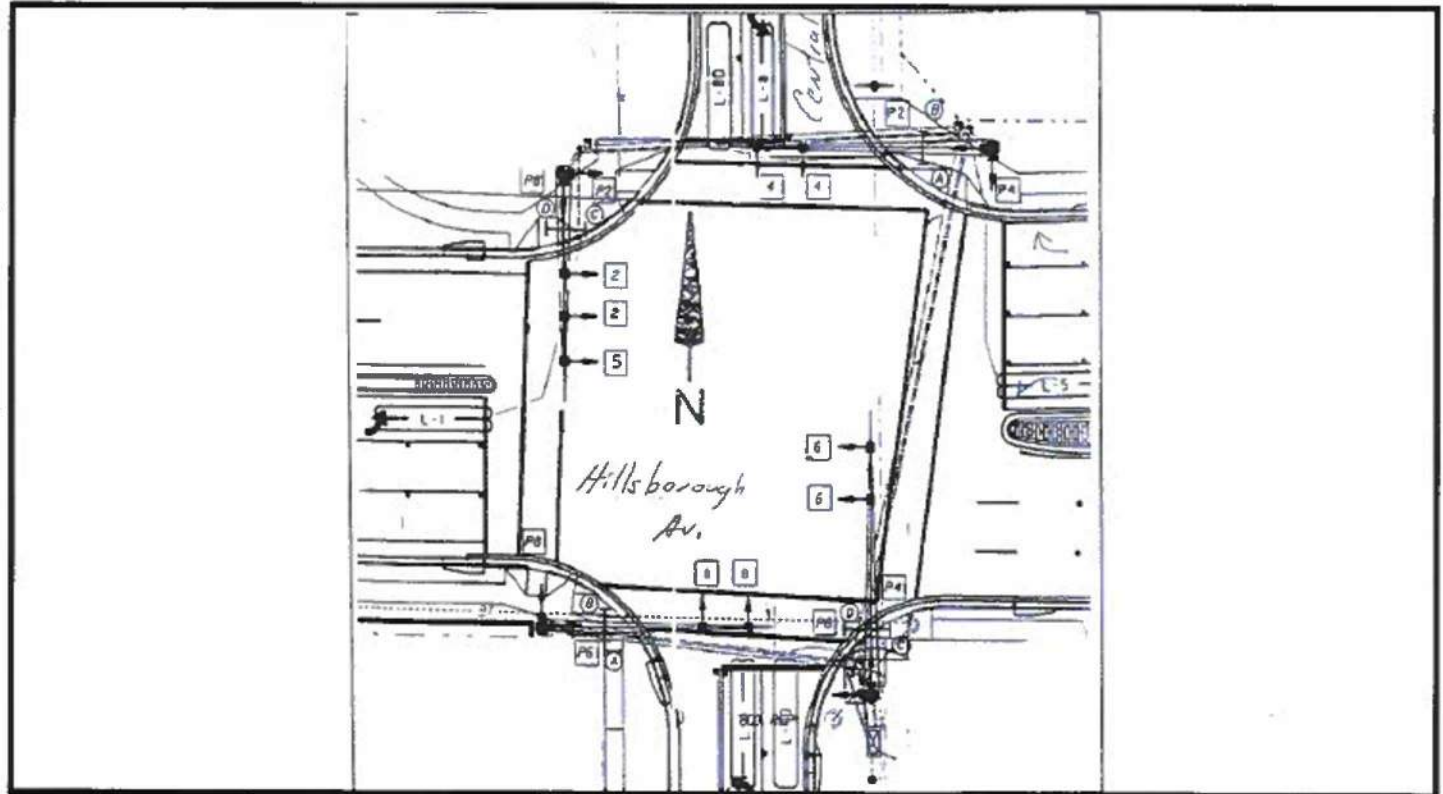
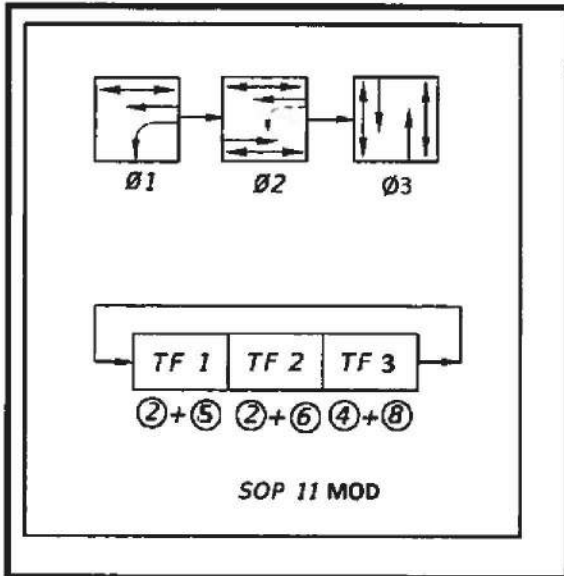
Submitted By: CNB Date: 2021-07-08 Review By: JMC Date: 07/08/2021 Approved By: NHA Date: 07/08/2021
 Implemented By: KHL Date: 7-27 Notes:



Plan, SOP and Signal Heads Page

Print Date: 7/8/2021

Section Id 712 Controller Type ASC3
 Major Street HILLSBOROUGH
 Minor Street CENTRAL
 Coord Date 7/8/2021 FDOT SOP: 11 MOD



<p>Ped 1 Selector 1ped-wlk-fdw-count PED Signal 1: P2, P4, P6, P8</p>	<p>Sig 1 Selector 3-section-ball-vertica Signal Head 1: 2, 4, 6, 8</p>	<p>Sig 2 Selector 4-section-gl-fyl-yl-rl-v Signal Head 2: 5</p>	<p>Sig 3 Selector Signal Head 3:</p>	<p>Sig 4 Selector Signal Head 4:</p>	<p>Sig 5 Selector Signal Head 5:</p>	<p>Sig 6 Selector Signal Head 6:</p>	<p>Sig 7 Selector Signal Head 7:</p>	<p>Sig 8 Selector Signal Head 8:</p>
<p>Ped 2 Selector PED Signal 2:</p>	<p>Sig 9 Selector Signal Head 9:</p>	<p>Sig 10 Selector Signal Head 10:</p>	<p>Sig 11 Selector Signal Head 11:</p>	<p>Sig 12 Selector Signal Head 12:</p>	<p>Sig 13 Selector Signal Head 13:</p>	<p>Sig 14 Selector SIGNAL HEAD 14</p>	<p>Sig 15 Selector SIGNAL HEAD 15</p>	<p>Sig 16 Selector SIGNAL HEAD 16</p>

CD

Digitally signed by CD
DN: cn=CD, o=Iteris, ou=Consulting Solutions, email=cdeg@iteris.com, c=US
Date: 2021.06.28 07:24:57 -0400'

Submitted By:

AK

Digitally signed by AK
DN: cn=AK, o=Iteris, ou=Transportation Systems, email=akribbs@iteris.com, c=US
Date: 2021.06.28 18:23:57 -0400'

Approved By:

Location Details			
Signal ID:	0713	Date:	May 27, 2021
Major Street:	Hillsborough Ave	Orientation:	E-W
Minor Street:	I-275 SB Off Ramp	Orientation:	N-S

Controller Timings (seconds)

Movement # (Controller Phase Ø)	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8	Ø9	Ø10	Ø11	Ø12	Ø13	Ø14	Ø15	Ø16	Notes
Direction		WB			WBLT	EB		SB									
Turn Type					FYA												
Min Green		10			5	10		10									
Ext		3.0			4.0	3.0		5.0									
Yellow		4.5			4.5	4.5		4.1									
All Red		2.0			2.0	2.0		2.3									
Max I		120			30	85		40									
Max II		165			35	135		50									
Walk		7				7											
Flashing Don't Walk		11				7											
Detector Memory																	
Det. Switching to:																	
Recall		MAX PED				MAX PED		MIN									
CNA		ON				ON											

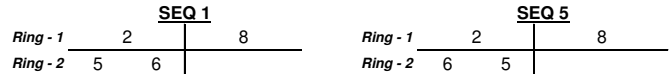
Coordination Timings (seconds)

Pattern	C-S-O	Cycle Length	Splits																Offset	Seq	Coord Ø
			Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8	Ø9	Ø10	Ø11	Ø12	Ø13	Ø14	Ø15	Ø16			
1		210		162 MAX			48	114 MAX		48								151	1	2, 6	
2		180		138 MAX			43	95 MAX		42								110	5	2, 6	
3		180		138 MAX			43	95 MAX		42								110	5	2, 6	
4		180		138 MAX			43	95 MAX		42								110	5	2, 6	
5		200		153 MAX			45	108 MAX		47								83	5	2, 6	
6		150		110 MAX			34	76 MAX		40								41	1	2, 6	
7		150		110 MAX			30	80 MAX		40								124	1	2, 6	
8		150		111 MAX			42	69 MAX		39								78	1	2, 6	
9		210		157 MAX			38	119 MAX		53								49	5	2, 6	
10		150		112 MAX			36	76 MAX		38								20	1	2, 6	

Offset Reference Point	Phase Mode
Beginning of First Green	---

Notes:

- 1) Use 'Max I' during FREE Operation.
- 2) Max recall Ø2 and Ø6 during coordination.
- 3) Detector Red Lock enabled for left turn detectors.
- 4) Mainstreet FYA omitted by Time of Day.
- 5) Gap reduction implemented for SB (Ø8):
TBR = 20 sec
TTR = 10 sec
Min Gap = 2.5 sec
- 6) Min Gap is timed to factor in detector latency for the microwave detection present at the time of gap reduction programming.



CD

Digitally signed by CD
DN: cn=CD, o=Iteris,
ou=Consulting Solutions,
email=cd@iteris.com, c=US
Date: 2021.06.28 07:15:52 -0400'

Submitted By:

AK

Digitally signed by AK
DN: cn=AK, o=Iteris, ou=Transportation
Systems, email=akribbs@iteris.com,
c=US
Date: 2021.06.28 18:20:29 -0400'

Approved By:

Location Details			
Signal ID:	0701	Date:	May 21, 2021
Major Street:	Hillsborough Ave	Orientation:	E-W
Minor Street:	Nebraska Ave	Orientation:	N-S

Controller Timings (seconds)

Movement # (Controller Phase Ø)	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8	Ø9	Ø10	Ø11	Ø12	Ø13	Ø14	Ø15	Ø16	Notes
Direction	EBLT	WB	SBLT	NB	WBLT	EB	NBLT	SB									
Turn Type	FYA		FYA		FYA		FYA										
Min Green	5	10	5	10	5	10	5	10									
Ext	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0									
Yellow	4.5	4.5	4.1	4.1	4.5	4.5	4.1	4.1									
All Red	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0									
Max I	25	90	20	40	20	90	30	40									
Max II	35	100	45	50	20	110	30	65									
Walk		7		7		7		7									
Flashing Don't Walk		17		25		18		35									
Detector Memory																	
Det. Switching to:			Ø8				Ø4										
Recall		MIN PED				MIN PED											
CNA		ON				ON											

Coordination Timings (seconds)

Pattern	C-S-O	Cycle Length	Splits																Offset	Seq	Coord Ø
			Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8	Ø9	Ø10	Ø11	Ø12	Ø13	Ø14	Ø15	Ø16			
1		210	26 MAX	109 MAX	35	40	19	116 MAX	26	49								188	2	2, 6	
2		180	32 MAX	83 MAX	33	32	20	95 MAX	28	37								111	5	2, 6	
3		180	32 MAX	83 MAX	33	32	20	95 MAX	28	37								111	5	2, 6	
4		180	32 MAX	83 MAX	33	32	20	95 MAX	28	37								111	5	2, 6	
5		200	35 MAX	88 MAX	25	52	17	106 MAX	28	49								104	1	2, 6	
6		150	26 MAX	64 MAX	22	38	17	73 MAX	16	44								122	5	2, 6	
7		150	21 MAX	56 MAX	21	52	21	56 MAX	21	52								121	1	2, 6	
8		150	25 MAX	78 MAX	22	25	19	84 MAX	22	25								11	5	2, 6	
9		210	35 MAX	94 MAX	39	42	22	107 MAX	35	46								87	1	2, 6	
10		150	29 MAX	60 MAX	23	38	20	69 MAX	28	33								112	5	2, 6	

Offset Reference Point	Phase Mode
Beginning of First Green	---

Notes:

- 1) Use 'Max I' during FREE Operation.
- 2) Max recall Ø2 and Ø6 during coordination.
- 3) Leading Pedestrian Interval (LPI) Ø2, Ø4, Ø6, Ø8 = 3.0 sec
- 4) All left turn Ø's omitted overnight (Pattern 7).

SEQ 1

Ring - 1	1	2	3	4
Ring - 2	5	6	7	8

SEQ 2

Ring - 1	2	1	3	4
Ring - 2	5	6	7	8

SEQ 5

Ring - 1	1	2	3	4
Ring - 2	6	5	7	8

Appendix G

CORSIM Calibration Results

Calibration Year (2018) Calibration

Volume

												AM Peak Hour									
												Hourly Volumes (veh)						Segment Averages			
Road	Location	UpNode	DownNode	Type	Count	Direction	Length (ft)	Lanes	Free Flow Speed (mph)	T _f	Demand	Simulated	Difference	% Vol Diff	GEH	Volume Validated	Speed (mph)	LOS	Speed (mph)	LOS	
Eastbound Hillsborough Avenue	West of Central Avenue	152	338	NETSIM	1	EB	729	2	35	3%	1,638	1,637	1	0.1%	0.0	Yes	24	C	24.0	C	
Eastbound Hillsborough Avenue	Central Avenue to I-275 SB Ramps	338	6	NETSIM	2	EB	240	3	35	3%	1,709	1,683	26	1.5%	0.6	Yes	25	C	22.9	D	
Eastbound Hillsborough Avenue	Central Avenue to I-275 SB Ramps	6	336	NETSIM	2	EB	117	3	35	3%	1,265	1,248	17	1.3%	0.5	Yes	20	D	22.9	D	
Eastbound Hillsborough Avenue	I-275 SB Ramps to I-275 NB Off-Ramp	336	334	NETSIM	3	EB	323	3	35	3%	1,344	1,338	6	0.4%	0.2	Yes	27	C	27.0	C	
Eastbound Hillsborough Avenue	I-275 NB Off-Ramp to I-275 NB On-Ramp	334	151	NETSIM	4	EB	300	4	35	3%	1,610	1,605	5	0.3%	0.1	Yes	12	F	12.0	F	
Eastbound Hillsborough Avenue	I-275 NB On Ramp to Nebraska Avenue	151	332	NETSIM	5	EB	360	3	35	3%	1,318	1,311	7	0.5%	0.2	Yes	5	F	5.0	F	
Eastbound Hillsborough Avenue	East of Nebraska Avenue	332	150	NETSIM	5	EB_Leave	591	3	35	3%	1,434	1,426	8	0.6%	0.2	Yes	31	B	31.0	B	
Eastbound Hillsborough Avenue Total - Weighted Average																			20.7	D	
Westbound Hillsborough Avenue	East of Nebraska Avenue	150	332	NETSIM	5	WB	591	3	35	3%	1,940	1,941	1	0.1%	0.0	Yes	15	E	15.0	E	
Westbound Hillsborough Avenue	Nebraska Avenue to I-275 NB On Ramp	332	151	NETSIM	4	WB	360	3	35	3%	2,275	2,273	2	0.1%	0.0	Yes	22	D	22.0	D	
Westbound Hillsborough Avenue	I-275 NB On-Ramp to I-275 NB Off-Ramp	151	334	NETSIM	3	WB	300	4	35	3%	1,866	1,857	9	0.5%	0.2	Yes	26	C	26.0	C	
Westbound Hillsborough Avenue	I-275 NB Off-Ramp to I-275 SB Ramps	334	336	NETSIM	2	WB	323	3	35	3%	2,482	2,473	9	0.4%	0.2	Yes	19	D	19.0	D	
Westbound Hillsborough Avenue	I-275 SB Ramps to Central Avenue	336	6	NETSIM	1	WB	117	3	35	3%	2,323	2,368	45	1.9%	0.9	Yes	26	C	20.5	D	
Westbound Hillsborough Avenue	I-275 SB Ramps to Central Avenue	6	338	NETSIM	1	WB	240	3	35	3%	2,323	2,367	44	1.9%	0.9	Yes	15	E	20.5	D	
Westbound Hillsborough Avenue	West of Central Avenue	338	152	NETSIM	1	WB_Leave	729	2	35	3%	2,259	2,232	27	1.2%	0.6	Yes	30	C	30.0	C	
Westbound Hillsborough Avenue Total - Weighted Average																			21.8	D	
Northbound Central Avenue	South of Hillsborough Avenue	337	338	NETSIM	1	NB	695	1	30	3%	105	106	1	1.0%	0.1	Yes	5	F	5.0	F	
Northbound Central Avenue	North of Hillsborough Avenue	338	339	NETSIM	1	NB_Leave	654	1	30	3%	142	222	80	56.3%	5.9	No	29	C	29.0	C	
Northbound Central Avenue Total - Weighted Average																			21.2	D	
Southbound Central Avenue	North of Hillsborough Avenue	339	338	NETSIM	1	SB	654	1	30	3%	227	228	1	0.4%	0.1	Yes	4	F	4.0	F	
Southbound Central Avenue	South of Hillsborough Avenue	338	337	NETSIM	1	SB_Leave	695	1	30	3%	183	207	24	13.1%	1.7	Yes	29	C	29.0	C	
Southbound Central Avenue Total - Weighted Average																			15.9	E	
I-275 Southbound Ramps	North of Hillsborough Avenue	340	336	NETSIM	2	SB	240	3	30	3%	430	420	10	2.3%	0.5	Yes	2	F	2.0	F	
I-275 Southbound Ramps	North of Cherokee Avenue	13	340	NETSIM	101	SB	560	1	45	3%	380	373	7	1.8%	0.4	Yes	32	B	32.0	B	
I-275 Southbound Ramps	South of Hillsborough Avenue	7	9	NETSIM	2	SB_Leave	717	2	30	3%	954	868	86	9.0%	2.8	Yes	27	C	27.0	C	
I-275 Southbound Ramps Total - Weighted Average																			21.8	D	
I-275 Loop Ramp	North of Hillsborough Avenue	11	334	NETSIM	3	SB	297	1	25	3%	616	617	1	0.2%	0.0	Yes	19	D	24.3	C	
I-275 Loop Ramp	North of Hillsborough Avenue	10	11	NETSIM	3	SB	227	1	25	3%	616	617	1	0.2%	0.0	Yes	25	C	24.3	C	
I-275 Loop Ramp	North of Hillsborough Avenue	15	10	NETSIM	3	SB	231	1	25	3%	616	617	1	0.2%	0.0	Yes	29	C	24.3	C	
I-275 Loop Ramp Total - Weighted Average																			24.3	C	
I-275 Northbound Off-Ramp	South of Hillsborough Avenue	3	334	NETSIM	3	NB	200	2	30	3%	266	267	1	0.4%	0.1	Yes	10	F	10.0	F	
I-275 Northbound Off-Ramp	Taliaferro Avenue	4	3	NETSIM	102	NB	633	1	30	3%	4	4	0	0.0%	0.0	Yes	28	C	28.0	C	
I-275 Northbound Off-Ramp	South of Taliaferro Avenue	16	3	NETSIM	103	NB	707	1	45	3%	262	262	0	0.0%	0.0	Yes	49	A	49.0	A	
I-275 Northbound Off-Ramp Total - Weighted Average																			29.3	C	
I-275 Northbound On-Ramp	North of Hillsborough Avenue	151	2	NETSIM	4	NB_Leave	199	1	30	3%	701	710	9	1.3%	0.3	Yes	25	C	25.0	C	
I-275 Northbound On-Ramp	Miami Avenue	2	5	NETSIM	104	NB_Leave	262	1	30	3%	15	8	7	46.7%	2.1	Yes	24	C	24.0	C	
I-275 Northbound On-Ramp	North of Miami Avenue	2	12	NETSIM	105	NB_Leave	219	1	45	3%	686	701	15	2.2%	0.6	Yes	34	B	29.0	C	
I-275 Northbound On-Ramp	North of Miami Avenue	12	14	NETSIM	105	NB_Leave	487	1	45	3%	686	701	15	2.2%	0.6	Yes	24	C	29.0	C	
I-275 Northbound On-Ramp Total - Weighted Average																			27.6	C	
Northbound Nebraska Avenue	South of Hillsborough Avenue	331	332	NETSIM	5	NB	587	2	35	3%	523	523	0	0.0%	0.0	Yes	6	F	6.0	F	
Northbound Nebraska Avenue	North of Hillsborough Avenue	332	333	NETSIM	5	NB_Leave	713	2	35	3%	515	509	6	1.2%	0.3	Yes	33	B	33.0	B	
Northbound Nebraska Avenue Total - Weighted Average																			19.3	D	
Southbound Nebraska Avenue	North of Hillsborough Avenue	333	332	NETSIM	5	SB	713	2	35	3%	1,253	1,258	5	0.4%	0.1	Yes	6	F	6.0	F	
Southbound Nebraska Avenue	South of Hillsborough Avenue	332	331	NETSIM	5	SB_Leave	587	2	35	3%	810	811	1	0.1%	0.0	Yes	33	B	33.0	B	
Southbound Nebraska Avenue Total - Weighted Average																			16.6	E	

Calibration Year (2018) Calibration

Volume

												PM Peak Hour									
												Hourly Volumes (veh)						Segment Averages			
Road	Location	UpNode	DownNode	Type	Count	Direction	Length (ft)	Lanes	Free Flow Speed (mph)	T _f	Demand	Simulated	Difference	% Vol Diff	GEH	Volume Validated	Speed (mph)	LOS	Speed (mph)	LOS	
Eastbound Hillsborough Avenue	West of Central Avenue	152	338	NETSIM	1	EB	729	2	35	3%	1,785	1,787	2	0.1%	0.0	Yes	23	D	23.0	D	
Eastbound Hillsborough Avenue	Central Avenue to I-275 SB Ramps	338	6	NETSIM	2	EB	240	3	35	3%	1,868	1,817	51	2.7%	1.2	Yes	21	D	15.8	E	
Eastbound Hillsborough Avenue	Central Avenue to I-275 SB Ramps	6	336	NETSIM	2	EB	117	3	35	3%	1,583	1,611	28	1.8%	0.7	Yes	10	F	15.8	E	
Eastbound Hillsborough Avenue	I-275 SB Ramps to I-275 NB Off-Ramp	336	334	NETSIM	3	EB	323	3	35	3%	1,827	1,847	20	1.1%	0.5	Yes	13	F	13.0	F	
Eastbound Hillsborough Avenue	I-275 NB Off-Ramp to I-275 NB On-Ramp	334	151	NETSIM	4	EB	300	4	35	3%	2,013	2,033	20	1.0%	0.4	Yes	8	F	8.0	F	
Eastbound Hillsborough Avenue	I-275 NB On Ramp to Nebraska Avenue	151	332	NETSIM	5	EB	360	3	35	3%	1,469	1,574	105	7.1%	2.7	Yes	5	F	5.0	F	
Eastbound Hillsborough Avenue	East of Nebraska Avenue	332	150	NETSIM	5	EB_Leave	591	3	35	3%	1,515	1,603	88	5.8%	2.2	Yes	31	B	31.0	B	
Eastbound Hillsborough Avenue Total - Weighted Average																			15.7	E	
Westbound Hillsborough Avenue	East of Nebraska Avenue	150	332	NETSIM	5	WB	591	3	35	3%	1,662	1,656	6	0.4%	0.1	Yes	18	E	18.0	E	
Westbound Hillsborough Avenue	Nebraska Avenue to I-275 NB On Ramp	332	151	NETSIM	4	WB	360	3	35	3%	1,898	1,885	13	0.7%	0.3	Yes	24	C	24.0	C	
Westbound Hillsborough Avenue	I-275 NB On-Ramp to I-275 NB Off-Ramp	151	334	NETSIM	3	WB	300	4	35	3%	1,473	1,458	15	1.0%	0.4	Yes	28	C	28.0	C	
Westbound Hillsborough Avenue	I-275 NB Off-Ramp to I-275 SB Ramps	334	336	NETSIM	2	WB	323	3	35	3%	1,745	1,732	13	0.7%	0.3	Yes	18	E	18.0	E	
Westbound Hillsborough Avenue	I-275 SB Ramps to Central Avenue	336	6	NETSIM	1	WB	117	3	35	3%	1,955	1,929	26	1.3%	0.6	Yes	26	C	21.0	D	
Westbound Hillsborough Avenue	I-275 SB Ramps to Central Avenue	6	338	NETSIM	1	WB	240	3	35	3%	1,955	1,927	28	1.4%	0.6	Yes	16	E	21.0	D	
Westbound Hillsborough Avenue	West of Central Avenue	338	152	NETSIM	1	WB_Leave	729	2	35	3%	1,867	1,828	39	2.1%	0.9	Yes	30	C	30.0	C	
Westbound Hillsborough Avenue Total - Weighted Average																			22.8	D	
Northbound Central Avenue	South of Hillsborough Avenue	337	338	NETSIM	1	NB	695	1	30	3%	205	204	1	0.5%	0.1	Yes	5	F	5.0	F	
Northbound Central Avenue	North of Hillsborough Avenue	338	339	NETSIM	1	NB_Leave	654	1	30	3%	256	280	24	9.4%	1.5	Yes	26	C	26.0	C	
Northbound Central Avenue Total - Weighted Average																			17.1	E	
Southbound Central Avenue	North of Hillsborough Avenue	339	338	NETSIM	1	SB	654	1	30	3%	206	205	1	0.5%	0.1	Yes	5	F	5.0	F	
Southbound Central Avenue	South of Hillsborough Avenue	338	337	NETSIM	1	SB_Leave	695	1	30	3%	160	197	37	23.1%	2.8	Yes	26	C	26.0	C	
Southbound Central Avenue Total - Weighted Average																			15.3	E	
I-275 Southbound Ramps	North of Hillsborough Avenue	340	336	NETSIM	2	SB	240	3	30	3%	671	665	6	0.9%	0.2	Yes	3	F	3.0	F	
I-275 Southbound Ramps	North of Cherokee Avenue	13	340	NETSIM	101	SB	560	1	45	3%	649	646	3	0.5%	0.1	Yes	14	F	14.0	F	
I-275 Southbound Ramps	South of Hillsborough Avenue	7	9	NETSIM	2	SB_Leave	717	2	30	3%	502	432	70	13.9%	3.2	Yes	28	C	28.0	C	
I-275 Southbound Ramps Total - Weighted Average																			13.3	F	
I-275 Loop Ramp	North of Hillsborough Avenue	11	334	NETSIM	3	SB	297	1	25	3%	272	271	1	0.4%	0.1	Yes	19	D	24.7	C	
I-275 Loop Ramp	North of Hillsborough Avenue	10	11	NETSIM	3	SB	227	1	25	3%	272	272	0	0.0%	0.0	Yes	25	C	24.7	C	
I-275 Loop Ramp	North of Hillsborough Avenue	15	10	NETSIM	3	SB	231	1	25	3%	272	272	0	0.0%	0.0	Yes	30	C	24.7	C	
I-275 Loop Ramp Total - Weighted Average																			24.7	C	
I-275 Northbound Off-Ramp	South of Hillsborough Avenue	3	334	NETSIM	3	NB	200	2	30	3%	186	185	1	0.5%	0.1	Yes	8	F	8.0	F	
I-275 Northbound Off-Ramp	Taliaferro Avenue	4	3	NETSIM	102	NB	633	1	30	3%	33	33	0	0.0%	0.0	Yes	28	C	28.0	C	
I-275 Northbound Off-Ramp	South of Taliaferro Avenue	16	3	NETSIM	103	NB	707	1	45	3%	153	153	0	0.0%	0.0	Yes	49	A	49.0	A	
I-275 Northbound Off-Ramp Total - Weighted Average																			26.7	C	
I-275 Northbound On-Ramp	North of Hillsborough Avenue	151	2	NETSIM	4	NB_Leave	199	1	30	3%	969	891	78	8.0%	2.6	Yes	25	C	25.0	C	
I-275 Northbound On-Ramp	Miami Avenue	2	5	NETSIM	104	NB_Leave	262	1	30	3%	24	9	15	62.5%	3.7	Yes	24	C	24.0	C	
I-275 Northbound On-Ramp	North of Miami Avenue	2	12	NETSIM	105	NB_Leave	219	1	45	3%	945	881	64	6.8%	2.1	Yes	33	B	36.0	B	
I-275 Northbound On-Ramp	North of Miami Avenue	12	14	NETSIM	105	NB_Leave	487	1	45	3%	945	881	64	6.8%	2.1	Yes	39	A	36.0	B	
I-275 Northbound On-Ramp Total - Weighted Average																			32.3	B	
Northbound Nebraska Avenue	South of Hillsborough Avenue	331	332	NETSIM	5	NB	587	2	35	3%	448	447	1	0.2%	0.0	Yes	5	F	5.0	F	
Northbound Nebraska Avenue	North of Hillsborough Avenue	332	333	NETSIM	5	NB_Leave	713	2	35	3%	476	485	9	1.9%	0.4	Yes	30	C	30.0	C	
Northbound Nebraska Avenue Total - Weighted Average																			18.0	D	
Southbound Nebraska Avenue	North of Hillsborough Avenue	333	332	NETSIM	5	SB	713	2	35	3%	906	899	7	0.8%	0.2	Yes	5	F	5.0	F	
Southbound Nebraska Avenue	South of Hillsborough Avenue	332	331	NETSIM	5	SB_Leave	587	2	35	3%	596	610	14	2.3%	0.6	Yes	29	C	29.0	C	
Southbound Nebraska Avenue Total - Weighted Average																			14.7	E	

Calibration Year (2018)

Queueing

Intersection	Approach	Lane	Description	Up Node	Down Node	Link Length (ft)	AM Peak Hour				PM Peak Hour				
							Average Vehicle Queue Length (ft)	Maximum Vehicle Queue Length (ft)	Maximum Vehicle Queue in Lane Group (ft)	Queue Spillback First Link	Average Vehicle Queue Length (ft)	Maximum Vehicle Queue Length (ft)	Maximum Vehicle Queue in Lane Group (ft)	Queue Spillback First Link	
Central Avenue	Eastbound	1	EBT	152	338	730	91	725	725	Yes		130	725	725	Yes
Central Avenue	Eastbound	2	EBT	152	338	730	7	175	725	Yes		22	300	725	Yes
Central Avenue	Eastbound	7	EBL	152	338	730	7	75	75	No		9	100	100	No
Central Avenue	Westbound	1	WBR	6	338	240	1	50	50	No		1	50	50	No
Central Avenue	Westbound	2	WBT	6	338	240	26	275	275	Yes		15	200	200	No
Central Avenue	Westbound	3	WBT	6	338	240	20	250	275	Yes		13	200	200	No
Central Avenue	Westbound	7	WBL	6	338	240	23.00	175	175.00	No		26.00	175	175.00	No
Central Avenue	Westbound	1	W_Upstream	336	6	115	0	0	50	No		0	0	0	No
Central Avenue	Westbound	2	W_Upstream	336	6	115	0	50	50	No		0	0	0	No
Central Avenue	Northbound	1	NBT	337	338	695	39	150	150	No		108	300	300	No
Central Avenue	Northbound	7	NBL	337	338	695	11.00	75	75.00	No		10.00	75	75.00	No
Central Avenue	Southbound	1	SBT	339	338	655	84	300	300	No		77	300	300	No
Central Avenue	Southbound	7	SBL	339	338	655	36.00	125	125.00	No		34.00	150	150.00	No
Southbound I-275 Ramp Terminal	Eastbound	1	EBT	6	336	115	4	125	125	Yes		17	150	150	Yes
Southbound I-275 Ramp Terminal	Eastbound	2	EBT	6	336	115	4	125	125	Yes		17	150	150	Yes
Southbound I-275 Ramp Terminal	Eastbound	1	EBR	338	6	240	0.00	25	25.00	No		5.00	225	225.00	Yes
Southbound I-275 Ramp Terminal	Westbound	1	WBT	334	336	414	5	150	150	No		12	175	200	No
Southbound I-275 Ramp Terminal	Westbound	2	WBT	334	336	414	5	125	150	No		13	200	200	No
Southbound I-275 Ramp Terminal	Westbound	3	WBL	334	336	414	5	150	375	No		11	175	200	No
Southbound I-275 Ramp Terminal	Westbound	4	WBL	334	336	414	41.00	375	375.00	No		19.00	200	200.00	No
Southbound I-275 Ramp Terminal	Southbound	1	SBR	340	336	240	25	175	175	No		27	200	200	No
Southbound I-275 Ramp Terminal	Southbound	2	SBTL	340	336	240	41.00	175	175.00	No		25.00	175	175.00	No
Southbound I-275 Ramp Terminal	Southbound	3	SBL	340	336	240	98.00	275	275.00	Yes		152.00	300	300.00	Yes
Southbound I-275 Ramp Terminal	Southbound	1	S_Upstream	13	340	366	18	275	275	No		93	575	575	Yes
Northbound I-275 NB Off-Ramp Terminal	Northbound	1	NBR	3	334	200	2	50	75	No		3	50	75	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	2	NBR	3	334	200	11	75	75	No		10	75	75	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	1	N_Upstream	16	3	710	0	0	0	No		0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Westbound	1	WBT	151	334	690	0	25	50	No		0	0	25	No
Northbound I-275 NB Off-Ramp Terminal	Westbound	2	WBT	151	334	690	0.00	50	50.00	No		0.00	25	25.00	No
Northbound I-275 NB Off-Ramp Terminal	Westbound	7	WBT	151	334	690	0.00	0	50.00	No		0.00	0	25.00	No
Northbound I-275 NB Off-Ramp Terminal	Eastbound	1	EBT	336	334	233	0	0	75	No		0	0	350	Yes
Northbound I-275 NB Off-Ramp Terminal	Eastbound	2	EBT	336	334	233	0	0	75	No		0	50	350	Yes
Northbound I-275 NB Off-Ramp Terminal	Eastbound	3	EBT	336	334	233	2	75	75	No		66	350	350	Yes
Northbound I-275 On-Ramp Terminal	Eastbound	1	EBT	334	151	300	0	50	75	No		0	100	100	No
Northbound I-275 On-Ramp Terminal	Eastbound	2	EBT	334	151	300	1	75	75	No		1	75	100	No
Northbound I-275 On-Ramp Terminal	Eastbound	3	EBL	334	151	300	0.00	25	375.00	Yes		3.00	100	425.00	Yes
Northbound I-275 On-Ramp Terminal	Eastbound	4	EBL	334	151	300	105.00	375	375.00	Yes		254.00	425	425.00	Yes
Northbound I-275 NB Off-Ramp Terminal	Southbound	1	SBR	11	334	295	0	0	0	No		0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Southbound	2	SBR	11	334	295	0	0	0	No		0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Southbound	1	S_Upstream	10	11	225	0	0	0	No		0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Southbound	2	S_Upstream	10	11	225	0	0	0	No		0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Southbound	1	S_Upstream	15	10	230	0	0	0	No		0	0	0	No

Calibration Year (2018)

Queueing

Intersection	Approach	Lane	Description	Up Node	Down Node	Link Length (ft)	AM Peak Hour				PM Peak Hour				
							Average Vehicle Queue Length (ft)	Maximum Vehicle Queue Length (ft)	Maximum Vehicle Queue in Lane Group (ft)	Queue Spillback First Link	Average Vehicle Queue Length (ft)	Maximum Vehicle Queue Length (ft)	Maximum Vehicle Queue in Lane Group (ft)	Queue Spillback First Link	
Northbound I-275 On-Ramp Terminal	Westbound	1	WBR	332	151	360	0	75	75	No		0	75	75	No
Northbound I-275 On-Ramp Terminal	Westbound	2	WBT	332	151	360	8	300	300	No		4	225	225	No
Northbound I-275 On-Ramp Terminal	Westbound	3	WBT	332	151	360	1.00	100	300.00	No		0.00	50	225.00	No
Nebraska Avenue	Eastbound	1	EBT	151	332	360	88	400	425	Yes		79	400	400	Yes
Nebraska Avenue	Eastbound	2	EBT	151	332	360	96	425	425	Yes		86	400	400	Yes
Nebraska Avenue	Eastbound	6	EBR	151	332	360	0	0	0	No		0	0	0	No
Nebraska Avenue	Eastbound	7	EBL	151	332	360	74	175	175	No		114	175	175	No
Nebraska Avenue	Northbound	1	NBT	331	332	585	65	225	250	No		64	225	225	No
Nebraska Avenue	Northbound	2	NBT	331	332	585	62	250	250	No		59	225	225	No
Nebraska Avenue	Northbound	7	NBL	331	332	585	69	300	300	No		70	275	275	No
Nebraska Avenue	Westbound	1	WBT	150	332	590	157	575	625	Yes		115	475	500	No
Nebraska Avenue	Westbound	2	WBT	150	332	590	179	625	625	Yes		117	500	500	No
Nebraska Avenue	Westbound	6	WBR	150	332	590	0	0	0	No		0	0	0	No
Nebraska Avenue	Westbound	7	WBL	150	332	590	15	125	125	No		15	150	150	No
Nebraska Avenue	Southbound	1	SBT	333	332	715	215	650	675	No		202	525	525	No
Nebraska Avenue	Southbound	2	SBT	333	332	715	191	675	675	No		180	525	525	No
Nebraska Avenue	Southbound	7	SBL	333	332	715	87	400	400	No		103	400	400	No

**RITIS Speed Data Download
Hillsborough Avenue IOAR**

tmc_code	measurement_tstamp	speed	Time	Peak Hour
102-05456	9/11/2018 7:15	16.82	715	AM
102-05456	9/11/2018 7:30	24.96	730	AM
102-05456	9/11/2018 7:45	17.86	745	AM
102-05456	9/11/2018 8:00	12.02	800	AM
102-05456	9/11/2018 16:15	19.82	1615	PM
102-05456	9/11/2018 16:30	19.14	1630	PM
102-05456	9/11/2018 16:45	21.62	1645	PM
102-05456	9/11/2018 17:00	23.84	1700	PM
102N05457	9/11/2018 7:15	14.48	715	AM
102N05457	9/11/2018 7:30	23.09	730	AM
102N05457	9/11/2018 7:45	20.38	745	AM
102N05457	9/11/2018 8:00	17.46	800	AM
102N05457	9/11/2018 16:15	16.75	1615	PM
102N05457	9/11/2018 16:30	17.62	1630	PM
102N05457	9/11/2018 16:45	16.97	1645	PM
102N05457	9/11/2018 17:00	18.58	1700	PM
102-05457	9/11/2018 7:15	14.48	715	AM
102-05457	9/11/2018 7:30	23.09	730	AM
102-05457	9/11/2018 7:45	20.38	745	AM
102-05457	9/11/2018 8:00	17.46	800	AM
102-05457	9/11/2018 16:15	16.75	1615	PM
102-05457	9/11/2018 16:30	17.62	1630	PM
102-05457	9/11/2018 16:45	16.97	1645	PM
102-05457	9/11/2018 17:00	18.58	1700	PM
102+05458	9/11/2018 7:15	25.23	715	AM
102+05458	9/11/2018 7:30	17.87	730	AM
102+05458	9/11/2018 7:45	16.03	745	AM
102+05458	9/11/2018 8:00	15.14	800	AM
102+05458	9/11/2018 16:15	18.75	1615	PM
102+05458	9/11/2018 16:30	21.77	1630	PM
102+05458	9/11/2018 16:45	23.36	1645	PM
102+05458	9/11/2018 17:00	21.59	1700	PM
102P05457	9/11/2018 7:15	19.34	715	AM
102P05457	9/11/2018 7:30	10.94	730	AM
102P05457	9/11/2018 7:45	6.55	745	AM
102P05457	9/11/2018 8:00	7.42	800	AM
102P05457	9/11/2018 16:15	16.78	1615	PM
102P05457	9/11/2018 16:30	15.89	1630	PM
102P05457	9/11/2018 16:45	12.74	1645	PM
102P05457	9/11/2018 17:00	10.48	1700	PM
102+05457	9/11/2018 7:15	19.34	715	AM
102+05457	9/11/2018 7:30	10.94	730	AM
102+05457	9/11/2018 7:45	6.55	745	AM
102+05457	9/11/2018 8:00	7.42	800	AM
102+05457	9/11/2018 16:15	16.78	1615	PM
102+05457	9/11/2018 16:30	15.89	1630	PM

**RITIS Speed Data Download
Hillsborough Avenue IOAR**

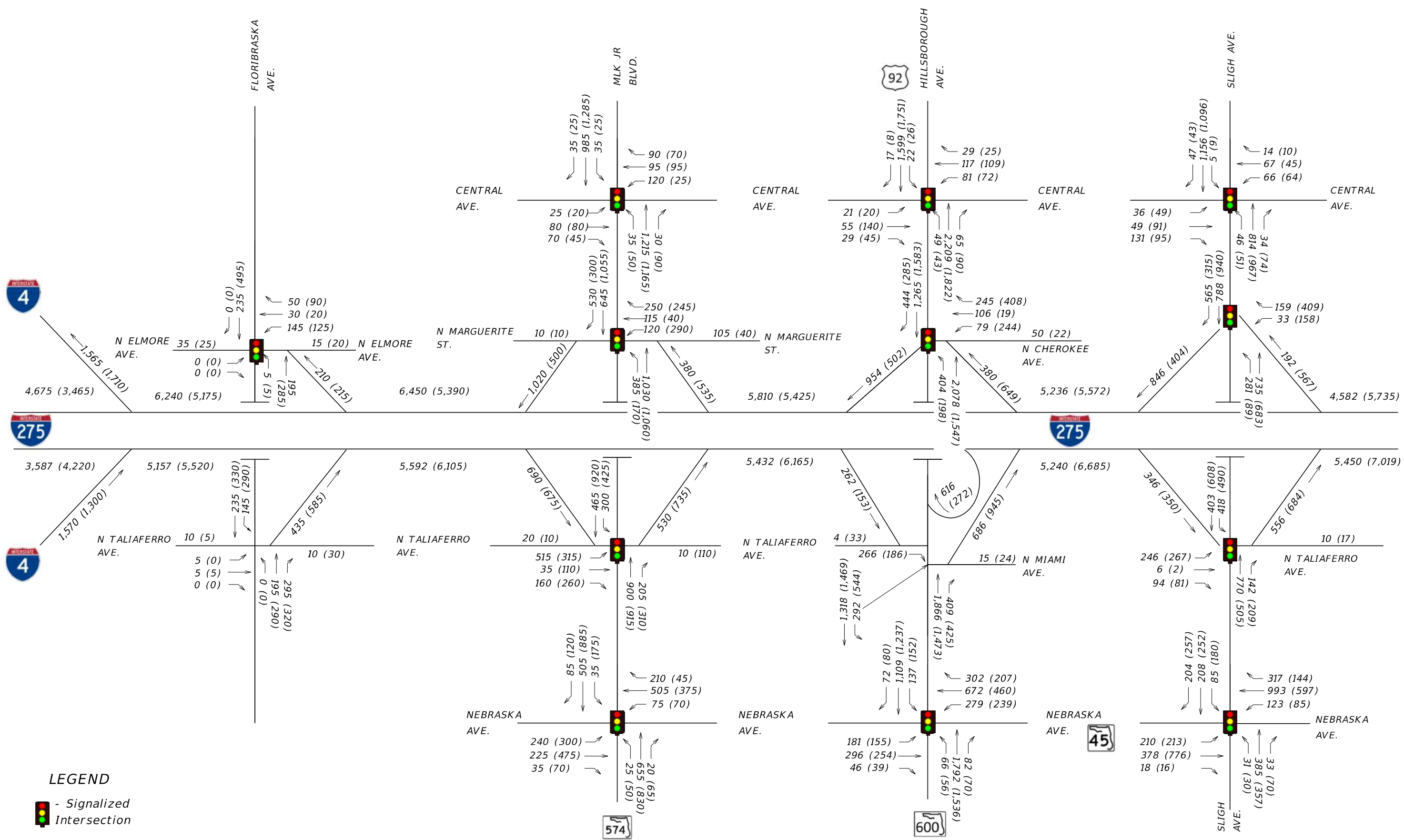
tmc_code	measurement_tstamp	speed	Time	Peak Hour
102+05457	9/11/2018 16:45	12.74	1645	PM
102+05457	9/11/2018 17:00	10.48	1700	PM
102-05456	9/12/2018 7:15	6.46	715	AM
102-05456	9/12/2018 7:30	14.00	730	AM
102-05456	9/12/2018 7:45	16.41	745	AM
102-05456	9/12/2018 8:00	17.82	800	AM
102-05456	9/12/2018 16:15	17.75	1615	PM
102-05456	9/12/2018 16:30	16.23	1630	PM
102-05456	9/12/2018 16:45	16.45	1645	PM
102-05456	9/12/2018 17:00	18.83	1700	PM
102N05457	9/12/2018 7:15	11.48	715	AM
102N05457	9/12/2018 7:30	7.96	730	AM
102N05457	9/12/2018 7:45	14.36	745	AM
102N05457	9/12/2018 8:00	9.46	800	AM
102N05457	9/12/2018 16:15	15.83	1615	PM
102N05457	9/12/2018 16:30	14.74	1630	PM
102N05457	9/12/2018 16:45	12.72	1645	PM
102N05457	9/12/2018 17:00	13.39	1700	PM
102-05457	9/12/2018 7:15	11.48	715	AM
102-05457	9/12/2018 7:30	7.96	730	AM
102-05457	9/12/2018 7:45	14.36	745	AM
102-05457	9/12/2018 8:00	9.46	800	AM
102-05457	9/12/2018 16:15	15.83	1615	PM
102-05457	9/12/2018 16:30	14.74	1630	PM
102-05457	9/12/2018 16:45	12.72	1645	PM
102-05457	9/12/2018 17:00	13.39	1700	PM
102+05458	9/12/2018 7:15	21.07	715	AM
102+05458	9/12/2018 7:30	20.79	730	AM
102+05458	9/12/2018 7:45	21.53	745	AM
102+05458	9/12/2018 8:00	23.28	800	AM
102+05458	9/12/2018 16:15	18.83	1615	PM
102+05458	9/12/2018 16:30	16.93	1630	PM
102+05458	9/12/2018 16:45	15.05	1645	PM
102+05458	9/12/2018 17:00	17.92	1700	PM
102P05457	9/12/2018 7:15	18.48	715	AM
102P05457	9/12/2018 7:30	13.45	730	AM
102P05457	9/12/2018 7:45	10.09	745	AM
102P05457	9/12/2018 8:00	13.05	800	AM
102P05457	9/12/2018 16:15	17.76	1615	PM
102P05457	9/12/2018 16:30	18.41	1630	PM
102P05457	9/12/2018 16:45	14.16	1645	PM
102P05457	9/12/2018 17:00	11.37	1700	PM
102+05457	9/12/2018 7:15	18.48	715	AM
102+05457	9/12/2018 7:30	13.45	730	AM
102+05457	9/12/2018 7:45	10.09	745	AM
102+05457	9/12/2018 8:00	13.05	800	AM

**RITIS Speed Data Download
Hillsborough Avenue IOAR**

tmc_code	measurement_tstamp	speed	Time	Peak Hour
102+05457	9/12/2018 16:15	17.76	1615	PM
102+05457	9/12/2018 16:30	18.41	1630	PM
102+05457	9/12/2018 16:45	14.16	1645	PM
102+05457	9/12/2018 17:00	11.37	1700	PM
102-05456	9/13/2018 7:15	17.21	715	AM
102-05456	9/13/2018 7:30	12.13	730	AM
102-05456	9/13/2018 7:45	15.51	745	AM
102-05456	9/13/2018 8:00	10.65	800	AM
102-05456	9/13/2018 16:15	21.18	1615	PM
102-05456	9/13/2018 16:30	11.48	1630	PM
102-05456	9/13/2018 16:45	14.56	1645	PM
102-05456	9/13/2018 17:00	16.06	1700	PM
102N05457	9/13/2018 7:15	19.66	715	AM
102N05457	9/13/2018 7:30	17.53	730	AM
102N05457	9/13/2018 7:45	13.57	745	AM
102N05457	9/13/2018 8:00	9.32	800	AM
102N05457	9/13/2018 16:15	10.21	1615	PM
102N05457	9/13/2018 16:30	10.63	1630	PM
102N05457	9/13/2018 16:45	11.79	1645	PM
102N05457	9/13/2018 17:00	14.16	1700	PM
102-05457	9/13/2018 7:15	19.66	715	AM
102-05457	9/13/2018 7:30	17.53	730	AM
102-05457	9/13/2018 7:45	13.57	745	AM
102-05457	9/13/2018 8:00	9.32	800	AM
102-05457	9/13/2018 16:15	10.21	1615	PM
102-05457	9/13/2018 16:30	10.63	1630	PM
102-05457	9/13/2018 16:45	11.79	1645	PM
102-05457	9/13/2018 17:00	14.16	1700	PM
102+05458	9/13/2018 7:15	23.45	715	AM
102+05458	9/13/2018 7:30	18.59	730	AM
102+05458	9/13/2018 7:45	15.47	745	AM
102+05458	9/13/2018 8:00	17.75	800	AM
102+05458	9/13/2018 16:15	24.19	1615	PM
102+05458	9/13/2018 16:30	22.77	1630	PM
102+05458	9/13/2018 16:45	20.33	1645	PM
102+05458	9/13/2018 17:00	17.27	1700	PM
102P05457	9/13/2018 7:15	22.05	715	AM
102P05457	9/13/2018 7:30	17.83	730	AM
102P05457	9/13/2018 7:45	11.38	745	AM
102P05457	9/13/2018 8:00	11.65	800	AM
102P05457	9/13/2018 16:15	13.94	1615	PM
102P05457	9/13/2018 16:30	12.71	1630	PM
102P05457	9/13/2018 16:45	13.48	1645	PM
102P05457	9/13/2018 17:00	14.85	1700	PM
102+05457	9/13/2018 7:15	22.05	715	AM
102+05457	9/13/2018 7:30	17.83	730	AM

**RITIS Speed Data Download
Hillsborough Avenue IOAR**

tmc_code	measurement_tstamp	speed	Time	Peak Hour
102+05457	9/13/2018 7:45	11.38	745	AM
102+05457	9/13/2018 8:00	11.65	800	AM
102+05457	9/13/2018 16:15	13.94	1615	PM
102+05457	9/13/2018 16:30	12.71	1630	PM
102+05457	9/13/2018 16:45	13.48	1645	PM
102+05457	9/13/2018 17:00	14.85	1700	PM



LEGEND
 - Signalized Intersection

I-275 Section 7 Phase 1
 Non - IAR Report
 FPID#s 431821-2-52-01 & 443770-1-52-01
 HILLSBOROUGH COUNTY



Existing Year (2018) Balanced AM & PM PHV

Figure No.
 2-4

Appendix H

Existing Year (2021) Operational Analysis

Existing Year (2021)

Roadway Segment Measures of Effectiveness (MOEs)

Road	Location	UpNode	DownNode	Type	Count	Direction	Length (ft)	Lanes	Free Flow Speed (mph)	T _f	AM Peak Hour							
											Hourly Volumes (veh)				Link-Specific MOEs		Segment Averages	
											Demand	Simulated	Difference	% Vol Diff	Speed (mph)	LOS	Speed (mph)	LOS
Eastbound Hillsborough Avenue	West of Central Avenue	152	338	NETSIM	1	EB	729	2	35	3%	1,956	1,658	-298	-15.2%	10	F	10.0	F
Eastbound Hillsborough Avenue	Central Avenue to I-275 SB Ramps	338	6	NETSIM	2	EB	240	3	35	3%	2,041	1,628	-413	-20.2%	7	F	5.7	F
Eastbound Hillsborough Avenue	Central Avenue to I-275 SB Ramps	6	336	NETSIM	2	EB	117	3	35	3%	1,670	1,282	-388	-23.2%	4	F	5.7	F
Eastbound Hillsborough Avenue	I-275 SB Ramps to I-275 NB Off-Ramp	336	334	NETSIM	3	EB	323	3	35	3%	1,918	1,526	-392	-20.4%	10	F	10.0	F
Eastbound Hillsborough Avenue	I-275 NB Off-Ramp to I-275 NB On-Ramp	334	151	NETSIM	4	EB	300	4	35	3%	2,297	1,912	-385	-16.8%	7	F	7.0	F
Eastbound Hillsborough Avenue	I-275 NB On Ramp to Nebraska Avenue	151	332	NETSIM	5	EB	360	3	35	3%	1,892	1,611	-281	-14.9%	4	F	4.0	F
Eastbound Hillsborough Avenue	East of Nebraska Avenue	332	150	NETSIM	5	EB_Leave	591	3	35	3%	2,000	1,701	-299	-15.0%	31	B	31.0	B
Eastbound Hillsborough Avenue Total - Weighted Average																		
																	10.7	F
Westbound Hillsborough Avenue	East of Nebraska Avenue	150	332	NETSIM	5	WB	591	3	35	3%	2,460	2,415	-45	-1.8%	15	E	15.0	E
Westbound Hillsborough Avenue	Nebraska Avenue to I-275 NB On Ramp	332	151	NETSIM	4	WB	360	3	35	3%	2,835	2,596	-239	-8.4%	19	D	19.0	D
Westbound Hillsborough Avenue	I-275 NB On-Ramp to I-275 NB Off-Ramp	151	334	NETSIM	3	WB	300	4	35	3%	2,267	1,972	-295	-13.0%	17	E	17.0	E
Westbound Hillsborough Avenue	I-275 NB Off-Ramp to I-275 SB Ramps	334	336	NETSIM	2	WB	323	3	35	3%	2,901	2,584	-317	-10.9%	8	F	8.0	F
Westbound Hillsborough Avenue	I-275 SB Ramps to Central Avenue	336	6	NETSIM	1	WB	117	3	35	3%	3,314	2,395	-919	-27.7%	12	F	10.5	F
Westbound Hillsborough Avenue	I-275 SB Ramps to Central Avenue	6	338	NETSIM	1	WB	240	3	35	3%	3,314	2,388	-926	-27.9%	9	F	10.5	F
Westbound Hillsborough Avenue	West of Central Avenue	338	152	NETSIM	1	WB_Leave	729	2	35	3%	3,061	1,926	-1,135	-37.1%	30	C	30.0	C
Westbound Hillsborough Avenue Total - Weighted Average																		
																	15.2	E
Northbound Central Avenue	South of Hillsborough Avenue	337	338	NETSIM	1	NB	695	1	30	3%	128	26	-102	-79.7%	5	F	5.0	F
Northbound Central Avenue	North of Hillsborough Avenue	338	339	NETSIM	1	NB_Leave	654	1	30	3%	263	456	193	73.4%	30	C	30.0	C
Northbound Central Avenue Total - Weighted Average																		
																	28.7	C
Southbound Central Avenue	North of Hillsborough Avenue	339	338	NETSIM	1	SB	654	1	30	3%	281	51	-230	-81.9%	3	F	3.0	F
Southbound Central Avenue	South of Hillsborough Avenue	338	337	NETSIM	1	SB_Leave	695	1	30	3%	314	115	-199	-63.4%	30	C	30.0	C
Southbound Central Avenue Total - Weighted Average																		
																	21.7	D
I-275 Southbound Ramps	North of Hillsborough Avenue	340	336	NETSIM	2	SB	240	3	30	3%	1,627	707	-920	-56.5%	1	F	1.0	F
I-275 Southbound Ramps	Cherokee Avenue	1	340	NETSIM	100	SB	425	1	25	3%	250	60	-190	-76.0%	0	F	0.0	F
I-275 Southbound Ramps	North of Cherokee Avenue	13	340	NETSIM	101	SB	560	1	45	3%	1,231	644	-587	-47.7%	3	F	3.0	F
I-275 Southbound Ramps	South of Hillsborough Avenue	7	9	NETSIM	2	SB_Leave	717	2	30	3%	1,337	997	-340	-25.4%	27	C	27.0	C
I-275 Southbound Ramps Total - Weighted Average																		
																	12.3	F
I-275 Loop Ramp	North of Hillsborough Avenue	11	334	NETSIM	3	SB	297	1	25	3%	634	633	-1	-0.2%	17	E	23.7	C
I-275 Loop Ramp	North of Hillsborough Avenue	10	11	NETSIM	3	SB	227	1	25	3%	634	634	0	0.0%	25	C	23.7	C
I-275 Loop Ramp	North of Hillsborough Avenue	15	10	NETSIM	3	SB	231	1	25	3%	634	634	0	0.0%	29	C	23.7	C
I-275 Loop Ramp Total - Weighted Average																		
																	23.7	C
I-275 Northbound Off-Ramp	South of Hillsborough Avenue	3	334	NETSIM	3	NB	200	2	30	3%	379	385	6	1.6%	7	F	7.0	F
I-275 Northbound Off-Ramp	Taliaferro Avenue	4	3	NETSIM	102	NB	633	1	30	3%	4	6	2	50.0%	28	C	28.0	C
I-275 Northbound Off-Ramp	South of Taliaferro Avenue	16	3	NETSIM	103	NB	707	1	45	3%	351	379	28	8.0%	48	A	48.0	A
I-275 Northbound Off-Ramp Total - Weighted Average																		
																	27.3	C
I-275 Northbound On-Ramp	North of Hillsborough Avenue	151	2	NETSIM	4	NB_Leave	199	1	30	3%	973	915	-58	-6.0%	25	C	25.0	C
I-275 Northbound On-Ramp	Miami Avenue	2	5	NETSIM	104	NB_Leave	262	1	30	3%	15	9	-6	-40.0%	24	C	24.0	C
I-275 Northbound On-Ramp	North of Miami Avenue	2	12	NETSIM	105	NB_Leave	219	1	45	3%	929	906	-23	-2.5%	33	B	28.0	C
I-275 Northbound On-Ramp	North of Miami Avenue	12	14	NETSIM	105	NB_Leave	487	1	45	3%	929	906	-23	-2.5%	23	D	28.0	C
I-275 Northbound On-Ramp Total - Weighted Average																		
																	27.0	C
Northbound Nebraska Avenue	South of Hillsborough Avenue	331	332	NETSIM	5	NB	587	2	35	3%	613	598	-15	-2.4%	8	F	8.0	F
Northbound Nebraska Avenue	North of Hillsborough Avenue	332	333	NETSIM	5	NB_Leave	713	2	35	3%	630	589	-41	-6.5%	34	B	34.0	B
Northbound Nebraska Avenue Total - Weighted Average																		
																	20.9	D
Southbound Nebraska Avenue	North of Hillsborough Avenue	333	332	NETSIM	5	SB	713	2	35	3%	1,358	941	-417	-30.7%	3	F	3.0	F
Southbound Nebraska Avenue	South of Hillsborough Avenue	332	331	NETSIM	5	SB_Leave	587	2	35	3%	858	663	-195	-22.7%	35	B	35.0	B
Southbound Nebraska Avenue Total - Weighted Average																		
																	16.2	E

Existing Year (2021)

Roadway Segment Measures of Effectiveness (MOEs)

Road	Location	UpNode	DownNode	Type	Count	Direction	Length (ft)	Lanes	Free Flow Speed (mph)	T _f	PM Peak Hour							
											Hourly Volumes (veh)				Link-Specific MOEs		Segment Averages	
											Demand	Simulated	Difference	% Vol Diff	Speed (mph)	LOS	Speed (mph)	LOS
Eastbound Hillsborough Avenue	West of Central Avenue	152	338	NETSIM	1	EB	729	2	35	3%	2,036	1,455	-581	-28.5%	5	F	5.0	F
Eastbound Hillsborough Avenue	Central Avenue to I-275 SB Ramps	338	6	NETSIM	2	EB	240	3	35	3%	2,110	1,468	-642	-30.4%	6	F	4.8	F
Eastbound Hillsborough Avenue	Central Avenue to I-275 SB Ramps	6	336	NETSIM	2	EB	117	3	35	3%	1,584	1,002	-582	-36.7%	3	F	4.8	F
Eastbound Hillsborough Avenue	I-275 SB Ramps to I-275 NB Off-Ramp	336	334	NETSIM	3	EB	323	3	35	3%	1,966	1,293	-673	-34.2%	6	F	6.0	F
Eastbound Hillsborough Avenue	I-275 NB Off-Ramp to I-275 NB On-Ramp	334	151	NETSIM	4	EB	300	4	35	3%	2,612	1,939	-673	-25.8%	5	F	5.0	F
Eastbound Hillsborough Avenue	I-275 NB On Ramp to Nebraska Avenue	151	332	NETSIM	5	EB	360	3	35	3%	1,891	1,644	-247	-13.1%	3	F	3.0	F
Eastbound Hillsborough Avenue	East of Nebraska Avenue	332	150	NETSIM	5	EB_Leave	591	3	35	3%	1,902	1,747	-155	-8.1%	31	B	31.0	B
Eastbound Hillsborough Avenue Total - Weighted Average																	9.1	F
Westbound Hillsborough Avenue	East of Nebraska Avenue	150	332	NETSIM	5	WB	591	3	35	3%	2,682	2,661	-21	-0.8%	13	F	13.0	F
Westbound Hillsborough Avenue	Nebraska Avenue to I-275 NB On Ramp	332	151	NETSIM	4	WB	360	3	35	3%	2,882	2,755	-127	-4.4%	16	E	16.0	E
Westbound Hillsborough Avenue	I-275 NB On-Ramp to I-275 NB Off-Ramp	151	334	NETSIM	3	WB	300	4	35	3%	2,319	2,139	-180	-7.8%	14	F	14.0	F
Westbound Hillsborough Avenue	I-275 NB Off-Ramp to I-275 SB Ramps	334	336	NETSIM	2	WB	323	3	35	3%	3,159	2,978	-181	-5.7%	9	F	9.0	F
Westbound Hillsborough Avenue	I-275 SB Ramps to Central Avenue	336	6	NETSIM	1	WB	117	3	35	3%	3,304	3,031	-273	-8.3%	12	F	9.0	F
Westbound Hillsborough Avenue	I-275 SB Ramps to Central Avenue	6	338	NETSIM	1	WB	240	3	35	3%	3,304	3,029	-275	-8.3%	6	F	9.0	F
Westbound Hillsborough Avenue	West of Central Avenue	338	152	NETSIM	1	WB_Leave	729	2	35	3%	3,033	2,679	-354	-11.7%	29	C	29.0	C
Westbound Hillsborough Avenue Total - Weighted Average																	13.9	F
Northbound Central Avenue	South of Hillsborough Avenue	337	338	NETSIM	1	NB	695	1	30	3%	234	68	-166	-70.9%	1	F	1.0	F
Northbound Central Avenue	North of Hillsborough Avenue	338	339	NETSIM	1	NB_Leave	654	1	30	3%	428	332	-96	-22.4%	27	C	27.0	C
Northbound Central Avenue Total - Weighted Average																	22.6	D
Southbound Central Avenue	North of Hillsborough Avenue	339	338	NETSIM	1	SB	654	1	30	3%	239	82	-157	-65.7%	1	F	1.0	F
Southbound Central Avenue	South of Hillsborough Avenue	338	337	NETSIM	1	SB_Leave	695	1	30	3%	242	156	-86	-35.5%	26	C	26.0	C
Southbound Central Avenue Total - Weighted Average																	17.4	E
I-275 Southbound Ramps	North of Hillsborough Avenue	340	336	NETSIM	2	SB	240	3	30	3%	1,010	734	-276	-27.3%	2	F	2.0	F
I-275 Southbound Ramps	Cherokee Avenue	1	340	NETSIM	100	SB	425	1	25	3%	50	51	1	2.0%	6	F	6.0	F
I-275 Southbound Ramps	North of Cherokee Avenue	13	340	NETSIM	101	SB	560	1	45	3%	929	683	-246	-26.5%	3	F	3.0	F
I-275 Southbound Ramps	South of Hillsborough Avenue	7	9	NETSIM	2	SB_Leave	717	2	30	3%	1,009	858	-151	-15.0%	27	C	27.0	C
I-275 Southbound Ramps Total - Weighted Average																	11.6	F
I-275 Loop Ramp	North of Hillsborough Avenue	11	334	NETSIM	3	SB	297	1	25	3%	840	841	1	0.1%	14	F	22.3	D
I-275 Loop Ramp	North of Hillsborough Avenue	10	11	NETSIM	3	SB	227	1	25	3%	840	841	1	0.1%	24	C	22.3	D
I-275 Loop Ramp	North of Hillsborough Avenue	15	10	NETSIM	3	SB	231	1	25	3%	840	840	0	0.0%	29	C	22.3	D
I-275 Loop Ramp Total - Weighted Average																	22.3	D
I-275 Northbound Off-Ramp	South of Hillsborough Avenue	3	334	NETSIM	3	NB	200	2	30	3%	646	647	1	0.2%	8	F	8.0	F
I-275 Northbound Off-Ramp	Taliaferro Avenue	4	3	NETSIM	102	NB	633	1	30	3%	150	150	0	0.0%	26	C	26.0	C
I-275 Northbound Off-Ramp	South of Taliaferro Avenue	16	3	NETSIM	103	NB	707	1	45	3%	465	496	31	6.7%	48	A	48.0	A
I-275 Northbound Off-Ramp Total - Weighted Average																	25.4	C
I-275 Northbound On-Ramp	North of Hillsborough Avenue	151	2	NETSIM	4	NB_Leave	199	1	30	3%	1,284	911	-373	-29.0%	25	C	25.0	C
I-275 Northbound On-Ramp	Miami Avenue	2	5	NETSIM	104	NB_Leave	262	1	30	3%	15	9	-6	-40.0%	24	C	24.0	C
I-275 Northbound On-Ramp	North of Miami Avenue	2	12	NETSIM	105	NB_Leave	219	1	45	3%	1,231	903	-328	-26.6%	34	B	37.0	A
I-275 Northbound On-Ramp	North of Miami Avenue	12	14	NETSIM	105	NB_Leave	487	1	45	3%	1,231	902	-329	-26.7%	40	A	37.0	A
I-275 Northbound On-Ramp Total - Weighted Average																	32.9	B
Northbound Nebraska Avenue	South of Hillsborough Avenue	331	332	NETSIM	5	NB	587	2	35	3%	948	946	-2	-0.2%	10	F	10.0	F
Northbound Nebraska Avenue	North of Hillsborough Avenue	332	333	NETSIM	5	NB_Leave	713	2	35	3%	1,045	978	-67	-6.4%	30	C	30.0	C
Northbound Nebraska Avenue Total - Weighted Average																	20.2	D
Southbound Nebraska Avenue	North of Hillsborough Avenue	333	332	NETSIM	5	SB	713	2	35	3%	905	822	-83	-9.2%	5	F	5.0	F
Southbound Nebraska Avenue	South of Hillsborough Avenue	332	331	NETSIM	5	SB_Leave	587	2	35	3%	597	593	-4	-0.7%	31	B	31.0	B
Southbound Nebraska Avenue Total - Weighted Average																	15.9	E

Existing Year (2021)

Intersection Measures of Effectiveness (MOEs)

Intersection	Approach	Lane	Description	Up Node	Down Node	Link Length (ft)	AM Peak Hour					PM Peak Hour					
							Average Vehicle Queue Length (ft)	Maximum Vehicle Queue Length (ft)	Average Vehicle Queue in Lane Group (ft)	Maximum Vehicle Queue in Lane Group (ft)	Queue Spillback First Link	Average Vehicle Queue Length (ft)	Maximum Vehicle Queue Length (ft)	Average Vehicle Queue in Lane Group (ft)	Maximum Vehicle Queue in Lane Group (ft)	Queue Spillback First Link	
Central Avenue	Eastbound	1	EBT	152	338	730	852	2,250	852	2,250	Yes		1,011	2,050	2,056	2,475	Yes
Central Avenue	Eastbound	2	EBT	152	338	730	400	2,000	852	2,250	Yes		2,056	2,475	2,056	2,475	Yes
Central Avenue	Eastbound	3	N/A	152	338	730	0.00	0	0	0.00	No		0.00	0	0	0.00	No
Central Avenue	Eastbound	4	N/A	152	338	730	0.00	0	0	0.00	No		0.00	0	0	0.00	No
Central Avenue	Eastbound	5	N/A	152	338	730	0.00	0	0	0.00	No		0.00	0	0	0.00	No
Central Avenue	Eastbound	6	N/A	152	338	730	0	0	0	0	No		0	0	0	0	No
Central Avenue	Eastbound	7	EBL	152	338	730	16	125	16	125	No		19	125	19	125	No
Central Avenue	Eastbound	8	N/A	152	338	730	0.00	0	0	0.00	No		0.00	0	0	0.00	No
Central Avenue	Eastbound	9	N/A	152	338	730	0.00	0	0	0.00	No		0.00	0	0	0.00	No
Central Avenue	Westbound	1	WBR	6	338	240	2	100	2	100	No		16	275	16	275	Yes
Central Avenue	Westbound	2	WBT	6	338	240	46	300	58	300	Yes		97	325	104	325	Yes
Central Avenue	Westbound	3	WBT	6	338	240	58	300	58	300	Yes		104	300	104	325	Yes
Central Avenue	Westbound	4	N/A	6	338	240	0.00	0	0	0.00	No		0.00	0	0	0.00	No
Central Avenue	Westbound	5	N/A	6	338	240	0.00	0	0	0.00	No		0.00	0	0	0.00	No
Central Avenue	Westbound	6	N/A	6	338	240	0.00	0	0	0.00	No		0.00	0	0	0.00	No
Central Avenue	Westbound	7	WBL	6	338	240	120.00	325	120	325.00	Yes		217.00	325	217	325.00	Yes
Central Avenue	Westbound	8	N/A	6	338	240	0.00	0	0	0.00	No		0.00	0	0	0.00	No
Central Avenue	Westbound	9	N/A	6	338	240	0.00	0	0	0.00	No		0.00	0	0	0.00	No
Central Avenue	Westbound	1	W_Upstream	336	6	115	0	25	17	150	Yes		3	125	16	150	Yes
Central Avenue	Westbound	2	W_Upstream	336	6	115	17	150	17	150	Yes		16	150	16	150	Yes
Central Avenue	Westbound	4	N/A	336	6	115	0.00	0	N/A	0.00	No		0.00	0	0	0.00	No
Central Avenue	Westbound	5	N/A	336	6	115	0.00	0	0	0.00	No		0.00	0	0	0.00	No
Central Avenue	Westbound	6	N/A	336	6	115	0.00	0	0	0.00	No		0.00	0	0	0.00	No
Central Avenue	Westbound	7	N/A	336	6	115	0.00	0	0	0.00	No		0.00	0	0	0.00	No
Central Avenue	Westbound	8	N/A	336	6	115	0.00	0	0	0.00	No		0.00	0	0	0.00	No
Central Avenue	Westbound	9	N/A	336	6	115	0.00	0	0	0.00	No		0.00	0	0	0.00	No
Central Avenue	Northbound	1	NBT	337	338	695	462	1,500	462	1,500	Yes		1,466	1,775	1,466	1,775	Yes
Central Avenue	Northbound	2	N/A	337	338	695	0.00	0	0	0.00	No		0.00	0	0	0.00	No
Central Avenue	Northbound	3	N/A	337	338	695	0.00	0	0	0.00	No		0.00	0	0	0.00	No
Central Avenue	Northbound	4	N/A	337	338	695	0.00	0	0	0.00	No		0.00	0	0	0.00	No
Central Avenue	Northbound	5	N/A	337	338	695	0.00	0	0	0.00	No		0.00	0	0	0.00	No
Central Avenue	Northbound	6	N/A	337	338	695	0.00	0	0	0.00	No		0.00	0	0	0.00	No
Central Avenue	Northbound	7	NBL	337	338	695	11.00	75	11	75.00	No		4.00	50	4	50.00	No
Central Avenue	Northbound	8	N/A	337	338	695	0.00	0	0	0.00	No		0.00	0	0	0.00	No
Central Avenue	Northbound	9	N/A	337	338	695	0.00	0	0	0.00	No		0.00	0	0	0.00	No
Central Avenue	Southbound	1	SBT	339	338	655	539	1,350	539	1,350	Yes		1,075	1,400	1,075	1,400	Yes
Central Avenue	Southbound	2	N/A	339	338	655	0.00	0	0	0.00	No		0.00	0	0	0.00	No
Central Avenue	Southbound	3	N/A	339	338	655	0.00	0	0	0.00	No		0.00	0	0	0.00	No
Central Avenue	Southbound	4	N/A	339	338	655	0.00	0	0	0.00	No		0.00	0	0	0.00	No
Central Avenue	Southbound	5	N/A	339	338	655	0.00	0	0	0.00	No		0.00	0	0	0.00	No
Central Avenue	Southbound	6	N/A	339	338	655	0.00	0	0	0.00	No		0.00	0	0	0.00	No
Central Avenue	Southbound	7	SBL	339	338	655	93.00	150	93	150.00	No		141.00	175	141	175.00	No
Central Avenue	Southbound	8	N/A	339	338	655	0.00	0	0	0.00	No		0.00	0	0	0.00	No
Central Avenue	Southbound	9	N/A	339	338	655	0.00	0	0	0.00	No		0.00	0	0	0.00	No
Southbound I-275 Ramp Terminal	Eastbound	1	EBT	6	336	115	47	150	50	150	Yes		8	125	10	125	Yes
Southbound I-275 Ramp Terminal	Eastbound	2	EBT	6	336	115	50	150	50	150	Yes		10	125	10	125	Yes
Southbound I-275 Ramp Terminal	Eastbound	1	EBR	338	6	240	50.00	275	50	275.00	Yes		1.00	125	1	125.00	No

Existing Year (2021)

Intersection Measures of Effectiveness (MOEs)

Intersection	Approach	Lane	Description	Up Node	Down Node	Link Length (ft)	AM Peak Hour					PM Peak Hour				
							Average Vehicle Queue Length (ft)	Maximum Vehicle Queue Length (ft)	Average Vehicle Queue in Lane Group (ft)	Maximum Vehicle Queue in Lane Group (ft)	Queue Spillback First Link	Average Vehicle Queue Length (ft)	Maximum Vehicle Queue Length (ft)	Average Vehicle Queue in Lane Group (ft)	Maximum Vehicle Queue in Lane Group (ft)	Queue Spillback First Link
Southbound I-275 Ramp Terminal	Eastbound	4	N/A	6	336	115	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Southbound I-275 Ramp Terminal	Eastbound	5	N/A	6	336	115	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Southbound I-275 Ramp Terminal	Eastbound	6	N/A	6	336	115	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Southbound I-275 Ramp Terminal	Eastbound	7	N/A	6	336	115	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Eastbound	8	N/A	6	336	115	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Southbound I-275 Ramp Terminal	Eastbound	9	N/A	6	336	115	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Southbound I-275 Ramp Terminal	Eastbound	1	E_Upstream	338	6	240	50	275	106	275	Yes	1	125	230	300	Yes
Southbound I-275 Ramp Terminal	Eastbound	2	E_Upstream	338	6	240	46	250	106	275	Yes	1	100	230	300	Yes
Southbound I-275 Ramp Terminal	Eastbound	3	E_Upstream	338	6	240	106.00	275	106	275.00	Yes	230.00	300	230	300.00	Yes
Southbound I-275 Ramp Terminal	Eastbound	4	N/A	338	6	240	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Southbound I-275 Ramp Terminal	Eastbound	5	N/A	338	6	240	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Southbound I-275 Ramp Terminal	Eastbound	6	N/A	338	6	240	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Southbound I-275 Ramp Terminal	Eastbound	7	N/A	338	6	240	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Eastbound	8	N/A	338	6	240	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Southbound I-275 Ramp Terminal	Eastbound	9	N/A	338	6	240	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Southbound I-275 Ramp Terminal	Westbound	1	WBT	334	336	414	55	350	71	375	No	80	375	111	400	Yes
Southbound I-275 Ramp Terminal	Westbound	2	WBT	334	336	414	71	375	71	375	No	111	400	111	400	Yes
Southbound I-275 Ramp Terminal	Westbound	3	WBL	334	336	414	72	350	152	425	Yes	123	375	123	375	No
Southbound I-275 Ramp Terminal	Westbound	4	WBL	334	336	414	152.00	425	152	425.00	Yes	19.00	200	123	375.00	No
Southbound I-275 Ramp Terminal	Westbound	5	N/A	334	336	414	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Southbound I-275 Ramp Terminal	Westbound	6	N/A	334	336	414	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Southbound I-275 Ramp Terminal	Westbound	7	N/A	334	336	414	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Southbound I-275 Ramp Terminal	Westbound	8	N/A	334	336	414	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Southbound I-275 Ramp Terminal	Westbound	9	N/A	334	336	414	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Southbound I-275 Ramp Terminal	Southbound	1	SBR	340	336	240	249	325	249	325	Yes	169	325	169	325	Yes
Southbound I-275 Ramp Terminal	Southbound	2	SBTL	340	336	240	210.00	300	210	300.00	Yes	86.00	275	86	275.00	Yes
Southbound I-275 Ramp Terminal	Southbound	3	SBL	340	336	240	161.00	275	161	275.00	Yes	199.00	300	199	300.00	Yes
Southbound I-275 Ramp Terminal	Southbound	4	N/A	340	336	240	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Southbound I-275 Ramp Terminal	Southbound	5	N/A	340	336	240	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Southbound I-275 Ramp Terminal	Southbound	6	N/A	340	336	240	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Southbound I-275 Ramp Terminal	Southbound	7	N/A	340	336	240	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Southbound I-275 Ramp Terminal	Southbound	8	N/A	340	336	240	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Southbound I-275 Ramp Terminal	Southbound	9	N/A	340	336	240	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Southbound I-275 Ramp Terminal	Southbound	1	S_Upstream	13	340	366	447	675	447	675	Yes	445	650	445	650	Yes
Southbound I-275 Ramp Terminal	Southbound	2	N/A	13	340	366	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Southbound	3	N/A	13	340	366	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Southbound	4	N/A	13	340	366	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Southbound I-275 Ramp Terminal	Southbound	5	N/A	13	340	366	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Southbound I-275 Ramp Terminal	Southbound	6	N/A	13	340	366	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Southbound I-275 Ramp Terminal	Southbound	7	N/A	13	340	366	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Southbound I-275 Ramp Terminal	Southbound	8	N/A	13	340	366	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Southbound I-275 Ramp Terminal	Southbound	9	N/A	13	340	366	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	1	NBR	3	334	200	9	75	22	125	No	17	125	31	150	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	2	NBR	3	334	200	22	125	22	125	No	31	150	31	150	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	3	N/A	3	334	200	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	4	N/A	3	334	200	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	5	N/A	3	334	200	0.00	0	0	0.00	No	0.00	0	0	0.00	No

Existing Year (2021)

Intersection Measures of Effectiveness (MOEs)

Intersection	Approach	Lane	Description	Up Node	Down Node	Link Length (ft)	AM Peak Hour					PM Peak Hour				
							Average Vehicle Queue Length (ft)	Maximum Vehicle Queue Length (ft)	Average Vehicle Queue in Lane Group (ft)	Maximum Vehicle Queue in Lane Group (ft)	Queue Spillback First Link	Average Vehicle Queue Length (ft)	Maximum Vehicle Queue Length (ft)	Average Vehicle Queue in Lane Group (ft)	Maximum Vehicle Queue in Lane Group (ft)	Queue Spillback First Link
Northbound I-275 NB Off-Ramp Terminal	Northbound	6	N/A	3	334	200	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	7	N/A	3	334	200	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	8	N/A	3	334	200	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	9	N/A	3	334	200	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	1	N.Upstream	16	3	710	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	2	N/A	16	3	710	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	3	N/A	16	3	710	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	4	N/A	16	3	710	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	5	N/A	16	3	710	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	6	N/A	16	3	710	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	7	N/A	16	3	710	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	8	N/A	16	3	710	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	9	N/A	16	3	710	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Northbound I-275 NB Off-Ramp Terminal	Westbound	1	WBT	151	334	690	24	275	27	275	No	39	350	46	350	No
Northbound I-275 NB Off-Ramp Terminal	Westbound	2	WBT	151	334	690	27.00	275	27	275.00	No	46.00	350	46	350.00	No
Southbound I-275 Ramp Terminal	Westbound	3	WBL	151	334	690	16.00	225	152	425.00	No	1.00	50	123	375.00	No
Northbound I-275 NB Off-Ramp Terminal	Westbound	4	N/A	151	334	690	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Southbound I-275 Ramp Terminal	Westbound	1	WBT	151	334	690	24.00	275	71	375.00	No	39.00	350	111	400.00	No
Southbound I-275 Ramp Terminal	Westbound	2	WBT	151	334	690	27.00	275	71	375.00	No	46.00	350	111	400.00	No
Northbound I-275 NB Off-Ramp Terminal	Westbound	7	WBT	151	334	690	0.00	0	27	275.00	No	0.00	0	46	350.00	No
Northbound I-275 NB Off-Ramp Terminal	Westbound	8	N/A	151	334	690	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Northbound I-275 NB Off-Ramp Terminal	Westbound	9	N/A	151	334	690	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Northbound I-275 NB Off-Ramp Terminal	Eastbound	1	EBT	336	334	233	0	0	115	350	Yes	0	0	215	375	Yes
Northbound I-275 NB Off-Ramp Terminal	Eastbound	2	EBT	336	334	233	0	50	115	350	Yes	0	50	215	375	Yes
Northbound I-275 NB Off-Ramp Terminal	Eastbound	3	EBT	336	334	233	115	350	115	350	Yes	215	375	215	375	Yes
Northbound I-275 NB Off-Ramp Terminal	Eastbound	4	N/A	336	334	233	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Northbound I-275 NB Off-Ramp Terminal	Eastbound	5	N/A	336	334	233	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Northbound I-275 NB Off-Ramp Terminal	Eastbound	6	N/A	336	334	233	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Northbound I-275 On-Ramp Terminal	Eastbound	7	EBL	336	334	233	37.00	75	280	425.00	Yes	54.00	75	337	425.00	Yes
Northbound I-275 NB Off-Ramp Terminal	Eastbound	8	N/A	336	334	233	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Northbound I-275 NB Off-Ramp Terminal	Eastbound	9	N/A	336	334	233	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Northbound I-275 On-Ramp Terminal	Eastbound	1	EBT	334	151	300	4	125	6	150	No	25	275	28	275	No
Northbound I-275 On-Ramp Terminal	Eastbound	2	EBT	334	151	300	6	150	6	150	No	28	275	28	275	No
Northbound I-275 On-Ramp Terminal	Eastbound	3	EBL	334	151	300	12.00	125	280	425.00	Yes	48.00	275	337	425.00	Yes
Northbound I-275 On-Ramp Terminal	Eastbound	4	EBL	334	151	300	280.00	425	280	425.00	Yes	337.00	425	337	425.00	Yes
Northbound I-275 On-Ramp Terminal	Eastbound	5	N/A	334	151	300	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Northbound I-275 On-Ramp Terminal	Eastbound	6	N/A	334	151	300	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Eastbound	7	N/A	334	151	300	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Eastbound	8	N/A	334	151	300	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Northbound I-275 On-Ramp Terminal	Eastbound	9	N/A	334	151	300	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Northbound I-275 NB Off-Ramp Terminal	Southbound	1	SBR	11	334	295	5	175	5	175	No	18	300	18	300	Yes
Northbound I-275 NB Off-Ramp Terminal	Southbound	2	SBR	11	334	295	0	0	5	175	No	0	0	18	300	Yes
Northbound I-275 NB Off-Ramp Terminal	Southbound	3	N/A	11	334	295	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Northbound I-275 NB Off-Ramp Terminal	Southbound	4	N/A	11	334	295	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Northbound I-275 NB Off-Ramp Terminal	Southbound	5	N/A	11	334	295	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Northbound I-275 NB Off-Ramp Terminal	Southbound	6	N/A	11	334	295	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Southbound	7	N/A	11	334	295	0	0	0	0	No	0	0	0	0	No

Existing Year (2021)

Intersection Measures of Effectiveness (MOEs)

Intersection	Approach	Lane	Description	Up Node	Down Node	Link Length (ft)	AM Peak Hour					PM Peak Hour				
							Average Vehicle Queue Length (ft)	Maximum Vehicle Queue Length (ft)	Average Vehicle Queue in Lane Group (ft)	Maximum Vehicle Queue in Lane Group (ft)	Queue Spillback First Link	Average Vehicle Queue Length (ft)	Maximum Vehicle Queue Length (ft)	Average Vehicle Queue in Lane Group (ft)	Maximum Vehicle Queue in Lane Group (ft)	Queue Spillback First Link
Northbound I-275 NB Off-Ramp Terminal	Southbound	8	N/A	11	334	295	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Northbound I-275 NB Off-Ramp Terminal	Southbound	9	N/A	11	334	295	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Northbound I-275 NB Off-Ramp Terminal	Southbound	1	S_Upstream	10	11	225	0	0	0	0	No	0	50	0	50	No
Northbound I-275 NB Off-Ramp Terminal	Southbound	2	S_Upstream	10	11	225	0	0	0	0	No	0	0	0	50	No
Northbound I-275 NB Off-Ramp Terminal	Southbound	3	N/A	10	11	225	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Northbound I-275 NB Off-Ramp Terminal	Southbound	4	N/A	10	11	225	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Northbound I-275 NB Off-Ramp Terminal	Southbound	5	N/A	10	11	225	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Northbound I-275 NB Off-Ramp Terminal	Southbound	6	N/A	10	11	225	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Southbound	7	N/A	10	11	225	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Southbound	8	N/A	10	11	225	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Northbound I-275 NB Off-Ramp Terminal	Southbound	9	N/A	10	11	225	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Northbound I-275 NB Off-Ramp Terminal	Southbound	1	S_Upstream	15	10	230	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Southbound	2	N/A	15	10	230	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Southbound	3	N/A	15	10	230	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Northbound I-275 NB Off-Ramp Terminal	Southbound	4	N/A	15	10	230	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Northbound I-275 NB Off-Ramp Terminal	Southbound	5	N/A	15	10	230	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Northbound I-275 NB Off-Ramp Terminal	Southbound	6	N/A	15	10	230	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Southbound	7	N/A	15	10	230	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Southbound	8	N/A	15	10	230	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Northbound I-275 NB Off-Ramp Terminal	Southbound	9	N/A	15	10	230	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Northbound I-275 On-Ramp Terminal	Westbound	1	WBR	332	151	360	1	125	1	125	No	2	175	2	175	No
Northbound I-275 On-Ramp Terminal	Westbound	2	WBT	332	151	360	25	325	25	325	No	38	375	38	375	Yes
Northbound I-275 On-Ramp Terminal	Westbound	3	WBT	332	151	360	13.00	250	25	325.00	No	25.00	350	38	375.00	Yes
Northbound I-275 On-Ramp Terminal	Westbound	4	N/A	332	151	360	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Northbound I-275 On-Ramp Terminal	Westbound	5	N/A	332	151	360	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Northbound I-275 On-Ramp Terminal	Westbound	6	N/A	332	151	360	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Westbound	7	N/A	332	151	360	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Westbound	8	N/A	332	151	360	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Northbound I-275 On-Ramp Terminal	Westbound	9	N/A	332	151	360	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Nebraska Avenue	Eastbound	1	EBT	151	332	360	118	425	238	450	Yes	143	425	321	450	Yes
Nebraska Avenue	Eastbound	2	EBT	151	332	360	121	425	238	450	Yes	146	450	321	450	Yes
Nebraska Avenue	Eastbound	3	EBT	151	332	360	238.00	450	238	450.00	Yes	321.00	450	321	450.00	Yes
Nebraska Avenue	Eastbound	4	N/A	151	332	360	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Nebraska Avenue	Eastbound	5	N/A	151	332	360	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Nebraska Avenue	Eastbound	6	EBR	151	332	360	0	0	0	0	No	0	0	0	0	No
Nebraska Avenue	Eastbound	7	EBL	151	332	360	126	150	126	150	No	147	175	147	175	No
Nebraska Avenue	Eastbound	8	N/A	151	332	360	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Nebraska Avenue	Eastbound	9	N/A	151	332	360	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Nebraska Avenue	Northbound	1	NBT	331	332	585	105	300	139	550	No	176	500	176	525	No
Nebraska Avenue	Northbound	2	NBT	331	332	585	139	550	139	550	No	173	525	176	525	No
Nebraska Avenue	Northbound	3	N/A	331	332	585	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Nebraska Avenue	Northbound	4	N/A	331	332	585	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Nebraska Avenue	Northbound	5	N/A	331	332	585	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Nebraska Avenue	Northbound	6	N/A	331	332	585	0	0	0	0	No	0	0	0	0	No
Nebraska Avenue	Northbound	7	NBL	331	332	585	190	400	190	400	No	132	400	132	400	No
Nebraska Avenue	Northbound	8	N/A	331	332	585	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Nebraska Avenue	Northbound	9	N/A	331	332	585	0.00	0	0	0.00	No	0.00	0	0	0.00	No

Existing Year (2021)

Intersection Measures of Effectiveness (MOEs)

Intersection	Approach	Lane	Description	Up Node	Down Node	Link Length (ft)	AM Peak Hour					PM Peak Hour				
							Average Vehicle Queue Length (ft)	Maximum Vehicle Queue Length (ft)	Average Vehicle Queue in Lane Group (ft)	Maximum Vehicle Queue in Lane Group (ft)	Queue Spillback First Link	Average Vehicle Queue Length (ft)	Maximum Vehicle Queue Length (ft)	Average Vehicle Queue in Lane Group (ft)	Maximum Vehicle Queue in Lane Group (ft)	Queue Spillback First Link
Nebraska Avenue	Westbound	1	WBT	150	332	590	249	1,025	269	1,050	Yes	435	1,500	496	1,575	Yes
Nebraska Avenue	Westbound	2	WBT	150	332	590	269	1,050	269	1,050	Yes	496	1,575	496	1,575	Yes
Nebraska Avenue	Westbound	3	WBT	150	332	590	249.00	1,025	269	1050.00	Yes	458.00	1,550	496	1575.00	Yes
Nebraska Avenue	Westbound	4	N/A	150	332	590	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Nebraska Avenue	Westbound	5	N/A	150	332	590	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Nebraska Avenue	Westbound	6	WBR	150	332	590	0	0	0	0	No	0	0	0	0	No
Nebraska Avenue	Westbound	7	WBL	150	332	590	125	400	125	400	No	32	200	32	200	No
Nebraska Avenue	Westbound	8	N/A	150	332	590	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Nebraska Avenue	Westbound	9	N/A	150	332	590	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Nebraska Avenue	Southbound	1	SBT	333	332	715	671	1,400	806	1,450	Yes	244	775	464	1,175	Yes
Nebraska Avenue	Southbound	2	SBT	333	332	715	806	1,450	806	1,450	Yes	464	1,175	464	1,175	Yes
Nebraska Avenue	Southbound	3	N/A	333	332	715	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Nebraska Avenue	Southbound	4	N/A	333	332	715	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Nebraska Avenue	Southbound	5	N/A	333	332	715	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Nebraska Avenue	Southbound	6	N/A	333	332	715	0	0	0	0	No	0	0	0	0	No
Nebraska Avenue	Southbound	7	SBL	333	332	715	367	500	367	500	No	371	550	371	550	No
Nebraska Avenue	Southbound	8	N/A	333	332	715	0.00	0	0	0.00	No	0.00	0	0	0.00	No
Nebraska Avenue	Southbound	9	N/A	333	332	715	0.00	0	0	0.00	No	0.00	0	0	0.00	No

Existing Year (2021)**Movement Delays by Segment**

Intersection	Approach	Control Type	Left		Through		Right		Movement Designation		
			Up Node	Down Node	Up Node	Down Node	Up Node	Down Node	L	T	R
Central Avenue	Eastbound	Signalized	152	338	152	338	152	338	L	TDR	0
Central Avenue	Westbound	Signalized	6	338	6	338	6	338	L	T	R
Central Avenue	Northbound	Signalized	337	338	337	338	337	338	L	TR	0
Central Avenue	Southbound	Signalized	339	338	339	338	339	338	L	TR	0
Southbound I-275 Ramp Terminal	Eastbound	Signalized	6	336	6	336	338	6	L	TD	R
Southbound I-275 Ramp Terminal	Westbound	Signalized	334	336	334	336	334	336	L	TR	0
Southbound I-275 Ramp Terminal	Southbound	Signalized	340	336	340	336	340	336	L	T	R
Northbound I-275 NB Off-Ramp Terminal	Eastbound	Stop Control	336	334	336	334	336	334	0	LT	R
Northbound I-275 NB Off-Ramp Terminal	Westbound	Stop Control	151	334	151	334	151	334	0	LT	R
Northbound I-275 NB Off-Ramp Terminal	Northbound	Stop Control	3	334	3	334	3	334	L	T	R
Northbound I-275 NB Off-Ramp Terminal	Southbound	Stop Control	11	334	11	334	11	334	L	T	R
Northbound I-275 On-Ramp Terminal	Eastbound	Stop Control	334	151	334	151	334	151	L	T	R
Northbound I-275 On-Ramp Terminal	Westbound	Stop Control	332	151	332	151	332	151	L	T	DR
Nebraska Avenue	Eastbound	Signalized	151	332	151	332	151	332	L	TR	0
Nebraska Avenue	Westbound	Signalized	150	332	150	332	150	332	L	TR	0
Nebraska Avenue	Northbound	Signalized	331	332	331	332	331	332	L	TR	0
Nebraska Avenue	Southbound	Signalized	333	332	333	332	333	332	L	TR	0

Existing Year (2021)

Movement Delays by Segment

UpNode	DownNode	Segment Location	TP	Peak Hour	Volume				Delay Per Vehicle (Control or Delay Travel for Unsignalized)			
					Left	Through	Right	Diagonal	Left	Through	Right	Diagonal
1	340	I-275 Southbound Ramps Cherokee Avenue	AM_TP1	0	0	0	0	28	0.0	0.0	0.0	297.3
1	340	I-275 Southbound Ramps Cherokee Avenue	AM_TP2	0	0	0	0	25	0.0	0.0	0.0	404.7
1	340	I-275 Southbound Ramps Cherokee Avenue	AM_TP3	0	0	0	0	24	0.0	0.0	0.0	465.9
1	340	I-275 Southbound Ramps Cherokee Avenue	AM_TP4	0	0	0	0	20	0.0	0.0	0.0	517.2
1	340	I-275 Southbound Ramps Cherokee Avenue	AM_TP5	1	0	0	0	17	0.0	0.0	0.0	570.0
1	340	I-275 Southbound Ramps Cherokee Avenue	AM_TP6	1	0	0	0	15	0.0	0.0	0.0	619.3
1	340	I-275 Southbound Ramps Cherokee Avenue	AM_TP7	1	0	0	0	15	0.0	0.0	0.0	657.8
1	340	I-275 Southbound Ramps Cherokee Avenue	AM_TP8	1	0	0	0	13	0.0	0.0	0.0	698.4
1	340	I-275 Southbound Ramps Cherokee Avenue	AM_TP9	0	0	0	0	13	0.0	0.0	0.0	736.6
1	340	I-275 Southbound Ramps Cherokee Avenue	AM_TP10	0	0	0	0	17	0.0	0.0	0.0	752.6
1	340	I-275 Southbound Ramps Cherokee Avenue	AM_TP11	0	0	0	0	16	0.0	0.0	0.0	771.1
1	340	I-275 Southbound Ramps Cherokee Avenue	AM_TP12	0	0	0	0	20	0.0	0.0	0.0	772.0
1	340	I-275 Southbound Ramps Cherokee Avenue	PM_TP1	0	0	0	0	12	0.0	0.0	0.0	29.8
1	340	I-275 Southbound Ramps Cherokee Avenue	PM_TP2	0	0	0	0	12	0.0	0.0	0.0	28.3
1	340	I-275 Southbound Ramps Cherokee Avenue	PM_TP3	0	0	0	0	14	0.0	0.0	0.0	30.7
1	340	I-275 Southbound Ramps Cherokee Avenue	PM_TP4	0	0	0	0	13	0.0	0.0	0.0	29.9
1	340	I-275 Southbound Ramps Cherokee Avenue	PM_TP5	1	0	0	0	12	0.0	0.0	0.0	36.1
1	340	I-275 Southbound Ramps Cherokee Avenue	PM_TP6	1	0	0	0	13	0.0	0.0	0.0	36.9
1	340	I-275 Southbound Ramps Cherokee Avenue	PM_TP7	1	0	0	0	14	0.0	0.0	0.0	36.5
1	340	I-275 Southbound Ramps Cherokee Avenue	PM_TP8	1	0	0	0	13	0.0	0.0	0.0	36.4
1	340	I-275 Southbound Ramps Cherokee Avenue	PM_TP9	0	0	0	0	13	0.0	0.0	0.0	35.8
1	340	I-275 Southbound Ramps Cherokee Avenue	PM_TP10	0	0	0	0	13	0.0	0.0	0.0	35.3
1	340	I-275 Southbound Ramps Cherokee Avenue	PM_TP11	0	0	0	0	12	0.0	0.0	0.0	35.1
1	340	I-275 Southbound Ramps Cherokee Avenue	PM_TP12	0	0	0	0	12	0.0	0.0	0.0	35.9
2	5	I-275 Northbound On-Ramp Miami Avenue	AM_TP1	0	0	2	0	0	0.0	1.5	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	AM_TP2	0	0	1	0	0	0.0	1.3	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	AM_TP3	0	0	2	0	0	0.0	1.5	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	AM_TP4	0	0	2	0	0	0.0	1.5	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	AM_TP5	1	0	3	0	0	0.0	1.4	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	AM_TP6	1	0	2	0	0	0.0	1.4	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	AM_TP7	1	0	2	0	0	0.0	1.5	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	AM_TP8	1	0	2	0	0	0.0	1.5	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	AM_TP9	0	0	2	0	0	0.0	1.5	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	AM_TP10	0	0	2	0	0	0.0	1.4	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	AM_TP11	0	0	3	0	0	0.0	1.4	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	AM_TP12	0	0	2	0	0	0.0	1.4	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	PM_TP1	0	0	3	0	0	0.0	1.6	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	PM_TP2	0	0	2	0	0	0.0	1.5	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	PM_TP3	0	0	2	0	0	0.0	1.4	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	PM_TP4	0	0	2	0	0	0.0	1.4	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	PM_TP5	1	0	3	0	0	0.0	1.5	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	PM_TP6	1	0	3	0	0	0.0	1.5	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	PM_TP7	1	0	2	0	0	0.0	1.5	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	PM_TP8	1	0	2	0	0	0.0	1.5	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	PM_TP9	0	0	2	0	0	0.0	1.5	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	PM_TP10	0	0	3	0	0	0.0	1.4	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	PM_TP11	0	0	2	0	0	0.0	1.4	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	PM_TP12	0	0	3	0	0	0.0	1.4	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP1	0	0	179	0	0	0.0	1.1	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP2	0	0	191	0	0	0.0	1.2	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP3	0	0	211	0	0	0.0	1.1	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP4	0	0	212	0	0	0.0	1.2	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP5	1	0	221	0	0	0.0	1.2	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP6	1	0	228	0	0	0.0	1.2	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP7	1	0	229	0	0	0.0	1.2	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP8	1	0	228	0	0	0.0	1.2	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP9	0	0	229	0	0	0.0	1.2	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP10	0	0	223	0	0	0.0	1.2	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP11	0	0	218	0	0	0.0	1.2	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP12	0	0	212	0	0	0.0	1.2	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP1	0	0	225	0	0	0.0	1.2	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP2	0	0	229	0	0	0.0	1.1	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP3	0	0	221	0	0	0.0	1.1	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP4	0	0	224	0	0	0.0	1.1	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP5	1	0	221	0	0	0.0	1.1	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP6	1	0	226	0	0	0.0	1.1	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP7	1	0	226	0	0	0.0	1.1	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP8	1	0	230	0	0	0.0	1.1	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP9	0	0	215	0	0	0.0	1.1	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP10	0	0	217	0	0	0.0	1.1	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP11	0	0	224	0	0	0.0	1.1	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP12	0	0	229	0	0	0.0	1.1	0.0	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	AM_TP1	0	0	0	70	0	0.0	0.0	8.1	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	AM_TP2	0	0	0	78	0	0.0	0.0	9.1	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	AM_TP3	0	0	0	84	0	0.0	0.0	10.6	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	AM_TP4	0	0	0	92	0	0.0	0.0	11.3	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	AM_TP5	1	0	0	97	0	0.0	0.0	12.0	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	AM_TP6	1	0	0	99	0	0.0	0.0	12.4	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	AM_TP7	1	0	0	96	0	0.0	0.0	12.9	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	AM_TP8	1	0	0	93	0	0.0	0.0	12.9	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	AM_TP9	0	0	0	92	0	0.0	0.0	12.8	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	AM_TP10	0	0	0	89	0	0.0	0.0	12.9	0.0

Existing Year (2021)
Movement Delays by Segment

UpNode	DownNode	Segment Location	TP	Peak Hour	Volume				Delay Per Vehicle (Control or Delay Travel for Unsignalized)			
					Left	Through	Right	Diagonal	Left	Through	Right	Diagonal
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	AM_TP11	0	0	0	84	0	0.0	0.0	12.8	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	AM_TP12	0	0	0	81	0	0.0	0.0	12.7	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	PM_TP1	0	0	0	155	0	0.0	0.0	9.5	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	PM_TP2	0	0	0	159	0	0.0	0.0	9.7	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	PM_TP3	0	0	0	161	0	0.0	0.0	10.4	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	PM_TP4	0	0	0	158	0	0.0	0.0	10.2	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	PM_TP5	1	0	0	163	0	0.0	0.0	10.3	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	PM_TP6	1	0	0	159	0	0.0	0.0	10.1	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	PM_TP7	1	0	0	162	0	0.0	0.0	10.2	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	PM_TP8	1	0	0	162	0	0.0	0.0	10.2	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	PM_TP9	0	0	0	158	0	0.0	0.0	10.2	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	PM_TP10	0	0	0	157	0	0.0	0.0	10.1	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	PM_TP11	0	0	0	154	0	0.0	0.0	10.0	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	PM_TP12	0	0	0	154	0	0.0	0.0	10.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	AM_TP1	0	0	1	0	0	0.0	0.2	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	AM_TP2	0	0	1	0	0	0.0	0.6	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	AM_TP3	0	0	1	0	0	0.0	0.4	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	AM_TP4	0	0	2	0	0	0.0	0.3	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	AM_TP5	1	0	1	0	0	0.0	0.5	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	AM_TP6	1	0	2	0	0	0.0	0.6	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	AM_TP7	1	0	1	0	0	0.0	0.6	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	AM_TP8	1	0	2	0	0	0.0	0.6	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	AM_TP9	0	0	1	0	0	0.0	0.6	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	AM_TP10	0	0	2	0	0	0.0	0.6	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	AM_TP11	0	0	1	0	0	0.0	0.7	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	AM_TP12	0	0	1	0	0	0.0	0.7	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	PM_TP1	0	0	36	0	0	0.0	0.9	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	PM_TP2	0	0	38	0	0	0.0	0.9	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	PM_TP3	0	0	37	0	0	0.0	1.1	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	PM_TP4	0	0	38	0	0	0.0	1.0	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	PM_TP5	1	0	37	0	0	0.0	1.1	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	PM_TP6	1	0	38	0	0	0.0	1.1	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	PM_TP7	1	0	38	0	0	0.0	1.1	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	PM_TP8	1	0	37	0	0	0.0	1.1	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	PM_TP9	0	0	37	0	0	0.0	1.1	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	PM_TP10	0	0	38	0	0	0.0	1.1	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	PM_TP11	0	0	38	0	0	0.0	1.1	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	PM_TP12	0	0	38	0	0	0.0	1.1	0.0	0.0
6	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP1	0	0	219	0	72	0.0	11.3	0.0	12.6
6	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP2	0	0	245	0	83	0.0	11.5	0.0	13.5
6	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP3	0	0	258	0	85	0.0	11.8	0.0	17.0
6	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP4	0	0	251	0	81	0.0	12.3	0.0	22.2
6	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP5	1	0	247	0	79	0.0	12.6	0.0	26.6
6	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP6	1	0	248	0	75	0.0	12.8	0.0	29.7
6	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP7	1	0	241	0	76	0.0	12.9	0.0	32.3
6	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP8	1	0	244	0	74	0.0	13.1	0.0	33.9
6	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP9	0	0	244	0	78	0.0	13.1	0.0	35.1
6	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP10	0	0	245	0	76	0.0	13.2	0.0	36.1
6	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP11	0	0	246	0	90	0.0	13.2	0.0	36.3
6	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP12	0	0	246	0	91	0.0	13.2	0.0	36.3
6	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP1	0	0	190	0	88	0.0	3.1	0.0	41.4
6	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP2	0	0	179	0	86	0.0	3.4	0.0	43.3
6	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP3	0	0	182	0	77	0.0	3.3	0.0	46.8
6	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP4	0	0	177	0	76	0.0	3.3	0.0	48.5
6	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP5	1	0	179	0	71	0.0	3.2	0.0	50.3
6	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP6	1	0	172	0	74	0.0	3.3	0.0	51.3
6	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP7	1	0	181	0	76	0.0	3.3	0.0	52.1
6	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP8	1	0	173	0	75	0.0	3.3	0.0	52.3
6	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP9	0	0	174	0	68	0.0	3.3	0.0	53.3
6	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP10	0	0	166	0	83	0.0	3.3	0.0	52.9
6	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP11	0	0	180	0	76	0.0	3.3	0.0	53.1
6	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP12	0	0	179	0	91	0.0	3.3	0.0	52.0
6	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP1	0	18	449	41	0	32.2	4.3	0.6	0.0
6	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP2	0	23	476	52	0	43.2	4.5	0.6	0.0
6	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP3	0	21	493	60	0	53.9	4.7	0.7	0.0
6	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP4	0	23	504	75	0	72.1	5.0	0.7	0.0
6	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP5	1	19	498	90	0	119.2	5.3	0.8	0.0
6	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP6	1	16	469	105	0	187.1	5.6	0.8	0.0
6	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP7	1	15	471	107	0	242.6	5.8	0.8	0.0
6	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP8	1	16	472	109	0	289.2	5.9	0.8	0.0
6	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP9	0	24	464	108	0	314.9	6.0	0.8	0.0
6	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP10	0	20	488	100	0	331.4	6.0	0.8	0.0
6	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP11	0	17	473	91	0	348.2	6.1	0.8	0.0
6	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP12	0	25	464	83	0	350.5	6.1	0.8	0.0
6	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP1	0	23	670	48	0	188.7	4.4	0.9	0.0
6	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP2	0	24	660	61	0	250.2	5.9	1.0	0.0
6	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP3	0	24	635	66	0	300.2	6.9	1.0	0.0
6	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP4	0	28	651	71	0	302.7	7.3	1.0	0.0
6	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP5	1	20	650	67	0	328.1	7.6	1.0	0.0
6	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP6	1	30	669	67	0	317.8	7.7	1.0	0.0
6	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP7	1	25	684	67	0	319.3	7.7	1.1	0.0
6	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP8	1	25	655	70	0	325.4	7.8	1.1	0.0

Existing Year (2021)

Movement Delays by Segment

UpNode	DownNode	Segment Location	TP	Peak Hour	Volume				Delay Per Vehicle (Control or Delay Travel for Unsignalized)			
					Left	Through	Right	Diagonal	Left	Through	Right	Diagonal
6	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP9	0	25	654	69	0	325.0	7.9	1.1	0.0
6	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP10	0	25	657	74	0	327.9	8.0	1.1	0.0
6	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP11	0	26	661	59	0	326.6	7.9	1.1	0.0
6	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP12	0	27	642	66	0	329.2	8.0	1.1	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	AM_TP1	0	0	229	0	0	0.0	1.5	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	AM_TP2	0	0	236	0	0	0.0	1.5	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	AM_TP3	0	0	238	0	0	0.0	1.4	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	AM_TP4	0	0	252	0	0	0.0	1.5	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	AM_TP5	1	0	252	0	0	0.0	1.5	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	AM_TP6	1	0	249	0	0	0.0	1.5	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	AM_TP7	1	0	248	0	0	0.0	1.5	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	AM_TP8	1	0	248	0	0	0.0	1.5	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	AM_TP9	0	0	248	0	0	0.0	1.5	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	AM_TP10	0	0	248	0	0	0.0	1.5	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	AM_TP11	0	0	243	0	0	0.0	1.5	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	AM_TP12	0	0	243	0	0	0.0	1.5	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	PM_TP1	0	0	213	0	0	0.0	1.7	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	PM_TP2	0	0	196	0	0	0.0	1.6	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	PM_TP3	0	0	216	0	0	0.0	1.6	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	PM_TP4	0	0	210	0	0	0.0	1.5	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	PM_TP5	1	0	213	0	0	0.0	1.5	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	PM_TP6	1	0	212	0	0	0.0	1.5	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	PM_TP7	1	0	216	0	0	0.0	1.5	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	PM_TP8	1	0	217	0	0	0.0	1.5	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	PM_TP9	0	0	216	0	0	0.0	1.5	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	PM_TP10	0	0	212	0	0	0.0	1.5	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	PM_TP11	0	0	210	0	0	0.0	1.5	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	PM_TP12	0	0	207	0	0	0.0	1.5	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP1	0	0	116	0	0	0.0	0.1	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP2	0	0	129	0	0	0.0	0.1	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP3	0	0	140	0	0	0.0	0.1	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP4	0	0	150	0	0	0.0	0.1	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP5	1	0	161	0	0	0.0	0.1	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP6	1	0	164	0	0	0.0	0.1	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP7	1	0	157	0	0	0.0	0.1	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP8	1	0	152	0	0	0.0	0.1	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP9	0	0	152	0	0	0.0	0.1	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP10	0	0	146	0	0	0.0	0.1	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP11	0	0	139	0	0	0.0	0.1	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP12	0	0	134	0	0	0.0	0.1	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP1	0	0	203	0	0	0.0	0.2	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP2	0	0	205	0	0	0.0	0.2	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP3	0	0	207	0	0	0.0	0.2	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP4	0	0	204	0	0	0.0	0.2	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP5	1	0	211	0	0	0.0	0.3	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP6	1	0	207	0	0	0.0	0.3	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP7	1	0	213	0	0	0.0	0.3	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP8	1	0	211	0	0	0.0	0.3	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP9	0	0	205	0	0	0.0	0.3	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP10	0	0	200	0	0	0.0	0.3	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP11	0	0	198	0	0	0.0	0.3	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP12	0	0	195	0	0	0.0	0.3	0.0	0.0
11	334	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP1	0	0	0	115	0	0.0	0.0	2.4	0.0
11	334	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP2	0	0	0	129	0	0.0	0.0	2.4	0.0
11	334	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP3	0	0	0	140	0	0.0	0.0	2.4	0.0
11	334	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP4	0	0	0	150	0	0.0	0.0	2.4	0.0
11	334	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP5	1	0	0	161	0	0.0	0.0	2.6	0.0
11	334	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP6	1	0	0	163	0	0.0	0.0	3.6	0.0
11	334	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP7	1	0	0	157	0	0.0	0.0	4.2	0.0
11	334	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP8	1	0	0	153	0	0.0	0.0	4.7	0.0
11	334	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP9	0	0	0	153	0	0.0	0.0	4.9	0.0
11	334	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP10	0	0	0	146	0	0.0	0.0	5.0	0.0
11	334	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP11	0	0	0	139	0	0.0	0.0	5.0	0.0
11	334	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP12	0	0	0	135	0	0.0	0.0	4.9	0.0
11	334	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP1	0	0	0	203	0	0.0	0.0	2.7	0.0
11	334	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP2	0	0	0	206	0	0.0	0.0	3.5	0.0
11	334	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP3	0	0	0	205	0	0.0	0.0	4.8	0.0
11	334	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP4	0	0	0	205	0	0.0	0.0	5.4	0.0
11	334	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP5	1	0	0	212	0	0.0	0.0	6.0	0.0
11	334	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP6	1	0	0	206	0	0.0	0.0	6.4	0.0
11	334	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP7	1	0	0	213	0	0.0	0.0	6.3	0.0
11	334	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP8	1	0	0	210	0	0.0	0.0	6.5	0.0
11	334	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP9	0	0	0	205	0	0.0	0.0	6.6	0.0
11	334	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP10	0	0	0	200	0	0.0	0.0	6.7	0.0
11	334	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP11	0	0	0	198	0	0.0	0.0	6.5	0.0
11	334	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP12	0	0	0	196	0	0.0	0.0	6.4	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP1	0	0	0	179	0	0.0	0.0	6.8	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP2	0	0	0	191	0	0.0	0.0	6.8	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP3	0	0	0	210	0	0.0	0.0	6.9	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP4	0	0	0	212	0	0.0	0.0	6.9	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP5	1	0	0	221	0	0.0	0.0	7.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP6	1	0	0	226	0	0.0	0.0	7.0	0.0

Existing Year (2021)
 Movement Delays by Segment

UpNode	DownNode	Segment Location	TP	Peak Hour	Volume				Delay Per Vehicle (Control or Delay Travel for Unsignalized)			
					Left	Through	Right	Diagonal	Left	Through	Right	Diagonal
12	14	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP7	1	0	0	230	0	0.0	0.0	7.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP8	1	0	0	228	0	0.0	0.0	7.1	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP9	0	0	0	228	0	0.0	0.0	7.1	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP10	0	0	0	224	0	0.0	0.0	7.1	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP11	0	0	0	217	0	0.0	0.0	7.1	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP12	0	0	0	211	0	0.0	0.0	7.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP1	0	0	225	0	0	0.0	1.0	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP2	0	0	228	0	0	0.0	1.0	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP3	0	0	222	0	0	0.0	1.0	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP4	0	0	223	0	0	0.0	1.0	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP5	1	0	222	0	0	0.0	1.0	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP6	1	0	225	0	0	0.0	1.0	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP7	1	0	226	0	0	0.0	1.0	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP8	1	0	230	0	0	0.0	1.0	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP9	0	0	216	0	0	0.0	1.0	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP10	0	0	216	0	0	0.0	1.0	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP11	0	0	226	0	0	0.0	1.0	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP12	0	0	227	0	0	0.0	1.0	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	AM_TP1	0	40	146	0	0	76.1	76.3	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	AM_TP2	0	36	140	0	0	87.6	87.5	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	AM_TP3	0	35	132	0	0	95.7	94.0	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	AM_TP4	0	37	132	0	0	98.6	97.6	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	AM_TP5	1	36	131	0	0	101.3	100.2	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	AM_TP6	1	32	125	0	0	103.3	102.5	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	AM_TP7	1	35	124	0	0	105.4	104.1	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	AM_TP8	1	33	129	0	0	106.3	105.6	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	AM_TP9	0	34	123	0	0	107.0	106.4	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	AM_TP10	0	30	127	0	0	108.0	107.5	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	AM_TP11	0	37	127	0	0	108.5	107.8	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	AM_TP12	0	37	133	0	0	108.5	107.9	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	PM_TP1	0	67	102	0	0	97.3	100.0	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	PM_TP2	0	70	109	0	0	102.7	103.5	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	PM_TP3	0	64	100	0	0	103.2	103.4	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	PM_TP4	0	71	103	0	0	105.2	104.4	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	PM_TP5	1	65	96	0	0	106.1	104.8	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	PM_TP6	1	70	112	0	0	105.8	104.8	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	PM_TP7	1	64	95	0	0	105.8	105.3	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	PM_TP8	1	73	109	0	0	105.7	105.0	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	PM_TP9	0	62	99	0	0	106.0	105.3	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	PM_TP10	0	69	109	0	0	105.8	105.5	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	PM_TP11	0	65	97	0	0	105.7	105.5	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	PM_TP12	0	69	108	0	0	105.8	105.6	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP1	0	0	115	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP2	0	0	129	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP3	0	0	140	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP4	0	0	150	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP5	1	0	162	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP6	1	0	164	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP7	1	0	157	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP8	1	0	152	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP9	0	0	152	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP10	0	0	146	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP11	0	0	139	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP12	0	0	134	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP1	0	0	203	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP2	0	0	205	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP3	0	0	207	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP4	0	0	205	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP5	1	0	212	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP6	1	0	206	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP7	1	0	213	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP8	1	0	210	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP9	0	0	205	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP10	0	0	201	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP11	0	0	197	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP12	0	0	196	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	AM_TP1	0	0	69	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	AM_TP2	0	0	76	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	AM_TP3	0	0	84	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	AM_TP4	0	0	90	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	AM_TP5	1	0	96	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	AM_TP6	1	0	98	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	AM_TP7	1	0	93	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	AM_TP8	1	0	91	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	AM_TP9	0	0	91	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	AM_TP10	0	0	87	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	AM_TP11	0	0	83	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	AM_TP12	0	0	80	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	PM_TP1	0	0	119	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	PM_TP2	0	0	121	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	PM_TP3	0	0	123	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	PM_TP4	0	0	121	0	0	0.0	0.0	0.0	0.0

Existing Year (2021)

Movement Delays by Segment

UpNode	DownNode	Segment Location	TP	Peak Hour	Volume				Delay Per Vehicle (Control or Delay Travel for Unsignalized)			
					Left	Through	Right	Diagonal	Left	Through	Right	Diagonal
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	PM_TP5	1	0	125	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	PM_TP6	1	0	123	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	PM_TP7	1	0	124	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	PM_TP8	1	0	126	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	PM_TP9	0	0	121	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	PM_TP10	0	0	118	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	PM_TP11	0	0	116	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	PM_TP12	0	0	116	0	0	0.0	0.0	0.0	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	AM_TP1	0	28	399	19	0	93.9	32.5	29.2	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	AM_TP2	0	29	447	26	0	102.1	34.8	33.1	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	AM_TP3	0	33	478	27	0	113.6	35.8	33.5	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	AM_TP4	0	34	509	30	0	116.3	36.9	33.8	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	AM_TP5	1	39	551	28	0	121.9	38.1	34.9	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	AM_TP6	1	34	547	30	0	127.4	41.6	38.2	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	AM_TP7	1	35	526	26	0	137.5	49.4	44.4	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	AM_TP8	1	35	534	30	0	147.7	55.3	50.3	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	AM_TP9	0	38	523	26	0	154.4	59.0	53.4	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	AM_TP10	0	37	543	29	0	164.5	59.9	54.7	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	AM_TP11	0	39	482	27	0	168.0	58.5	53.4	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	AM_TP12	0	34	465	28	0	167.2	57.0	52.1	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	PM_TP1	0	26	550	54	0	36.6	33.8	34.1	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	PM_TP2	0	27	582	63	0	41.0	36.6	36.1	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	PM_TP3	0	25	542	61	0	44.5	41.1	39.2	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	PM_TP4	0	27	578	53	0	49.1	47.2	43.8	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	PM_TP5	1	25	544	57	0	54.9	55.0	50.4	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	PM_TP6	1	28	596	56	0	62.2	62.2	55.9	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	PM_TP7	1	27	580	62	0	65.6	66.5	59.6	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	PM_TP8	1	31	598	58	0	66.7	67.9	60.8	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	PM_TP9	0	26	555	60	0	68.4	70.4	62.3	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	PM_TP10	0	26	577	59	0	68.9	72.2	63.5	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	PM_TP11	0	25	560	59	0	69.0	71.9	63.6	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	PM_TP12	0	27	559	63	0	67.1	70.1	62.1	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	AM_TP1	0	0	179	2	0	0.0	0.8	2.5	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	AM_TP2	0	0	190	1	0	0.0	0.8	2.5	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	AM_TP3	0	0	211	2	0	0.0	0.8	2.7	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	AM_TP4	0	0	212	2	0	0.0	0.8	2.6	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	AM_TP5	1	0	222	3	0	0.0	0.8	2.7	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	AM_TP6	1	0	228	2	0	0.0	0.8	2.7	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	AM_TP7	1	0	228	2	0	0.0	0.9	2.7	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	AM_TP8	1	0	229	2	0	0.0	0.9	2.8	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	AM_TP9	0	0	229	2	0	0.0	0.9	2.8	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	AM_TP10	0	0	223	2	0	0.0	0.9	2.8	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	AM_TP11	0	0	218	3	0	0.0	0.9	2.8	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	AM_TP12	0	0	213	2	0	0.0	0.9	2.7	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	PM_TP1	0	0	224	3	0	0.0	0.8	2.6	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	PM_TP2	0	0	230	2	0	0.0	0.8	2.7	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	PM_TP3	0	0	220	2	0	0.0	0.8	2.6	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	PM_TP4	0	0	226	2	0	0.0	0.8	2.7	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	PM_TP5	1	0	220	3	0	0.0	0.8	2.7	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	PM_TP6	1	0	227	3	0	0.0	0.8	2.8	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	PM_TP7	1	0	224	2	0	0.0	0.8	2.8	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	PM_TP8	1	0	231	2	0	0.0	0.8	2.8	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	PM_TP9	0	0	214	2	0	0.0	0.8	2.8	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	PM_TP10	0	0	218	3	0	0.0	0.8	2.7	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	PM_TP11	0	0	224	2	0	0.0	0.8	2.7	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	PM_TP12	0	0	229	2	0	0.0	0.8	2.6	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	AM_TP1	0	35	290	17	0	144.0	23.0	24.6	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	AM_TP2	0	39	325	18	0	186.5	24.6	25.1	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	AM_TP3	0	38	330	20	0	210.9	25.4	25.8	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	AM_TP4	0	40	342	21	0	243.7	26.1	25.3	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	AM_TP5	1	40	347	19	0	264.2	26.5	25.4	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	AM_TP6	1	36	355	19	0	271.8	26.5	25.4	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	AM_TP7	1	39	339	21	0	278.0	26.7	24.7	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	AM_TP8	1	39	337	21	0	282.8	27.0	25.2	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	AM_TP9	0	40	340	22	0	290.0	27.1	24.9	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	AM_TP10	0	38	325	18	0	294.3	27.3	25.5	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	AM_TP11	0	41	336	19	0	298.6	27.4	25.5	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	AM_TP12	0	41	332	18	0	298.1	27.4	25.5	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	PM_TP1	0	35	338	20	0	202.7	27.2	30.5	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	PM_TP2	0	34	364	21	0	292.7	27.8	27.6	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	PM_TP3	0	33	351	19	0	348.6	27.3	27.4	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	PM_TP4	0	32	366	22	0	371.7	27.4	28.1	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	PM_TP5	1	30	351	22	0	392.9	27.2	26.4	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	PM_TP6	1	28	367	21	0	425.1	27.2	26.3	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	PM_TP7	1	31	353	20	0	432.8	27.1	26.5	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	PM_TP8	1	33	368	20	0	441.3	27.2	26.7	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	PM_TP9	0	28	343	20	0	452.0	27.2	26.3	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	PM_TP10	0	31	357	19	0	459.7	27.2	26.3	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	PM_TP11	0	31	343	19	0	462.5	27.1	26.3	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	PM_TP12	0	34	363	20	0	463.8	27.2	25.9	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	AM_TP1	0	92	305	0	0	3.4	1.3	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	AM_TP2	0	94	340	0	0	3.8	1.4	0.0	0.0

Existing Year (2021)

Movement Delays by Segment

UpNode	DownNode	Segment Location	TP	Peak Hour	Volume				Delay Per Vehicle (Control or Delay Travel for Unsignalized)			
					Left	Through	Right	Diagonal	Left	Through	Right	Diagonal
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	AM_TP3	0	100	367	0	0	4.8	1.5	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	AM_TP4	0	104	387	0	0	5.9	1.6	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	AM_TP5	1	108	404	0	0	7.1	2.0	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	AM_TP6	1	108	371	0	0	9.1	5.6	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	AM_TP7	1	107	385	0	0	11.3	9.1	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	AM_TP8	1	107	383	0	0	12.2	11.3	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	AM_TP9	0	107	375	0	0	12.7	12.5	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	AM_TP10	0	111	404	0	0	13.2	13.0	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	AM_TP11	0	99	368	0	0	13.1	13.1	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	AM_TP12	0	92	359	0	0	12.7	12.5	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	PM_TP1	0	78	457	0	0	3.8	2.1	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	PM_TP2	0	72	447	0	0	4.3	3.9	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	PM_TP3	0	78	443	0	0	5.0	7.4	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	PM_TP4	0	76	444	0	0	5.3	8.8	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	PM_TP5	1	78	446	0	0	5.7	10.2	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	PM_TP6	1	79	454	0	0	5.8	10.5	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	PM_TP7	1	83	476	0	0	5.8	10.7	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	PM_TP8	1	78	446	0	0	5.9	10.9	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	PM_TP9	0	78	460	0	0	6.0	11.3	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	PM_TP10	0	71	447	0	0	6.0	11.6	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	PM_TP11	0	81	465	0	0	6.0	11.4	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	PM_TP12	0	71	431	0	0	6.0	11.1	0.0	0.0
152	338	Eastbound Hillsborough Avenue West of Central Avenue	AM_TP1	0	7	68	3	280	39.0	5.3	12.0	10.8
152	338	Eastbound Hillsborough Avenue West of Central Avenue	AM_TP2	0	8	78	4	303	41.0	5.9	14.6	14.1
152	338	Eastbound Hillsborough Avenue West of Central Avenue	AM_TP3	0	7	83	4	334	47.0	7.3	18.5	19.4
152	338	Eastbound Hillsborough Avenue West of Central Avenue	AM_TP4	0	9	82	5	332	54.7	16.1	34.8	29.9
152	338	Eastbound Hillsborough Avenue West of Central Avenue	AM_TP5	1	9	78	4	324	73.8	44.1	51.7	45.3
152	338	Eastbound Hillsborough Avenue West of Central Avenue	AM_TP6	1	9	76	3	332	106.4	79.3	65.2	62.3
152	338	Eastbound Hillsborough Avenue West of Central Avenue	AM_TP7	1	6	75	5	326	137.8	117.0	77.1	72.3
152	338	Eastbound Hillsborough Avenue West of Central Avenue	AM_TP8	1	8	73	6	327	166.1	149.1	84.8	79.8
152	338	Eastbound Hillsborough Avenue West of Central Avenue	AM_TP9	0	7	76	5	324	197.8	177.6	88.5	84.7
152	338	Eastbound Hillsborough Avenue West of Central Avenue	AM_TP10	0	9	77	5	329	224.0	203.2	88.5	88.4
152	338	Eastbound Hillsborough Avenue West of Central Avenue	AM_TP11	0	9	87	4	334	239.9	221.1	90.1	90.9
152	338	Eastbound Hillsborough Avenue West of Central Avenue	AM_TP12	0	9	91	5	328	252.9	232.8	90.1	93.1
152	338	Eastbound Hillsborough Avenue West of Central Avenue	PM_TP1	0	5	72	5	313	261.9	264.2	20.7	17.8
152	338	Eastbound Hillsborough Avenue West of Central Avenue	PM_TP2	0	3	70	4	301	499.4	500.2	32.5	27.6
152	338	Eastbound Hillsborough Avenue West of Central Avenue	PM_TP3	0	4	61	4	302	631.2	624.5	37.5	31.4
152	338	Eastbound Hillsborough Avenue West of Central Avenue	PM_TP4	0	3	62	3	298	720.3	731.7	39.8	34.3
152	338	Eastbound Hillsborough Avenue West of Central Avenue	PM_TP5	1	4	59	5	300	848.1	791.5	40.9	35.0
152	338	Eastbound Hillsborough Avenue West of Central Avenue	PM_TP6	1	3	57	3	292	911.4	857.6	41.9	36.2
152	338	Eastbound Hillsborough Avenue West of Central Avenue	PM_TP7	1	3	61	3	301	978.5	892.8	42.5	36.4
152	338	Eastbound Hillsborough Avenue West of Central Avenue	PM_TP8	1	3	62	3	297	1069.2	932.7	43.0	37.0
152	338	Eastbound Hillsborough Avenue West of Central Avenue	PM_TP9	0	4	56	4	293	1035.6	958.5	43.4	37.1
152	338	Eastbound Hillsborough Avenue West of Central Avenue	PM_TP10	0	4	68	5	295	1035.4	963.6	45.0	37.6
152	338	Eastbound Hillsborough Avenue West of Central Avenue	PM_TP11	0	3	60	3	298	1066.6	980.2	44.5	37.7
152	338	Eastbound Hillsborough Avenue West of Central Avenue	PM_TP12	0	4	75	4	304	1041.4	983.1	44.9	38.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	AM_TP1	0	38	60	18	0	82.9	70.3	55.0	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	AM_TP2	0	40	62	16	0	91.6	71.9	61.5	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	AM_TP3	0	43	72	18	0	102.6	73.4	62.0	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	AM_TP4	0	44	81	20	0	110.3	74.4	65.9	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	AM_TP5	1	46	83	20	0	127.8	75.0	66.9	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	AM_TP6	1	47	81	23	0	155.1	75.7	66.3	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	AM_TP7	1	45	80	24	0	189.6	75.8	68.8	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	AM_TP8	1	47	81	22	0	220.4	76.2	69.2	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	AM_TP9	0	46	73	21	0	253.0	76.2	69.5	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	AM_TP10	0	51	76	18	0	274.9	76.6	69.4	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	AM_TP11	0	52	74	18	0	289.4	76.8	68.6	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	AM_TP12	0	44	75	19	0	291.0	76.9	68.9	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	PM_TP1	0	67	157	11	0	56.6	65.9	62.5	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	PM_TP2	0	61	152	9	0	60.3	67.8	64.2	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	PM_TP3	0	73	157	12	0	62.9	70.6	62.9	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	PM_TP4	0	66	148	12	0	64.0	70.3	64.8	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	PM_TP5	1	69	159	14	0	67.1	70.9	63.8	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	PM_TP6	1	67	148	12	0	68.1	70.8	64.4	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	PM_TP7	1	69	168	12	0	68.4	71.3	64.2	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	PM_TP8	1	67	150	12	0	69.3	71.0	64.2	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	PM_TP9	0	67	160	12	0	69.3	71.5	65.2	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	PM_TP10	0	64	145	11	0	68.4	71.6	66.0	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	PM_TP11	0	69	153	9	0	68.1	71.8	65.6	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	PM_TP12	0	63	141	9	0	67.2	71.6	65.1	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	AM_TP1	0	0	374	0	0	0.0	5.4	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	AM_TP2	0	0	398	0	0	0.0	5.4	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	AM_TP3	0	0	424	0	0	0.0	5.4	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	AM_TP4	0	0	423	0	0	0.0	5.4	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	AM_TP5	1	0	424	0	0	0.0	5.4	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	AM_TP6	1	0	433	0	0	0.0	5.5	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	AM_TP7	1	0	430	0	0	0.0	5.5	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	AM_TP8	1	0	413	0	0	0.0	5.4	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	AM_TP9	0	0	418	0	0	0.0	5.4	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	AM_TP10	0	0	417	0	0	0.0	5.5	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	AM_TP11	0	0	409	0	0	0.0	5.4	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	AM_TP12	0	0	409	0	0	0.0	5.5	0.0	0.0

Existing Year (2021)
 Movement Delays by Segment

UpNode	DownNode	Segment Location	TP	Peak Hour	Volume				Delay Per Vehicle (Control or Delay Travel for Unsignalized)			
					Left	Through	Right	Diagonal	Left	Through	Right	Diagonal
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	PM_TP1	0	0	428	0	0	0.0	5.6	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	PM_TP2	0	0	424	0	0	0.0	5.4	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	PM_TP3	0	0	448	0	0	0.0	5.4	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	PM_TP4	0	0	424	0	0	0.0	5.5	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	PM_TP5	1	0	450	0	0	0.0	5.5	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	PM_TP6	1	0	422	0	0	0.0	5.5	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	PM_TP7	1	0	452	0	0	0.0	5.5	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	PM_TP8	1	0	423	0	0	0.0	5.5	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	PM_TP9	0	0	434	0	0	0.0	5.5	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	PM_TP10	0	0	413	0	0	0.0	5.5	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	PM_TP11	0	0	430	0	0	0.0	5.5	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	PM_TP12	0	0	417	0	0	0.0	5.5	0.0	0.0
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	AM_TP1	0	0	397	0	110	0.0	6.3	0.0	2.6
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	AM_TP2	0	0	435	0	120	0.0	6.6	0.0	2.5
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	AM_TP3	0	0	468	0	133	0.0	6.8	0.0	2.5
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	AM_TP4	0	0	491	0	135	0.0	7.2	0.0	2.6
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	AM_TP5	1	0	517	0	147	0.0	7.6	0.0	2.8
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	AM_TP6	1	0	491	0	158	0.0	9.5	0.0	3.3
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	AM_TP7	1	0	489	0	152	0.0	11.4	0.0	3.8
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	AM_TP8	1	0	489	0	153	0.0	12.4	0.0	4.1
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	AM_TP9	0	0	478	0	156	0.0	13.0	0.0	4.3
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	AM_TP10	0	0	513	0	149	0.0	13.1	0.0	4.4
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	AM_TP11	0	0	460	0	129	0.0	13.0	0.0	4.3
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	AM_TP12	0	0	451	0	124	0.0	12.6	0.0	4.2
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	PM_TP1	0	0	529	0	140	0.0	7.3	0.0	2.6
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	PM_TP2	0	0	525	0	146	0.0	8.1	0.0	2.7
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	PM_TP3	0	0	523	0	147	0.0	10.0	0.0	3.2
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	PM_TP4	0	0	522	0	151	0.0	10.9	0.0	3.5
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	PM_TP5	1	0	520	0	150	0.0	12.2	0.0	3.9
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	PM_TP6	1	0	536	0	156	0.0	12.5	0.0	4.1
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	PM_TP7	1	0	553	0	150	0.0	12.8	0.0	4.2
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	PM_TP8	1	0	532	0	159	0.0	12.9	0.0	4.2
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	PM_TP9	0	0	529	0	147	0.0	13.2	0.0	4.3
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	PM_TP10	0	0	525	0	139	0.0	13.3	0.0	4.4
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	PM_TP11	0	0	539	0	150	0.0	13.2	0.0	4.4
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	PM_TP12	0	0	504	0	141	0.0	12.9	0.0	4.3
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	AM_TP1	0	0	163	0	0	0.0	3.8	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	AM_TP2	0	0	172	0	0	0.0	3.8	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	AM_TP3	0	0	174	0	0	0.0	3.8	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	AM_TP4	0	0	175	0	0	0.0	3.7	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	AM_TP5	1	0	174	0	0	0.0	3.7	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	AM_TP6	1	0	165	0	0	0.0	3.7	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	AM_TP7	1	0	166	0	0	0.0	3.7	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	AM_TP8	1	0	159	0	0	0.0	3.7	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	AM_TP9	0	0	167	0	0	0.0	3.8	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	AM_TP10	0	0	160	0	0	0.0	3.7	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	AM_TP11	0	0	157	0	0	0.0	3.7	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	AM_TP12	0	0	161	0	0	0.0	3.7	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	PM_TP1	0	0	139	0	0	0.0	3.8	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	PM_TP2	0	0	161	0	0	0.0	3.8	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	PM_TP3	0	0	140	0	0	0.0	3.8	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	PM_TP4	0	0	156	0	0	0.0	3.9	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	PM_TP5	1	0	142	0	0	0.0	3.9	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	PM_TP6	1	0	153	0	0	0.0	3.9	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	PM_TP7	1	0	143	0	0	0.0	3.8	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	PM_TP8	1	0	155	0	0	0.0	3.8	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	PM_TP9	0	0	136	0	0	0.0	3.8	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	PM_TP10	0	0	139	0	0	0.0	3.8	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	PM_TP11	0	0	136	0	0	0.0	3.8	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	PM_TP12	0	0	147	0	0	0.0	3.8	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	AM_TP1	0	0	112	0	0	0.0	3.2	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	AM_TP2	0	0	132	0	0	0.0	3.3	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	AM_TP3	0	0	136	0	0	0.0	3.2	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	AM_TP4	0	0	149	0	0	0.0	3.2	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	AM_TP5	1	0	150	0	0	0.0	3.2	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	AM_TP6	1	0	144	0	0	0.0	3.3	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	AM_TP7	1	0	145	0	0	0.0	3.2	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	AM_TP8	1	0	150	0	0	0.0	3.2	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	AM_TP9	0	0	143	0	0	0.0	3.3	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	AM_TP10	0	0	141	0	0	0.0	3.3	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	AM_TP11	0	0	141	0	0	0.0	3.3	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	AM_TP12	0	0	144	0	0	0.0	3.3	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	PM_TP1	0	0	240	0	0	0.0	3.5	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	PM_TP2	0	0	254	0	0	0.0	3.4	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	PM_TP3	0	0	239	0	0	0.0	3.5	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	PM_TP4	0	0	246	0	0	0.0	3.5	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	PM_TP5	1	0	234	0	0	0.0	3.5	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	PM_TP6	1	0	242	0	0	0.0	3.5	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	PM_TP7	1	0	249	0	0	0.0	3.5	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	PM_TP8	1	0	253	0	0	0.0	3.5	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	PM_TP9	0	0	238	0	0	0.0	3.5	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	PM_TP10	0	0	245	0	0	0.0	3.5	0.0	0.0

Existing Year (2021)

Movement Delays by Segment

UpNode	DownNode	Segment Location	TP	Peak Hour	Volume					Delay Per Vehicle (Control or Delay Travel for Unsignalized)			
					Left	Through	Right	Diagonal	Left	Through	Right	Diagonal	
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	PM_TP11	0	0	234	0	0	0.0	3.5	0.0	0.0	
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	PM_TP12	0	0	248	0	0	0.0	3.5	0.0	0.0	
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	AM_TP1	0	68	119	71	0	103.9	69.2	67.3	0.0	
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	AM_TP2	0	63	121	69	0	138.2	78.3	73.6	0.0	
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	AM_TP3	0	67	124	76	0	194.0	90.6	87.2	0.0	
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	AM_TP4	0	65	120	75	0	266.6	116.0	108.6	0.0	
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	AM_TP5	1	57	115	71	0	332.7	134.7	120.1	0.0	
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	AM_TP6	1	61	112	63	0	394.1	147.9	126.4	0.0	
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	AM_TP7	1	61	112	65	0	438.3	157.7	131.6	0.0	
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	AM_TP8	1	60	104	61	0	480.5	165.6	136.4	0.0	
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	AM_TP9	0	62	102	64	0	510.8	171.1	139.4	0.0	
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	AM_TP10	0	60	107	61	0	536.2	176.7	142.5	0.0	
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	AM_TP11	0	61	100	54	0	566.4	181.5	144.9	0.0	
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	AM_TP12	0	55	108	64	0	586.8	184.6	146.8	0.0	
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	PM_TP1	0	70	105	44	0	101.0	62.8	64.8	0.0	
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	PM_TP2	0	66	103	42	0	134.7	65.7	65.5	0.0	
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	PM_TP3	0	71	104	42	0	165.1	67.0	66.0	0.0	
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	PM_TP4	0	65	98	44	0	201.1	67.3	65.5	0.0	
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	PM_TP5	1	68	106	44	0	240.5	73.4	69.2	0.0	
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	PM_TP6	1	64	94	42	0	283.7	80.1	73.6	0.0	
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	PM_TP7	1	64	105	40	0	330.2	88.1	77.8	0.0	
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	PM_TP8	1	60	94	41	0	373.1	96.4	82.9	0.0	
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	PM_TP9	0	61	100	41	0	415.2	105.5	89.7	0.0	
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	PM_TP10	0	59	85	37	0	452.7	113.1	95.5	0.0	
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	PM_TP11	0	65	102	42	0	483.5	122.4	101.3	0.0	
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	PM_TP12	0	57	90	35	0	515.4	129.3	106.7	0.0	
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	AM_TP1	0	71	345	0	0	68.0	0.1	0.0	0.0	
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	AM_TP2	0	73	378	0	0	78.5	0.5	0.0	0.0	
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	AM_TP3	0	79	401	0	0	87.9	0.8	0.0	0.0	
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	AM_TP4	0	81	404	0	0	95.5	1.3	0.0	0.0	
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	AM_TP5	1	77	404	0	0	100.3	1.7	0.0	0.0	
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	AM_TP6	1	72	408	0	0	105.3	1.7	0.0	0.0	
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	AM_TP7	1	78	398	0	0	108.0	1.9	0.0	0.0	
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	AM_TP8	1	76	399	0	0	110.4	1.9	0.0	0.0	
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	AM_TP9	0	76	392	0	0	111.9	2.1	0.0	0.0	
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	AM_TP10	0	76	392	0	0	113.5	2.1	0.0	0.0	
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	AM_TP11	0	92	395	0	0	112.0	2.2	0.0	0.0	
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	AM_TP12	0	91	387	0	0	110.8	2.1	0.0	0.0	
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	PM_TP1	0	87	413	0	0	99.9	3.2	0.0	0.0	
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	PM_TP2	0	86	409	0	0	105.2	5.5	0.0	0.0	
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	PM_TP3	0	75	416	0	0	115.0	6.4	0.0	0.0	
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	PM_TP4	0	77	407	0	0	120.1	6.9	0.0	0.0	
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	PM_TP5	1	72	414	0	0	125.0	7.4	0.0	0.0	
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	PM_TP6	1	75	404	0	0	127.2	7.8	0.0	0.0	
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	PM_TP7	1	76	416	0	0	129.0	7.9	0.0	0.0	
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	PM_TP8	1	74	409	0	0	130.0	8.0	0.0	0.0	
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	PM_TP9	0	70	404	0	0	132.6	8.0	0.0	0.0	
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	PM_TP10	0	81	394	0	0	131.6	8.1	0.0	0.0	
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	PM_TP11	0	76	407	0	0	131.9	8.0	0.0	0.0	
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	PM_TP12	0	91	405	0	0	129.4	8.0	0.0	0.0	
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	AM_TP1	0	89	420	0	0	21.7	5.3	0.0	0.0	
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	AM_TP2	0	93	472	0	0	30.8	5.2	0.0	0.0	
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	AM_TP3	0	96	507	0	0	37.9	5.4	0.0	0.0	
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	AM_TP4	0	105	533	0	0	42.6	5.5	0.0	0.0	
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	AM_TP5	1	111	558	0	0	45.6	7.0	0.0	0.0	
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	AM_TP6	1	103	522	0	0	47.4	10.4	0.0	0.0	
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	AM_TP7	1	108	537	0	0	48.7	13.5	0.0	0.0	
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	AM_TP8	1	107	538	0	0	49.1	15.6	0.0	0.0	
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	AM_TP9	0	107	535	0	0	49.4	16.9	0.0	0.0	
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	AM_TP10	0	109	549	0	0	49.9	17.6	0.0	0.0	
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	AM_TP11	0	101	514	0	0	50.0	18.0	0.0	0.0	
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	AM_TP12	0	94	502	0	0	50.4	17.7	0.0	0.0	
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	PM_TP1	0	78	652	0	0	7.2	5.5	0.0	0.0	
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	PM_TP2	0	72	652	0	0	7.4	8.8	0.0	0.0	
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	PM_TP3	0	76	638	0	0	7.7	11.4	0.0	0.0	
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	PM_TP4	0	77	657	0	0	8.2	12.6	0.0	0.0	
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	PM_TP5	1	78	654	0	0	8.2	13.2	0.0	0.0	
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	PM_TP6	1	80	663	0	0	8.4	13.6	0.0	0.0	
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	PM_TP7	1	81	687	0	0	8.3	13.5	0.0	0.0	
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	PM_TP8	1	80	655	0	0	8.3	13.8	0.0	0.0	
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	PM_TP9	0	78	663	0	0	8.4	14.1	0.0	0.0	
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	PM_TP10	0	71	654	0	0	8.5	14.4	0.0	0.0	
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	PM_TP11	0	79	659	0	0	8.4	14.2	0.0	0.0	
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	PM_TP12	0	73	634	0	0	8.4	14.2	0.0	0.0	
336	6	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP1	0	18	449	42	0	2.0	1.9	2.9	0.0	
336	6	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP2	0	24	477	52	0	2.0	2.0	2.8	0.0	
336	6	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP3	0	24	497	61	0	2.2	2.2	3.1	0.0	
336	6	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP4	0	27	503	74	0	2.3	2.4	3.4	0.0	
336	6	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP5	1	27	499	91	0	4.4	3.0	3.9	0.0	
336	6	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP6	1	21	461	104	0	9.2	3.8	4.4	0.0	
336	6	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP7	1	21	467	107	0	12.0	4.6	4.9	0.0	
336	6	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP8	1	21	467	109	0	14.6	5.1	5.2	0.0	

Existing Year (2021)

Movement Delays by Segment

UpNode	DownNode	Segment Location	TP	Peak Hour	Volume				Delay Per Vehicle (Control or Delay Travel for Unsignalized)			
					Left	Through	Right	Diagonal	Left	Through	Right	Diagonal
336	6	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP9	0	24	461	109	0	18.6	5.5	5.3	0.0
336	6	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP10	0	24	487	99	0	19.7	5.7	5.4	0.0
336	6	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP11	0	21	468	91	0	20.4	5.8	5.5	0.0
336	6	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP12	0	23	465	83	0	20.3	5.7	5.4	0.0
336	6	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP1	0	29	719	7	0	4.3	1.7	2.2	0.0
336	6	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP2	0	26	711	5	0	11.0	2.9	2.4	0.0
336	6	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP3	0	27	698	6	0	15.5	3.7	2.5	0.0
336	6	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP4	0	30	708	5	0	16.8	4.0	2.6	0.0
336	6	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP5	1	23	717	5	0	18.4	4.2	2.7	0.0
336	6	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP6	1	30	722	5	0	18.5	4.3	2.7	0.0
336	6	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP7	1	26	750	7	0	19.1	4.3	2.8	0.0
336	6	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP8	1	29	710	7	0	20.3	4.3	2.8	0.0
336	6	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP9	0	27	719	7	0	20.2	4.4	2.8	0.0
336	6	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP10	0	26	713	7	0	20.3	4.5	2.8	0.0
336	6	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP11	0	30	723	6	0	20.3	4.5	2.8	0.0
336	6	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP12	0	26	693	5	0	20.1	4.5	2.8	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	AM_TP1	0	72	277	0	0	11.8	1.3	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	AM_TP2	0	79	301	0	0	19.0	1.3	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	AM_TP3	0	81	317	0	0	33.3	1.4	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	AM_TP4	0	80	312	0	0	52.8	1.4	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	AM_TP5	1	78	307	0	0	65.1	1.4	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	AM_TP6	1	73	308	0	0	75.3	1.4	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	AM_TP7	1	78	301	0	0	83.1	1.4	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	AM_TP8	1	76	306	0	0	88.8	1.4	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	AM_TP9	0	77	301	0	0	92.7	1.4	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	AM_TP10	0	75	305	0	0	95.8	1.4	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	AM_TP11	0	91	309	0	0	96.8	1.4	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	AM_TP12	0	90	305	0	0	96.8	1.4	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	PM_TP1	0	86	262	0	0	112.9	1.9	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	PM_TP2	0	86	251	0	0	116.0	1.9	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	PM_TP3	0	76	255	0	0	122.2	1.9	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	PM_TP4	0	77	250	0	0	129.4	1.9	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	PM_TP5	1	71	251	0	0	133.1	1.9	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	PM_TP6	1	75	245	0	0	136.2	1.9	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	PM_TP7	1	75	252	0	0	136.3	1.9	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	PM_TP8	1	76	248	0	0	137.5	1.9	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	PM_TP9	0	69	244	0	0	139.9	1.9	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	PM_TP10	0	82	238	0	0	138.9	1.9	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	PM_TP11	0	75	252	0	0	138.3	1.9	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	PM_TP12	0	92	252	0	0	136.0	1.9	0.0	0.0
337	338	Northbound Central Avenue South of Hillsborough Avenue	AM_TP1	0	4	14	4	0	65.9	75.8	53.0	0.0
337	338	Northbound Central Avenue South of Hillsborough Avenue	AM_TP2	0	5	15	7	0	86.2	77.5	62.6	0.0
337	338	Northbound Central Avenue South of Hillsborough Avenue	AM_TP3	0	5	14	7	0	89.0	88.3	69.5	0.0
337	338	Northbound Central Avenue South of Hillsborough Avenue	AM_TP4	0	4	11	4	0	142.4	155.3	127.5	0.0
337	338	Northbound Central Avenue South of Hillsborough Avenue	AM_TP5	1	2	7	3	0	275.1	275.9	255.5	0.0
337	338	Northbound Central Avenue South of Hillsborough Avenue	AM_TP6	1	2	2	1	0	471.7	504.0	487.8	0.0
337	338	Northbound Central Avenue South of Hillsborough Avenue	AM_TP7	1	1	3	1	0	727.8	802.4	785.1	0.0
337	338	Northbound Central Avenue South of Hillsborough Avenue	AM_TP8	1	1	2	1	0	1013.2	1121.8	1101.3	0.0
337	338	Northbound Central Avenue South of Hillsborough Avenue	AM_TP9	0	1	5	2	0	1270.4	1412.5	1404.3	0.0
337	338	Northbound Central Avenue South of Hillsborough Avenue	AM_TP10	0	1	2	1	0	1519.2	1708.1	1689.8	0.0
337	338	Northbound Central Avenue South of Hillsborough Avenue	AM_TP11	0	1	2	1	0	1772.3	2006.3	1997.1	0.0
337	338	Northbound Central Avenue South of Hillsborough Avenue	AM_TP12	0	2	6	3	0	1952.5	2230.8	2217.4	0.0
337	338	Northbound Central Avenue South of Hillsborough Avenue	PM_TP1	0	2	13	4	0	287.2	362.1	344.5	0.0
337	338	Northbound Central Avenue South of Hillsborough Avenue	PM_TP2	0	2	16	5	0	622.1	676.8	703.6	0.0
337	338	Northbound Central Avenue South of Hillsborough Avenue	PM_TP3	0	1	6	2	0	1036.4	1122.5	1187.1	0.0
337	338	Northbound Central Avenue South of Hillsborough Avenue	PM_TP4	0	2	12	4	0	1377.7	1415.5	1461.6	0.0
337	338	Northbound Central Avenue South of Hillsborough Avenue	PM_TP5	1	1	8	2	0	1699.0	1713.2	1771.2	0.0
337	338	Northbound Central Avenue South of Hillsborough Avenue	PM_TP6	1	2	14	4	0	1801.4	1883.4	1928.4	0.0
337	338	Northbound Central Avenue South of Hillsborough Avenue	PM_TP7	1	2	17	5	0	1835.8	1942.3	1989.7	0.0
337	338	Northbound Central Avenue South of Hillsborough Avenue	PM_TP8	1	2	9	4	0	2054.4	2124.3	2162.4	0.0
337	338	Northbound Central Avenue South of Hillsborough Avenue	PM_TP9	0	2	8	3	0	2300.1	2323.2	2322.9	0.0
337	338	Northbound Central Avenue South of Hillsborough Avenue	PM_TP10	0	1	7	2	0	2476.9	2491.3	2470.8	0.0
337	338	Northbound Central Avenue South of Hillsborough Avenue	PM_TP11	0	3	18	5	0	2473.1	2495.9	2438.5	0.0
337	338	Northbound Central Avenue South of Hillsborough Avenue	PM_TP12	0	2	12	4	0	2528.2	2522.6	2503.1	0.0
338	6	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP1	0	0	220	78	72	0.0	7.2	5.9	3.6
338	6	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP2	0	0	244	83	83	0.0	8.3	7.1	4.2
338	6	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP3	0	0	261	86	87	0.0	11.7	8.9	8.0
338	6	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP4	0	0	253	89	83	0.0	18.1	10.8	21.4
338	6	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP5	1	0	245	86	79	0.0	24.2	11.9	34.5
338	6	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP6	1	0	247	90	76	0.0	28.8	13.0	45.9
338	6	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP7	1	0	242	85	75	0.0	31.8	13.6	53.7
338	6	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP8	1	0	245	85	74	0.0	34.2	14.0	59.9
338	6	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP9	0	0	243	90	78	0.0	35.9	14.7	64.5
338	6	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP10	0	0	246	86	77	0.0	37.3	14.9	68.2
338	6	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP11	0	0	247	90	90	0.0	38.5	15.1	70.3
338	6	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP12	0	0	245	89	91	0.0	39.2	15.1	71.1
338	6	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP1	0	0	203	122	75	0.0	41.4	4.8	105.2
338	6	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP2	0	0	194	114	71	0.0	44.1	5.0	110.8
338	6	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP3	0	0	196	114	63	0.0	44.4	5.2	117.2
338	6	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP4	0	0	189	117	64	0.0	45.9	5.3	122.2
338	6	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP5	1	0	190	117	60	0.0	46.3	5.3	125.5
338	6	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP6	1	0	185	114	60	0.0	47.0	5.3	128.3

Existing Year (2021)
 Movement Delays by Segment

UpNode	DownNode	Segment Location	TP	Peak Hour	Volume					Delay Per Vehicle (Control or Delay Travel for Unsignalized)			
					Left	Through	Right	Diagonal	Left	Through	Right	Diagonal	
338	6	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP7	1	0	194	118	63	0.0	46.9	5.3	128.6	
338	6	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP8	1	0	184	119	64	0.0	47.4	5.4	129.5	
338	6	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP9	0	0	185	117	58	0.0	47.6	5.4	131.5	
338	6	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP10	0	0	179	121	70	0.0	48.1	5.4	130.7	
338	6	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP11	0	0	194	116	63	0.0	47.9	5.4	130.7	
338	6	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP12	0	0	193	119	77	0.0	48.0	5.3	128.8	
338	152	Westbound Hillsborough Avenue West of Central Avenue	AM_TP1	0	0	454	0	0	0.0	5.8	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	AM_TP2	0	0	484	0	0	0.0	6.1	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	AM_TP3	0	0	509	0	0	0.0	6.3	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	AM_TP4	0	0	509	0	0	0.0	6.6	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	AM_TP5	1	0	508	0	0	0.0	6.6	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	AM_TP6	1	0	465	0	0	0.0	6.4	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	AM_TP7	1	0	479	0	0	0.0	6.3	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	AM_TP8	1	0	474	0	0	0.0	6.2	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	AM_TP9	0	0	463	0	0	0.0	6.1	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	AM_TP10	0	0	493	0	0	0.0	6.1	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	AM_TP11	0	0	476	0	0	0.0	6.1	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	AM_TP12	0	0	468	0	0	0.0	6.1	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	PM_TP1	0	0	696	0	0	0.0	8.3	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	PM_TP2	0	0	653	0	0	0.0	8.2	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	PM_TP3	0	0	648	0	0	0.0	8.0	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	PM_TP4	0	0	645	0	0	0.0	7.9	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	PM_TP5	1	0	666	0	0	0.0	8.0	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	PM_TP6	1	0	665	0	0	0.0	8.0	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	PM_TP7	1	0	699	0	0	0.0	8.0	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	PM_TP8	1	0	649	0	0	0.0	8.0	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	PM_TP9	0	0	668	0	0	0.0	8.0	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	PM_TP10	0	0	647	0	0	0.0	8.0	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	PM_TP11	0	0	684	0	0	0.0	8.0	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	PM_TP12	0	0	633	0	0	0.0	8.0	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	AM_TP1	0	0	48	0	0	0.0	5.3	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	AM_TP2	0	0	56	0	0	0.0	5.0	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	AM_TP3	0	0	56	0	0	0.0	5.1	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	AM_TP4	0	0	52	0	0	0.0	5.2	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	AM_TP5	1	0	36	0	0	0.0	5.2	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	AM_TP6	1	0	24	0	0	0.0	5.2	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	AM_TP7	1	0	27	0	0	0.0	5.1	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	AM_TP8	1	0	28	0	0	0.0	5.1	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	AM_TP9	0	0	35	0	0	0.0	5.1	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	AM_TP10	0	0	31	0	0	0.0	5.1	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	AM_TP11	0	0	29	0	0	0.0	5.0	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	AM_TP12	0	0	38	0	0	0.0	5.1	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	PM_TP1	0	0	43	0	0	0.0	5.1	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	PM_TP2	0	0	40	0	0	0.0	4.5	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	PM_TP3	0	0	35	0	0	0.0	4.5	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	PM_TP4	0	0	40	0	0	0.0	4.6	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	PM_TP5	1	0	36	0	0	0.0	4.7	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	PM_TP6	1	0	43	0	0	0.0	4.8	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	PM_TP7	1	0	37	0	0	0.0	4.7	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	PM_TP8	1	0	40	0	0	0.0	4.7	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	PM_TP9	0	0	39	0	0	0.0	4.7	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	PM_TP10	0	0	39	0	0	0.0	4.7	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	PM_TP11	0	0	41	0	0	0.0	4.7	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	PM_TP12	0	0	42	0	0	0.0	4.6	0.0	0.0	
338	339	Northbound Central Avenue North of Hillsborough Avenue	AM_TP1	0	0	62	0	0	0.0	3.3	0.0	0.0	
338	339	Northbound Central Avenue North of Hillsborough Avenue	AM_TP2	0	0	73	0	0	0.0	3.3	0.0	0.0	
338	339	Northbound Central Avenue North of Hillsborough Avenue	AM_TP3	0	0	83	0	0	0.0	3.4	0.0	0.0	
338	339	Northbound Central Avenue North of Hillsborough Avenue	AM_TP4	0	0	92	0	0	0.0	3.4	0.0	0.0	
338	339	Northbound Central Avenue North of Hillsborough Avenue	AM_TP5	1	0	107	0	0	0.0	3.5	0.0	0.0	
338	339	Northbound Central Avenue North of Hillsborough Avenue	AM_TP6	1	0	116	0	0	0.0	3.5	0.0	0.0	
338	339	Northbound Central Avenue North of Hillsborough Avenue	AM_TP7	1	0	114	0	0	0.0	3.4	0.0	0.0	
338	339	Northbound Central Avenue North of Hillsborough Avenue	AM_TP8	1	0	119	0	0	0.0	3.5	0.0	0.0	
338	339	Northbound Central Avenue North of Hillsborough Avenue	AM_TP9	0	0	119	0	0	0.0	3.5	0.0	0.0	
338	339	Northbound Central Avenue North of Hillsborough Avenue	AM_TP10	0	0	112	0	0	0.0	3.4	0.0	0.0	
338	339	Northbound Central Avenue North of Hillsborough Avenue	AM_TP11	0	0	103	0	0	0.0	3.4	0.0	0.0	
338	339	Northbound Central Avenue North of Hillsborough Avenue	AM_TP12	0	0	98	0	0	0.0	3.4	0.0	0.0	
338	339	Northbound Central Avenue North of Hillsborough Avenue	PM_TP1	0	0	63	0	0	0.0	2.8	0.0	0.0	
338	339	Northbound Central Avenue North of Hillsborough Avenue	PM_TP2	0	0	83	0	0	0.0	3.0	0.0	0.0	
338	339	Northbound Central Avenue North of Hillsborough Avenue	PM_TP3	0	0	75	0	0	0.0	2.9	0.0	0.0	
338	339	Northbound Central Avenue North of Hillsborough Avenue	PM_TP4	0	0	85	0	0	0.0	2.9	0.0	0.0	
338	339	Northbound Central Avenue North of Hillsborough Avenue	PM_TP5	1	0	77	0	0	0.0	2.9	0.0	0.0	
338	339	Northbound Central Avenue North of Hillsborough Avenue	PM_TP6	1	0	85	0	0	0.0	2.9	0.0	0.0	
338	339	Northbound Central Avenue North of Hillsborough Avenue	PM_TP7	1	0	86	0	0	0.0	2.9	0.0	0.0	
338	339	Northbound Central Avenue North of Hillsborough Avenue	PM_TP8	1	0	83	0	0	0.0	2.9	0.0	0.0	
338	339	Northbound Central Avenue North of Hillsborough Avenue	PM_TP9	0	0	79	0	0	0.0	2.9	0.0	0.0	
338	339	Northbound Central Avenue North of Hillsborough Avenue	PM_TP10	0	0	85	0	0	0.0	2.9	0.0	0.0	
338	339	Northbound Central Avenue North of Hillsborough Avenue	PM_TP11	0	0	78	0	0	0.0	2.9	0.0	0.0	
338	339	Northbound Central Avenue North of Hillsborough Avenue	PM_TP12	0	0	84	0	0	0.0	2.9	0.0	0.0	
339	338	Southbound Central Avenue North of Hillsborough Avenue	AM_TP1	0	18	27	6	0	75.7	77.5	64.8	0.0	
339	338	Southbound Central Avenue North of Hillsborough Avenue	AM_TP2	0	21	30	7	0	81.9	81.2	65.0	0.0	
339	338	Southbound Central Avenue North of Hillsborough Avenue	AM_TP3	0	19	30	9	0	92.3	83.1	71.1	0.0	
339	338	Southbound Central Avenue North of Hillsborough Avenue	AM_TP4	0	11	24	4	0	165.4	122.8	113.8	0.0	

Existing Year (2021)

Movement Delays by Segment

UpNode	DownNode	Segment Location	TP	Peak Hour	Volume				Delay Per Vehicle (Control or Delay Travel for Unsignalized)			
					Left	Through	Right	Diagonal	Left	Through	Right	Diagonal
339	338	Southbound Central Avenue North of Hillsborough Avenue	AM_TP5	1	6	11	3	0	328.6	239.0	244.2	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	AM_TP6	1	3	5	1	0	516.9	389.6	398.2	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	AM_TP7	1	4	6	2	0	693.5	524.3	541.0	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	AM_TP8	1	4	6	2	0	850.3	648.6	674.7	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	AM_TP9	0	4	7	1	0	1012.0	762.3	793.9	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	AM_TP10	0	4	6	2	0	1165.8	869.9	884.0	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	AM_TP11	0	4	7	1	0	1295.7	971.3	964.7	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	AM_TP12	0	6	9	2	0	1396.6	1056.3	1047.7	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	PM_TP1	0	8	18	6	0	342.3	174.8	176.2	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	PM_TP2	0	7	10	3	0	681.7	450.4	485.2	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	PM_TP3	0	6	8	3	0	1087.4	750.9	745.2	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	PM_TP4	0	6	8	2	0	1343.1	981.4	955.9	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	PM_TP5	1	6	12	4	0	1530.5	1129.0	1129.8	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	PM_TP6	1	7	10	3	0	1674.8	1210.0	1168.4	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	PM_TP7	1	7	9	3	0	1779.5	1331.3	1304.2	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	PM_TP8	1	6	11	4	0	1855.3	1389.1	1364.5	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	PM_TP9	0	6	10	2	0	1976.8	1472.3	1439.0	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	PM_TP10	0	5	8	3	0	2097.5	1560.8	1511.4	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	PM_TP11	0	8	13	3	0	2096.3	1591.6	1545.2	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	PM_TP12	0	7	10	4	0	2171.6	1617.1	1612.2	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	AM_TP1	0	59	64	90	0	58.3	43.4	140.6	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	AM_TP2	0	56	58	81	0	63.1	45.0	163.3	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	AM_TP3	0	57	59	76	0	63.2	45.8	177.3	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	AM_TP4	0	61	56	72	0	63.4	45.8	188.0	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	AM_TP5	1	60	56	64	0	63.6	45.7	199.2	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	AM_TP6	1	62	54	61	0	62.4	45.1	214.2	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	AM_TP7	1	61	55	59	0	62.0	44.5	224.2	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	AM_TP8	1	62	56	59	0	61.6	44.3	232.0	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	AM_TP9	0	58	51	57	0	62.0	44.0	239.2	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	AM_TP10	0	56	56	62	0	61.6	44.1	243.6	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	AM_TP11	0	63	54	65	0	61.5	43.8	245.7	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	AM_TP12	0	59	58	70	0	61.6	43.6	245.6	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	PM_TP1	0	73	10	103	0	80.6	69.2	65.3	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	PM_TP2	0	71	15	94	0	81.0	54.2	72.3	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	PM_TP3	0	74	22	91	0	82.0	46.4	89.7	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	PM_TP4	0	72	17	90	0	81.9	44.7	90.1	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	PM_TP5	1	72	17	89	0	83.1	45.4	94.1	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	PM_TP6	1	72	20	97	0	82.4	42.8	95.0	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	PM_TP7	1	73	16	91	0	83.3	42.8	96.3	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	PM_TP8	1	73	20	95	0	82.2	41.3	97.4	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	PM_TP9	0	72	21	87	0	83.4	40.3	99.7	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	PM_TP10	0	71	20	94	0	82.8	39.4	100.4	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	PM_TP11	0	73	15	95	0	83.3	40.1	100.7	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	PM_TP12	0	71	18	93	0	82.5	39.9	100.5	0.0

Appendix I

Opening Year (2025) Operational Analysis

Opening Year (2025) No-Build Alternative

Roadway Segment Measures of Effectiveness (MOEs)

Road	Location	UpNode	DownNode	Type	Count	Direction	Length (ft)	Lanes	Free Flow Speed (mph)	T _f	AM Peak Hour							
											Hourly Volumes (veh)				Link-Specific MOEs		Segment Averages	
											Demand	Simulated	Difference	% Vol Diff	Speed (mph)	LOS	Speed (mph)	LOS
Eastbound Hillsborough Avenue	West of Central Avenue	152	338	NETSIM	1	EB	729	2	35	3%	2,058	1,661	-397	-19.3%	8	F	8.0	F
Eastbound Hillsborough Avenue	Central Avenue to I-275 SB Ramps	338	6	NETSIM	2	EB	240	3	35	3%	2,147	1,630	-517	-24.1%	6	F	4.7	F
Eastbound Hillsborough Avenue	Central Avenue to I-275 SB Ramps	6	336	NETSIM	2	EB	117	3	35	3%	1,775	1,284	-491	-27.7%	3	F	4.7	F
Eastbound Hillsborough Avenue	I-275 SB Ramps to I-275 NB Off-Ramp	336	334	NETSIM	3	EB	323	3	35	3%	2,057	1,500	-557	-27.1%	8	F	8.0	F
Eastbound Hillsborough Avenue	I-275 NB Off-Ramp to I-275 NB On-Ramp	334	151	NETSIM	4	EB	300	4	35	3%	2,466	1,909	-557	-22.6%	6	F	6.0	F
Eastbound Hillsborough Avenue	I-275 NB On Ramp to Nebraska Avenue	151	332	NETSIM	5	EB	360	3	35	3%	2,046	1,613	-433	-21.2%	4	F	4.0	F
Eastbound Hillsborough Avenue	East of Nebraska Avenue	332	150	NETSIM	5	EB_Leave	591	3	35	3%	2,210	1,708	-502	-22.7%	31	B	31.0	B
Eastbound Hillsborough Avenue Total - Weighted Average																	9.7	F
Westbound Hillsborough Avenue	East of Nebraska Avenue	150	332	NETSIM	5	WB	591	3	35	3%	2,595	2,438	-157	-6.1%	13	F	13.0	F
Westbound Hillsborough Avenue	Nebraska Avenue to I-275 NB On Ramp	332	151	NETSIM	4	WB	360	3	35	3%	2,927	2,603	-324	-11.1%	18	E	18.0	E
Westbound Hillsborough Avenue	I-275 NB On-Ramp to I-275 NB Off-Ramp	151	334	NETSIM	3	WB	300	4	35	3%	2,338	1,969	-369	-15.8%	15	E	15.0	E
Westbound Hillsborough Avenue	I-275 NB Off-Ramp to I-275 SB Ramps	334	336	NETSIM	2	WB	323	3	35	3%	3,005	2,619	-386	-12.8%	7	F	7.0	F
Westbound Hillsborough Avenue	I-275 SB Ramps to Central Avenue	336	6	NETSIM	1	WB	117	3	35	3%	3,492	2,573	-919	-26.3%	12	F	10.0	F
Westbound Hillsborough Avenue	I-275 SB Ramps to Central Avenue	6	338	NETSIM	1	WB	240	3	35	3%	3,492	2,573	-919	-26.3%	8	F	10.0	F
Westbound Hillsborough Avenue	West of Central Avenue	338	152	NETSIM	1	WB_Leave	729	2	35	3%	3,232	2,081	-1,151	-35.6%	30	C	30.0	C
Westbound Hillsborough Avenue Total - Weighted Average																	14.3	E
Northbound Central Avenue	South of Hillsborough Avenue	337	338	NETSIM	1	NB	695	1	30	3%	150	24	-126	-84.0%	3	F	3.0	F
Northbound Central Avenue	North of Hillsborough Avenue	338	339	NETSIM	1	NB_Leave	654	1	30	3%	289	472	183	63.3%	30	C	30.0	C
Northbound Central Avenue Total - Weighted Average																	28.7	C
Southbound Central Avenue	North of Hillsborough Avenue	339	338	NETSIM	1	SB	654	1	30	3%	305	42	-263	-86.2%	2	F	2.0	F
Southbound Central Avenue	South of Hillsborough Avenue	338	337	NETSIM	1	SB_Leave	695	1	30	3%	337	119	-218	-64.7%	30	C	30.0	C
Southbound Central Avenue Total - Weighted Average																	22.7	D
I-275 Southbound Ramps	North of Hillsborough Avenue	340	336	NETSIM	2	SB	240	3	30	3%	1,818	786	-1,032	-56.8%	1	F	1.0	F
I-275 Southbound Ramps	Cherokee Avenue	1	340	NETSIM	100	SB	425	1	25	3%	400	61	-339	-84.8%	0	F	0.0	F
I-275 Southbound Ramps	North of Cherokee Avenue	13	340	NETSIM	101	SB	560	1	45	3%	1,318	725	-593	-45.0%	4	F	4.0	F
I-275 Southbound Ramps	South of Hillsborough Avenue	7	9	NETSIM	2	SB_Leave	717	2	30	3%	1,421	962	-459	-32.3%	28	C	28.0	C
I-275 Southbound Ramps Total - Weighted Average																	12.1	F
I-275 Loop Ramp	North of Hillsborough Avenue	11	334	NETSIM	3	SB	297	1	25	3%	667	667	0	0.0%	16	E	23.3	C
I-275 Loop Ramp	North of Hillsborough Avenue	10	11	NETSIM	3	SB	227	1	25	3%	667	668	1	0.1%	25	C	23.3	C
I-275 Loop Ramp	North of Hillsborough Avenue	15	10	NETSIM	3	SB	231	1	25	3%	667	668	1	0.1%	29	C	23.3	C
I-275 Loop Ramp Total - Weighted Average																	23.3	C
I-275 Northbound Off-Ramp	South of Hillsborough Avenue	3	334	NETSIM	3	NB	200	2	30	3%	409	408	-1	-0.2%	7	F	7.0	F
I-275 Northbound Off-Ramp	Taliaferro Avenue	4	3	NETSIM	102	NB	633	1	30	3%	4	4	0	0.0%	28	C	28.0	C
I-275 Northbound Off-Ramp	South of Taliaferro Avenue	16	3	NETSIM	103	NB	707	1	45	3%	405	405	0	0.0%	48	A	48.0	A
I-275 Northbound Off-Ramp Total - Weighted Average																	27.4	C
I-275 Northbound On-Ramp	North of Hillsborough Avenue	151	2	NETSIM	4	NB_Leave	199	1	30	3%	1,009	930	-79	-7.8%	25	C	25.0	C
I-275 Northbound On-Ramp	Miami Avenue	2	5	NETSIM	104	NB_Leave	262	1	30	3%	15	10	-5	-33.3%	24	C	24.0	C
I-275 Northbound On-Ramp	North of Miami Avenue	2	12	NETSIM	105	NB_Leave	219	1	45	3%	995	920	-75	-7.5%	33	B	28.0	C
I-275 Northbound On-Ramp	North of Miami Avenue	12	14	NETSIM	105	NB_Leave	487	1	45	3%	995	921	-74	-7.4%	23	D	28.0	C
I-275 Northbound On-Ramp Total - Weighted Average																	27.0	C
Northbound Nebraska Avenue	South of Hillsborough Avenue	331	332	NETSIM	5	NB	587	2	35	3%	716	648	-68	-9.5%	6	F	6.0	F
Northbound Nebraska Avenue	North of Hillsborough Avenue	332	333	NETSIM	5	NB_Leave	713	2	35	3%	747	641	-106	-14.2%	34	B	34.0	B
Northbound Nebraska Avenue Total - Weighted Average																	19.9	D
Southbound Nebraska Avenue	North of Hillsborough Avenue	333	332	NETSIM	5	SB	713	2	35	3%	1,463	927	-536	-36.6%	3	F	3.0	F
Southbound Nebraska Avenue	South of Hillsborough Avenue	332	331	NETSIM	5	SB_Leave	587	2	35	3%	936	662	-274	-29.3%	35	B	35.0	B
Southbound Nebraska Avenue Total - Weighted Average																	16.3	E

Opening Year (2025) No-Build Alternative

Roadway Segment Measures of Effectiveness (MOEs)

Road	Location	UpNode	DownNode	Type	Count	Direction	Length (ft)	Lanes	Free Flow Speed (mph)	T _f	PM Peak Hour							
											Hourly Volumes (veh)				Link-Specific MOEs		Segment Averages	
											Demand	Simulated	Difference	% Vol Diff	Speed (mph)	LOS	Speed (mph)	LOS
Eastbound Hillsborough Avenue	West of Central Avenue	152	338	NETSIM	1	EB	729	2	35	3%	2,149	1,450	-699	-32.5%	4	F	4.0	F
Eastbound Hillsborough Avenue	Central Avenue to I-275 SB Ramps	338	6	NETSIM	2	EB	240	3	35	3%	2,228	1,454	-774	-34.7%	5	F	4.2	F
Eastbound Hillsborough Avenue	Central Avenue to I-275 SB Ramps	6	336	NETSIM	2	EB	117	3	35	3%	1,669	992	-677	-40.6%	3	F	4.2	F
Eastbound Hillsborough Avenue	I-275 SB Ramps to I-275 NB Off-Ramp	336	334	NETSIM	3	EB	323	3	35	3%	2,085	1,290	-795	-38.1%	5	F	5.0	F
Eastbound Hillsborough Avenue	I-275 NB Off-Ramp to I-275 NB On-Ramp	334	151	NETSIM	4	EB	300	4	35	3%	2,772	1,975	-797	-28.8%	5	F	5.0	F
Eastbound Hillsborough Avenue	I-275 NB On Ramp to Nebraska Avenue	151	332	NETSIM	5	EB	360	3	35	3%	2,023	1,692	-331	-16.4%	3	F	3.0	F
Eastbound Hillsborough Avenue	East of Nebraska Avenue	332	150	NETSIM	5	EB_Leave	591	3	35	3%	2,080	1,764	-316	-15.2%	31	B	31.0	B
Eastbound Hillsborough Avenue Total - Weighted Average																	8.7	F
Westbound Hillsborough Avenue	East of Nebraska Avenue	150	332	NETSIM	5	WB	591	3	35	3%	2,821	2,685	-136	-4.8%	10	F	10.0	F
Westbound Hillsborough Avenue	Nebraska Avenue to I-275 NB On Ramp	332	151	NETSIM	4	WB	360	3	35	3%	2,983	2,768	-215	-7.2%	15	E	15.0	E
Westbound Hillsborough Avenue	I-275 NB On-Ramp to I-275 NB Off-Ramp	151	334	NETSIM	3	WB	300	4	35	3%	2,398	2,140	-258	-10.8%	12	F	12.0	F
Westbound Hillsborough Avenue	I-275 NB Off-Ramp to I-275 SB Ramps	334	336	NETSIM	2	WB	323	3	35	3%	3,282	3,030	-252	-7.7%	8	F	8.0	F
Westbound Hillsborough Avenue	I-275 SB Ramps to Central Avenue	336	6	NETSIM	1	WB	117	3	35	3%	3,456	3,084	-372	-10.8%	11	F	8.5	F
Westbound Hillsborough Avenue	I-275 SB Ramps to Central Avenue	6	338	NETSIM	1	WB	240	3	35	3%	3,456	3,085	-371	-10.7%	6	F	8.5	F
Westbound Hillsborough Avenue	West of Central Avenue	338	152	NETSIM	1	WB_Leave	729	2	35	3%	3,183	2,687	-496	-15.6%	28	C	28.0	C
Westbound Hillsborough Avenue Total - Weighted Average																	12.6	F
Northbound Central Avenue	South of Hillsborough Avenue	337	338	NETSIM	1	NB	695	1	30	3%	246	43	-203	-82.5%	1	F	1.0	F
Northbound Central Avenue	North of Hillsborough Avenue	338	339	NETSIM	1	NB_Leave	654	1	30	3%	444	353	-91	-20.5%	27	C	27.0	C
Northbound Central Avenue Total - Weighted Average																	24.2	C
Southbound Central Avenue	North of Hillsborough Avenue	339	338	NETSIM	1	SB	654	1	30	3%	255	66	-189	-74.1%	1	F	1.0	F
Southbound Central Avenue	South of Hillsborough Avenue	338	337	NETSIM	1	SB_Leave	695	1	30	3%	251	151	-100	-39.8%	27	C	27.0	C
Southbound Central Avenue Total - Weighted Average																	19.1	D
I-275 Southbound Ramps	North of Hillsborough Avenue	340	336	NETSIM	2	SB	240	3	30	3%	1,103	768	-335	-30.4%	2	F	2.0	F
I-275 Southbound Ramps	Cherokee Avenue	1	340	NETSIM	100	SB	425	1	25	3%	150	105	-45	-30.0%	3	F	3.0	F
I-275 Southbound Ramps	North of Cherokee Avenue	13	340	NETSIM	101	SB	560	1	45	3%	995	665	-330	-33.2%	3	F	3.0	F
I-275 Southbound Ramps	South of Hillsborough Avenue	7	9	NETSIM	2	SB_Leave	717	2	30	3%	1,072	879	-193	-18.0%	27	C	27.0	C
I-275 Southbound Ramps Total - Weighted Average																	11.4	F
I-275 Loop Ramp	North of Hillsborough Avenue	11	334	NETSIM	3	SB	297	1	25	3%	884	886	2	0.2%	12	F	21.3	D
I-275 Loop Ramp	North of Hillsborough Avenue	10	11	NETSIM	3	SB	227	1	25	3%	884	884	0	0.0%	23	D	21.3	D
I-275 Loop Ramp	North of Hillsborough Avenue	15	10	NETSIM	3	SB	231	1	25	3%	884	885	1	0.1%	29	C	21.3	D
I-275 Loop Ramp Total - Weighted Average																	21.3	D
I-275 Northbound Off-Ramp	South of Hillsborough Avenue	3	334	NETSIM	3	NB	200	2	30	3%	687	686	-1	-0.1%	7	F	7.0	F
I-275 Northbound Off-Ramp	Taliaferro Avenue	4	3	NETSIM	102	NB	633	1	30	3%	150	150	0	0.0%	26	C	26.0	C
I-275 Northbound Off-Ramp	South of Taliaferro Avenue	16	3	NETSIM	103	NB	707	1	45	3%	537	537	0	0.0%	47	A	47.0	A
I-275 Northbound Off-Ramp Total - Weighted Average																	24.7	C
I-275 Northbound On-Ramp	North of Hillsborough Avenue	151	2	NETSIM	4	NB_Leave	199	1	30	3%	1,334	915	-419	-31.4%	25	C	25.0	C
I-275 Northbound On-Ramp	Miami Avenue	2	5	NETSIM	104	NB_Leave	262	1	30	3%	15	10	-5	-33.3%	24	C	24.0	C
I-275 Northbound On-Ramp	North of Miami Avenue	2	12	NETSIM	105	NB_Leave	219	1	45	3%	1,318	905	-413	-31.3%	34	B	37.0	A
I-275 Northbound On-Ramp	North of Miami Avenue	12	14	NETSIM	105	NB_Leave	487	1	45	3%	1,318	906	-412	-31.3%	40	A	37.0	A
I-275 Northbound On-Ramp Total - Weighted Average																	32.9	B
Northbound Nebraska Avenue	South of Hillsborough Avenue	331	332	NETSIM	5	NB	587	2	35	3%	1,031	1,022	-9	-0.9%	9	F	9.0	F
Northbound Nebraska Avenue	North of Hillsborough Avenue	332	333	NETSIM	5	NB_Leave	713	2	35	3%	1,183	1,033	-150	-12.7%	30	C	30.0	C
Northbound Nebraska Avenue Total - Weighted Average																	19.6	D
Southbound Nebraska Avenue	North of Hillsborough Avenue	333	332	NETSIM	5	SB	713	2	35	3%	1,055	725	-330	-31.3%	2	F	2.0	F
Southbound Nebraska Avenue	South of Hillsborough Avenue	332	331	NETSIM	5	SB_Leave	587	2	35	3%	684	551	-133	-19.4%	31	B	31.0	B
Southbound Nebraska Avenue Total - Weighted Average																	14.5	E

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Intersection	Approach	Lane	Description	Up Node	Down Node	Link Length (ft)	AM Peak Hour					PM Peak Hour					
							Average Vehicle Queue Length (ft)	Maximum Vehicle Queue Length (ft)	Average Vehicle Queue in Lane Group (ft)	Maximum Vehicle Queue in Lane Group (ft)	Queue Spillback First Link	Average Vehicle Queue Length (ft)	Maximum Vehicle Queue Length (ft)	Average Vehicle Queue in Lane Group (ft)	Maximum Vehicle Queue in Lane Group (ft)	Queue Spillback First Link	
Central Avenue	Eastbound	1	EBT	152	338	730	1,016	2,200	1,016	2,200	Yes		1,079	2,050	2,124	2,475	Yes
Central Avenue	Eastbound	2	EBT	152	338	730	673	2,200	1,016	2,200	Yes		2,124	2,475	2,124	2,475	Yes
Central Avenue	Eastbound	3	N/A	152	338	730	0	0	0	0	No		0	0	0	0	No
Central Avenue	Eastbound	4	N/A	152	338	730	0	0	0	0	No		0	0	0	0	No
Central Avenue	Eastbound	5	N/A	152	338	730	0	0	0	0	No		0	0	0	0	No
Central Avenue	Eastbound	6	N/A	152	338	730	0	0	0	0	No		0	0	0	0	No
Central Avenue	Eastbound	7	EBL	152	338	730	23	125	23	125	No		21	100	21	100	No
Central Avenue	Eastbound	8	N/A	152	338	730	0	0	0	0	No		0	0	0	0	No
Central Avenue	Eastbound	9	N/A	152	338	730	0	0	0	0	No		0	0	0	0	No
Central Avenue	Westbound	1	WBR	6	338	240	2	125	2	125	No		20	300	20	300	Yes
Central Avenue	Westbound	2	WBT	6	338	240	51	275	65	300	Yes		110	325	116	325	Yes
Central Avenue	Westbound	3	WBT	6	338	240	65	300	65	300	Yes		116	300	116	325	Yes
Central Avenue	Westbound	4	N/A	6	338	240	0	0	0	0	No		0	0	0	0	No
Central Avenue	Westbound	5	N/A	6	338	240	0	0	0	0	No		0	0	0	0	No
Central Avenue	Westbound	6	N/A	6	338	240	0	0	0	0	No		0	0	0	0	No
Central Avenue	Westbound	7	WBL	6	338	240	143	325	143	325	Yes		228	325	228	325	Yes
Central Avenue	Westbound	8	N/A	6	338	240	0	0	0	0	No		0	0	0	0	No
Central Avenue	Westbound	9	N/A	6	338	240	0	0	0	0	No		0	0	0	0	No
Central Avenue	Westbound	1	W_Upstream	336	6	115	0	50	19	150	Yes		4	150	19	150	Yes
Central Avenue	Westbound	2	W_Upstream	336	6	115	19	150	19	150	Yes		19	150	19	150	Yes
Central Avenue	Westbound	4	N/A	336	6	115	0	0	0	0	No		0	0	0	0	No
Central Avenue	Westbound	5	N/A	336	6	115	0	0	0	0	No		0	0	0	0	No
Central Avenue	Westbound	6	N/A	336	6	115	0	0	0	0	No		0	0	0	0	No
Central Avenue	Westbound	7	N/A	336	6	115	0	0	0	0	No		0	0	0	0	No
Central Avenue	Westbound	8	N/A	336	6	115	0	0	0	0	No		0	0	0	0	No
Central Avenue	Westbound	9	N/A	336	6	115	0	0	0	0	No		0	0	0	0	No
Central Avenue	Northbound	1	NBT	337	338	695	732	1,725	732	1,725	Yes		1,506	1,775	1,506	1,775	Yes
Central Avenue	Northbound	2	N/A	337	338	695	0	0	0	0	No		0	0	0	0	No
Central Avenue	Northbound	3	N/A	337	338	695	0	0	0	0	No		0	0	0	0	No
Central Avenue	Northbound	4	N/A	337	338	695	0	0	0	0	No		0	0	0	0	No
Central Avenue	Northbound	5	N/A	337	338	695	0	0	0	0	No		0	0	0	0	No
Central Avenue	Northbound	6	N/A	337	338	695	0	0	0	0	No		0	0	0	0	No
Central Avenue	Northbound	7	NBL	337	338	695	9	75	9	75	No		3	50	3	50	No
Central Avenue	Northbound	8	N/A	337	338	695	0	0	0	0	No		0	0	0	0	No
Central Avenue	Northbound	9	N/A	337	338	695	0	0	0	0	No		0	0	0	0	No
Central Avenue	Southbound	1	SBT	339	338	655	722	1,400	722	1,400	Yes		1,111	1,425	1,111	1,425	Yes
Central Avenue	Southbound	2	N/A	339	338	655	0	0	0	0	No		0	0	0	0	No
Central Avenue	Southbound	3	N/A	339	338	655	0	0	0	0	No		0	0	0	0	No
Central Avenue	Southbound	4	N/A	339	338	655	0	0	0	0	No		0	0	0	0	No
Central Avenue	Southbound	5	N/A	339	338	655	0	0	0	0	No		0	0	0	0	No
Central Avenue	Southbound	6	N/A	339	338	655	0	0	0	0	No		0	0	0	0	No
Central Avenue	Southbound	7	SBL	339	338	655	108	175	108	175	No		142	175	142	175	No
Central Avenue	Southbound	8	N/A	339	338	655	0	0	0	0	No		0	0	0	0	No
Central Avenue	Southbound	9	N/A	339	338	655	0	0	0	0	No		0	0	0	0	No
Southbound I-275 Ramp Terminal	Eastbound	1	EBT	6	336	115	49	150	51	150	Yes		8	125	10	125	Yes
Southbound I-275 Ramp Terminal	Eastbound	2	EBT	6	336	115	51	150	51	150	Yes		10	125	10	125	Yes
Southbound I-275 Ramp Terminal	Eastbound	1	EBR	338	6	240	55	275	55	275	Yes		1	100	1	100	No

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 Intersection Measures of Effectiveness (MOEs)

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							Average Vehicle Queue Length (ft)	Maximum Vehicle Queue Length (ft)	Average Vehicle Queue in Lane Group (ft)	Maximum Vehicle Queue in Lane Group (ft)	Queue Spillback First Link	Average Vehicle Queue Length (ft)	Maximum Vehicle Queue Length (ft)	Average Vehicle Queue in Lane Group (ft)	Maximum Vehicle Queue in Lane Group (ft)	Queue Spillback First Link
Southbound I-275 Ramp Terminal	Eastbound	4	N/A	6	336	115	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Eastbound	5	N/A	6	336	115	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Eastbound	6	N/A	6	336	115	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Eastbound	7	N/A	6	336	115	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Eastbound	8	N/A	6	336	115	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Eastbound	9	N/A	6	336	115	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Eastbound	1	E_Upstream	338	6	240	55	275	139	300	Yes	1	100	235	300	Yes
Southbound I-275 Ramp Terminal	Eastbound	2	E_Upstream	338	6	240	52	250	139	300	Yes	1	100	235	300	Yes
Southbound I-275 Ramp Terminal	Eastbound	3	E_Upstream	338	6	240	139	300	139	300	Yes	235	300	235	300	Yes
Southbound I-275 Ramp Terminal	Eastbound	4	N/A	338	6	240	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Eastbound	5	N/A	338	6	240	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Eastbound	6	N/A	338	6	240	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Eastbound	7	N/A	338	6	240	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Eastbound	8	N/A	338	6	240	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Eastbound	9	N/A	338	6	240	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Westbound	1	WBT	334	336	414	67	350	85	375	No	95	375	135	400	Yes
Southbound I-275 Ramp Terminal	Westbound	2	WBT	334	336	414	85	375	85	375	No	135	400	135	400	Yes
Southbound I-275 Ramp Terminal	Westbound	3	WBL	334	336	414	86	350	165	425	Yes	146	375	146	375	No
Southbound I-275 Ramp Terminal	Westbound	4	WBL	334	336	414	165	425	165	425	Yes	21	200	146	375	No
Southbound I-275 Ramp Terminal	Westbound	5	N/A	334	336	414	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Westbound	6	N/A	334	336	414	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Westbound	7	N/A	334	336	414	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Westbound	8	N/A	334	336	414	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Westbound	9	N/A	334	336	414	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Southbound	1	SBR	340	336	240	239	325	239	325	Yes	198	325	198	325	Yes
Southbound I-275 Ramp Terminal	Southbound	2	SBTL	340	336	240	181	300	181	300	Yes	100	275	100	275	Yes
Southbound I-275 Ramp Terminal	Southbound	3	SBL	340	336	240	162	275	162	275	Yes	201	325	201	325	Yes
Southbound I-275 Ramp Terminal	Southbound	4	N/A	340	336	240	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Southbound	5	N/A	340	336	240	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Southbound	6	N/A	340	336	240	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Southbound	7	N/A	340	336	240	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Southbound	8	N/A	340	336	240	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Southbound	9	N/A	340	336	240	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Southbound	1	S_Upstream	13	340	366	427	650	427	650	Yes	450	650	450	650	Yes
Southbound I-275 Ramp Terminal	Southbound	2	N/A	13	340	366	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Southbound	3	N/A	13	340	366	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Southbound	4	N/A	13	340	366	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Southbound	5	N/A	13	340	366	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Southbound	6	N/A	13	340	366	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Southbound	7	N/A	13	340	366	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Southbound	8	N/A	13	340	366	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Southbound	9	N/A	13	340	366	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	1	NBR	3	334	200	10	75	24	125	No	21	125	37	175	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	2	NBR	3	334	200	24	125	24	125	No	37	175	37	175	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	3	N/A	3	334	200	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	4	N/A	3	334	200	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	5	N/A	3	334	200	0	0	0	0	No	0	0	0	0	No

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							Average Vehicle Queue Length (ft)	Maximum Vehicle Queue Length (ft)	Average Vehicle Queue in Lane Group (ft)	Maximum Vehicle Queue in Lane Group (ft)	Queue Spillback First Link	Average Vehicle Queue Length (ft)	Maximum Vehicle Queue Length (ft)	Average Vehicle Queue in Lane Group (ft)	Maximum Vehicle Queue in Lane Group (ft)	Queue Spillback First Link
Northbound I-275 NB Off-Ramp Terminal	Northbound	6	N/A	3	334	200	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	7	N/A	3	334	200	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	8	N/A	3	334	200	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	9	N/A	3	334	200	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	1	N.Upstream	16	3	710	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	2	N/A	16	3	710	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	3	N/A	16	3	710	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	4	N/A	16	3	710	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	5	N/A	16	3	710	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	6	N/A	16	3	710	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	7	N/A	16	3	710	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	8	N/A	16	3	710	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	9	N/A	16	3	710	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Westbound	1	WBT	151	334	690	34	275	37	275	No	58	375	66	375	No
Northbound I-275 NB Off-Ramp Terminal	Westbound	2	WBT	151	334	690	37	275	37	275	No	66	375	66	375	No
Southbound I-275 Ramp Terminal	Westbound	3	WBL	151	334	690	21	250	165	425	No	1	75	146	375	No
Northbound I-275 NB Off-Ramp Terminal	Westbound	4	N/A	151	334	690	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Westbound	1	WBT	151	334	690	34	275	85	375	No	58	375	135	400	No
Southbound I-275 Ramp Terminal	Westbound	2	WBT	151	334	690	37	275	85	375	No	66	375	135	400	No
Northbound I-275 NB Off-Ramp Terminal	Westbound	7	WBT	151	334	690	0	0	37	275	No	0	0	66	375	No
Northbound I-275 NB Off-Ramp Terminal	Westbound	8	N/A	151	334	690	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Westbound	9	N/A	151	334	690	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Eastbound	1	EBT	336	334	233	0	0	142	375	Yes	0	0	225	375	Yes
Northbound I-275 NB Off-Ramp Terminal	Eastbound	2	EBT	336	334	233	0	50	142	375	Yes	0	50	225	375	Yes
Northbound I-275 NB Off-Ramp Terminal	Eastbound	3	EBT	336	334	233	142	375	142	375	Yes	225	375	225	375	Yes
Northbound I-275 NB Off-Ramp Terminal	Eastbound	4	N/A	336	334	233	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Eastbound	5	N/A	336	334	233	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Eastbound	6	N/A	336	334	233	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Eastbound	7	EBL	336	334	233	42	75	303	425	Yes	56	75	346	425	Yes
Northbound I-275 NB Off-Ramp Terminal	Eastbound	8	N/A	336	334	233	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Eastbound	9	N/A	336	334	233	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Eastbound	1	EBT	334	151	300	4	100	5	125	No	30	300	34	300	Yes
Northbound I-275 On-Ramp Terminal	Eastbound	2	EBT	334	151	300	5	125	5	125	No	34	300	34	300	Yes
Northbound I-275 On-Ramp Terminal	Eastbound	3	EBL	334	151	300	12	125	303	425	Yes	56	300	346	425	Yes
Northbound I-275 On-Ramp Terminal	Eastbound	4	EBL	334	151	300	303	425	303	425	Yes	346	425	346	425	Yes
Northbound I-275 On-Ramp Terminal	Eastbound	5	N/A	334	151	300	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Eastbound	6	N/A	334	151	300	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Eastbound	7	N/A	334	151	300	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Eastbound	8	N/A	334	151	300	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Eastbound	9	N/A	334	151	300	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Southbound	1	SBR	11	334	295	9	225	9	225	No	30	350	30	350	Yes
Northbound I-275 NB Off-Ramp Terminal	Southbound	2	SBR	11	334	295	0	0	9	225	No	0	0	30	350	Yes
Northbound I-275 NB Off-Ramp Terminal	Southbound	3	N/A	11	334	295	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Southbound	4	N/A	11	334	295	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Southbound	5	N/A	11	334	295	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Southbound	6	N/A	11	334	295	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Southbound	7	N/A	11	334	295	0	0	0	0	No	0	0	0	0	No

Opening Year (2025) No-Build Alternative
 Intersection Measures of Effectiveness (MOEs)

Intersection	Approach	Lane	Description	Up Node	Down Node	Link Length (ft)	AM Peak Hour					PM Peak Hour				
							Average Vehicle Queue Length (ft)	Maximum Vehicle Queue Length (ft)	Average Vehicle Queue in Lane Group (ft)	Maximum Vehicle Queue in Lane Group (ft)	Queue Spillback First Link	Average Vehicle Queue Length (ft)	Maximum Vehicle Queue Length (ft)	Average Vehicle Queue in Lane Group (ft)	Maximum Vehicle Queue in Lane Group (ft)	Queue Spillback First Link
Northbound I-275 NB Off-Ramp Terminal	Southbound	8	N/A	11	334	295	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Southbound	9	N/A	11	334	295	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Southbound	1	S_Upstream	10	11	225	0	0	0	0	No	1	125	1	125	No
Northbound I-275 NB Off-Ramp Terminal	Southbound	2	S_Upstream	10	11	225	0	0	0	0	No	0	0	1	125	No
Northbound I-275 NB Off-Ramp Terminal	Southbound	3	N/A	10	11	225	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Southbound	4	N/A	10	11	225	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Southbound	5	N/A	10	11	225	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Southbound	6	N/A	10	11	225	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Southbound	7	N/A	10	11	225	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Southbound	8	N/A	10	11	225	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Southbound	9	N/A	10	11	225	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Southbound	1	S_Upstream	15	10	230	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Southbound	2	N/A	15	10	230	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Southbound	3	N/A	15	10	230	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Southbound	4	N/A	15	10	230	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Southbound	5	N/A	15	10	230	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Southbound	6	N/A	15	10	230	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Southbound	7	N/A	15	10	230	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Southbound	8	N/A	15	10	230	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Southbound	9	N/A	15	10	230	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Westbound	1	WBR	332	151	360	2	150	2	150	No	3	175	3	175	No
Northbound I-275 On-Ramp Terminal	Westbound	2	WBT	332	151	360	32	375	32	375	Yes	54	375	54	375	Yes
Northbound I-275 On-Ramp Terminal	Westbound	3	WBT	332	151	360	18	275	32	375	Yes	37	375	54	375	Yes
Northbound I-275 On-Ramp Terminal	Westbound	4	N/A	332	151	360	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Westbound	5	N/A	332	151	360	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Westbound	6	N/A	332	151	360	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Westbound	7	N/A	332	151	360	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Westbound	8	N/A	332	151	360	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Westbound	9	N/A	332	151	360	0	0	0	0	No	0	0	0	0	No
Nebraska Avenue	Eastbound	1	EBT	151	332	360	120	425	247	450	Yes	146	425	334	450	Yes
Nebraska Avenue	Eastbound	2	EBT	151	332	360	124	450	247	450	Yes	151	450	334	450	Yes
Nebraska Avenue	Eastbound	3	EBT	151	332	360	247	450	247	450	Yes	334	450	334	450	Yes
Nebraska Avenue	Eastbound	4	N/A	151	332	360	0	0	0	0	No	0	0	0	0	No
Nebraska Avenue	Eastbound	5	N/A	151	332	360	0	0	0	0	No	0	0	0	0	No
Nebraska Avenue	Eastbound	6	EBR	151	332	360	0	0	0	0	No	0	0	0	0	No
Nebraska Avenue	Eastbound	7	EBL	151	332	360	127	175	127	175	No	146	175	146	175	No
Nebraska Avenue	Eastbound	8	N/A	151	332	360	0	0	0	0	No	0	0	0	0	No
Nebraska Avenue	Eastbound	9	N/A	151	332	360	0	0	0	0	No	0	0	0	0	No
Nebraska Avenue	Northbound	1	NBT	331	332	585	139	500	356	1,300	Yes	210	575	215	650	Yes
Nebraska Avenue	Northbound	2	NBT	331	332	585	356	1,300	356	1,300	Yes	215	650	215	650	Yes
Nebraska Avenue	Northbound	3	N/A	331	332	585	0	0	0	0	No	0	0	0	0	No
Nebraska Avenue	Northbound	4	N/A	331	332	585	0	0	0	0	No	0	0	0	0	No
Nebraska Avenue	Northbound	5	N/A	331	332	585	0	0	0	0	No	0	0	0	0	No
Nebraska Avenue	Northbound	6	N/A	331	332	585	0	0	0	0	No	0	0	0	0	No
Nebraska Avenue	Northbound	7	NBL	331	332	585	259	425	259	425	No	197	425	197	425	No
Nebraska Avenue	Northbound	8	N/A	331	332	585	0	0	0	0	No	0	0	0	0	No
Nebraska Avenue	Northbound	9	N/A	331	332	585	0	0	0	0	No	0	0	0	0	No

Opening Year (2025) No-Build Alternative
 Intersection Measures of Effectiveness (MOEs)

Intersection	Approach	Lane	Description	Up Node	Down Node	Link Length (ft)	AM Peak Hour					PM Peak Hour				
							Average Vehicle Queue Length (ft)	Maximum Vehicle Queue Length (ft)	Average Vehicle Queue in Lane Group (ft)	Maximum Vehicle Queue in Lane Group (ft)	Queue Spillback First Link	Average Vehicle Queue Length (ft)	Maximum Vehicle Queue Length (ft)	Average Vehicle Queue in Lane Group (ft)	Maximum Vehicle Queue in Lane Group (ft)	Queue Spillback First Link
Nebraska Avenue	Westbound	1	WBT	150	332	590	352	1,400	382	1,450	Yes	687	1,925	777	2,000	Yes
Nebraska Avenue	Westbound	2	WBT	150	332	590	382	1,450	382	1,450	Yes	777	2,000	777	2,000	Yes
Nebraska Avenue	Westbound	3	WBT	150	332	590	349	1,450	382	1,450	Yes	715	1,950	777	2,000	Yes
Nebraska Avenue	Westbound	4	N/A	150	332	590	0	0	0	0	No	0	0	0	0	No
Nebraska Avenue	Westbound	5	N/A	150	332	590	0	0	0	0	No	0	0	0	0	No
Nebraska Avenue	Westbound	6	WBR	150	332	590	0	0	0	0	No	0	0	0	0	No
Nebraska Avenue	Westbound	7	WBL	150	332	590	135	425	135	425	No	38	250	38	250	No
Nebraska Avenue	Westbound	8	N/A	150	332	590	0	0	0	0	No	0	0	0	0	No
Nebraska Avenue	Westbound	9	N/A	150	332	590	0	0	0	0	No	0	0	0	0	No
Nebraska Avenue	Southbound	1	SBT	333	332	715	785	1,400	927	1,450	Yes	716	1,450	1,031	1,475	Yes
Nebraska Avenue	Southbound	2	SBT	333	332	715	927	1,450	927	1,450	Yes	1,031	1,475	1,031	1,475	Yes
Nebraska Avenue	Southbound	3	N/A	333	332	715	0	0	0	0	No	0	0	0	0	No
Nebraska Avenue	Southbound	4	N/A	333	332	715	0	0	0	0	No	0	0	0	0	No
Nebraska Avenue	Southbound	5	N/A	333	332	715	0	0	0	0	No	0	0	0	0	No
Nebraska Avenue	Southbound	6	N/A	333	332	715	0	0	0	0	No	0	0	0	0	No
Nebraska Avenue	Southbound	7	SBL	333	332	715	388	500	388	500	No	458	550	458	550	No
Nebraska Avenue	Southbound	8	N/A	333	332	715	0	0	0	0	No	0	0	0	0	No
Nebraska Avenue	Southbound	9	N/A	333	332	715	0	0	0	0	No	0	0	0	0	No

**Opening Year (2025) No-Build Alternative
Movement Delays by Segment**

Intersection	Approach	Control Type	Left		Through		Right		Movement Designation		
			Up Node	Down Node	Up Node	Down Node	Up Node	Down Node	L	T	R
Central Avenue	Eastbound	Signalized	152	338	152	338	152	338	L	TDR	0
Central Avenue	Westbound	Signalized	6	338	6	338	6	338	L	T	R
Central Avenue	Northbound	Signalized	337	338	337	338	337	338	L	TR	0
Central Avenue	Southbound	Signalized	339	338	339	338	339	338	L	TR	0
Southbound I-275 Ramp Terminal	Eastbound	Signalized	6	336	6	336	338	6	L	TD	R
Southbound I-275 Ramp Terminal	Westbound	Signalized	334	336	334	336	334	336	L	TR	0
Southbound I-275 Ramp Terminal	Southbound	Signalized	340	336	340	336	340	336	L	T	R
Northbound I-275 NB Off-Ramp Terminal	Eastbound	Stop Control	336	334	336	334	336	334	0	LT	R
Northbound I-275 NB Off-Ramp Terminal	Westbound	Stop Control	151	334	151	334	151	334	0	LT	R
Northbound I-275 NB Off-Ramp Terminal	Northbound	Stop Control	3	334	3	334	3	334	L	T	R
Northbound I-275 NB Off-Ramp Terminal	Southbound	Stop Control	11	334	11	334	11	334	L	T	R
Northbound I-275 On-Ramp Terminal	Eastbound	Stop Control	334	151	334	151	334	151	L	T	R
Northbound I-275 On-Ramp Terminal	Westbound	Stop Control	332	151	332	151	332	151	L	T	DR
Nebraska Avenue	Eastbound	Signalized	151	332	151	332	151	332	L	TR	0
Nebraska Avenue	Westbound	Signalized	150	332	150	332	150	332	L	TR	0
Nebraska Avenue	Northbound	Signalized	331	332	331	332	331	332	L	TR	0
Nebraska Avenue	Southbound	Signalized	333	332	333	332	333	332	L	TR	0

Opening Year (2025) No-Build Alternative
 Movement Delays by Segment

UpNode	DownNode	Segment Location	TP	Peak Hour	Volume				Delay Per Vehicle (Control or Delay Travel for Unsignalized)			
					Left	Through	Right	Diagonal	Left	Through	Right	Diagonal
1	340	I-275 Southbound Ramps Cherokee Avenue	AM_TP1	0	0	0	0	26	0.0	0.0	0.0	352.4
1	340	I-275 Southbound Ramps Cherokee Avenue	AM_TP2	0	0	0	0	22	0.0	0.0	0.0	490.8
1	340	I-275 Southbound Ramps Cherokee Avenue	AM_TP3	0	0	0	0	18	0.0	0.0	0.0	565.4
1	340	I-275 Southbound Ramps Cherokee Avenue	AM_TP4	0	0	0	0	18	0.0	0.0	0.0	624.7
1	340	I-275 Southbound Ramps Cherokee Avenue	AM_TP5	1	0	0	0	16	0.0	0.0	0.0	673.0
1	340	I-275 Southbound Ramps Cherokee Avenue	AM_TP6	1	0	0	0	17	0.0	0.0	0.0	704.3
1	340	I-275 Southbound Ramps Cherokee Avenue	AM_TP7	1	0	0	0	14	0.0	0.0	0.0	745.2
1	340	I-275 Southbound Ramps Cherokee Avenue	AM_TP8	1	0	0	0	14	0.0	0.0	0.0	777.0
1	340	I-275 Southbound Ramps Cherokee Avenue	AM_TP9	0	0	0	0	15	0.0	0.0	0.0	807.7
1	340	I-275 Southbound Ramps Cherokee Avenue	AM_TP10	0	0	0	0	15	0.0	0.0	0.0	826.9
1	340	I-275 Southbound Ramps Cherokee Avenue	AM_TP11	0	0	0	0	17	0.0	0.0	0.0	835.8
1	340	I-275 Southbound Ramps Cherokee Avenue	AM_TP12	0	0	0	0	15	0.0	0.0	0.0	851.7
1	340	I-275 Southbound Ramps Cherokee Avenue	PM_TP1	0	0	0	0	25	0.0	0.0	0.0	35.1
1	340	I-275 Southbound Ramps Cherokee Avenue	PM_TP2	0	0	0	0	24	0.0	0.0	0.0	46.5
1	340	I-275 Southbound Ramps Cherokee Avenue	PM_TP3	0	0	0	0	27	0.0	0.0	0.0	79.5
1	340	I-275 Southbound Ramps Cherokee Avenue	PM_TP4	0	0	0	0	25	0.0	0.0	0.0	88.3
1	340	I-275 Southbound Ramps Cherokee Avenue	PM_TP5	1	0	0	0	26	0.0	0.0	0.0	101.2
1	340	I-275 Southbound Ramps Cherokee Avenue	PM_TP6	1	0	0	0	25	0.0	0.0	0.0	116.8
1	340	I-275 Southbound Ramps Cherokee Avenue	PM_TP7	1	0	0	0	27	0.0	0.0	0.0	133.1
1	340	I-275 Southbound Ramps Cherokee Avenue	PM_TP8	1	0	0	0	27	0.0	0.0	0.0	152.8
1	340	I-275 Southbound Ramps Cherokee Avenue	PM_TP9	0	0	0	0	27	0.0	0.0	0.0	161.4
1	340	I-275 Southbound Ramps Cherokee Avenue	PM_TP10	0	0	0	0	24	0.0	0.0	0.0	173.6
1	340	I-275 Southbound Ramps Cherokee Avenue	PM_TP11	0	0	0	0	27	0.0	0.0	0.0	181.0
1	340	I-275 Southbound Ramps Cherokee Avenue	PM_TP12	0	0	0	0	28	0.0	0.0	0.0	187.0
2	5	I-275 Northbound On-Ramp Miami Avenue	AM_TP1	0	0	2	0	0	0.0	1.5	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	AM_TP2	0	0	2	0	0	0.0	1.5	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	AM_TP3	0	0	2	0	0	0.0	1.6	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	AM_TP4	0	0	2	0	0	0.0	1.6	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	AM_TP5	1	0	3	0	0	0.0	1.6	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	AM_TP6	1	0	3	0	0	0.0	1.6	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	AM_TP7	1	0	2	0	0	0.0	1.6	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	AM_TP8	1	0	2	0	0	0.0	1.5	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	AM_TP9	0	0	3	0	0	0.0	1.5	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	AM_TP10	0	0	2	0	0	0.0	1.5	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	AM_TP11	0	0	3	0	0	0.0	1.5	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	AM_TP12	0	0	2	0	0	0.0	1.4	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	PM_TP1	0	0	3	0	0	0.0	1.6	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	PM_TP2	0	0	2	0	0	0.0	1.7	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	PM_TP3	0	0	2	0	0	0.0	1.6	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	PM_TP4	0	0	2	0	0	0.0	1.6	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	PM_TP5	1	0	3	0	0	0.0	1.6	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	PM_TP6	1	0	3	0	0	0.0	1.5	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	PM_TP7	1	0	2	0	0	0.0	1.5	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	PM_TP8	1	0	3	0	0	0.0	1.5	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	PM_TP9	0	0	2	0	0	0.0	1.5	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	PM_TP10	0	0	3	0	0	0.0	1.5	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	PM_TP11	0	0	1	0	0	0.0	1.5	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	PM_TP12	0	0	3	0	0	0.0	1.5	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP1	0	0	187	0	0	0.0	1.2	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP2	0	0	199	0	0	0.0	1.2	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP3	0	0	211	0	0	0.0	1.2	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP4	0	0	214	0	0	0.0	1.2	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP5	1	0	231	0	0	0.0	1.2	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP6	1	0	228	0	0	0.0	1.2	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP7	1	0	225	0	0	0.0	1.2	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP8	1	0	236	0	0	0.0	1.2	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP9	0	0	236	0	0	0.0	1.2	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP10	0	0	225	0	0	0.0	1.2	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP11	0	0	229	0	0	0.0	1.2	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP12	0	0	224	0	0	0.0	1.2	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP1	0	0	222	0	0	0.0	1.1	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP2	0	0	218	0	0	0.0	1.1	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP3	0	0	222	0	0	0.0	1.1	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP4	0	0	215	0	0	0.0	1.1	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP5	1	0	223	0	0	0.0	1.1	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP6	1	0	227	0	0	0.0	1.1	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP7	1	0	231	0	0	0.0	1.1	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP8	1	0	225	0	0	0.0	1.1	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP9	0	0	218	0	0	0.0	1.1	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP10	0	0	216	0	0	0.0	1.1	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP11	0	0	224	0	0	0.0	1.1	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP12	0	0	224	0	0	0.0	1.1	0.0	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	AM_TP1	0	0	0	74	0	0.0	0.0	8.9	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	AM_TP2	0	0	0	82	0	0.0	0.0	10.3	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	AM_TP3	0	0	0	90	0	0.0	0.0	11.1	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	AM_TP4	0	0	0	98	0	0.0	0.0	11.6	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	AM_TP5	1	0	0	102	0	0.0	0.0	12.5	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	AM_TP6	1	0	0	106	0	0.0	0.0	12.7	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	AM_TP7	1	0	0	102	0	0.0	0.0	12.9	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	AM_TP8	1	0	0	98	0	0.0	0.0	13.1	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	AM_TP9	0	0	0	98	0	0.0	0.0	13.0	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	AM_TP10	0	0	0	94	0	0.0	0.0	13.2	0.0

**Opening Year (2025) No-Build Alternative
Movement Delays by Segment**

UpNode	DownNode	Segment Location	TP	Peak Hour	Volume				Delay Per Vehicle (Control or Delay Travel for Unsignalized)			
					Left	Through	Right	Diagonal	Left	Through	Right	Diagonal
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	AM_TP11	0	0	0	90	0	0.0	0.0	13.2	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	AM_TP12	0	0	0	87	0	0.0	0.0	13.1	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	PM_TP1	0	0	0	164	0	0.0	0.0	13.1	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	PM_TP2	0	0	0	171	0	0.0	0.0	12.0	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	PM_TP3	0	0	0	169	0	0.0	0.0	12.0	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	PM_TP4	0	0	0	169	0	0.0	0.0	11.7	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	PM_TP5	1	0	0	172	0	0.0	0.0	11.6	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	PM_TP6	1	0	0	170	0	0.0	0.0	11.6	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	PM_TP7	1	0	0	172	0	0.0	0.0	11.6	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	PM_TP8	1	0	0	172	0	0.0	0.0	11.6	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	PM_TP9	0	0	0	168	0	0.0	0.0	11.5	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	PM_TP10	0	0	0	166	0	0.0	0.0	11.4	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	PM_TP11	0	0	0	162	0	0.0	0.0	11.3	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	PM_TP12	0	0	0	165	0	0.0	0.0	11.2	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	AM_TP1	0	0	0	0	0	0.0	0.0	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	AM_TP2	0	0	1	0	0	0.0	0.2	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	AM_TP3	0	0	1	0	0	0.0	0.6	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	AM_TP4	0	0	1	0	0	0.0	0.5	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	AM_TP5	1	0	1	0	0	0.0	0.6	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	AM_TP6	1	0	1	0	0	0.0	0.7	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	AM_TP7	1	0	1	0	0	0.0	0.9	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	AM_TP8	1	0	1	0	0	0.0	0.8	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	AM_TP9	0	0	1	0	0	0.0	0.8	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	AM_TP10	0	0	1	0	0	0.0	0.8	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	AM_TP11	0	0	1	0	0	0.0	0.8	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	AM_TP12	0	0	1	0	0	0.0	0.8	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	PM_TP1	0	0	37	0	0	0.0	1.0	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	PM_TP2	0	0	38	0	0	0.0	1.4	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	PM_TP3	0	0	37	0	0	0.0	1.4	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	PM_TP4	0	0	38	0	0	0.0	1.4	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	PM_TP5	1	0	37	0	0	0.0	1.3	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	PM_TP6	1	0	38	0	0	0.0	1.3	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	PM_TP7	1	0	38	0	0	0.0	1.3	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	PM_TP8	1	0	38	0	0	0.0	1.3	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	PM_TP9	0	0	37	0	0	0.0	1.3	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	PM_TP10	0	0	38	0	0	0.0	1.3	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	PM_TP11	0	0	37	0	0	0.0	1.3	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	PM_TP12	0	0	38	0	0	0.0	1.3	0.0	0.0
6	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP1	0	0	231	0	75	0.0	11.6	0.0	12.7
6	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP2	0	0	259	0	85	0.0	11.6	0.0	16.4
6	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP3	0	0	250	0	73	0.0	12.1	0.0	24.0
6	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP4	0	0	245	0	74	0.0	12.5	0.0	29.8
6	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP5	1	0	247	0	80	0.0	12.7	0.0	32.5
6	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP6	1	0	248	0	72	0.0	12.9	0.0	35.5
6	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP7	1	0	241	0	71	0.0	13.0	0.0	37.2
6	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP8	1	0	241	0	83	0.0	13.2	0.0	37.9
6	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP9	0	0	246	0	76	0.0	13.2	0.0	38.8
6	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP10	0	0	244	0	74	0.0	13.2	0.0	39.7
6	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP11	0	0	247	0	91	0.0	13.3	0.0	39.4
6	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP12	0	0	244	0	83	0.0	13.3	0.0	39.7
6	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP1	0	0	198	0	77	0.0	2.4	0.0	51.2
6	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP2	0	0	175	0	69	0.0	3.1	0.0	55.9
6	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP3	0	0	180	0	67	0.0	3.1	0.0	58.2
6	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP4	0	0	176	0	61	0.0	3.2	0.0	61.3
6	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP5	1	0	177	0	71	0.0	3.2	0.0	61.1
6	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP6	1	0	171	0	72	0.0	3.3	0.0	60.0
6	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP7	1	0	182	0	77	0.0	3.2	0.0	59.4
6	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP8	1	0	175	0	67	0.0	3.3	0.0	60.0
6	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP9	0	0	178	0	64	0.0	3.3	0.0	60.8
6	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP10	0	0	165	0	68	0.0	3.4	0.0	60.8
6	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP11	0	0	176	0	66	0.0	3.4	0.0	61.3
6	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP12	0	0	170	0	70	0.0	3.4	0.0	61.4
6	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP1	0	21	492	49	0	43.8	4.7	0.7	0.0
6	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP2	0	23	522	58	0	48.8	4.8	0.8	0.0
6	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP3	0	20	536	70	0	70.4	5.1	0.9	0.0
6	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP4	0	21	533	88	0	126.7	5.5	1.0	0.0
6	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP5	1	23	537	104	0	177.3	5.7	0.9	0.0
6	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP6	1	18	537	106	0	223.8	5.8	0.9	0.0
6	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP7	1	16	501	110	0	273.1	5.9	0.9	0.0
6	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP8	1	18	495	108	0	306.2	6.1	0.9	0.0
6	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP9	0	18	503	112	0	337.2	6.2	0.9	0.0
6	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP10	0	22	524	111	0	354.7	6.2	0.9	0.0
6	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP11	0	20	527	99	0	363.9	6.2	0.9	0.0
6	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP12	0	16	492	103	0	379.2	6.3	0.9	0.0
6	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP1	0	24	700	56	0	210.3	5.3	0.9	0.0
6	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP2	0	25	675	73	0	263.8	6.8	1.0	0.0
6	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP3	0	27	660	68	0	267.0	7.1	1.0	0.0
6	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP4	0	25	639	79	0	298.6	7.7	1.0	0.0
6	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP5	1	29	693	72	0	304.9	8.0	1.0	0.0
6	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP6	1	23	649	78	0	320.5	8.4	1.0	0.0
6	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP7	1	24	662	79	0	331.2	8.5	1.0	0.0
6	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP8	1	26	668	82	0	332.2	8.7	1.0	0.0

Opening Year (2025) No-Build Alternative
 Movement Delays by Segment

UpNode	DownNode	Segment Location	TP	Peak Hour	Volume				Delay Per Vehicle (Control or Delay Travel for Unsignalized)			
					Left	Through	Right	Diagonal	Left	Through	Right	Diagonal
6	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP9	0	22	662	77	0	343.9	8.7	1.0	0.0
6	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP10	0	29	648	85	0	346.8	8.8	1.0	0.0
6	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP11	0	24	695	71	0	344.4	8.8	1.0	0.0
6	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP12	0	27	654	80	0	349.8	8.8	1.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	AM_TP1	0	0	226	0	0	0.0	1.5	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	AM_TP2	0	0	229	0	0	0.0	1.5	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	AM_TP3	0	0	234	0	0	0.0	1.5	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	AM_TP4	0	0	244	0	0	0.0	1.5	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	AM_TP5	1	0	243	0	0	0.0	1.4	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	AM_TP6	1	0	241	0	0	0.0	1.5	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	AM_TP7	1	0	239	0	0	0.0	1.5	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	AM_TP8	1	0	239	0	0	0.0	1.5	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	AM_TP9	0	0	250	0	0	0.0	1.5	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	AM_TP10	0	0	234	0	0	0.0	1.5	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	AM_TP11	0	0	238	0	0	0.0	1.5	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	AM_TP12	0	0	240	0	0	0.0	1.5	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	PM_TP1	0	0	224	0	0	0.0	1.6	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	PM_TP2	0	0	201	0	0	0.0	1.6	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	PM_TP3	0	0	217	0	0	0.0	1.5	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	PM_TP4	0	0	207	0	0	0.0	1.5	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	PM_TP5	1	0	222	0	0	0.0	1.5	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	PM_TP6	1	0	212	0	0	0.0	1.5	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	PM_TP7	1	0	223	0	0	0.0	1.5	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	PM_TP8	1	0	223	0	0	0.0	1.5	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	PM_TP9	0	0	220	0	0	0.0	1.5	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	PM_TP10	0	0	211	0	0	0.0	1.5	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	PM_TP11	0	0	229	0	0	0.0	1.5	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	PM_TP12	0	0	213	0	0	0.0	1.5	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP1	0	0	121	0	0	0.0	0.1	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP2	0	0	136	0	0	0.0	0.1	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP3	0	0	147	0	0	0.0	0.1	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP4	0	0	158	0	0	0.0	0.1	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP5	1	0	170	0	0	0.0	0.1	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP6	1	0	173	0	0	0.0	0.1	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP7	1	0	165	0	0	0.0	0.1	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP8	1	0	162	0	0	0.0	0.1	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP9	0	0	158	0	0	0.0	0.1	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP10	0	0	154	0	0	0.0	0.1	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP11	0	0	146	0	0	0.0	0.1	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP12	0	0	141	0	0	0.0	0.1	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP1	0	0	213	0	0	0.0	0.2	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP2	0	0	217	0	0	0.0	0.4	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP3	0	0	217	0	0	0.0	0.5	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP4	0	0	216	0	0	0.0	0.5	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP5	1	0	222	0	0	0.0	0.7	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP6	1	0	218	0	0	0.0	0.7	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP7	1	0	223	0	0	0.0	0.7	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP8	1	0	222	0	0	0.0	0.7	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP9	0	0	216	0	0	0.0	0.7	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP10	0	0	210	0	0	0.0	0.7	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP11	0	0	209	0	0	0.0	0.7	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP12	0	0	206	0	0	0.0	0.6	0.0	0.0
11	334	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP1	0	0	0	121	0	0.0	0.0	2.4	0.0
11	334	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP2	0	0	0	136	0	0.0	0.0	2.4	0.0
11	334	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP3	0	0	0	146	0	0.0	0.0	2.4	0.0
11	334	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP4	0	0	0	158	0	0.0	0.0	2.6	0.0
11	334	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP5	1	0	0	168	0	0.0	0.0	3.5	0.0
11	334	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP6	1	0	0	174	0	0.0	0.0	4.4	0.0
11	334	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP7	1	0	0	163	0	0.0	0.0	5.1	0.0
11	334	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP8	1	0	0	163	0	0.0	0.0	5.4	0.0
11	334	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP9	0	0	0	158	0	0.0	0.0	5.8	0.0
11	334	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP10	0	0	0	155	0	0.0	0.0	5.9	0.0
11	334	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP11	0	0	0	147	0	0.0	0.0	5.9	0.0
11	334	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP12	0	0	0	141	0	0.0	0.0	5.8	0.0
11	334	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP1	0	0	0	213	0	0.0	0.0	3.0	0.0
11	334	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP2	0	0	0	215	0	0.0	0.0	5.9	0.0
11	334	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP3	0	0	0	219	0	0.0	0.0	6.6	0.0
11	334	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP4	0	0	0	212	0	0.0	0.0	7.6	0.0
11	334	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP5	1	0	0	226	0	0.0	0.0	8.3	0.0
11	334	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP6	1	0	0	217	0	0.0	0.0	8.7	0.0
11	334	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP7	1	0	0	223	0	0.0	0.0	9.0	0.0
11	334	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP8	1	0	0	220	0	0.0	0.0	9.2	0.0
11	334	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP9	0	0	0	218	0	0.0	0.0	9.3	0.0
11	334	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP10	0	0	0	209	0	0.0	0.0	9.5	0.0
11	334	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP11	0	0	0	209	0	0.0	0.0	9.3	0.0
11	334	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP12	0	0	0	205	0	0.0	0.0	9.4	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP1	0	0	0	186	0	0.0	0.0	6.7	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP2	0	0	0	198	0	0.0	0.0	6.8	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP3	0	0	0	211	0	0.0	0.0	6.9	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP4	0	0	0	212	0	0.0	0.0	6.9	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP5	1	0	0	231	0	0.0	0.0	7.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP6	1	0	0	229	0	0.0	0.0	7.0	0.0

Opening Year (2025) No-Build Alternative
 Movement Delays by Segment

UpNode	DownNode	Segment Location	TP	Peak Hour	Volume				Delay Per Vehicle (Control or Delay Travel for Unsignalized)			
					Left	Through	Right	Diagonal	Left	Through	Right	Diagonal
12	14	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP7	1	0	0	225	0	0.0	0.0	7.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP8	1	0	0	236	0	0.0	0.0	7.1	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP9	0	0	0	237	0	0.0	0.0	7.1	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP10	0	0	0	225	0	0.0	0.0	7.1	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP11	0	0	0	228	0	0.0	0.0	7.1	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP12	0	0	0	224	0	0.0	0.0	7.1	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP1	0	0	222	0	0	0.0	1.0	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP2	0	0	216	0	0	0.0	0.9	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP3	0	0	225	0	0	0.0	0.9	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP4	0	0	213	0	0	0.0	0.9	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP5	1	0	225	0	0	0.0	0.9	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP6	1	0	226	0	0	0.0	0.9	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP7	1	0	231	0	0	0.0	0.9	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP8	1	0	224	0	0	0.0	0.9	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP9	0	0	219	0	0	0.0	0.9	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP10	0	0	214	0	0	0.0	0.9	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP11	0	0	225	0	0	0.0	0.9	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP12	0	0	223	0	0	0.0	0.9	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	AM_TP1	0	42	155	0	0	71.5	73.6	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	AM_TP2	0	37	151	0	0	79.7	83.0	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	AM_TP3	0	40	149	0	0	85.5	85.8	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	AM_TP4	0	43	146	0	0	87.4	88.1	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	AM_TP5	1	37	145	0	0	89.8	89.7	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	AM_TP6	1	39	139	0	0	92.4	91.1	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	AM_TP7	1	38	146	0	0	92.9	92.4	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	AM_TP8	1	38	143	0	0	93.6	93.0	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	AM_TP9	0	36	139	0	0	94.5	93.6	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	AM_TP10	0	40	138	0	0	95.2	94.3	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	AM_TP11	0	38	145	0	0	95.7	94.8	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	AM_TP12	0	37	143	0	0	96.1	94.9	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	PM_TP1	0	66	101	0	0	99.2	98.8	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	PM_TP2	0	69	110	0	0	104.8	103.0	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	PM_TP3	0	62	98	0	0	105.7	103.7	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	PM_TP4	0	71	101	0	0	107.5	105.6	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	PM_TP5	1	63	94	0	0	108.3	106.4	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	PM_TP6	1	68	109	0	0	108.2	106.7	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	PM_TP7	1	62	91	0	0	108.2	107.9	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	PM_TP8	1	70	108	0	0	108.3	107.7	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	PM_TP9	0	64	98	0	0	108.2	107.5	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	PM_TP10	0	67	108	0	0	108.0	107.9	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	PM_TP11	0	62	93	0	0	108.2	108.1	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	PM_TP12	0	69	107	0	0	108.3	108.1	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP1	0	0	121	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP2	0	0	136	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP3	0	0	147	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP4	0	0	158	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP5	1	0	169	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP6	1	0	173	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP7	1	0	165	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP8	1	0	161	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP9	0	0	158	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP10	0	0	154	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP11	0	0	146	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP12	0	0	142	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP1	0	0	213	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP2	0	0	217	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP3	0	0	217	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP4	0	0	216	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP5	1	0	222	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP6	1	0	218	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP7	1	0	223	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP8	1	0	222	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP9	0	0	216	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP10	0	0	210	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP11	0	0	208	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP12	0	0	206	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	AM_TP1	0	0	74	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	AM_TP2	0	0	82	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	AM_TP3	0	0	89	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	AM_TP4	0	0	97	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	AM_TP5	1	0	103	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	AM_TP6	1	0	104	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	AM_TP7	1	0	100	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	AM_TP8	1	0	98	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	AM_TP9	0	0	97	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	AM_TP10	0	0	93	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	AM_TP11	0	0	89	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	AM_TP12	0	0	86	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	PM_TP1	0	0	129	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	PM_TP2	0	0	131	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	PM_TP3	0	0	132	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	PM_TP4	0	0	132	0	0	0.0	0.0	0.0	0.0

Opening Year (2025) No-Build Alternative
Movement Delays by Segment

UpNode	DownNode	Segment Location	TP	Peak Hour	Volume				Delay Per Vehicle (Control or Delay Travel for Unsignalized)			
					Left	Through	Right	Diagonal	Left	Through	Right	Diagonal
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	PM_TP5	1	0	135	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	PM_TP6	1	0	133	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	PM_TP7	1	0	135	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	PM_TP8	1	0	134	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	PM_TP9	0	0	131	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	PM_TP10	0	0	128	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	PM_TP11	0	0	126	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	PM_TP12	0	0	126	0	0	0.0	0.0	0.0	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	AM_TP1	0	30	425	21	0	96.6	33.8	38.5	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	AM_TP2	0	30	472	27	0	101.4	35.4	35.6	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	AM_TP3	0	34	499	29	0	115.2	36.3	36.6	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	AM_TP4	0	38	534	32	0	121.5	37.5	38.4	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	AM_TP5	1	39	574	29	0	128.3	41.5	40.4	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	AM_TP6	1	35	556	29	0	136.3	51.0	48.2	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	AM_TP7	1	36	519	27	0	148.4	63.2	58.7	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	AM_TP8	1	38	527	29	0	160.7	74.5	68.3	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	AM_TP9	0	38	568	30	0	171.3	83.2	75.8	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	AM_TP10	0	38	541	29	0	183.2	89.3	81.3	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	AM_TP11	0	40	545	31	0	193.6	92.7	84.3	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	AM_TP12	0	34	532	31	0	201.5	93.3	84.9	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	PM_TP1	0	27	587	59	0	40.3	35.1	34.5	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	PM_TP2	0	27	583	63	0	49.1	44.8	42.9	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	PM_TP3	0	26	563	60	0	56.5	54.2	51.1	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	PM_TP4	0	27	563	56	0	65.4	67.3	61.5	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	PM_TP5	1	26	587	58	0	74.7	78.4	70.9	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	PM_TP6	1	28	574	57	0	82.6	87.5	77.4	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	PM_TP7	1	28	597	60	0	89.3	93.5	80.8	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	PM_TP8	1	29	584	58	0	95.7	100.6	86.8	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	PM_TP9	0	27	564	62	0	100.8	107.9	93.8	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	PM_TP10	0	27	569	58	0	105.1	115.1	99.0	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	PM_TP11	0	26	617	67	0	107.0	117.9	101.0	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	PM_TP12	0	28	578	60	0	109.8	121.0	103.8	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	AM_TP1	0	0	186	2	0	0.0	0.8	2.1	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	AM_TP2	0	0	199	2	0	0.0	0.8	2.5	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	AM_TP3	0	0	211	2	0	0.0	0.8	2.6	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	AM_TP4	0	0	214	2	0	0.0	0.8	2.7	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	AM_TP5	1	0	231	3	0	0.0	0.8	2.7	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	AM_TP6	1	0	228	3	0	0.0	0.8	2.8	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	AM_TP7	1	0	224	2	0	0.0	0.9	2.8	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	AM_TP8	1	0	236	2	0	0.0	0.9	2.8	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	AM_TP9	0	0	237	3	0	0.0	0.9	2.8	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	AM_TP10	0	0	225	2	0	0.0	0.9	2.8	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	AM_TP11	0	0	229	3	0	0.0	0.9	2.8	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	AM_TP12	0	0	225	2	0	0.0	0.9	2.8	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	PM_TP1	0	0	223	3	0	0.0	0.8	2.3	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	PM_TP2	0	0	219	2	0	0.0	0.8	2.6	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	PM_TP3	0	0	222	2	0	0.0	0.8	2.7	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	PM_TP4	0	0	215	2	0	0.0	0.8	2.8	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	PM_TP5	1	0	223	3	0	0.0	0.8	2.9	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	PM_TP6	1	0	227	3	0	0.0	0.8	2.7	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	PM_TP7	1	0	230	2	0	0.0	0.8	2.7	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	PM_TP8	1	0	225	3	0	0.0	0.8	2.7	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	PM_TP9	0	0	218	2	0	0.0	0.9	2.7	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	PM_TP10	0	0	216	3	0	0.0	0.9	2.7	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	PM_TP11	0	0	224	1	0	0.0	0.9	2.7	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	PM_TP12	0	0	224	3	0	0.0	0.9	2.7	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	AM_TP1	0	37	303	18	0	148.1	23.7	22.0	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	AM_TP2	0	38	326	18	0	196.4	25.2	23.9	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	AM_TP3	0	37	329	20	0	237.9	25.9	25.2	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	AM_TP4	0	40	342	19	0	265.1	26.6	26.0	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	AM_TP5	1	38	351	20	0	275.5	26.7	26.6	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	AM_TP6	1	38	350	19	0	279.5	26.6	26.4	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	AM_TP7	1	41	334	21	0	282.0	27.0	26.1	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	AM_TP8	1	40	338	22	0	287.5	27.2	25.9	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	AM_TP9	0	38	337	21	0	290.2	27.2	25.7	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	AM_TP10	0	39	327	19	0	296.4	27.2	25.9	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	AM_TP11	0	39	336	18	0	301.0	27.4	25.6	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	AM_TP12	0	38	334	19	0	304.6	27.4	25.6	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	PM_TP1	0	33	357	21	0	223.4	26.4	28.6	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	PM_TP2	0	33	373	21	0	329.2	27.2	27.0	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	PM_TP3	0	29	368	20	0	394.2	26.6	24.8	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	PM_TP4	0	38	366	21	0	397.3	27.2	24.4	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	PM_TP5	1	28	363	24	0	420.5	26.8	24.8	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	PM_TP6	1	31	374	19	0	437.6	27.0	24.4	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	PM_TP7	1	29	374	20	0	454.0	26.6	24.1	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	PM_TP8	1	33	377	21	0	461.4	26.8	24.6	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	PM_TP9	0	30	368	22	0	463.8	26.7	24.6	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	PM_TP10	0	34	360	20	0	465.7	26.9	25.2	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	PM_TP11	0	26	357	20	0	475.8	26.7	24.8	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	PM_TP12	0	33	366	19	0	479.6	26.8	25.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	AM_TP1	0	94	325	0	0	3.9	1.4	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	AM_TP2	0	99	365	0	0	4.7	1.4	0.0	0.0

Opening Year (2025) No-Build Alternative
 Movement Delays by Segment

UpNode	DownNode	Segment Location	TP	Peak Hour	Volume				Delay Per Vehicle (Control or Delay Travel for Unsignalized)			
					Left	Through	Right	Diagonal	Left	Through	Right	Diagonal
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	AM_TP3	0	105	381	0	0	6.2	1.5	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	AM_TP4	0	108	395	0	0	7.5	2.1	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	AM_TP5	1	110	406	0	0	9.1	4.5	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	AM_TP6	1	107	396	0	0	11.1	7.6	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	AM_TP7	1	108	376	0	0	13.1	10.8	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	AM_TP8	1	103	364	0	0	13.8	12.8	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	AM_TP9	0	115	388	0	0	14.8	14.4	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	AM_TP10	0	107	398	0	0	15.3	15.6	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	AM_TP11	0	101	400	0	0	15.3	15.8	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	AM_TP12	0	104	380	0	0	15.2	16.1	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	PM_TP1	0	80	489	0	0	4.0	2.9	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	PM_TP2	0	73	455	0	0	5.1	7.5	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	PM_TP3	0	78	451	0	0	5.7	9.8	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	PM_TP4	0	75	441	0	0	6.2	12.1	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	PM_TP5	1	80	472	0	0	6.4	13.0	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	PM_TP6	1	75	440	0	0	6.6	14.1	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	PM_TP7	1	83	465	0	0	6.7	14.6	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	PM_TP8	1	80	445	0	0	6.8	15.1	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	PM_TP9	0	77	460	0	0	6.9	15.6	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	PM_TP10	0	74	443	0	0	7.1	16.2	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	PM_TP11	0	86	494	0	0	7.0	15.9	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	PM_TP12	0	78	444	0	0	7.0	16.0	0.0	0.0
152	338	Eastbound Hillsborough Avenue West of Central Avenue	AM_TP1	0	7	69	4	292	57.9	7.2	20.5	13.8
152	338	Eastbound Hillsborough Avenue West of Central Avenue	AM_TP2	0	8	83	4	322	60.4	9.8	26.3	18.4
152	338	Eastbound Hillsborough Avenue West of Central Avenue	AM_TP3	0	8	75	4	332	65.3	29.3	31.2	30.0
152	338	Eastbound Hillsborough Avenue West of Central Avenue	AM_TP4	0	8	72	5	327	94.3	74.2	51.8	46.8
152	338	Eastbound Hillsborough Avenue West of Central Avenue	AM_TP5	1	8	79	4	326	157.6	125.4	66.2	63.0
152	338	Eastbound Hillsborough Avenue West of Central Avenue	AM_TP6	1	8	73	2	335	201.0	163.8	75.6	74.3
152	338	Eastbound Hillsborough Avenue West of Central Avenue	AM_TP7	1	7	70	6	325	252.7	207.8	79.5	79.8
152	338	Eastbound Hillsborough Avenue West of Central Avenue	AM_TP8	1	8	82	6	323	280.0	239.0	85.6	83.9
152	338	Eastbound Hillsborough Avenue West of Central Avenue	AM_TP9	0	8	76	5	331	308.7	263.6	88.5	87.3
152	338	Eastbound Hillsborough Avenue West of Central Avenue	AM_TP10	0	8	75	6	328	336.5	287.8	84.4	89.4
152	338	Eastbound Hillsborough Avenue West of Central Avenue	AM_TP11	0	9	89	7	333	354.4	301.4	83.9	91.1
152	338	Eastbound Hillsborough Avenue West of Central Avenue	AM_TP12	0	10	80	5	327	370.5	313.3	86.5	93.2
152	338	Eastbound Hillsborough Avenue West of Central Avenue	PM_TP1	0	4	61	4	325	337.0	333.6	21.2	21.2
152	338	Eastbound Hillsborough Avenue West of Central Avenue	PM_TP2	0	3	54	4	295	642.9	601.7	34.5	30.1
152	338	Eastbound Hillsborough Avenue West of Central Avenue	PM_TP3	0	4	56	4	296	787.4	759.4	39.1	33.0
152	338	Eastbound Hillsborough Avenue West of Central Avenue	PM_TP4	0	3	49	3	298	867.2	878.2	40.2	34.9
152	338	Eastbound Hillsborough Avenue West of Central Avenue	PM_TP5	1	4	57	4	293	939.7	945.3	44.6	36.0
152	338	Eastbound Hillsborough Avenue West of Central Avenue	PM_TP6	1	4	61	4	293	970.9	980.2	44.7	37.3
152	338	Eastbound Hillsborough Avenue West of Central Avenue	PM_TP7	1	4	63	4	301	1067.3	995.7	45.2	37.5
152	338	Eastbound Hillsborough Avenue West of Central Avenue	PM_TP8	1	3	54	3	299	1122.6	1028.6	45.9	37.8
152	338	Eastbound Hillsborough Avenue West of Central Avenue	PM_TP9	0	3	51	4	302	1170.3	1063.6	46.5	37.7
152	338	Eastbound Hillsborough Avenue West of Central Avenue	PM_TP10	0	4	57	4	286	1206.4	1083.8	48.8	38.4
152	338	Eastbound Hillsborough Avenue West of Central Avenue	PM_TP11	0	3	51	4	299	1227.3	1110.0	48.9	38.4
152	338	Eastbound Hillsborough Avenue West of Central Avenue	PM_TP12	0	3	56	3	292	1236.7	1129.4	48.9	38.9
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	AM_TP1	0	42	67	20	0	90.7	69.6	63.3	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	AM_TP2	0	47	73	18	0	110.0	73.7	68.0	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	AM_TP3	0	48	89	21	0	125.7	76.2	71.8	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	AM_TP4	0	48	92	23	0	148.3	76.7	72.2	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	AM_TP5	1	46	92	25	0	196.8	78.2	71.9	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	AM_TP6	1	44	97	28	0	266.3	78.7	72.4	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	AM_TP7	1	46	95	25	0	342.3	80.1	74.1	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	AM_TP8	1	41	85	23	0	427.7	86.4	79.2	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	AM_TP9	0	41	79	19	0	520.3	98.6	87.7	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	AM_TP10	0	41	83	19	0	616.7	117.0	101.0	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	AM_TP11	0	39	85	22	0	696.0	136.4	117.1	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	AM_TP12	0	39	80	19	0	773.6	152.4	130.7	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	PM_TP1	0	70	168	11	0	73.6	67.7	65.3	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	PM_TP2	0	67	169	11	0	84.2	72.2	73.1	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	PM_TP3	0	75	168	12	0	95.7	73.8	71.9	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	PM_TP4	0	75	163	14	0	97.9	73.4	72.3	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	PM_TP5	1	74	169	15	0	98.3	74.5	74.6	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	PM_TP6	1	75	166	12	0	97.4	75.1	73.8	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	PM_TP7	1	71	172	14	0	94.6	76.3	74.7	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	PM_TP8	1	71	171	12	0	97.3	77.4	75.8	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	PM_TP9	0	73	168	14	0	101.2	79.1	78.3	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	PM_TP10	0	74	165	11	0	101.8	78.7	77.8	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	PM_TP11	0	75	162	10	0	101.6	78.6	76.8	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	PM_TP12	0	67	159	13	0	100.0	78.3	77.2	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	AM_TP1	0	0	385	0	0	0.0	5.1	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	AM_TP2	0	0	410	0	0	0.0	5.3	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	AM_TP3	0	0	425	0	0	0.0	5.2	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	AM_TP4	0	0	422	0	0	0.0	5.3	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	AM_TP5	1	0	429	0	0	0.0	5.4	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	AM_TP6	1	0	439	0	0	0.0	5.3	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	AM_TP7	1	0	425	0	0	0.0	5.3	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	AM_TP8	1	0	415	0	0	0.0	5.4	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	AM_TP9	0	0	419	0	0	0.0	5.3	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	AM_TP10	0	0	414	0	0	0.0	5.3	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	AM_TP11	0	0	416	0	0	0.0	5.3	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	AM_TP12	0	0	406	0	0	0.0	5.4	0.0	0.0

Opening Year (2025) No-Build Alternative
 Movement Delays by Segment

UpNode	DownNode	Segment Location	TP	Peak Hour	Volume				Delay Per Vehicle (Control or Delay Travel for Unsignalized)			
					Left	Through	Right	Diagonal	Left	Through	Right	Diagonal
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	PM_TP1	0	0	447	0	0	0.0	5.8	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	PM_TP2	0	0	434	0	0	0.0	5.5	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	PM_TP3	0	0	456	0	0	0.0	5.6	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	PM_TP4	0	0	422	0	0	0.0	5.6	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	PM_TP5	1	0	449	0	0	0.0	5.6	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	PM_TP6	1	0	427	0	0	0.0	5.6	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	PM_TP7	1	0	457	0	0	0.0	5.6	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	PM_TP8	1	0	430	0	0	0.0	5.6	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	PM_TP9	0	0	453	0	0	0.0	5.6	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	PM_TP10	0	0	414	0	0	0.0	5.6	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	PM_TP11	0	0	441	0	0	0.0	5.6	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	PM_TP12	0	0	423	0	0	0.0	5.6	0.0	0.0
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	AM_TP1	0	0	420	0	116	0.0	6.9	0.0	2.6
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	AM_TP2	0	0	464	0	129	0.0	7.1	0.0	2.7
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	AM_TP3	0	0	486	0	139	0.0	7.3	0.0	2.7
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	AM_TP4	0	0	506	0	141	0.0	7.5	0.0	2.7
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	AM_TP5	1	0	524	0	159	0.0	9.0	0.0	3.2
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	AM_TP6	1	0	506	0	158	0.0	10.9	0.0	3.7
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	AM_TP7	1	0	481	0	153	0.0	12.5	0.0	4.2
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	AM_TP8	1	0	468	0	155	0.0	13.8	0.0	4.7
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	AM_TP9	0	0	507	0	166	0.0	14.6	0.0	5.0
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	AM_TP10	0	0	499	0	148	0.0	15.1	0.0	5.2
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	AM_TP11	0	0	501	0	141	0.0	15.2	0.0	5.2
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	AM_TP12	0	0	483	0	145	0.0	15.3	0.0	5.2
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	PM_TP1	0	0	568	0	149	0.0	8.1	0.0	2.7
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	PM_TP2	0	0	533	0	153	0.0	10.5	0.0	3.3
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	PM_TP3	0	0	531	0	158	0.0	12.1	0.0	3.8
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	PM_TP4	0	0	520	0	153	0.0	13.5	0.0	4.2
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	PM_TP5	1	0	546	0	158	0.0	14.3	0.0	4.5
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	PM_TP6	1	0	518	0	156	0.0	14.9	0.0	4.8
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	PM_TP7	1	0	550	0	158	0.0	15.3	0.0	4.9
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	PM_TP8	1	0	523	0	159	0.0	15.7	0.0	5.1
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	PM_TP9	0	0	532	0	156	0.0	16.1	0.0	5.3
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	PM_TP10	0	0	521	0	148	0.0	16.5	0.0	5.5
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	PM_TP11	0	0	578	0	162	0.0	16.3	0.0	5.5
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	PM_TP12	0	0	522	0	154	0.0	16.5	0.0	5.5
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	AM_TP1	0	0	173	0	0	0.0	3.7	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	AM_TP2	0	0	174	0	0	0.0	3.7	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	AM_TP3	0	0	179	0	0	0.0	3.7	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	AM_TP4	0	0	179	0	0	0.0	3.7	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	AM_TP5	1	0	166	0	0	0.0	3.7	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	AM_TP6	1	0	166	0	0	0.0	3.7	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	AM_TP7	1	0	165	0	0	0.0	3.7	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	AM_TP8	1	0	165	0	0	0.0	3.7	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	AM_TP9	0	0	162	0	0	0.0	3.8	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	AM_TP10	0	0	164	0	0	0.0	3.8	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	AM_TP11	0	0	159	0	0	0.0	3.7	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	AM_TP12	0	0	163	0	0	0.0	3.7	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	PM_TP1	0	0	157	0	0	0.0	4.0	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	PM_TP2	0	0	180	0	0	0.0	4.0	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	PM_TP3	0	0	142	0	0	0.0	4.0	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	PM_TP4	0	0	143	0	0	0.0	3.9	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	PM_TP5	1	0	131	0	0	0.0	3.8	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	PM_TP6	1	0	140	0	0	0.0	3.8	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	PM_TP7	1	0	130	0	0	0.0	3.8	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	PM_TP8	1	0	151	0	0	0.0	3.7	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	PM_TP9	0	0	133	0	0	0.0	3.7	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	PM_TP10	0	0	140	0	0	0.0	3.7	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	PM_TP11	0	0	130	0	0	0.0	3.7	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	PM_TP12	0	0	145	0	0	0.0	3.7	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	AM_TP1	0	0	127	0	0	0.0	3.2	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	AM_TP2	0	0	140	0	0	0.0	3.2	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	AM_TP3	0	0	154	0	0	0.0	3.3	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	AM_TP4	0	0	163	0	0	0.0	3.3	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	AM_TP5	1	0	159	0	0	0.0	3.3	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	AM_TP6	1	0	162	0	0	0.0	3.3	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	AM_TP7	1	0	162	0	0	0.0	3.3	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	AM_TP8	1	0	158	0	0	0.0	3.3	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	AM_TP9	0	0	149	0	0	0.0	3.3	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	AM_TP10	0	0	150	0	0	0.0	3.2	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	AM_TP11	0	0	154	0	0	0.0	3.2	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	AM_TP12	0	0	149	0	0	0.0	3.2	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	PM_TP1	0	0	251	0	0	0.0	3.6	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	PM_TP2	0	0	272	0	0	0.0	3.6	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	PM_TP3	0	0	248	0	0	0.0	3.6	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	PM_TP4	0	0	267	0	0	0.0	3.6	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	PM_TP5	1	0	246	0	0	0.0	3.6	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	PM_TP6	1	0	264	0	0	0.0	3.6	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	PM_TP7	1	0	251	0	0	0.0	3.6	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	PM_TP8	1	0	271	0	0	0.0	3.6	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	PM_TP9	0	0	250	0	0	0.0	3.6	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	PM_TP10	0	0	267	0	0	0.0	3.6	0.0	0.0

Opening Year (2025) No-Build Alternative
Movement Delays by Segment

UpNode	DownNode	Segment Location	TP	Peak Hour	Volume					Delay Per Vehicle (Control or Delay Travel for Unsignalized)			
					Left	Through	Right	Diagonal	Left	Through	Right	Diagonal	
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	PM_TP11	0	0	248	0	0	0.0	3.6	0.0	0.0	
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	PM_TP12	0	0	258	0	0	0.0	3.6	0.0	0.0	
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	AM_TP1	0	68	123	71	0	135.1	76.2	80.6	0.0	
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	AM_TP2	0	65	122	74	0	180.0	95.7	101.5	0.0	
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	AM_TP3	0	68	128	76	0	254.8	122.8	123.6	0.0	
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	AM_TP4	0	60	123	73	0	328.5	143.7	136.3	0.0	
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	AM_TP5	1	59	105	66	0	396.2	157.5	142.3	0.0	
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	AM_TP6	1	62	113	63	0	449.1	167.5	145.8	0.0	
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	AM_TP7	1	61	108	67	0	487.6	174.4	147.6	0.0	
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	AM_TP8	1	60	103	60	0	524.7	179.5	149.8	0.0	
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	AM_TP9	0	59	101	60	0	554.6	184.6	151.5	0.0	
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	AM_TP10	0	63	108	61	0	577.7	188.6	152.9	0.0	
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	AM_TP11	0	60	101	56	0	603.4	191.0	154.2	0.0	
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	AM_TP12	0	57	108	62	0	620.3	193.2	154.7	0.0	
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	PM_TP1	0	68	119	50	0	165.2	66.7	59.1	0.0	
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	PM_TP2	0	64	122	49	0	253.6	70.6	64.2	0.0	
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	PM_TP3	0	62	102	43	0	365.8	86.1	77.7	0.0	
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	PM_TP4	0	56	88	39	0	481.7	111.8	99.2	0.0	
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	PM_TP5	1	56	87	36	0	572.6	138.3	118.3	0.0	
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	PM_TP6	1	58	88	37	0	624.2	155.9	131.9	0.0	
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	PM_TP7	1	57	89	31	0	680.2	172.7	142.0	0.0	
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	PM_TP8	1	56	93	38	0	709.2	182.6	147.4	0.0	
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	PM_TP9	0	57	90	38	0	735.8	192.9	154.4	0.0	
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	PM_TP10	0	54	87	37	0	760.3	199.6	158.9	0.0	
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	PM_TP11	0	60	91	39	0	779.0	205.5	163.9	0.0	
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	PM_TP12	0	57	91	36	0	789.0	209.0	166.6	0.0	
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	AM_TP1	0	73	357	0	0	83.1	0.2	0.0	0.0	
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	AM_TP2	0	71	389	0	0	95.9	0.7	0.0	0.0	
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	AM_TP3	0	74	397	0	0	107.5	1.3	0.0	0.0	
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	AM_TP4	0	75	401	0	0	113.7	1.5	0.0	0.0	
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	AM_TP5	1	75	402	0	0	115.5	1.6	0.0	0.0	
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	AM_TP6	1	73	409	0	0	119.5	1.8	0.0	0.0	
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	AM_TP7	1	73	400	0	0	121.5	1.8	0.0	0.0	
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	AM_TP8	1	85	393	0	0	120.2	1.9	0.0	0.0	
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	AM_TP9	0	73	398	0	0	121.3	1.9	0.0	0.0	
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	AM_TP10	0	79	395	0	0	121.8	2.0	0.0	0.0	
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	AM_TP11	0	91	394	0	0	119.4	2.0	0.0	0.0	
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	AM_TP12	0	82	383	0	0	119.0	2.0	0.0	0.0	
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	PM_TP1	0	76	433	0	0	115.8	5.2	0.0	0.0	
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	PM_TP2	0	68	419	0	0	134.9	7.9	0.0	0.0	
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	PM_TP3	0	66	424	0	0	144.6	8.4	0.0	0.0	
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	PM_TP4	0	65	418	0	0	149.3	8.5	0.0	0.0	
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	PM_TP5	1	67	426	0	0	151.2	8.7	0.0	0.0	
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	PM_TP6	1	74	414	0	0	149.6	9.0	0.0	0.0	
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	PM_TP7	1	75	431	0	0	148.4	9.1	0.0	0.0	
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	PM_TP8	1	69	420	0	0	148.8	9.3	0.0	0.0	
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	PM_TP9	0	63	429	0	0	151.7	9.4	0.0	0.0	
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	PM_TP10	0	70	406	0	0	151.2	9.4	0.0	0.0	
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	PM_TP11	0	63	412	0	0	153.0	9.3	0.0	0.0	
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	PM_TP12	0	74	409	0	0	152.6	9.3	0.0	0.0	
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	AM_TP1	0	94	450	0	0	27.7	5.4	0.0	0.0	
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	AM_TP2	0	95	500	0	0	37.8	5.3	0.0	0.0	
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	AM_TP3	0	103	526	0	0	43.8	5.6	0.0	0.0	
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	AM_TP4	0	111	549	0	0	46.7	6.9	0.0	0.0	
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	AM_TP5	1	108	565	0	0	48.1	9.6	0.0	0.0	
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	AM_TP6	1	105	561	0	0	49.7	12.1	0.0	0.0	
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	AM_TP7	1	108	534	0	0	51.0	14.9	0.0	0.0	
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	AM_TP8	1	106	532	0	0	51.3	16.6	0.0	0.0	
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	AM_TP9	0	115	543	0	0	51.2	18.1	0.0	0.0	
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	AM_TP10	0	106	561	0	0	51.1	19.1	0.0	0.0	
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	AM_TP11	0	105	549	0	0	51.3	19.5	0.0	0.0	
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	AM_TP12	0	102	521	0	0	51.0	19.8	0.0	0.0	
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	PM_TP1	0	81	694	0	0	7.4	6.8	0.0	0.0	
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	PM_TP2	0	74	670	0	0	8.2	11.0	0.0	0.0	
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	PM_TP3	0	77	664	0	0	8.2	12.1	0.0	0.0	
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	PM_TP4	0	76	649	0	0	8.8	14.1	0.0	0.0	
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	PM_TP5	1	79	701	0	0	8.8	14.5	0.0	0.0	
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	PM_TP6	1	77	657	0	0	9.1	15.3	0.0	0.0	
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	PM_TP7	1	82	680	0	0	9.3	15.9	0.0	0.0	
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	PM_TP8	1	80	674	0	0	9.4	16.2	0.0	0.0	
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	PM_TP9	0	76	672	0	0	9.6	16.4	0.0	0.0	
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	PM_TP10	0	75	659	0	0	9.8	16.9	0.0	0.0	
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	PM_TP11	0	85	699	0	0	9.7	16.6	0.0	0.0	
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	PM_TP12	0	78	659	0	0	9.7	16.8	0.0	0.0	
336	6	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP1	0	21	495	49	0	2.4	1.9	3.1	0.0	
336	6	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP2	0	25	522	59	0	2.3	2.0	3.1	0.0	
336	6	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP3	0	24	540	70	0	2.8	2.3	3.4	0.0	
336	6	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP4	0	26	535	88	0	3.7	2.8	3.8	0.0	
336	6	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP5	1	26	531	104	0	8.1	3.5	4.4	0.0	
336	6	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP6	1	21	533	105	0	12.3	4.0	4.8	0.0	
336	6	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP7	1	21	498	110	0	17.3	4.5	5.2	0.0	
336	6	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP8	1	24	491	109	0	19.1	5.0	5.4	0.0	

Opening Year (2025) No-Build Alternative
Movement Delays by Segment

UpNode	DownNode	Segment Location	TP	Peak Hour	Volume					Delay Per Vehicle (Control or Delay Travel for Unsignalized)			
					Left	Through	Right	Diagonal	Left	Through	Right	Diagonal	
336	6	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP9	0	22	499	112	0	21.3	5.4	5.6	0.0	
336	6	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP10	0	24	520	111	0	21.7	5.7	5.7	0.0	
336	6	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP11	0	22	525	99	0	21.9	5.7	5.7	0.0	
336	6	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP12	0	22	489	103	0	23.6	5.9	5.8	0.0	
336	6	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP1	0	30	757	7	0	7.9	2.5	1.8	0.0	
336	6	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP2	0	25	739	5	0	12.6	3.6	2.2	0.0	
336	6	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP3	0	32	724	7	0	14.3	3.9	2.5	0.0	
336	6	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP4	0	28	707	5	0	16.9	4.4	2.6	0.0	
336	6	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP5	1	29	761	6	0	16.4	4.6	2.8	0.0	
336	6	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP6	1	28	716	5	0	18.1	4.8	2.9	0.0	
336	6	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP7	1	26	737	8	0	19.4	5.1	3.0	0.0	
336	6	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP8	1	29	733	7	0	19.9	5.1	3.1	0.0	
336	6	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP9	0	25	736	7	0	20.4	5.1	3.1	0.0	
336	6	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP10	0	29	717	7	0	20.9	5.2	3.2	0.0	
336	6	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP11	0	29	763	5	0	20.6	5.2	3.1	0.0	
336	6	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP12	0	27	719	6	0	21.6	5.2	3.1	0.0	
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	AM_TP1	0	75	283	0	0	21.7	1.4	0.0	0.0	
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	AM_TP2	0	77	309	0	0	37.1	1.5	0.0	0.0	
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	AM_TP3	0	73	305	0	0	62.1	1.5	0.0	0.0	
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	AM_TP4	0	74	303	0	0	78.9	1.4	0.0	0.0	
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	AM_TP5	1	76	299	0	0	87.1	1.4	0.0	0.0	
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	AM_TP6	1	72	303	0	0	95.4	1.4	0.0	0.0	
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	AM_TP7	1	73	297	0	0	101.2	1.4	0.0	0.0	
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	AM_TP8	1	84	294	0	0	103.5	1.4	0.0	0.0	
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	AM_TP9	0	74	300	0	0	106.2	1.4	0.0	0.0	
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	AM_TP10	0	76	302	0	0	108.7	1.4	0.0	0.0	
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	AM_TP11	0	91	303	0	0	107.9	1.4	0.0	0.0	
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	AM_TP12	0	83	296	0	0	108.5	1.4	0.0	0.0	
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	PM_TP1	0	75	272	0	0	132.5	1.9	0.0	0.0	
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	PM_TP2	0	68	253	0	0	148.0	1.9	0.0	0.0	
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	PM_TP3	0	66	250	0	0	153.7	1.9	0.0	0.0	
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	PM_TP4	0	64	255	0	0	159.9	1.9	0.0	0.0	
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	PM_TP5	1	69	248	0	0	158.7	1.9	0.0	0.0	
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	PM_TP6	1	73	249	0	0	157.7	1.9	0.0	0.0	
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	PM_TP7	1	75	253	0	0	154.9	1.9	0.0	0.0	
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	PM_TP8	1	70	254	0	0	155.7	1.9	0.0	0.0	
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	PM_TP9	0	63	254	0	0	157.9	1.9	0.0	0.0	
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	PM_TP10	0	71	242	0	0	159.2	1.9	0.0	0.0	
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	PM_TP11	0	63	247	0	0	159.8	1.9	0.0	0.0	
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	PM_TP12	0	73	250	0	0	159.9	1.9	0.0	0.0	
337	338	Northbound Central Avenue South of Hillsborough Avenue	AM_TP1	0	5	17	5	0	67.7	70.3	44.2	0.0	
337	338	Northbound Central Avenue South of Hillsborough Avenue	AM_TP2	0	6	15	8	0	82.4	86.1	56.4	0.0	
337	338	Northbound Central Avenue South of Hillsborough Avenue	AM_TP3	0	4	11	5	0	126.8	150.0	119.1	0.0	
337	338	Northbound Central Avenue South of Hillsborough Avenue	AM_TP4	0	3	6	3	0	266.5	335.5	284.8	0.0	
337	338	Northbound Central Avenue South of Hillsborough Avenue	AM_TP5	1	1	3	2	0	505.3	611.3	526.6	0.0	
337	338	Northbound Central Avenue South of Hillsborough Avenue	AM_TP6	1	1	6	2	0	804.7	946.3	852.4	0.0	
337	338	Northbound Central Avenue South of Hillsborough Avenue	AM_TP7	1	2	5	1	0	1095.3	1251.4	1149.1	0.0	
337	338	Northbound Central Avenue South of Hillsborough Avenue	AM_TP8	1	1	1	1	0	1409.0	1599.6	1489.3	0.0	
337	338	Northbound Central Avenue South of Hillsborough Avenue	AM_TP9	0	2	2	1	0	1700.1	1929.5	1824.7	0.0	
337	338	Northbound Central Avenue South of Hillsborough Avenue	AM_TP10	0	1	3	2	0	1969.6	2238.7	2099.0	0.0	
337	338	Northbound Central Avenue South of Hillsborough Avenue	AM_TP11	0	1	3	1	0	2213.9	2516.3	2344.1	0.0	
337	338	Northbound Central Avenue South of Hillsborough Avenue	AM_TP12	0	1	4	2	0	2433.5	2765.1	2629.3	0.0	
337	338	Northbound Central Avenue South of Hillsborough Avenue	PM_TP1	0	2	13	4	0	292.3	334.7	337.1	0.0	
337	338	Northbound Central Avenue South of Hillsborough Avenue	PM_TP2	0	1	8	2	0	797.9	811.6	830.2	0.0	
337	338	Northbound Central Avenue South of Hillsborough Avenue	PM_TP3	0	1	4	1	0	1245.0	1333.8	1357.5	0.0	
337	338	Northbound Central Avenue South of Hillsborough Avenue	PM_TP4	0	1	3	1	0	1771.6	1868.7	1905.9	0.0	
337	338	Northbound Central Avenue South of Hillsborough Avenue	PM_TP5	1	1	8	3	0	2138.7	2229.8	2338.2	0.0	
337	338	Northbound Central Avenue South of Hillsborough Avenue	PM_TP6	1	1	4	2	0	2451.6	2573.0	2697.1	0.0	
337	338	Northbound Central Avenue South of Hillsborough Avenue	PM_TP7	1	1	7	2	0	2850.2	2960.5	3111.0	0.0	
337	338	Northbound Central Avenue South of Hillsborough Avenue	PM_TP8	1	2	11	3	0	3080.7	3126.7	3213.5	0.0	
337	338	Northbound Central Avenue South of Hillsborough Avenue	PM_TP9	0	1	5	2	0	3209.6	3433.6	3428.2	0.0	
337	338	Northbound Central Avenue South of Hillsborough Avenue	PM_TP10	0	1	7	2	0	3290.4	3665.6	3591.8	0.0	
337	338	Northbound Central Avenue South of Hillsborough Avenue	PM_TP11	0	0	5	1	0	3481.8	3882.6	3748.8	0.0	
337	338	Northbound Central Avenue South of Hillsborough Avenue	PM_TP12	0	1	11	3	0	3570.7	3977.5	3846.0	0.0	
338	6	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP1	0	0	230	84	75	0.0	8.6	7.3	4.3	
338	6	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP2	0	0	259	84	87	0.0	11.6	8.5	8.9	
338	6	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP3	0	0	252	88	74	0.0	19.3	10.9	25.7	
338	6	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP4	0	0	245	86	74	0.0	26.3	12.3	43.0	
338	6	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP5	1	0	245	88	80	0.0	31.6	13.3	55.2	
338	6	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP6	1	0	248	91	72	0.0	34.7	13.8	63.8	
338	6	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP7	1	0	243	84	72	0.0	36.9	14.3	70.1	
338	6	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP8	1	0	241	85	82	0.0	38.7	14.6	73.8	
338	6	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP9	0	0	245	92	77	0.0	40.1	14.9	77.3	
338	6	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP10	0	0	247	85	75	0.0	41.1	15.0	80.1	
338	6	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP11	0	0	247	88	90	0.0	42.0	15.1	80.9	
338	6	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP12	0	0	242	91	83	0.0	42.8	15.3	82.4	
338	6	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP1	0	0	212	125	63	0.0	40.2	4.9	126.4	
338	6	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP2	0	0	189	110	56	0.0	44.2	5.1	139.9	
338	6	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP3	0	0	189	116	57	0.0	45.7	5.2	144.0	
338	6	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP4	0	0	187	112	51	0.0	46.4	5.3	148.9	
338	6	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP5	1	0	186	117	60	0.0	47.3	5.3	148.7	
338	6	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP6	1	0	183	112	62	0.0	47.8	5.3	146.6	

Opening Year (2025) No-Build Alternative
 Movement Delays by Segment

UpNode	DownNode	Segment Location	TP	Peak Hour	Volume			Delay Per Vehicle (Control or Delay Travel for Unsignalized)				
					Left	Through	Right	Left	Through	Right	Diagonal	
338	6	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP7	1	0	192	117	65	0.0	48.0	5.3	144.4
338	6	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP8	1	0	189	117	55	0.0	48.0	5.4	145.4
338	6	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP9	0	0	188	120	53	0.0	48.1	5.4	147.4
338	6	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP10	0	0	176	114	58	0.0	48.7	5.4	147.5
338	6	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP11	0	0	189	118	53	0.0	48.7	5.4	148.7
338	6	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP12	0	0	181	113	58	0.0	49.0	5.4	149.1
338	152	Westbound Hillsborough Avenue West of Central Avenue	AM_TP1	0	0	499	0	0	0.0	6.0	0.0	0.0
338	152	Westbound Hillsborough Avenue West of Central Avenue	AM_TP2	0	0	531	0	0	0.0	6.3	0.0	0.0
338	152	Westbound Hillsborough Avenue West of Central Avenue	AM_TP3	0	0	552	0	0	0.0	6.5	0.0	0.0
338	152	Westbound Hillsborough Avenue West of Central Avenue	AM_TP4	0	0	539	0	0	0.0	6.6	0.0	0.0
338	152	Westbound Hillsborough Avenue West of Central Avenue	AM_TP5	1	0	532	0	0	0.0	6.6	0.0	0.0
338	152	Westbound Hillsborough Avenue West of Central Avenue	AM_TP6	1	0	541	0	0	0.0	6.5	0.0	0.0
338	152	Westbound Hillsborough Avenue West of Central Avenue	AM_TP7	1	0	510	0	0	0.0	6.5	0.0	0.0
338	152	Westbound Hillsborough Avenue West of Central Avenue	AM_TP8	1	0	498	0	0	0.0	6.3	0.0	0.0
338	152	Westbound Hillsborough Avenue West of Central Avenue	AM_TP9	0	0	503	0	0	0.0	6.2	0.0	0.0
338	152	Westbound Hillsborough Avenue West of Central Avenue	AM_TP10	0	0	518	0	0	0.0	6.2	0.0	0.0
338	152	Westbound Hillsborough Avenue West of Central Avenue	AM_TP11	0	0	539	0	0	0.0	6.2	0.0	0.0
338	152	Westbound Hillsborough Avenue West of Central Avenue	AM_TP12	0	0	492	0	0	0.0	6.2	0.0	0.0
338	152	Westbound Hillsborough Avenue West of Central Avenue	PM_TP1	0	0	720	0	0	0.0	8.4	0.0	0.0
338	152	Westbound Hillsborough Avenue West of Central Avenue	PM_TP2	0	0	666	0	0	0.0	8.4	0.0	0.0
338	152	Westbound Hillsborough Avenue West of Central Avenue	PM_TP3	0	0	677	0	0	0.0	8.3	0.0	0.0
338	152	Westbound Hillsborough Avenue West of Central Avenue	PM_TP4	0	0	634	0	0	0.0	8.1	0.0	0.0
338	152	Westbound Hillsborough Avenue West of Central Avenue	PM_TP5	1	0	699	0	0	0.0	8.2	0.0	0.0
338	152	Westbound Hillsborough Avenue West of Central Avenue	PM_TP6	1	0	653	0	0	0.0	8.2	0.0	0.0
338	152	Westbound Hillsborough Avenue West of Central Avenue	PM_TP7	1	0	667	0	0	0.0	8.1	0.0	0.0
338	152	Westbound Hillsborough Avenue West of Central Avenue	PM_TP8	1	0	668	0	0	0.0	8.1	0.0	0.0
338	152	Westbound Hillsborough Avenue West of Central Avenue	PM_TP9	0	0	673	0	0	0.0	8.1	0.0	0.0
338	152	Westbound Hillsborough Avenue West of Central Avenue	PM_TP10	0	0	639	0	0	0.0	8.1	0.0	0.0
338	152	Westbound Hillsborough Avenue West of Central Avenue	PM_TP11	0	0	712	0	0	0.0	8.1	0.0	0.0
338	152	Westbound Hillsborough Avenue West of Central Avenue	PM_TP12	0	0	639	0	0	0.0	8.1	0.0	0.0
338	337	Southbound Central Avenue South of Hillsborough Avenue	AM_TP1	0	0	53	0	0	0.0	5.6	0.0	0.0
338	337	Southbound Central Avenue South of Hillsborough Avenue	AM_TP2	0	0	58	0	0	0.0	5.2	0.0	0.0
338	337	Southbound Central Avenue South of Hillsborough Avenue	AM_TP3	0	0	47	0	0	0.0	5.2	0.0	0.0
338	337	Southbound Central Avenue South of Hillsborough Avenue	AM_TP4	0	0	34	0	0	0.0	5.2	0.0	0.0
338	337	Southbound Central Avenue South of Hillsborough Avenue	AM_TP5	1	0	33	0	0	0.0	5.1	0.0	0.0
338	337	Southbound Central Avenue South of Hillsborough Avenue	AM_TP6	1	0	31	0	0	0.0	5.2	0.0	0.0
338	337	Southbound Central Avenue South of Hillsborough Avenue	AM_TP7	1	0	27	0	0	0.0	5.1	0.0	0.0
338	337	Southbound Central Avenue South of Hillsborough Avenue	AM_TP8	1	0	28	0	0	0.0	5.1	0.0	0.0
338	337	Southbound Central Avenue South of Hillsborough Avenue	AM_TP9	0	0	31	0	0	0.0	5.1	0.0	0.0
338	337	Southbound Central Avenue South of Hillsborough Avenue	AM_TP10	0	0	34	0	0	0.0	5.1	0.0	0.0
338	337	Southbound Central Avenue South of Hillsborough Avenue	AM_TP11	0	0	32	0	0	0.0	5.0	0.0	0.0
338	337	Southbound Central Avenue South of Hillsborough Avenue	AM_TP12	0	0	27	0	0	0.0	5.0	0.0	0.0
338	337	Southbound Central Avenue South of Hillsborough Avenue	PM_TP1	0	0	43	0	0	0.0	5.2	0.0	0.0
338	337	Southbound Central Avenue South of Hillsborough Avenue	PM_TP2	0	0	38	0	0	0.0	4.7	0.0	0.0
338	337	Southbound Central Avenue South of Hillsborough Avenue	PM_TP3	0	0	40	0	0	0.0	4.3	0.0	0.0
338	337	Southbound Central Avenue South of Hillsborough Avenue	PM_TP4	0	0	35	0	0	0.0	4.5	0.0	0.0
338	337	Southbound Central Avenue South of Hillsborough Avenue	PM_TP5	1	0	41	0	0	0.0	4.5	0.0	0.0
338	337	Southbound Central Avenue South of Hillsborough Avenue	PM_TP6	1	0	36	0	0	0.0	4.4	0.0	0.0
338	337	Southbound Central Avenue South of Hillsborough Avenue	PM_TP7	1	0	35	0	0	0.0	4.5	0.0	0.0
338	337	Southbound Central Avenue South of Hillsborough Avenue	PM_TP8	1	0	38	0	0	0.0	4.5	0.0	0.0
338	337	Southbound Central Avenue South of Hillsborough Avenue	PM_TP9	0	0	31	0	0	0.0	4.6	0.0	0.0
338	337	Southbound Central Avenue South of Hillsborough Avenue	PM_TP10	0	0	40	0	0	0.0	4.5	0.0	0.0
338	337	Southbound Central Avenue South of Hillsborough Avenue	PM_TP11	0	0	38	0	0	0.0	4.5	0.0	0.0
338	337	Southbound Central Avenue South of Hillsborough Avenue	PM_TP12	0	0	39	0	0	0.0	4.5	0.0	0.0
338	339	Northbound Central Avenue North of Hillsborough Avenue	AM_TP1	0	0	72	0	0	0.0	3.2	0.0	0.0
338	339	Northbound Central Avenue North of Hillsborough Avenue	AM_TP2	0	0	81	0	0	0.0	3.3	0.0	0.0
338	339	Northbound Central Avenue North of Hillsborough Avenue	AM_TP3	0	0	90	0	0	0.0	3.5	0.0	0.0
338	339	Northbound Central Avenue North of Hillsborough Avenue	AM_TP4	0	0	101	0	0	0.0	3.5	0.0	0.0
338	339	Northbound Central Avenue North of Hillsborough Avenue	AM_TP5	1	0	115	0	0	0.0	3.5	0.0	0.0
338	339	Northbound Central Avenue North of Hillsborough Avenue	AM_TP6	1	0	119	0	0	0.0	3.5	0.0	0.0
338	339	Northbound Central Avenue North of Hillsborough Avenue	AM_TP7	1	0	122	0	0	0.0	3.5	0.0	0.0
338	339	Northbound Central Avenue North of Hillsborough Avenue	AM_TP8	1	0	116	0	0	0.0	3.5	0.0	0.0
338	339	Northbound Central Avenue North of Hillsborough Avenue	AM_TP9	0	0	122	0	0	0.0	3.5	0.0	0.0
338	339	Northbound Central Avenue North of Hillsborough Avenue	AM_TP10	0	0	125	0	0	0.0	3.5	0.0	0.0
338	339	Northbound Central Avenue North of Hillsborough Avenue	AM_TP11	0	0	110	0	0	0.0	3.5	0.0	0.0
338	339	Northbound Central Avenue North of Hillsborough Avenue	AM_TP12	0	0	116	0	0	0.0	3.5	0.0	0.0
338	339	Northbound Central Avenue North of Hillsborough Avenue	PM_TP1	0	0	72	0	0	0.0	3.0	0.0	0.0
338	339	Northbound Central Avenue North of Hillsborough Avenue	PM_TP2	0	0	85	0	0	0.0	2.9	0.0	0.0
338	339	Northbound Central Avenue North of Hillsborough Avenue	PM_TP3	0	0	75	0	0	0.0	2.9	0.0	0.0
338	339	Northbound Central Avenue North of Hillsborough Avenue	PM_TP4	0	0	85	0	0	0.0	2.8	0.0	0.0
338	339	Northbound Central Avenue North of Hillsborough Avenue	PM_TP5	1	0	84	0	0	0.0	2.8	0.0	0.0
338	339	Northbound Central Avenue North of Hillsborough Avenue	PM_TP6	1	0	85	0	0	0.0	2.8	0.0	0.0
338	339	Northbound Central Avenue North of Hillsborough Avenue	PM_TP7	1	0	89	0	0	0.0	2.8	0.0	0.0
338	339	Northbound Central Avenue North of Hillsborough Avenue	PM_TP8	1	0	96	0	0	0.0	2.8	0.0	0.0
338	339	Northbound Central Avenue North of Hillsborough Avenue	PM_TP9	0	0	84	0	0	0.0	2.8	0.0	0.0
338	339	Northbound Central Avenue North of Hillsborough Avenue	PM_TP10	0	0	96	0	0	0.0	2.8	0.0	0.0
338	339	Northbound Central Avenue North of Hillsborough Avenue	PM_TP11	0	0	78	0	0	0.0	2.8	0.0	0.0
338	339	Northbound Central Avenue North of Hillsborough Avenue	PM_TP12	0	0	93	0	0	0.0	2.8	0.0	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	AM_TP1	0	21	29	7	0	74.2	71.5	53.8	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	AM_TP2	0	21	31	8	0	86.3	77.4	54.8	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	AM_TP3	0	11	23	6	0	168.8	118.2	101.2	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	AM_TP4	0	6	9	2	0	372.1	280.0	232.4	0.0

Opening Year (2025) No-Build Alternative
 Movement Delays by Segment

UpNode	DownNode	Segment Location	TP	Peak Hour	Volume				Delay Per Vehicle (Control or Delay Travel for Unsignalized)			
					Left	Through	Right	Diagonal	Left	Through	Right	Diagonal
339	338	Southbound Central Avenue North of Hillsborough Avenue	AM_TP5	1	4	6	1	0	594.7	466.1	378.2	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	AM_TP6	1	4	10	1	0	799.0	618.5	540.6	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	AM_TP7	1	3	4	1	0	995.3	760.0	713.9	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	AM_TP8	1	3	5	1	0	1186.2	900.7	886.3	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	AM_TP9	0	4	6	2	0	1353.4	1017.6	1035.8	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	AM_TP10	0	4	5	2	0	1504.9	1141.7	1139.1	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	AM_TP11	0	4	7	2	0	1648.6	1236.7	1241.8	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	AM_TP12	0	3	5	1	0	1796.5	1341.0	1341.4	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	PM_TP1	0	7	16	6	0	357.1	183.3	190.5	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	PM_TP2	0	6	8	3	0	797.3	547.3	537.3	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	PM_TP3	0	7	9	3	0	1165.1	853.1	811.2	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	PM_TP4	0	5	8	3	0	1481.4	1058.7	1086.6	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	PM_TP5	1	6	10	3	0	1671.5	1251.4	1267.9	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	PM_TP6	1	4	8	3	0	1860.0	1389.8	1370.2	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	PM_TP7	1	6	9	2	0	1996.6	1512.0	1496.0	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	PM_TP8	1	6	8	2	0	2126.2	1590.8	1598.4	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	PM_TP9	0	5	7	2	0	2304.6	1700.9	1682.0	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	PM_TP10	0	6	6	2	0	2396.6	1784.5	1760.4	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	PM_TP11	0	6	10	3	0	2468.8	1837.6	1802.2	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	PM_TP12	0	5	10	2	0	2524.0	1868.4	1833.1	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	AM_TP1	0	53	50	115	0	68.8	42.4	111.7	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	AM_TP2	0	50	49	107	0	73.5	45.0	123.1	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	AM_TP3	0	55	46	109	0	72.7	43.5	132.0	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	AM_TP4	0	56	49	101	0	72.7	42.4	137.2	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	AM_TP5	1	53	45	97	0	71.6	42.3	144.1	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	AM_TP6	1	55	44	100	0	71.5	43.6	148.5	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	AM_TP7	1	58	48	95	0	71.3	43.0	151.8	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	AM_TP8	1	54	47	93	0	71.0	42.7	155.5	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	AM_TP9	0	53	44	90	0	70.3	42.6	159.7	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	AM_TP10	0	56	44	93	0	70.3	43.0	161.3	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	AM_TP11	0	56	46	98	0	70.1	42.8	162.0	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	AM_TP12	0	53	45	94	0	69.6	42.8	163.9	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	PM_TP1	0	76	15	100	0	79.3	47.5	79.4	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	PM_TP2	0	76	19	101	0	81.5	40.7	87.2	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	PM_TP3	0	72	22	97	0	84.8	38.9	95.1	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	PM_TP4	0	77	22	95	0	83.5	36.9	97.5	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	PM_TP5	1	74	23	90	0	84.5	36.2	102.9	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	PM_TP6	1	76	25	95	0	83.5	34.7	105.0	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	PM_TP7	1	73	23	88	0	84.6	34.8	108.4	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	PM_TP8	1	77	26	98	0	83.8	33.9	108.9	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	PM_TP9	0	77	22	93	0	83.9	34.6	111.2	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	PM_TP10	0	75	25	97	0	83.6	33.7	112.1	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	PM_TP11	0	73	22	94	0	84.5	34.0	112.5	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	PM_TP12	0	78	25	95	0	83.9	33.5	113.0	0.0

Opening Year (2025) Build Alternative

Roadway Segment Measures of Effectiveness (MOEs)

Road	Location	UpNode	DownNode	Type	Count	Direction	Length (ft)	Lanes	Free Flow Speed (mph)	T _f	AM Peak Hour								
											Hourly Volumes (veh)				Link-Specific MOEs		Segment Averages		
											Demand	Simulated	Difference	% Vol Diff	Speed (mph)	LOS	Speed (mph)	LOS	
Eastbound Hillsborough Avenue	West of Central Avenue	152	338	NETSIM	1	EB	729	2	35	3%	2,058	1,549	-509	-24.7%	6	F	6.0	F	
Eastbound Hillsborough Avenue	Central Avenue to I-275 SB Ramps	338	336	NETSIM	2	EB	358	3	35	3%	2,147	1,630	-517	-24.1%	6	F	6.0	F	
Eastbound Hillsborough Avenue	I-275 SB Ramps to I-275 NB Off-Ramp	336	334	NETSIM	3	EB	323	3	35	3%	2,057	1,578	-479	-23.3%	24	C	24.0	C	
Eastbound Hillsborough Avenue	I-275 NB Off-Ramp to I-275 NB On-Ramp	334	151	NETSIM	4	EB	300	4	35	3%	2,466	1,986	-480	-19.5%	9	F	9.0	F	
Eastbound Hillsborough Avenue	I-275 NB On Ramp to Nebraska Avenue	151	332	NETSIM	5	EB	360	3	35	3%	2,046	1,583	-463	-22.6%	9	F	9.0	F	
Eastbound Hillsborough Avenue	East of Nebraska Avenue	332	150	NETSIM	5	EB_Leave	591	3	35	3%	2,210	1,584	-626	-28.3%	31	B	31.0	B	
Eastbound Hillsborough Avenue Total - Weighted Average																			
																	13.9	F	
Westbound Hillsborough Avenue	East of Nebraska Avenue	150	332	NETSIM	5	WB	591	3	35	3%	2,595	2,598	3	0.1%	18	E	18.0	E	
Westbound Hillsborough Avenue	Nebraska Avenue to I-275 NB On Ramp	332	151	NETSIM	4	WB	360	3	35	3%	2,927	2,544	-383	-13.1%	9	F	9.0	F	
Westbound Hillsborough Avenue	I-275 NB On-Ramp to I-275 NB Off-Ramp	151	334	NETSIM	3	WB	300	4	35	3%	3,005	2,665	-340	-11.3%	9	F	9.0	F	
Westbound Hillsborough Avenue	I-275 NB Off-Ramp to I-275 SB Ramps	334	336	NETSIM	2	WB	323	3	35	3%	3,005	2,665	-340	-11.3%	5	F	5.0	F	
Westbound Hillsborough Avenue	I-275 SB Ramps to Central Avenue	336	338	NETSIM	1	WB	358	3	35	3%	3,492	3,014	-478	-13.7%	15	E	15.0	E	
Westbound Hillsborough Avenue	West of Central Avenue	338	152	NETSIM	1	WB_Leave	729	2	35	3%	3,232	2,892	-340	-10.5%	28	C	28.0	C	
Westbound Hillsborough Avenue Total - Weighted Average																			
																		14.2	E
Northbound Central Avenue	South of Hillsborough Avenue	337	338	NETSIM	1	NB	695	1	30	3%	150	150	0	0.0%	11	F	11.0	F	
Northbound Central Avenue	North of Hillsborough Avenue	338	339	NETSIM	1	NB_Leave	654	1	30	3%	289	195	-94	-32.5%	30	C	30.0	C	
Northbound Central Avenue Total - Weighted Average																			
																		21.7	D
Southbound Central Avenue	North of Hillsborough Avenue	339	338	NETSIM	1	SB	654	1	30	3%	305	270	-35	-11.5%	4	F	4.0	F	
Southbound Central Avenue	South of Hillsborough Avenue	338	337	NETSIM	1	SB_Leave	695	1	30	3%	337	267	-70	-20.8%	30	C	30.0	C	
Southbound Central Avenue Total - Weighted Average																			
																		16.9	E
I-275 Southbound Ramps	North of Hillsborough Avenue	340	336	NETSIM	2	SB	425	3	30	3%	1,818	1,394	-424	-23.3%	5	F	5.0	F	
I-275 Southbound Ramps	Cherokee Avenue	1	340	NETSIM	100	SB	425	1	25	3%	400	76	-324	-81.0%	1	F	1.0	F	
I-275 Southbound Ramps	North of Cherokee Avenue	13	340	NETSIM	101	SB	376	1	45	3%	1,318	1,317	-1	-0.1%	48	A	48.0	A	
I-275 Southbound Ramps	South of Hillsborough Avenue	7	9	NETSIM	2	SB_Leave	717	2	30	3%	1,421	1,097	-324	-22.8%	26	C	26.0	C	
I-275 Southbound Ramps Total - Weighted Average																			
																		25.4	C
I-275 Loop Ramp	North of Hillsborough Avenue	11	151	NETSIM	4	SB	297	1	25	3%	667	667	0	0.0%	5	F	18.7	D	
I-275 Loop Ramp	North of Hillsborough Avenue	10	11	NETSIM	4	SB	227	1	25	3%	667	667	0	0.0%	22	D	18.7	D	
I-275 Loop Ramp	North of Hillsborough Avenue	15	10	NETSIM	4	SB	231	1	25	3%	667	667	0	0.0%	29	C	18.7	D	
I-275 Loop Ramp Total - Weighted Average																			
																		18.7	D
I-275 Northbound Off-Ramp	South of Hillsborough Avenue	3	334	NETSIM	3	NB	200	2	30	3%	409	410	1	0.2%	4	F	4.0	F	
I-275 Northbound Off-Ramp	Taliaferro Avenue	4	3	NETSIM	102	NB	633	1	30	3%	4	4	0	0.0%	27	C	27.0	C	
I-275 Northbound Off-Ramp	South of Taliaferro Avenue	16	3	NETSIM	103	NB	707	1	45	3%	405	405	0	0.0%	46	A	46.0	A	
I-275 Northbound Off-Ramp Total - Weighted Average																			
																		24.9	C
I-275 Northbound On-Ramp	North of Hillsborough Avenue	151	2	NETSIM	4	NB_Leave	199	1	30	3%	1,009	947	-62	-6.1%	23	D	23.0	D	
I-275 Northbound On-Ramp	Miami Avenue	2	5	NETSIM	104	NB_Leave	262	1	30	3%	15	8	-7	-46.7%	25	C	25.0	C	
I-275 Northbound On-Ramp	North of Miami Avenue	2	12	NETSIM	105	NB_Leave	219	1	45	3%	995	938	-57	-5.7%	27	C	32.5	B	
I-275 Northbound On-Ramp	North of Miami Avenue	12	14	NETSIM	105	NB_Leave	487	1	45	3%	995	937	-58	-5.8%	38	A	32.5	B	
I-275 Northbound On-Ramp Total - Weighted Average																			
																		29.3	C
Northbound Nebraska Avenue	South of Hillsborough Avenue	331	332	NETSIM	5	NB	587	2	35	3%	716	547	-169	-23.6%	7	F	7.0	F	
Northbound Nebraska Avenue	North of Hillsborough Avenue	332	333	NETSIM	5	NB_Leave	713	2	35	3%	747	653	-94	-12.6%	34	B	34.0	B	
Northbound Nebraska Avenue Total - Weighted Average																			
																		21.7	D
Southbound Nebraska Avenue	North of Hillsborough Avenue	333	332	NETSIM	5	SB	713	2	35	3%	1,463	571	-892	-61.0%	3	F	3.0	F	
Southbound Nebraska Avenue	South of Hillsborough Avenue	332	331	NETSIM	5	SB_Leave	587	2	35	3%	936	520	-416	-44.4%	35	B	35.0	B	
Southbound Nebraska Avenue Total - Weighted Average																			
																		18.3	D

Opening Year (2025) Build Alternative

Roadway Segment Measures of Effectiveness (MOEs)

Road	Location	UpNode	DownNode	Type	Count	Direction	Length (ft)	Lanes	Free Flow Speed (mph)	T _f	PM Peak Hour							
											Hourly Volumes (veh)				Link-Specific MOEs		Segment Averages	
											Demand	Simulated	Difference	% Vol Diff	Speed (mph)	LOS	Speed (mph)	LOS
Eastbound Hillsborough Avenue	West of Central Avenue	152	338	NETSIM	1	EB	729	2	35	3%	2,149	2,136	-13	-0.6%	19	D	19.0	D
Eastbound Hillsborough Avenue	Central Avenue to I-275 SB Ramps	338	336	NETSIM	2	EB	358	3	35	3%	2,228	2,228	0	0.0%	13	F	13.0	F
Eastbound Hillsborough Avenue	I-275 SB Ramps to I-275 NB Off-Ramp	336	334	NETSIM	3	EB	323	3	35	3%	2,085	2,054	-31	-1.5%	12	F	12.0	F
Eastbound Hillsborough Avenue	I-275 NB Off-Ramp to I-275 NB On-Ramp	334	151	NETSIM	4	EB	300	4	35	3%	2,772	2,742	-30	-1.1%	13	F	13.0	F
Eastbound Hillsborough Avenue	I-275 NB On Ramp to Nebraska Avenue	151	332	NETSIM	5	EB	360	3	35	3%	2,023	2,004	-19	-0.9%	6	F	6.0	F
Eastbound Hillsborough Avenue	East of Nebraska Avenue	332	150	NETSIM	5	EB_Leave	591	3	35	3%	2,080	1,916	-164	-7.9%	30	C	30.0	C
Eastbound Hillsborough Avenue Total - Weighted Average																	15.2	E
Westbound Hillsborough Avenue	East of Nebraska Avenue	150	332	NETSIM	5	WB	591	3	35	3%	2,821	2,716	-105	-3.7%	9	F	9.0	F
Westbound Hillsborough Avenue	Nebraska Avenue to I-275 NB On Ramp	332	151	NETSIM	4	WB	360	3	35	3%	2,983	2,794	-189	-6.3%	12	F	12.0	F
Westbound Hillsborough Avenue	I-275 NB On-Ramp to I-275 NB Off-Ramp	151	334	NETSIM	3	WB	300	4	35	3%	3,282	3,118	-164	-5.0%	19	D	19.0	D
Westbound Hillsborough Avenue	I-275 NB Off-Ramp to I-275 SB Ramps	334	336	NETSIM	2	WB	323	3	35	3%	3,282	3,118	-164	-5.0%	7	F	7.0	F
Westbound Hillsborough Avenue	I-275 SB Ramps to Central Avenue	336	338	NETSIM	1	WB	358	3	35	3%	3,456	3,213	-243	-7.0%	13	F	13.0	F
Westbound Hillsborough Avenue	West of Central Avenue	338	152	NETSIM	1	WB_Leave	729	2	35	3%	3,183	2,911	-272	-8.5%	28	C	28.0	C
Westbound Hillsborough Avenue Total - Weighted Average																	14.7	E
Northbound Central Avenue	South of Hillsborough Avenue	337	338	NETSIM	1	NB	695	1	30	3%	246	245	-1	-0.4%	12	F	12.0	F
Northbound Central Avenue	North of Hillsborough Avenue	338	339	NETSIM	1	NB_Leave	654	1	30	3%	444	441	-3	-0.7%	30	C	30.0	C
Northbound Central Avenue Total - Weighted Average																	23.6	C
Southbound Central Avenue	North of Hillsborough Avenue	339	338	NETSIM	1	SB	654	1	30	3%	255	254	-1	-0.4%	9	F	9.0	F
Southbound Central Avenue	South of Hillsborough Avenue	338	337	NETSIM	1	SB_Leave	695	1	30	3%	251	271	20	8.0%	29	C	29.0	C
Southbound Central Avenue Total - Weighted Average																	19.3	D
I-275 Southbound Ramps	North of Hillsborough Avenue	340	336	NETSIM	2	SB	425	3	30	3%	1,103	1,095	-8	-0.7%	4	F	4.0	F
I-275 Southbound Ramps	Cherokee Avenue	1	340	NETSIM	100	SB	425	1	25	3%	150	109	-41	-27.3%	5	F	5.0	F
I-275 Southbound Ramps	North of Cherokee Avenue	13	340	NETSIM	101	SB	376	1	45	3%	995	995	0	0.0%	44	A	44.0	A
I-275 Southbound Ramps	South of Hillsborough Avenue	7	9	NETSIM	2	SB_Leave	717	2	30	3%	1,072	1,173	101	9.4%	27	C	27.0	C
I-275 Southbound Ramps Total - Weighted Average																	23.8	C
I-275 Loop Ramp	North of Hillsborough Avenue	11	151	NETSIM	4	SB	297	1	25	3%	884	881	-3	-0.3%	6	F	19.0	D
I-275 Loop Ramp	North of Hillsborough Avenue	10	11	NETSIM	4	SB	227	1	25	3%	884	883	-1	-0.1%	22	D	19.0	D
I-275 Loop Ramp	North of Hillsborough Avenue	15	10	NETSIM	4	SB	231	1	25	3%	884	884	0	0.0%	29	C	19.0	D
I-275 Loop Ramp Total - Weighted Average																	19.0	D
I-275 Northbound Off-Ramp	South of Hillsborough Avenue	3	334	NETSIM	3	NB	200	2	30	3%	687	687	0	0.0%	3	F	3.0	F
I-275 Northbound Off-Ramp	Taliaferro Avenue	4	3	NETSIM	102	NB	633	1	30	3%	150	150	0	0.0%	25	C	25.0	C
I-275 Northbound Off-Ramp	South of Taliaferro Avenue	16	3	NETSIM	103	NB	707	1	45	3%	537	538	1	0.2%	42	A	42.0	A
I-275 Northbound Off-Ramp Total - Weighted Average																	20.7	D
I-275 Northbound On-Ramp	North of Hillsborough Avenue	151	2	NETSIM	4	NB_Leave	199	1	30	3%	1,334	1,295	-39	-2.9%	21	D	21.0	D
I-275 Northbound On-Ramp	Miami Avenue	2	5	NETSIM	104	NB_Leave	262	1	30	3%	15	11	-4	-26.7%	25	C	25.0	C
I-275 Northbound On-Ramp	North of Miami Avenue	2	12	NETSIM	105	NB_Leave	219	1	45	3%	1,318	1,285	-33	-2.5%	15	E	24.5	C
I-275 Northbound On-Ramp	North of Miami Avenue	12	14	NETSIM	105	NB_Leave	487	1	45	3%	1,318	1,285	-33	-2.5%	34	B	24.5	C
I-275 Northbound On-Ramp Total - Weighted Average																	23.3	C
Northbound Nebraska Avenue	South of Hillsborough Avenue	331	332	NETSIM	5	NB	587	2	35	3%	1,031	1,028	-3	-0.3%	11	F	11.0	F
Northbound Nebraska Avenue	North of Hillsborough Avenue	332	333	NETSIM	5	NB_Leave	713	2	35	3%	1,183	1,175	-8	-0.7%	34	B	34.0	B
Northbound Nebraska Avenue Total - Weighted Average																	23.3	C
Southbound Nebraska Avenue	North of Hillsborough Avenue	333	332	NETSIM	5	SB	713	2	35	3%	1,055	699	-356	-33.7%	2	F	2.0	F
Southbound Nebraska Avenue	South of Hillsborough Avenue	332	331	NETSIM	5	SB_Leave	587	2	35	3%	684	560	-124	-18.1%	35	B	35.0	B
Southbound Nebraska Avenue Total - Weighted Average																	16.7	E

Opening Year (2025) Build Alternative
 Intersection Measures of Effectiveness (MOEs)

Intersection	Approach	Lane	Description	Up Node	Down Node	Link Length (ft)	AM Peak Hour					PM Peak Hour				
							Average Vehicle Queue Length (ft)	Maximum Vehicle Queue Length (ft)	Average Vehicle Queue in Lane Group (ft)	Maximum Vehicle Queue in Lane Group (ft)	Queue Spillback First Link	Average Vehicle Queue Length (ft)	Maximum Vehicle Queue Length (ft)	Average Vehicle Queue in Lane Group (ft)	Maximum Vehicle Queue in Lane Group (ft)	Queue Spillback First Link
Central Avenue	Eastbound	1	EBT	152	338	730	1,150	2,050	1,150	2,050	Yes	137	650	137	650	No
Central Avenue	Eastbound	2	EBT	152	338	730	1,109	2,025	1,150	2,050	Yes	131	625	137	650	No
Central Avenue	Eastbound	3	N/A	152	338	730	0	0	0	0	No	0	0	0	0	No
Central Avenue	Eastbound	4	N/A	152	338	730	0	0	0	0	No	0	0	0	0	No
Central Avenue	Eastbound	5	N/A	152	338	730	0	0	0	0	No	0	0	0	0	No
Central Avenue	Eastbound	6	N/A	152	338	730	0	0	0	0	No	0	0	0	0	No
Central Avenue	Eastbound	7	EBL	152	338	730	9	100	9	100	No	84	250	84	250	No
Central Avenue	Eastbound	8	N/A	152	338	730	0	0	0	0	No	0	0	0	0	No
Central Avenue	Eastbound	9	N/A	152	338	730	0	0	0	0	No	0	0	0	0	No
Central Avenue	Westbound	1	WBT	336	338	360	53	400	53	400	Yes	73	400	73	400	Yes
Central Avenue	Westbound	2	WBT	336	338	360	51	400	53	400	Yes	71	400	73	400	Yes
Central Avenue	Westbound	3	N/A	336	338	360	0	0	0	0	No	0	0	0	0	No
Central Avenue	Westbound	4	N/A	336	338	360	0	0	0	0	No	0	0	0	0	No
Central Avenue	Westbound	5	N/A	336	338	360	0	0	0	0	No	0	0	0	0	No
Central Avenue	Westbound	6	WBR	336	338	360	1	75	1	75	No	2	75	2	75	No
Central Avenue	Westbound	7	WBL	336	338	360	28	200	28	200	No	53	275	53	275	No
Central Avenue	Westbound	8	N/A	336	338	360	0	0	0	0	No	0	0	0	0	No
Central Avenue	Westbound	9	N/A	336	338	360	0	0	0	0	No	0	0	0	0	No
Central Avenue	Westbound	4	N/A	336	338	360	0	0	0	0	No	0	0	0	0	No
Central Avenue	Westbound	5	N/A	336	338	360	0	0	0	0	No	0	0	0	0	No
Central Avenue	Westbound	6	WBR	336	338	360	1	75	1	75	No	2	75	2	75	No
Central Avenue	Westbound	7	WBL	336	338	360	28	200	28	200	No	53	275	53	275	No
Central Avenue	Westbound	8	N/A	336	338	360	0	0	0	0	No	0	0	0	0	No
Central Avenue	Westbound	9	N/A	336	338	360	0	0	0	0	No	0	0	0	0	No
Central Avenue	Northbound	1	NBT	337	338	695	44	175	44	175	No	89	275	89	275	No
Central Avenue	Northbound	2	N/A	337	338	695	0	0	0	0	No	0	0	0	0	No
Central Avenue	Northbound	3	N/A	337	338	695	0	0	0	0	No	0	0	0	0	No
Central Avenue	Northbound	4	N/A	337	338	695	0	0	0	0	No	0	0	0	0	No
Central Avenue	Northbound	5	N/A	337	338	695	0	0	0	0	No	0	0	0	0	No
Central Avenue	Northbound	6	N/A	337	338	695	0	0	0	0	No	0	0	0	0	No
Central Avenue	Northbound	7	NBL	337	338	695	13	75	13	75	No	8	75	8	75	No
Central Avenue	Northbound	8	N/A	337	338	695	0	0	0	0	No	0	0	0	0	No
Central Avenue	Northbound	9	N/A	337	338	695	0	0	0	0	No	0	0	0	0	No
Central Avenue	Southbound	1	SBT	339	338	655	281	950	281	950	Yes	72	275	72	275	No
Central Avenue	Southbound	2	N/A	339	338	655	0	0	0	0	No	0	0	0	0	No
Central Avenue	Southbound	3	N/A	339	338	655	0	0	0	0	No	0	0	0	0	No
Central Avenue	Southbound	4	N/A	339	338	655	0	0	0	0	No	0	0	0	0	No
Central Avenue	Southbound	5	N/A	339	338	655	0	0	0	0	No	0	0	0	0	No
Central Avenue	Southbound	6	N/A	339	338	655	0	0	0	0	No	0	0	0	0	No
Central Avenue	Southbound	7	SBL	339	338	655	62	125	62	125	No	44	125	44	125	No
Central Avenue	Southbound	8	N/A	339	338	655	0	0	0	0	No	0	0	0	0	No
Central Avenue	Southbound	9	N/A	339	338	655	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Eastbound	1	EBT	338	336	360	199	450	199	450	Yes	57	375	60	400	Yes
Southbound I-275 Ramp Terminal	Eastbound	2	EBT	338	336	360	113	450	199	450	Yes	60	400	60	400	Yes
Southbound I-275 Ramp Terminal	Eastbound	1	EBR	338	336	360	199	450	199	450	Yes	57	375	57	375	Yes
Southbound I-275 Ramp Terminal	Eastbound	4	N/A	338	336	360	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Eastbound	5	N/A	338	336	360	0	0	0	0	No	0	0	0	0	No

Opening Year (2025) Build Alternative
 Intersection Measures of Effectiveness (MOEs)

Intersection	Approach	Lane	Description	Up Node	Down Node	Link Length (ft)	AM Peak Hour					PM Peak Hour				
							Average Vehicle Queue Length (ft)	Maximum Vehicle Queue Length (ft)	Average Vehicle Queue in Lane Group (ft)	Maximum Vehicle Queue in Lane Group (ft)	Queue Spillback First Link	Average Vehicle Queue Length (ft)	Maximum Vehicle Queue Length (ft)	Average Vehicle Queue in Lane Group (ft)	Maximum Vehicle Queue in Lane Group (ft)	Queue Spillback First Link
Southbound I-275 Ramp Terminal	Eastbound	6	N/A	338	336	360	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Eastbound	8	N/A	338	336	360	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Eastbound	9	N/A	338	336	360	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Eastbound	4	N/A	338	336	360	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Eastbound	5	N/A	338	336	360	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Eastbound	6	N/A	338	336	360	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Eastbound	8	N/A	338	336	360	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Eastbound	9	N/A	338	336	360	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Westbound	1	WBT	334	336	325	144	400	146	400	Yes	71	350	71	350	Yes
Southbound I-275 Ramp Terminal	Westbound	2	WBT	334	336	325	146	400	146	400	Yes	64	350	71	350	Yes
Southbound I-275 Ramp Terminal	Westbound	3	WBL	334	336	325	165	375	222	400	Yes	112	375	244	375	Yes
Southbound I-275 Ramp Terminal	Westbound	4	WBL	334	336	325	222	400	222	400	Yes	244	375	244	375	Yes
Southbound I-275 Ramp Terminal	Westbound	5	N/A	334	336	325	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Westbound	6	N/A	334	336	325	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Westbound	7	N/A	334	336	325	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Westbound	8	N/A	334	336	325	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Westbound	9	N/A	334	336	325	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Southbound	1	SBR	340	336	425	153	425	205	525	Yes	165	425	216	500	Yes
Southbound I-275 Ramp Terminal	Southbound	2	SBR	340	336	425	205	525	205	525	Yes	216	500	216	500	Yes
Southbound I-275 Ramp Terminal	Southbound	3	SBTL	340	336	425	500	300	500	300	No	159	400	159	400	No
Southbound I-275 Ramp Terminal	Southbound	4	SBL	340	336	425	500	175	500	175	No	99	325	99	325	No
Southbound I-275 Ramp Terminal	Southbound	5	N/A	340	336	425	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Southbound	6	N/A	340	336	425	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Southbound	7	N/A	340	336	425	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Southbound	8	N/A	340	336	425	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Southbound	9	N/A	340	336	425	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Southbound	1	S_Upstream	13	340	375	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Southbound	2	N/A	13	340	375	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Southbound	3	N/A	13	340	375	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Southbound	4	N/A	13	340	375	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Southbound	5	N/A	13	340	375	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Southbound	6	N/A	13	340	375	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Southbound	7	N/A	13	340	375	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Southbound	8	N/A	13	340	375	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Southbound	9	N/A	13	340	375	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	1	NBR	3	334	200	22	125	46	175	No	65	225	92	275	Yes
Northbound I-275 NB Off-Ramp Terminal	Northbound	2	NBR	3	334	200	46	175	46	175	No	92	275	92	275	Yes
Northbound I-275 NB Off-Ramp Terminal	Northbound	3	N/A	3	334	200	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	4	N/A	3	334	200	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	5	N/A	3	334	200	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	6	N/A	3	334	200	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	7	N/A	3	334	200	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	8	N/A	3	334	200	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	9	N/A	3	334	200	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	1	N_Upstream	16	3	705	0	0	0	0	No	1	100	1	100	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	2	N/A	16	3	705	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	3	N/A	16	3	705	0	0	0	0	No	0	0	0	0	No

Opening Year (2025) Build Alternative
 Intersection Measures of Effectiveness (MOEs)

Intersection	Approach	Lane	Description	Up Node	Down Node	Link Length (ft)	AM Peak Hour					PM Peak Hour				
							Average Vehicle Queue Length (ft)	Maximum Vehicle Queue Length (ft)	Average Vehicle Queue in Lane Group (ft)	Maximum Vehicle Queue in Lane Group (ft)	Queue Spillback First Link	Average Vehicle Queue Length (ft)	Maximum Vehicle Queue Length (ft)	Average Vehicle Queue in Lane Group (ft)	Maximum Vehicle Queue in Lane Group (ft)	Queue Spillback First Link
Northbound I-275 NB Off-Ramp Terminal	Northbound	4	N/A	16	3	705	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	5	N/A	16	3	705	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	6	N/A	16	3	705	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	7	N/A	16	3	705	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	8	N/A	16	3	705	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	9	N/A	16	3	705	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Westbound	1	WBT	151	334	300	88	375	92	375	Yes	1	150	24	175	No
Northbound I-275 NB Off-Ramp Terminal	Westbound	2	WBT	151	334	300	92	375	92	375	Yes	3	175	24	175	No
Southbound I-275 Ramp Terminal	Westbound	3	WBL	151	334	300	31	350	222	400	Yes	1	50	244	375	Yes
Northbound I-275 NB Off-Ramp Terminal	Westbound	4	N/A	151	334	300	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Westbound	7	WBT	151	334	300	24	125	92	375	Yes	24	100	24	175	No
Northbound I-275 NB Off-Ramp Terminal	Westbound	8	N/A	151	334	300	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Westbound	9	N/A	151	334	300	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Eastbound	1	EBT	336	334	325	0	0	0	25	No	41	300	47	300	No
Northbound I-275 NB Off-Ramp Terminal	Eastbound	2	EBT	336	334	325	0	25	0	25	No	47	300	47	300	No
Northbound I-275 NB Off-Ramp Terminal	Eastbound	3	N/A	336	334	325	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Eastbound	4	N/A	336	334	325	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Eastbound	5	N/A	336	334	325	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Eastbound	6	N/A	336	334	325	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Eastbound	7	EBL	336	334	325	0	0	122	275	No	21	175	80	350	Yes
Northbound I-275 NB Off-Ramp Terminal	Eastbound	8	N/A	336	334	325	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Eastbound	9	N/A	336	334	325	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Eastbound	1	EBT	334	151	300	1	75	1	75	No	6	200	7	225	No
Northbound I-275 On-Ramp Terminal	Eastbound	2	EBT	334	151	300	1	75	1	75	No	7	225	7	225	No
Northbound I-275 On-Ramp Terminal	Eastbound	3	EBL	334	151	300	122	275	122	275	No	80	350	80	350	Yes
Northbound I-275 On-Ramp Terminal	Eastbound	4	EBL	334	151	300	85	225	122	275	No	50	250	80	350	Yes
Northbound I-275 On-Ramp Terminal	Eastbound	5	N/A	334	151	300	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Eastbound	6	N/A	334	151	300	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Eastbound	7	N/A	334	151	300	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Eastbound	8	N/A	334	151	300	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Eastbound	9	N/A	334	151	300	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Southbound	1	SBR	11	151	295	71	250	71	250	No	80	250	80	250	No
Northbound I-275 On-Ramp Terminal	Southbound	2	SBR	11	151	295	15	200	71	250	No	19	200	80	250	No
Northbound I-275 On-Ramp Terminal	Southbound	3	N/A	11	151	295	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Southbound	4	N/A	11	151	295	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Southbound	5	N/A	11	151	295	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Southbound	6	N/A	11	151	295	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Southbound	7	N/A	11	151	295	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Southbound	8	N/A	11	151	295	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Southbound	9	N/A	11	151	295	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Southbound	1	S_Upstream	10	11	225	2	75	2	75	No	1	50	1	50	No
Northbound I-275 On-Ramp Terminal	Southbound	2	S_Upstream	10	11	225	0	25	2	75	No	0	25	1	50	No
Northbound I-275 On-Ramp Terminal	Southbound	3	N/A	10	11	225	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Southbound	4	N/A	10	11	225	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Southbound	5	N/A	10	11	225	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Southbound	6	N/A	10	11	225	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Southbound	7	N/A	10	11	225	0	0	0	0	No	0	0	0	0	No

Opening Year (2025) Build Alternative
 Intersection Measures of Effectiveness (MOEs)

Intersection	Approach	Lane	Description	Up Node	Down Node	Link Length (ft)	AM Peak Hour					PM Peak Hour				
							Average Vehicle Queue Length (ft)	Maximum Vehicle Queue Length (ft)	Average Vehicle Queue in Lane Group (ft)	Maximum Vehicle Queue in Lane Group (ft)	Queue Spillback First Link	Average Vehicle Queue Length (ft)	Maximum Vehicle Queue Length (ft)	Average Vehicle Queue in Lane Group (ft)	Maximum Vehicle Queue in Lane Group (ft)	Queue Spillback First Link
Northbound I-275 On-Ramp Terminal	Southbound	8	N/A	10	11	225	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Southbound	9	N/A	10	11	225	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Southbound	1	S_Upstream	15	10	230	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Southbound	2	N/A	15	10	230	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Southbound	3	N/A	15	10	230	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Southbound	4	N/A	15	10	230	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Southbound	5	N/A	15	10	230	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Southbound	6	N/A	15	10	230	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Southbound	7	N/A	15	10	230	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Southbound	8	N/A	15	10	230	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Southbound	9	N/A	15	10	230	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Westbound	1	WBT	332	151	360	86	400	100	425	Yes	50	275	52	275	No
Northbound I-275 On-Ramp Terminal	Westbound	2	WBT	332	151	360	87	400	100	425	Yes	45	250	52	275	No
Northbound I-275 On-Ramp Terminal	Westbound	3	WBT	332	151	360	100	425	100	425	Yes	52	250	52	275	No
Northbound I-275 On-Ramp Terminal	Westbound	4	N/A	332	151	360	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Westbound	5	N/A	332	151	360	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Westbound	6	N/A	332	151	360	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Westbound	7	N/A	332	151	360	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Westbound	8	N/A	332	151	360	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Westbound	9	N/A	332	151	360	0	0	0	0	No	0	0	0	0	No
Nebraska Avenue	Eastbound	1	EBT	151	332	360	28	225	48	325	No	78	350	107	425	Yes
Nebraska Avenue	Eastbound	2	EBT	151	332	360	45	300	48	325	No	106	425	107	425	Yes
Nebraska Avenue	Eastbound	3	EBT	151	332	360	48	325	48	325	No	107	400	107	425	Yes
Nebraska Avenue	Eastbound	4	N/A	151	332	360	0	0	0	0	No	0	0	0	0	No
Nebraska Avenue	Eastbound	5	N/A	151	332	360	0	0	0	0	No	0	0	0	0	No
Nebraska Avenue	Eastbound	6	EBR	151	332	360	0	0	0	0	No	0	0	0	0	No
Nebraska Avenue	Eastbound	7	EBL	151	332	360	64	250	64	250	No	141	375	141	375	Yes
Nebraska Avenue	Eastbound	8	N/A	151	332	360	0	0	0	0	No	0	0	0	0	No
Nebraska Avenue	Eastbound	9	N/A	151	332	360	0	0	0	0	No	0	0	0	0	No
Nebraska Avenue	Northbound	1	NBT	331	332	585	211	1,075	473	1,650	Yes	179	500	179	525	No
Nebraska Avenue	Northbound	2	NBT	331	332	585	473	1,650	473	1,650	Yes	175	525	179	525	No
Nebraska Avenue	Northbound	3	N/A	331	332	585	0	0	0	0	No	0	0	0	0	No
Nebraska Avenue	Northbound	4	N/A	331	332	585	0	0	0	0	No	0	0	0	0	No
Nebraska Avenue	Northbound	5	N/A	331	332	585	0	0	0	0	No	0	0	0	0	No
Nebraska Avenue	Northbound	6	N/A	331	332	585	0	0	0	0	No	0	0	0	0	No
Nebraska Avenue	Northbound	7	NBL	331	332	585	237	475	237	475	No	137	400	137	400	No
Nebraska Avenue	Northbound	8	N/A	331	332	585	0	0	0	0	No	0	0	0	0	No
Nebraska Avenue	Northbound	9	N/A	331	332	585	0	0	0	0	No	0	0	0	0	No
Nebraska Avenue	Westbound	1	WBT	150	332	590	191	775	195	775	Yes	824	1,850	855	1,875	Yes
Nebraska Avenue	Westbound	2	WBT	150	332	590	177	725	195	775	Yes	855	1,875	855	1,875	Yes
Nebraska Avenue	Westbound	3	WBT	150	332	590	195	775	195	775	Yes	817	1,850	855	1,875	Yes
Nebraska Avenue	Westbound	4	N/A	150	332	590	0	0	0	0	No	0	0	0	0	No
Nebraska Avenue	Westbound	5	N/A	150	332	590	0	0	0	0	No	0	0	0	0	No
Nebraska Avenue	Westbound	6	WBR	150	332	590	0	0	0	0	No	0	0	0	0	No
Nebraska Avenue	Westbound	7	WBL	150	332	590	33	225	33	225	No	35	250	35	250	No
Nebraska Avenue	Westbound	8	N/A	150	332	590	0	0	0	0	No	0	0	0	0	No
Nebraska Avenue	Westbound	9	N/A	150	332	590	0	0	0	0	No	0	0	0	0	No

Opening Year (2025) Build Alternative
 Intersection Measures of Effectiveness (MOEs)

Intersection	Approach	Lane	Description	Up Node	Down Node	Link Length (ft)	AM Peak Hour					PM Peak Hour					
							Average Vehicle Queue Length (ft)	Maximum Vehicle Queue Length (ft)	Average Vehicle Queue in Lane Group (ft)	Maximum Vehicle Queue in Lane Group (ft)	Queue Spillback First Link	Average Vehicle Queue Length (ft)	Maximum Vehicle Queue Length (ft)	Average Vehicle Queue in Lane Group (ft)	Maximum Vehicle Queue in Lane Group (ft)	Queue Spillback First Link	
Nebraska Avenue	Southbound	1	SBT	333	332	715	878	1,425	878	1,425	Yes		722	1,450	1,027	1,475	Yes
Nebraska Avenue	Southbound	2	SBT	333	332	715	785	1,425	878	1,425	Yes		1,027	1,475	1,027	1,475	Yes
Nebraska Avenue	Southbound	3	N/A	333	332	715	0	0	0	0	No		0	0	0	0	No
Nebraska Avenue	Southbound	4	N/A	333	332	715	0	0	0	0	No		0	0	0	0	No
Nebraska Avenue	Southbound	5	N/A	333	332	715	0	0	0	0	No		0	0	0	0	No
Nebraska Avenue	Southbound	6	N/A	333	332	715	0	0	0	0	No		0	0	0	0	No
Nebraska Avenue	Southbound	7	SBL	333	332	715	161	450	161	450	No		467	550	467	550	No
Nebraska Avenue	Southbound	8	N/A	333	332	715	0	0	0	0	No		0	0	0	0	No
Nebraska Avenue	Southbound	9	N/A	333	332	715	0	0	0	0	No		0	0	0	0	No

**Opening Year (2025) Build Alternative
Movement Delays by Segment**

Intersection	Approach	Control Type	Left		Through		Right		Movement Designation		
			Up Node	Down Node	Up Node	Down Node	Up Node	Down Node	L	T	R
Central Avenue	Eastbound	Signalized	152	338	152	338	152	338	L	TDR	0
Central Avenue	Westbound	Signalized	336	338	336	338	336	338	L	T	R
Central Avenue	Northbound	Signalized	337	338	337	338	337	338	L	TR	0
Central Avenue	Southbound	Signalized	339	338	339	338	339	338	L	TR	0
Southbound I-275 Ramp Terminal	Eastbound	Signalized	338	336	338	336	338	336	L	TD	R
Southbound I-275 Ramp Terminal	Westbound	Signalized	334	336	334	336	334	336	L	TR	0
Southbound I-275 Ramp Terminal	Southbound	Signalized	340	336	340	336	340	336	L	T	R
Northbound I-275 NB Off-Ramp Terminal	Eastbound	Stop Control	336	334	336	334	336	334	0	LT	R
Northbound I-275 NB Off-Ramp Terminal	Westbound	Stop Control	151	334	151	334	151	334	0	LT	R
Northbound I-275 NB Off-Ramp Terminal	Northbound	Stop Control	3	334	3	334	3	334	L	T	R
Northbound I-275 NB Off-Ramp Terminal	Southbound	Stop Control	11	151	11	151	11	151	L	T	R
Northbound I-275 On-Ramp Terminal	Eastbound	Stop Control	334	151	334	151	334	151	L	T	R
Northbound I-275 On-Ramp Terminal	Westbound	Stop Control	332	151	332	151	332	151	0	LTDR	0
Nebraska Avenue	Eastbound	Signalized	151	332	151	332	151	332	L	TR	0
Nebraska Avenue	Westbound	Signalized	150	332	150	332	150	332	L	TR	0
Nebraska Avenue	Northbound	Signalized	331	332	331	332	331	332	L	TR	0
Nebraska Avenue	Southbound	Signalized	333	332	333	332	333	332	L	TR	0

Opening Year (2025) Build Alternative
 Movement Delays by Segment

UpNode	DownNode	Segment Location	TP	Peak Hour	Volume				Delay Per Vehicle (Control or Delay Travel for Unsignalized)			
					Left	Through	Right	Diagonal	Left	Through	Right	Diagonal
1	340	I-275 Southbound Ramps Cherokee Avenue	AM_TP1	0	0	0	0	75	0.0	0.0	0.0	59.4
1	340	I-275 Southbound Ramps Cherokee Avenue	AM_TP2	0	0	0	0	57	0.0	0.0	0.0	73.8
1	340	I-275 Southbound Ramps Cherokee Avenue	AM_TP2	0	0	0	0	57	0.0	0.0	0.0	73.8
1	340	I-275 Southbound Ramps Cherokee Avenue	AM_TP3	0	0	0	0	39	0.0	0.0	0.0	90.2
1	340	I-275 Southbound Ramps Cherokee Avenue	AM_TP4	0	0	0	0	27	0.0	0.0	0.0	107.7
1	340	I-275 Southbound Ramps Cherokee Avenue	AM_TP5	1	0	0	0	17	0.0	0.0	0.0	127.7
1	340	I-275 Southbound Ramps Cherokee Avenue	AM_TP7	1	0	0	0	21	0.0	0.0	0.0	158.2
1	340	I-275 Southbound Ramps Cherokee Avenue	AM_TP8	1	0	0	0	23	0.0	0.0	0.0	167.0
1	340	I-275 Southbound Ramps Cherokee Avenue	AM_TP9	0	0	0	0	25	0.0	0.0	0.0	173.1
1	340	I-275 Southbound Ramps Cherokee Avenue	AM_TP10	0	0	0	0	33	0.0	0.0	0.0	174.0
1	340	I-275 Southbound Ramps Cherokee Avenue	AM_TP11	0	0	0	0	41	0.0	0.0	0.0	170.2
1	340	I-275 Southbound Ramps Cherokee Avenue	AM_TP12	0	0	0	0	51	0.0	0.0	0.0	162.9
1	340	I-275 Southbound Ramps Cherokee Avenue	PM_TP1	0	0	0	0	25	0.0	0.0	0.0	15.9
1	340	I-275 Southbound Ramps Cherokee Avenue	PM_TP2	0	0	0	0	26	0.0	0.0	0.0	16.7
1	340	I-275 Southbound Ramps Cherokee Avenue	PM_TP3	0	0	0	0	26	0.0	0.0	0.0	18.6
1	340	I-275 Southbound Ramps Cherokee Avenue	PM_TP4	0	0	0	0	27	0.0	0.0	0.0	18.6
1	340	I-275 Southbound Ramps Cherokee Avenue	PM_TP5	1	0	0	0	28	0.0	0.0	0.0	19.0
1	340	I-275 Southbound Ramps Cherokee Avenue	PM_TP6	1	0	0	0	27	0.0	0.0	0.0	19.6
1	340	I-275 Southbound Ramps Cherokee Avenue	PM_TP7	1	0	0	0	27	0.0	0.0	0.0	20.0
1	340	I-275 Southbound Ramps Cherokee Avenue	PM_TP8	1	0	0	0	27	0.0	0.0	0.0	20.8
1	340	I-275 Southbound Ramps Cherokee Avenue	PM_TP9	0	0	0	0	26	0.0	0.0	0.0	21.1
1	340	I-275 Southbound Ramps Cherokee Avenue	PM_TP10	0	0	0	0	26	0.0	0.0	0.0	20.5
1	340	I-275 Southbound Ramps Cherokee Avenue	PM_TP11	0	0	0	0	25	0.0	0.0	0.0	20.1
1	340	I-275 Southbound Ramps Cherokee Avenue	PM_TP12	0	0	0	0	26	0.0	0.0	0.0	19.6
2	5	I-275 Northbound On-Ramp Miami Avenue	AM_TP1	0	0	2	0	0	0.0	1.3	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	AM_TP2	0	0	2	0	0	0.0	1.4	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	AM_TP3	0	0	2	0	0	0.0	1.3	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	AM_TP4	0	0	2	0	0	0.0	1.3	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	AM_TP5	1	0	2	0	0	0.0	1.3	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	AM_TP6	1	0	2	0	0	0.0	1.3	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	AM_TP7	1	0	2	0	0	0.0	1.2	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	AM_TP8	1	0	2	0	0	0.0	1.2	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	AM_TP9	0	0	2	0	0	0.0	1.2	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	AM_TP10	0	0	2	0	0	0.0	1.2	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	AM_TP11	0	0	2	0	0	0.0	1.2	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	AM_TP12	0	0	1	0	0	0.0	1.2	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	PM_TP1	0	0	3	0	0	0.0	1.3	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	PM_TP2	0	0	2	0	0	0.0	1.4	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	PM_TP3	0	0	3	0	0	0.0	1.2	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	PM_TP4	0	0	3	0	0	0.0	1.3	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	PM_TP5	1	0	3	0	0	0.0	1.3	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	PM_TP6	1	0	3	0	0	0.0	1.3	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	PM_TP7	1	0	3	0	0	0.0	1.3	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	PM_TP8	1	0	3	0	0	0.0	1.3	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	PM_TP9	0	0	3	0	0	0.0	1.2	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	PM_TP10	0	0	3	0	0	0.0	1.2	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	PM_TP11	0	0	4	0	0	0.0	1.2	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	PM_TP12	0	0	4	0	0	0.0	1.2	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP1	0	0	204	0	0	0.0	2.2	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP2	0	0	217	0	0	0.0	2.2	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP3	0	0	234	0	0	0.0	2.3	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP4	0	0	232	0	0	0.0	2.3	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP5	1	0	234	0	0	0.0	2.3	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP6	1	0	234	0	0	0.0	2.2	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP7	1	0	234	0	0	0.0	2.3	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP8	1	0	236	0	0	0.0	2.2	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP9	0	0	238	0	0	0.0	2.3	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP10	0	0	230	0	0	0.0	2.3	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP11	0	0	222	0	0	0.0	2.3	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP12	0	0	235	0	0	0.0	2.3	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP1	0	0	314	0	0	0.0	6.5	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP2	0	0	318	0	0	0.0	6.5	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP3	0	0	320	0	0	0.0	6.4	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP4	0	0	323	0	0	0.0	6.7	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP5	1	0	320	0	0	0.0	6.6	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP6	1	0	313	0	0	0.0	6.7	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP7	1	0	325	0	0	0.0	6.7	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP8	1	0	326	0	0	0.0	6.7	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP9	0	0	313	0	0	0.0	6.7	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP10	0	0	306	0	0	0.0	6.7	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP11	0	0	309	0	0	0.0	6.6	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP12	0	0	299	0	0	0.0	6.5	0.0	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	AM_TP1	0	0	0	74	0	0.0	0.0	18.2	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	AM_TP2	0	0	0	81	0	0.0	0.0	21.0	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	AM_TP3	0	0	0	91	0	0.0	0.0	22.7	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	AM_TP4	0	0	0	95	0	0.0	0.0	23.8	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	AM_TP5	1	0	0	105	0	0.0	0.0	24.7	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	AM_TP6	1	0	0	104	0	0.0	0.0	25.2	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	AM_TP7	1	0	0	101	0	0.0	0.0	25.6	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	AM_TP8	1	0	0	99	0	0.0	0.0	25.8	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	AM_TP9	0	0	0	98	0	0.0	0.0	25.7	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	AM_TP10	0	0	0	94	0	0.0	0.0	25.6	0.0

Opening Year (2025) Build Alternative
 Movement Delays by Segment

UpNode	DownNode	Segment Location	TP	Peak Hour	Volume				Delay Per Vehicle (Control or Delay Travel for Unsignalized)			
					Left	Through	Right	Diagonal	Left	Through	Right	Diagonal
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	AM_TP11	0	0	0	91	0	0.0	0.0	25.5	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	AM_TP12	0	0	0	87	0	0.0	0.0	25.5	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	PM_TP1	0	0	0	165	0	0.0	0.0	26.5	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	PM_TP2	0	0	0	167	0	0.0	0.0	28.1	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	PM_TP3	0	0	0	172	0	0.0	0.0	28.6	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	PM_TP4	0	0	0	167	0	0.0	0.0	29.4	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	PM_TP5	1	0	0	172	0	0.0	0.0	30.1	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	PM_TP6	1	0	0	172	0	0.0	0.0	30.1	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	PM_TP7	1	0	0	171	0	0.0	0.0	30.2	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	PM_TP8	1	0	0	173	0	0.0	0.0	30.4	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	PM_TP9	0	0	0	169	0	0.0	0.0	30.4	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	PM_TP10	0	0	0	166	0	0.0	0.0	30.4	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	PM_TP11	0	0	0	164	0	0.0	0.0	30.2	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	PM_TP12	0	0	0	161	0	0.0	0.0	29.9	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	AM_TP1	0	0	0	0	0	0.0	0.0	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	AM_TP2	0	0	1	0	0	0.0	0.8	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	AM_TP3	0	0	1	0	0	0.0	0.5	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	AM_TP4	0	0	1	0	0	0.0	1.0	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	AM_TP5	1	0	1	0	0	0.0	1.0	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	AM_TP6	1	0	1	0	0	0.0	1.3	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	AM_TP7	1	0	1	0	0	0.0	1.1	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	AM_TP8	1	0	1	0	0	0.0	1.0	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	AM_TP9	0	0	1	0	0	0.0	0.9	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	AM_TP10	0	0	1	0	0	0.0	1.0	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	AM_TP11	0	0	1	0	0	0.0	0.9	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	AM_TP12	0	0	1	0	0	0.0	0.8	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	PM_TP1	0	0	37	0	0	0.0	1.4	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	PM_TP2	0	0	38	0	0	0.0	1.4	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	PM_TP3	0	0	37	0	0	0.0	1.6	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	PM_TP4	0	0	38	0	0	0.0	1.6	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	PM_TP5	1	0	37	0	0	0.0	1.7	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	PM_TP6	1	0	38	0	0	0.0	1.6	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	PM_TP7	1	0	38	0	0	0.0	1.6	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	PM_TP8	1	0	38	0	0	0.0	1.6	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	PM_TP9	0	0	37	0	0	0.0	1.6	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	PM_TP10	0	0	37	0	0	0.0	1.6	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	PM_TP11	0	0	37	0	0	0.0	1.6	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	PM_TP12	0	0	38	0	0	0.0	1.6	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	AM_TP1	0	0	253	0	0	0.0	2.1	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	AM_TP2	0	0	254	0	0	0.0	2.2	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	AM_TP3	0	0	269	0	0	0.0	2.3	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	AM_TP4	0	0	272	0	0	0.0	2.4	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	AM_TP5	1	0	285	0	0	0.0	2.5	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	AM_TP6	1	0	265	0	0	0.0	2.5	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	AM_TP7	1	0	274	0	0	0.0	2.5	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	AM_TP8	1	0	274	0	0	0.0	2.6	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	AM_TP9	0	0	273	0	0	0.0	2.6	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	AM_TP10	0	0	284	0	0	0.0	2.6	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	AM_TP11	0	0	272	0	0	0.0	2.6	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	AM_TP12	0	0	272	0	0	0.0	2.6	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	PM_TP1	0	0	286	0	0	0.0	1.7	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	PM_TP2	0	0	294	0	0	0.0	1.9	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	PM_TP3	0	0	299	0	0	0.0	1.9	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	PM_TP4	0	0	296	0	0	0.0	1.9	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	PM_TP5	1	0	289	0	0	0.0	1.9	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	PM_TP6	1	0	295	0	0	0.0	1.9	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	PM_TP7	1	0	293	0	0	0.0	1.9	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	PM_TP8	1	0	295	0	0	0.0	1.9	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	PM_TP9	0	0	288	0	0	0.0	1.9	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	PM_TP10	0	0	292	0	0	0.0	1.9	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	PM_TP11	0	0	289	0	0	0.0	1.9	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	PM_TP12	0	0	289	0	0	0.0	1.9	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP1	0	0	121	0	0	0.0	0.2	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP2	0	0	136	0	0	0.0	0.1	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP3	0	0	147	0	0	0.0	0.2	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP4	0	0	158	0	0	0.0	0.4	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP5	1	0	169	0	0	0.0	0.7	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP6	1	0	172	0	0	0.0	1.0	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP7	1	0	165	0	0	0.0	1.1	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP8	1	0	161	0	0	0.0	1.1	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP9	0	0	159	0	0	0.0	1.1	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP10	0	0	155	0	0	0.0	1.1	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP11	0	0	146	0	0	0.0	1.1	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP12	0	0	141	0	0	0.0	1.0	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP1	0	0	213	0	0	0.0	0.8	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP2	0	0	217	0	0	0.0	0.9	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP3	0	0	217	0	0	0.0	0.9	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP4	0	0	216	0	0	0.0	0.9	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP5	1	0	221	0	0	0.0	0.9	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP6	1	0	218	0	0	0.0	0.9	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP7	1	0	222	0	0	0.0	0.9	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP8	1	0	222	0	0	0.0	1.0	0.0	0.0

Opening Year (2025) Build Alternative
Movement Delays by Segment

UpNode	DownNode	Segment Location	TP	Peak Hour	Volume				Delay Per Vehicle (Control or Delay Travel for Unsignalized)			
					Left	Through	Right	Diagonal	Left	Through	Right	Diagonal
10	11	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP9	0	0	216	0	0	0.0	1.0	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP10	0	0	211	0	0	0.0	1.0	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP11	0	0	208	0	0	0.0	1.0	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP12	0	0	207	0	0	0.0	1.0	0.0	0.0
11	151	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP1	0	0	0	122	0	0.0	0.0	5.7	0.0
11	151	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP2	0	0	0	136	0	0.0	0.0	7.2	0.0
11	151	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP3	0	0	0	145	0	0.0	0.0	9.5	0.0
11	151	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP4	0	0	0	158	0	0.0	0.0	12.4	0.0
11	151	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP5	1	0	0	167	0	0.0	0.0	15.2	0.0
11	151	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP6	1	0	0	173	0	0.0	0.0	17.9	0.0
11	151	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP7	1	0	0	164	0	0.0	0.0	19.2	0.0
11	151	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP8	1	0	0	163	0	0.0	0.0	20.0	0.0
11	151	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP9	0	0	0	158	0	0.0	0.0	20.4	0.0
11	151	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP10	0	0	0	155	0	0.0	0.0	20.8	0.0
11	151	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP11	0	0	0	147	0	0.0	0.0	20.7	0.0
11	151	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP12	0	0	0	141	0	0.0	0.0	20.1	0.0
11	151	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP1	0	0	0	213	0	0.0	0.0	12.5	0.0
11	151	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP2	0	0	0	216	0	0.0	0.0	12.9	0.0
11	151	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP3	0	0	0	218	0	0.0	0.0	13.1	0.0
11	151	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP4	0	0	0	217	0	0.0	0.0	13.3	0.0
11	151	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP5	1	0	0	222	0	0.0	0.0	13.2	0.0
11	151	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP6	1	0	0	217	0	0.0	0.0	13.4	0.0
11	151	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP7	1	0	0	222	0	0.0	0.0	13.5	0.0
11	151	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP8	1	0	0	221	0	0.0	0.0	13.5	0.0
11	151	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP9	0	0	0	215	0	0.0	0.0	13.6	0.0
11	151	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP10	0	0	0	213	0	0.0	0.0	13.7	0.0
11	151	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP11	0	0	0	208	0	0.0	0.0	13.6	0.0
11	151	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP12	0	0	0	206	0	0.0	0.0	13.6	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP1	0	0	204	0	0	0.0	1.5	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP2	0	0	217	0	0	0.0	1.5	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP3	0	0	234	0	0	0.0	1.5	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP4	0	0	233	0	0	0.0	1.5	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP5	1	0	234	0	0	0.0	1.5	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP6	1	0	234	0	0	0.0	1.5	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP7	1	0	234	0	0	0.0	1.5	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP8	1	0	235	0	0	0.0	1.5	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP9	0	0	239	0	0	0.0	1.5	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP10	0	0	230	0	0	0.0	1.5	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP11	0	0	222	0	0	0.0	1.5	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP12	0	0	235	0	0	0.0	1.5	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP1	0	0	314	0	0	0.0	2.3	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP2	0	0	318	0	0	0.0	2.3	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP3	0	0	321	0	0	0.0	2.2	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP4	0	0	322	0	0	0.0	2.3	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP5	1	0	320	0	0	0.0	2.3	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP6	1	0	313	0	0	0.0	2.3	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP7	1	0	325	0	0	0.0	2.3	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP8	1	0	327	0	0	0.0	2.3	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP9	0	0	314	0	0	0.0	2.3	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP10	0	0	305	0	0	0.0	2.3	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP11	0	0	308	0	0	0.0	2.3	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP12	0	0	299	0	0	0.0	2.2	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	AM_TP1	0	45	196	0	0	0.6	0.0	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	AM_TP2	0	47	221	0	0	0.6	0.0	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	AM_TP3	0	56	235	0	0	0.7	0.0	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	AM_TP4	0	58	255	0	0	0.8	0.0	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	AM_TP5	1	56	279	0	0	0.8	0.0	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	AM_TP6	1	63	277	0	0	0.8	0.0	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	AM_TP7	1	57	268	0	0	0.9	0.0	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	AM_TP8	1	60	257	0	0	0.9	0.0	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	AM_TP9	0	58	258	0	0	0.9	0.0	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	AM_TP10	0	51	252	0	0	0.9	0.0	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	AM_TP11	0	52	238	0	0	0.9	0.0	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	AM_TP12	0	50	229	0	0	0.9	0.0	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	PM_TP1	0	96	144	0	0	0.9	0.0	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	PM_TP2	0	93	151	0	0	0.9	0.0	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	PM_TP3	0	101	144	0	0	1.0	0.0	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	PM_TP4	0	94	149	0	0	0.9	0.0	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	PM_TP5	1	96	153	0	0	1.0	0.0	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	PM_TP6	1	100	145	0	0	1.0	0.0	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	PM_TP7	1	97	153	0	0	1.0	0.0	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	PM_TP8	1	97	153	0	0	1.0	0.0	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	PM_TP9	0	94	149	0	0	1.0	0.0	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	PM_TP10	0	96	140	0	0	1.0	0.0	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	PM_TP11	0	98	137	0	0	1.0	0.0	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	PM_TP12	0	89	143	0	0	1.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP1	0	0	121	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP2	0	0	136	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP3	0	0	147	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP4	0	0	159	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP5	1	0	169	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP6	1	0	172	0	0	0.0	0.0	0.0	0.0

Opening Year (2025) Build Alternative
 Movement Delays by Segment

UpNode	DownNode	Segment Location	TP	Peak Hour	Volume				Delay Per Vehicle (Control or Delay Travel for Unsignalized)			
					Left	Through	Right	Diagonal	Left	Through	Right	Diagonal
15	10	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP7	1	0	165	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP8	1	0	161	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP9	0	0	159	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP10	0	0	154	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP11	0	0	146	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP12	0	0	141	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP1	0	0	213	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP2	0	0	217	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP3	0	0	217	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP4	0	0	216	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP5	1	0	221	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP6	1	0	217	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP7	1	0	223	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP8	1	0	222	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP9	0	0	216	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP10	0	0	210	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP11	0	0	208	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP12	0	0	206	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	AM_TP1	0	0	74	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	AM_TP2	0	0	81	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	AM_TP3	0	0	90	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	AM_TP4	0	0	96	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	AM_TP5	1	0	103	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	AM_TP6	1	0	104	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	AM_TP7	1	0	100	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	AM_TP8	1	0	98	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	AM_TP9	0	0	97	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	AM_TP10	0	0	94	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	AM_TP11	0	0	88	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	AM_TP12	0	0	87	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	PM_TP1	0	0	129	0	0	0.0	0.2	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	PM_TP2	0	0	131	0	0	0.0	0.3	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	PM_TP3	0	0	133	0	0	0.0	0.4	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	PM_TP4	0	0	131	0	0	0.0	0.5	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	PM_TP5	1	0	135	0	0	0.0	0.6	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	PM_TP6	1	0	133	0	0	0.0	0.6	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	PM_TP7	1	0	135	0	0	0.0	0.7	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	PM_TP8	1	0	135	0	0	0.0	0.7	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	PM_TP9	0	0	131	0	0	0.0	0.7	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	PM_TP10	0	0	128	0	0	0.0	0.6	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	PM_TP11	0	0	125	0	0	0.0	0.6	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	PM_TP12	0	0	126	0	0	0.0	0.6	0.0	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	AM_TP1	0	29	422	21	0	21.5	23.9	24.2	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	AM_TP2	0	30	467	27	0	24.4	25.5	25.0	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	AM_TP3	0	32	505	28	0	26.0	26.2	25.7	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	AM_TP4	0	36	538	32	0	27.1	27.3	27.3	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	AM_TP5	1	44	578	28	0	31.1	29.6	28.6	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	AM_TP6	1	38	582	31	0	33.9	33.5	32.5	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	AM_TP7	1	40	590	30	0	36.2	35.8	34.2	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	AM_TP8	1	40	566	30	0	36.8	36.1	35.0	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	AM_TP9	0	39	553	28	0	37.4	35.8	34.7	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	AM_TP10	0	38	535	30	0	37.1	35.3	34.3	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	AM_TP11	0	37	511	29	0	36.9	34.6	33.5	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	AM_TP12	0	33	490	28	0	36.7	34.1	32.9	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	PM_TP1	0	26	583	59	0	36.3	49.7	51.1	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	PM_TP2	0	27	582	63	0	52.7	65.3	65.3	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	PM_TP3	0	27	590	65	0	60.4	75.5	75.0	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	PM_TP4	0	28	602	56	0	66.9	82.6	81.0	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	PM_TP5	1	28	584	60	0	75.9	90.9	89.9	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	PM_TP6	1	27	582	59	0	87.1	101.6	98.6	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	PM_TP7	1	28	601	59	0	97.7	111.2	107.2	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	PM_TP8	1	29	598	62	0	104.8	119.3	114.2	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	PM_TP9	0	28	592	65	0	111.9	126.4	120.0	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	PM_TP10	0	27	588	62	0	117.5	132.0	124.3	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	PM_TP11	0	25	586	64	0	121.3	136.6	127.6	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	PM_TP12	0	31	601	61	0	124.5	139.0	129.5	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	AM_TP1	0	0	204	2	0	0.0	1.1	3.0	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	AM_TP2	0	0	218	2	0	0.0	1.1	3.2	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	AM_TP3	0	0	233	2	0	0.0	1.1	3.2	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	AM_TP4	0	0	232	2	0	0.0	1.1	3.2	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	AM_TP5	1	0	235	2	0	0.0	1.1	3.0	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	AM_TP6	1	0	234	2	0	0.0	1.1	2.9	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	AM_TP7	1	0	234	2	0	0.0	1.1	2.8	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	AM_TP8	1	0	236	2	0	0.0	1.0	2.8	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	AM_TP9	0	0	238	3	0	0.0	1.0	2.8	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	AM_TP10	0	0	231	2	0	0.0	1.0	2.8	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	AM_TP11	0	0	222	2	0	0.0	1.0	2.8	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	AM_TP12	0	0	234	1	0	0.0	1.0	2.8	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	PM_TP1	0	0	314	3	0	0.0	1.6	3.1	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	PM_TP2	0	0	318	2	0	0.0	1.6	3.4	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	PM_TP3	0	0	319	3	0	0.0	1.6	4.1	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	PM_TP4	0	0	323	3	0	0.0	1.6	4.1	0.0

**Opening Year (2025) Build Alternative
Movement Delays by Segment**

UpNode	DownNode	Segment Location	TP	Peak Hour	Volume				Delay Per Vehicle (Control or Delay Travel for Unsignalized)			
					Left	Through	Right	Diagonal	Left	Through	Right	Diagonal
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	PM_TP5	1	0	319	3	0	0.0	1.6	3.8	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	PM_TP6	1	0	314	3	0	0.0	1.6	3.7	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	PM_TP7	1	0	326	3	0	0.0	1.6	3.7	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	PM_TP8	1	0	324	3	0	0.0	1.6	3.6	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	PM_TP9	0	0	313	3	0	0.0	1.6	3.6	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	PM_TP10	0	0	307	3	0	0.0	1.6	3.6	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	PM_TP11	0	0	309	4	0	0.0	1.6	3.7	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	PM_TP12	0	0	298	4	0	0.0	1.6	3.7	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	AM_TP1	0	37	287	16	0	43.0	10.9	5.6	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	AM_TP2	0	38	303	18	0	43.8	10.6	6.0	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	AM_TP3	0	41	319	19	0	48.1	10.9	5.9	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	AM_TP4	0	41	329	18	0	49.8	11.3	6.1	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	AM_TP5	1	39	343	17	0	52.3	11.9	7.2	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	AM_TP6	1	46	335	17	0	55.0	12.1	7.6	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	AM_TP7	1	43	332	19	0	57.2	12.1	7.6	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	AM_TP8	1	44	329	19	0	57.6	12.1	7.6	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	AM_TP9	0	42	332	16	0	58.3	12.1	7.5	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	AM_TP10	0	41	320	19	0	58.9	12.1	7.7	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	AM_TP11	0	38	322	18	0	58.5	12.1	7.4	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	AM_TP12	0	42	312	18	0	58.0	12.0	7.3	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	PM_TP1	0	56	406	23	0	66.7	21.8	17.1	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	PM_TP2	0	67	401	24	0	72.9	21.8	16.8	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	PM_TP3	0	60	411	25	0	76.0	21.9	15.8	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	PM_TP4	0	58	414	23	0	77.3	22.0	16.0	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	PM_TP5	1	66	417	24	0	77.7	21.9	16.0	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	PM_TP6	1	66	411	23	0	80.7	21.8	16.2	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	PM_TP7	1	62	412	21	0	80.6	21.7	16.6	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	PM_TP8	1	61	416	26	0	80.3	21.8	16.8	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	PM_TP9	0	68	402	22	0	80.3	21.6	16.8	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	PM_TP10	0	62	408	22	0	80.0	21.7	16.6	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	PM_TP11	0	65	392	23	0	80.2	21.7	16.7	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	PM_TP12	0	60	395	23	0	80.0	21.8	16.8	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	AM_TP1	0	144	401	0	0	1.7	7.0	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	AM_TP2	0	155	436	0	0	2.1	8.1	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	AM_TP3	0	170	464	0	0	3.3	9.2	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	AM_TP4	0	179	485	0	0	5.9	10.2	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	AM_TP5	1	179	485	0	0	8.8	11.0	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	AM_TP6	1	175	493	0	0	10.6	11.8	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	AM_TP7	1	176	493	0	0	11.8	12.2	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	AM_TP8	1	174	491	0	0	12.6	12.5	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	AM_TP9	0	177	488	0	0	13.4	12.6	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	AM_TP10	0	174	488	0	0	13.9	12.8	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	AM_TP11	0	173	483	0	0	14.0	12.9	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	AM_TP12	0	168	457	0	0	13.7	12.8	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	PM_TP1	0	136	634	0	0	5.1	0.1	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	PM_TP2	0	137	633	0	0	5.0	0.1	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	PM_TP3	0	143	645	0	0	5.4	0.1	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	PM_TP4	0	140	647	0	0	5.5	0.1	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	PM_TP5	1	133	641	0	0	5.4	0.1	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	PM_TP6	1	134	642	0	0	5.4	0.1	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	PM_TP7	1	132	654	0	0	5.4	0.2	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	PM_TP8	1	137	645	0	0	5.3	0.2	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	PM_TP9	0	132	651	0	0	5.3	0.2	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	PM_TP10	0	132	648	0	0	5.2	0.2	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	PM_TP11	0	132	631	0	0	5.1	0.2	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	PM_TP12	0	141	637	0	0	5.1	0.2	0.0	0.0
152	338	Eastbound Hillsborough Avenue West of Central Avenue	AM_TP1	0	7	356	3	0	31.5	20.6	26.9	0.0
152	338	Eastbound Hillsborough Avenue West of Central Avenue	AM_TP2	0	8	376	3	0	41.7	37.0	47.7	0.0
152	338	Eastbound Hillsborough Avenue West of Central Avenue	AM_TP3	0	7	379	5	0	62.4	62.8	80.9	0.0
152	338	Eastbound Hillsborough Avenue West of Central Avenue	AM_TP4	0	7	380	4	0	84.1	86.6	103.0	0.0
152	338	Eastbound Hillsborough Avenue West of Central Avenue	AM_TP5	1	9	376	4	0	106.4	101.1	118.6	0.0
152	338	Eastbound Hillsborough Avenue West of Central Avenue	AM_TP6	1	7	370	4	0	115.2	112.1	124.1	0.0
152	338	Eastbound Hillsborough Avenue West of Central Avenue	AM_TP7	1	8	384	4	0	124.4	119.4	131.0	0.0
152	338	Eastbound Hillsborough Avenue West of Central Avenue	AM_TP8	1	7	373	5	0	130.3	125.2	135.8	0.0
152	338	Eastbound Hillsborough Avenue West of Central Avenue	AM_TP9	0	8	374	3	0	133.5	130.0	142.0	0.0
152	338	Eastbound Hillsborough Avenue West of Central Avenue	AM_TP10	0	8	386	4	0	137.9	132.7	145.7	0.0
152	338	Eastbound Hillsborough Avenue West of Central Avenue	AM_TP11	0	8	373	4	0	140.6	136.1	147.6	0.0
152	338	Eastbound Hillsborough Avenue West of Central Avenue	AM_TP12	0	8	381	3	0	141.7	138.7	150.7	0.0
152	338	Eastbound Hillsborough Avenue West of Central Avenue	PM_TP1	0	8	506	0	0	111.6	14.1	2.0	0.0
152	338	Eastbound Hillsborough Avenue West of Central Avenue	PM_TP2	0	8	517	0	0	185.4	15.1	0.0	0.0
152	338	Eastbound Hillsborough Avenue West of Central Avenue	PM_TP3	0	11	520	0	0	200.3	15.8	0.0	0.0
152	338	Eastbound Hillsborough Avenue West of Central Avenue	PM_TP4	0	11	512	0	0	224.8	15.9	0.0	0.0
152	338	Eastbound Hillsborough Avenue West of Central Avenue	PM_TP5	1	9	526	0	0	250.6	16.0	0.0	0.0
152	338	Eastbound Hillsborough Avenue West of Central Avenue	PM_TP6	1	11	521	0	0	276.7	16.3	0.0	0.0
152	338	Eastbound Hillsborough Avenue West of Central Avenue	PM_TP7	1	9	525	0	0	284.3	16.4	0.0	0.0
152	338	Eastbound Hillsborough Avenue West of Central Avenue	PM_TP8	1	11	524	0	0	314.4	16.9	0.0	0.0
152	338	Eastbound Hillsborough Avenue West of Central Avenue	PM_TP9	0	10	516	0	0	324.2	17.8	0.0	0.0
152	338	Eastbound Hillsborough Avenue West of Central Avenue	PM_TP10	0	13	511	0	0	336.9	18.0	0.0	0.0
152	338	Eastbound Hillsborough Avenue West of Central Avenue	PM_TP11	0	11	493	0	0	340.5	17.7	0.0	0.0
152	338	Eastbound Hillsborough Avenue West of Central Avenue	PM_TP12	0	10	490	0	0	350.6	17.7	0.0	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	AM_TP1	0	42	67	20	0	47.3	51.0	43.8	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	AM_TP2	0	47	77	19	0	63.0	53.8	44.2	0.0

Opening Year (2025) Build Alternative
 Movement Delays by Segment

UpNode	DownNode	Segment Location	TP	Peak Hour	Volume				Delay Per Vehicle (Control or Delay Travel for Unsignalized)			
					Left	Through	Right	Diagonal	Left	Through	Right	Diagonal
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	AM_TP3	0	48	88	21	0	72.8	55.1	45.3	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	AM_TP4	0	42	90	23	0	100.2	55.7	46.3	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	AM_TP5	1	28	93	24	0	195.8	56.4	46.5	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	AM_TP6	1	22	95	26	0	355.2	60.1	52.1	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	AM_TP7	1	21	87	18	0	543.7	83.0	75.0	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	AM_TP8	1	29	84	19	0	723.6	110.3	102.9	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	AM_TP9	0	35	78	18	0	852.7	140.4	128.0	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	AM_TP10	0	37	83	17	0	952.3	165.9	148.4	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	AM_TP11	0	44	90	20	0	1017.9	187.1	163.7	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	AM_TP12	0	45	88	23	0	1061.2	203.7	178.0	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	PM_TP1	0	70	163	12	0	58.2	55.6	54.8	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	PM_TP2	0	69	168	11	0	66.6	63.6	62.3	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	PM_TP3	0	80	168	12	0	71.3	64.8	62.3	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	PM_TP4	0	72	165	14	0	68.8	64.7	61.2	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	PM_TP5	1	75	170	14	0	66.9	64.8	61.8	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	PM_TP6	1	74	168	12	0	65.6	65.5	62.2	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	PM_TP7	1	72	172	14	0	65.0	66.3	62.9	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	PM_TP8	1	73	172	13	0	64.7	66.0	63.1	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	PM_TP9	0	71	165	13	0	64.4	67.5	65.1	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	PM_TP10	0	73	165	11	0	65.7	68.9	66.1	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	PM_TP11	0	75	163	10	0	66.1	68.3	65.2	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	PM_TP12	0	68	159	13	0	65.5	68.1	65.1	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	AM_TP1	0	0	378	0	0	0.0	5.3	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	AM_TP2	0	0	396	0	0	0.0	5.4	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	AM_TP3	0	0	417	0	0	0.0	5.5	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	AM_TP4	0	0	422	0	0	0.0	5.6	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	AM_TP5	1	0	414	0	0	0.0	5.7	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	AM_TP6	1	0	402	0	0	0.0	5.7	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	AM_TP7	1	0	380	0	0	0.0	5.8	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	AM_TP8	1	0	388	0	0	0.0	5.8	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	AM_TP9	0	0	400	0	0	0.0	5.8	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	AM_TP10	0	0	401	0	0	0.0	5.9	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	AM_TP11	0	0	406	0	0	0.0	5.9	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	AM_TP12	0	0	406	0	0	0.0	5.8	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	PM_TP1	0	0	480	0	0	0.0	6.7	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	PM_TP2	0	0	476	0	0	0.0	6.7	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	PM_TP3	0	0	478	0	0	0.0	6.7	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	PM_TP4	0	0	485	0	0	0.0	6.8	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	PM_TP5	1	0	483	0	0	0.0	6.8	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	PM_TP6	1	0	474	0	0	0.0	6.8	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	PM_TP7	1	0	479	0	0	0.0	6.8	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	PM_TP8	1	0	481	0	0	0.0	6.9	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	PM_TP9	0	0	468	0	0	0.0	6.9	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	PM_TP10	0	0	476	0	0	0.0	6.8	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	PM_TP11	0	0	459	0	0	0.0	6.8	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	PM_TP12	0	0	465	0	0	0.0	6.8	0.0	0.0
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	AM_TP1	0	136	286	112	0	6.1	4.8	3.7	0.0
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	AM_TP2	0	143	314	121	0	6.4	5.3	3.8	0.0
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	AM_TP3	0	152	340	133	0	7.3	6.5	5.3	0.0
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	AM_TP4	0	161	347	131	0	9.8	8.6	6.9	0.0
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	AM_TP5	1	164	338	136	0	13.3	11.7	9.0	0.0
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	AM_TP6	1	155	338	137	0	15.9	14.3	11.0	0.0
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	AM_TP7	1	156	350	132	0	17.8	15.9	12.6	0.0
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	AM_TP8	1	153	346	140	0	19.0	17.0	13.2	0.0
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	AM_TP9	0	162	347	138	0	19.8	17.3	13.2	0.0
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	AM_TP10	0	156	350	130	0	20.0	17.7	13.3	0.0
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	AM_TP11	0	155	351	125	0	19.7	17.2	13.1	0.0
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	AM_TP12	0	153	329	128	0	19.1	16.4	12.5	0.0
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	PM_TP1	0	128	432	139	0	6.9	6.1	4.9	0.0
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	PM_TP2	0	127	427	142	0	8.2	6.1	5.0	0.0
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	PM_TP3	0	131	438	141	0	9.0	6.5	5.5	0.0
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	PM_TP4	0	128	441	142	0	8.8	6.7	5.5	0.0
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	PM_TP5	1	124	428	141	0	9.1	6.8	5.6	0.0
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	PM_TP6	1	123	438	134	0	9.2	6.9	5.6	0.0
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	PM_TP7	1	120	443	138	0	9.3	6.9	5.7	0.0
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	PM_TP8	1	127	436	144	0	9.3	7.0	5.9	0.0
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	PM_TP9	0	120	447	133	0	9.3	7.1	6.0	0.0
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	PM_TP10	0	119	447	131	0	9.3	7.2	6.0	0.0
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	PM_TP11	0	123	433	141	0	9.3	7.2	5.9	0.0
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	PM_TP12	0	129	443	138	0	9.3	7.2	5.9	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	AM_TP1	0	0	168	0	0	0.0	4.0	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	AM_TP2	0	0	174	0	0	0.0	3.9	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	AM_TP3	0	0	174	0	0	0.0	3.9	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	AM_TP4	0	0	168	0	0	0.0	3.8	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	AM_TP5	1	0	145	0	0	0.0	3.8	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	AM_TP6	1	0	120	0	0	0.0	3.8	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	AM_TP7	1	0	122	0	0	0.0	3.7	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	AM_TP8	1	0	134	0	0	0.0	3.7	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	AM_TP9	0	0	150	0	0	0.0	3.7	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	AM_TP10	0	0	155	0	0	0.0	3.7	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	AM_TP11	0	0	167	0	0	0.0	3.7	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	AM_TP12	0	0	172	0	0	0.0	3.7	0.0	0.0

Opening Year (2025) Build Alternative
 Movement Delays by Segment

UpNode	DownNode	Segment Location	TP	Peak Hour	Volume				Delay Per Vehicle (Control or Delay Travel for Unsignalized)			
					Left	Through	Right	Diagonal	Left	Through	Right	Diagonal
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	PM_TP1	0	0	166	0	0	0.0	3.9	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	PM_TP2	0	0	176	0	0	0.0	4.0	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	PM_TP3	0	0	150	0	0	0.0	4.0	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	PM_TP4	0	0	134	0	0	0.0	3.9	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	PM_TP5	1	0	138	0	0	0.0	3.8	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	PM_TP6	1	0	139	0	0	0.0	3.8	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	PM_TP7	1	0	139	0	0	0.0	3.8	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	PM_TP8	1	0	145	0	0	0.0	3.8	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	PM_TP9	0	0	136	0	0	0.0	3.7	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	PM_TP10	0	0	141	0	0	0.0	3.8	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	PM_TP11	0	0	136	0	0	0.0	3.8	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	PM_TP12	0	0	148	0	0	0.0	3.8	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	AM_TP1	0	0	125	0	0	0.0	3.4	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	AM_TP2	0	0	142	0	0	0.0	3.4	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	AM_TP3	0	0	157	0	0	0.0	3.5	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	AM_TP4	0	0	164	0	0	0.0	3.5	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	AM_TP5	1	0	160	0	0	0.0	3.5	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	AM_TP6	1	0	172	0	0	0.0	3.4	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	AM_TP7	1	0	160	0	0	0.0	3.3	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	AM_TP8	1	0	160	0	0	0.0	3.3	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	AM_TP9	0	0	147	0	0	0.0	3.3	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	AM_TP10	0	0	153	0	0	0.0	3.3	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	AM_TP11	0	0	158	0	0	0.0	3.3	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	AM_TP12	0	0	158	0	0	0.0	3.3	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	PM_TP1	0	0	277	0	0	0.0	3.5	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	PM_TP2	0	0	299	0	0	0.0	3.4	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	PM_TP3	0	0	291	0	0	0.0	3.4	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	PM_TP4	0	0	280	0	0	0.0	3.4	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	PM_TP5	1	0	295	0	0	0.0	3.4	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	PM_TP6	1	0	293	0	0	0.0	3.4	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	PM_TP7	1	0	294	0	0	0.0	3.4	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	PM_TP8	1	0	293	0	0	0.0	3.4	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	PM_TP9	0	0	298	0	0	0.0	3.4	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	PM_TP10	0	0	288	0	0	0.0	3.4	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	PM_TP11	0	0	293	0	0	0.0	3.4	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	PM_TP12	0	0	279	0	0	0.0	3.4	0.0	0.0
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	AM_TP1	0	73	122	70	0	47.0	56.5	58.5	0.0
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	AM_TP2	0	73	128	69	0	61.0	77.1	93.1	0.0
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	AM_TP3	0	78	123	75	0	89.0	107.0	138.6	0.0
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	AM_TP4	0	70	115	60	0	118.4	143.2	191.5	0.0
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	AM_TP5	1	51	83	32	0	139.1	174.1	276.0	0.0
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	AM_TP6	1	36	64	26	0	155.8	202.2	372.8	0.0
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	AM_TP7	1	31	64	27	0	167.1	223.5	459.8	0.0
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	AM_TP8	1	37	74	45	0	175.5	236.0	519.8	0.0
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	AM_TP9	0	53	95	59	0	180.3	241.8	536.1	0.0
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	AM_TP10	0	61	99	59	0	183.1	244.8	544.8	0.0
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	AM_TP11	0	64	113	77	0	183.6	244.1	535.7	0.0
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	AM_TP12	0	71	122	76	0	187.7	245.0	517.0	0.0
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	PM_TP1	0	65	116	49	0	166.3	47.8	45.5	0.0
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	PM_TP2	0	64	125	50	0	257.0	53.0	49.7	0.0
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	PM_TP3	0	56	98	40	0	384.0	70.0	64.8	0.0
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	PM_TP4	0	54	83	36	0	508.1	104.3	93.4	0.0
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	PM_TP5	1	53	87	36	0	594.8	131.4	113.2	0.0
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	PM_TP6	1	54	89	37	0	656.1	150.2	126.6	0.0
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	PM_TP7	1	50	89	31	0	712.8	165.0	138.8	0.0
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	PM_TP8	1	51	90	33	0	756.2	177.1	145.4	0.0
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	PM_TP9	0	53	86	36	0	786.4	186.5	152.9	0.0
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	PM_TP10	0	57	92	36	0	807.4	193.5	157.2	0.0
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	PM_TP11	0	57	88	37	0	831.1	198.8	161.1	0.0
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	PM_TP12	0	57	94	39	0	837.9	203.3	163.6	0.0
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	AM_TP1	0	95	339	0	0	62.9	0.1	0.0	0.0
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	AM_TP2	0	100	361	0	0	67.1	0.1	0.0	0.0
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	AM_TP3	0	102	379	0	0	70.1	0.1	0.0	0.0
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	AM_TP4	0	102	387	0	0	70.8	0.1	0.0	0.0
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	AM_TP5	1	101	399	0	0	71.2	0.1	0.0	0.0
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	AM_TP6	1	100	398	0	0	72.0	0.1	0.0	0.0
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	AM_TP7	1	103	394	0	0	72.5	0.1	0.0	0.0
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	AM_TP8	1	98	392	0	0	72.8	0.1	0.0	0.0
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	AM_TP9	0	102	390	0	0	73.1	0.1	0.0	0.0
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	AM_TP10	0	103	379	0	0	73.5	0.1	0.0	0.0
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	AM_TP11	0	100	378	0	0	73.6	0.1	0.0	0.0
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	AM_TP12	0	107	372	0	0	73.5	0.1	0.0	0.0
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	PM_TP1	0	179	489	0	0	22.6	0.7	0.0	0.0
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	PM_TP2	0	179	490	0	0	23.6	0.7	0.0	0.0
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	PM_TP3	0	181	497	0	0	24.0	0.7	0.0	0.0
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	PM_TP4	0	183	493	0	0	24.1	0.8	0.0	0.0
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	PM_TP5	1	181	509	0	0	24.3	0.8	0.0	0.0
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	PM_TP6	1	183	499	0	0	24.6	0.8	0.0	0.0
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	PM_TP7	1	191	496	0	0	24.6	0.8	0.0	0.0
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	PM_TP8	1	183	500	0	0	24.8	0.8	0.0	0.0
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	PM_TP9	0	183	494	0	0	25.0	0.8	0.0	0.0
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	PM_TP10	0	178	490	0	0	25.1	0.7	0.0	0.0

Opening Year (2025) Build Alternative
 Movement Delays by Segment

UpNode	DownNode	Segment Location	TP	Peak Hour	Volume				Delay Per Vehicle (Control or Delay Travel for Unsignalized)			
					Left	Through	Right	Diagonal	Left	Through	Right	Diagonal
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	PM_TP11	0	173	482	0	0	25.1	0.7	0.0	0.0
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	PM_TP12	0	165	476	0	0	25.0	0.7	0.0	0.0
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	AM_TP1	0	144	401	0	0	46.0	19.6	0.0	0.0
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	AM_TP2	0	152	438	0	0	52.0	19.5	0.0	0.0
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	AM_TP3	0	166	462	0	0	59.1	19.8	0.0	0.0
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	AM_TP4	0	173	481	0	0	66.8	20.1	0.0	0.0
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	AM_TP5	1	180	481	0	0	73.4	20.6	0.0	0.0
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	AM_TP6	1	174	494	0	0	77.6	21.1	0.0	0.0
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	AM_TP7	1	175	491	0	0	80.3	21.4	0.0	0.0
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	AM_TP8	1	176	494	0	0	82.6	21.5	0.0	0.0
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	AM_TP9	0	177	488	0	0	84.2	21.6	0.0	0.0
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	AM_TP10	0	174	486	0	0	85.7	21.7	0.0	0.0
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	AM_TP11	0	175	488	0	0	86.5	21.6	0.0	0.0
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	AM_TP12	0	171	461	0	0	86.6	21.5	0.0	0.0
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	PM_TP1	0	135	634	0	0	81.0	6.5	0.0	0.0
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	PM_TP2	0	137	634	0	0	85.2	6.7	0.0	0.0
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	PM_TP3	0	141	644	0	0	87.9	6.7	0.0	0.0
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	PM_TP4	0	141	646	0	0	89.1	6.8	0.0	0.0
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	PM_TP5	1	132	642	0	0	89.6	6.8	0.0	0.0
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	PM_TP6	1	136	642	0	0	90.0	7.0	0.0	0.0
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	PM_TP7	1	132	652	0	0	90.0	7.1	0.0	0.0
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	PM_TP8	1	136	646	0	0	90.2	7.1	0.0	0.0
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	PM_TP9	0	132	650	0	0	90.3	7.2	0.0	0.0
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	PM_TP10	0	136	647	0	0	90.6	7.3	0.0	0.0
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	PM_TP11	0	132	634	0	0	90.4	7.2	0.0	0.0
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	PM_TP12	0	137	637	0	0	90.2	7.1	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	AM_TP1	0	96	266	0	0	6.0	1.7	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	AM_TP2	0	102	279	0	0	0.0	0.0	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	AM_TP3	0	100	289	0	0	0.0	0.0	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	AM_TP4	0	103	292	0	0	0.0	0.0	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	AM_TP5	1	100	293	0	0	0.0	0.0	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	AM_TP6	1	101	293	0	0	0.0	0.0	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	AM_TP7	1	103	293	0	0	0.0	0.0	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	AM_TP8	1	100	294	0	0	0.0	0.0	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	AM_TP9	0	101	292	0	0	0.0	0.0	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	AM_TP10	0	101	285	0	0	0.0	0.0	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	AM_TP11	0	100	287	0	0	0.0	0.0	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	AM_TP12	0	108	285	0	0	0.0	0.0	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	PM_TP1	0	179	323	0	0	3.7	6.7	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	PM_TP2	0	178	323	0	0	3.8	7.3	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	PM_TP3	0	183	326	0	0	4.0	7.5	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	PM_TP4	0	182	326	0	0	4.0	7.7	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	PM_TP5	1	181	338	0	0	4.0	7.9	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	PM_TP6	1	184	326	0	0	4.2	7.9	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	PM_TP7	1	191	325	0	0	4.4	8.0	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	PM_TP8	1	183	328	0	0	4.5	8.0	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	PM_TP9	0	184	324	0	0	4.6	8.1	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	PM_TP10	0	178	327	0	0	4.7	8.0	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	PM_TP11	0	173	317	0	0	4.5	7.9	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	PM_TP12	0	164	315	0	0	4.4	7.9	0.0	0.0
336	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP1	0	20	596	17	0	34.6	3.2	1.8	0.0
336	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP2	0	22	638	20	0	35.4	3.4	2.7	0.0
336	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP3	0	24	662	17	0	37.3	3.8	3.2	0.0
336	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP4	0	25	691	19	0	39.5	4.2	3.4	0.0
336	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP5	1	26	699	18	0	41.5	4.5	4.0	0.0
336	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP6	1	24	716	22	0	41.3	4.8	4.6	0.0
336	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP7	1	27	709	20	0	41.4	4.9	4.8	0.0
336	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP8	1	27	709	18	0	41.7	5.0	5.0	0.0
336	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP9	0	24	703	20	0	42.0	5.0	5.0	0.0
336	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP10	0	24	697	21	0	42.0	5.1	5.2	0.0
336	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP11	0	26	697	21	0	41.8	5.1	5.1	0.0
336	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP12	0	23	676	18	0	41.9	5.0	5.0	0.0
336	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP1	0	30	693	58	0	47.7	5.4	0.9	0.0
336	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP2	0	33	709	53	0	51.7	5.4	1.3	0.0
336	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP3	0	34	704	56	0	52.5	5.4	1.3	0.0
336	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP4	0	31	706	59	0	51.9	5.5	1.2	0.0
336	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP5	1	35	711	57	0	53.3	5.5	1.2	0.0
336	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP6	1	34	710	54	0	55.4	5.5	1.2	0.0
336	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP7	1	34	716	60	0	56.1	5.5	1.1	0.0
336	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP8	1	33	712	58	0	56.8	5.5	1.1	0.0
336	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP9	0	32	713	60	0	57.2	5.5	1.2	0.0
336	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP10	0	35	711	59	0	58.2	5.5	1.1	0.0
336	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP11	0	32	694	58	0	57.8	5.5	1.1	0.0
336	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP12	0	30	696	59	0	57.6	5.5	1.2	0.0
337	338	Northbound Central Avenue South of Hillsborough Avenue	AM_TP1	0	4	17	6	0	54.8	56.9	45.8	0.0
337	338	Northbound Central Avenue South of Hillsborough Avenue	AM_TP2	0	6	17	8	0	63.1	59.9	38.7	0.0
337	338	Northbound Central Avenue South of Hillsborough Avenue	AM_TP3	0	6	19	7	0	61.6	59.2	40.0	0.0
337	338	Northbound Central Avenue South of Hillsborough Avenue	AM_TP4	0	7	20	9	0	70.9	59.6	41.1	0.0
337	338	Northbound Central Avenue South of Hillsborough Avenue	AM_TP5	1	6	22	9	0	68.9	60.5	41.5	0.0
337	338	Northbound Central Avenue South of Hillsborough Avenue	AM_TP6	1	8	23	9	0	75.6	61.0	43.0	0.0
337	338	Northbound Central Avenue South of Hillsborough Avenue	AM_TP7	1	7	22	8	0	76.8	61.7	43.2	0.0
337	338	Northbound Central Avenue South of Hillsborough Avenue	AM_TP8	1	6	21	9	0	76.4	61.3	43.7	0.0

Opening Year (2025) Build Alternative
 Movement Delays by Segment

UpNode	DownNode	Segment Location	TP	Peak Hour	Volume					Delay Per Vehicle (Control or Delay Travel for Unsignalized)			
					Left	Through	Right	Diagonal	Left	Through	Right	Diagonal	
337	338	Northbound Central Avenue South of Hillsborough Avenue	AM_TP9	0	8	20	8	0	78.1	61.7	44.8	0.0	
337	338	Northbound Central Avenue South of Hillsborough Avenue	AM_TP10	0	7	21	7	0	76.7	61.6	44.5	0.0	
337	338	Northbound Central Avenue South of Hillsborough Avenue	AM_TP11	0	6	19	9	0	77.0	61.5	43.9	0.0	
337	338	Northbound Central Avenue South of Hillsborough Avenue	AM_TP12	0	5	19	7	0	76.8	61.4	44.7	0.0	
337	338	Northbound Central Avenue South of Hillsborough Avenue	PM_TP1	0	5	41	12	0	50.6	55.3	37.7	0.0	
337	338	Northbound Central Avenue South of Hillsborough Avenue	PM_TP2	0	6	42	13	0	52.0	57.0	39.5	0.0	
337	338	Northbound Central Avenue South of Hillsborough Avenue	PM_TP3	0	6	41	13	0	53.5	57.6	42.8	0.0	
337	338	Northbound Central Avenue South of Hillsborough Avenue	PM_TP4	0	6	43	12	0	55.1	57.9	44.3	0.0	
337	338	Northbound Central Avenue South of Hillsborough Avenue	PM_TP5	1	7	42	13	0	56.6	58.3	44.8	0.0	
337	338	Northbound Central Avenue South of Hillsborough Avenue	PM_TP6	1	7	42	12	0	58.5	58.5	45.1	0.0	
337	338	Northbound Central Avenue South of Hillsborough Avenue	PM_TP7	1	6	44	12	0	59.8	59.3	46.0	0.0	
337	338	Northbound Central Avenue South of Hillsborough Avenue	PM_TP8	1	6	42	14	0	60.4	58.8	46.8	0.0	
337	338	Northbound Central Avenue South of Hillsborough Avenue	PM_TP9	0	6	43	12	0	60.1	58.9	48.0	0.0	
337	338	Northbound Central Avenue South of Hillsborough Avenue	PM_TP10	0	6	41	12	0	60.9	58.8	48.0	0.0	
337	338	Northbound Central Avenue South of Hillsborough Avenue	PM_TP11	0	7	39	12	0	61.2	58.6	48.1	0.0	
337	338	Northbound Central Avenue South of Hillsborough Avenue	PM_TP12	0	6	40	12	0	60.8	58.4	48.2	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	AM_TP1	0	0	607	0	0	0.0	7.5	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	AM_TP2	0	0	652	0	0	0.0	7.7	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	AM_TP3	0	0	676	0	0	0.0	7.8	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	AM_TP4	0	0	706	0	0	0.0	7.9	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	AM_TP5	1	0	715	0	0	0.0	8.0	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	AM_TP6	1	0	729	0	0	0.0	8.1	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	AM_TP7	1	0	724	0	0	0.0	8.1	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	AM_TP8	1	0	724	0	0	0.0	8.1	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	AM_TP9	0	0	718	0	0	0.0	8.1	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	AM_TP10	0	0	711	0	0	0.0	8.2	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	AM_TP11	0	0	711	0	0	0.0	8.2	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	AM_TP12	0	0	690	0	0	0.0	8.2	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	PM_TP1	0	0	710	0	0	0.0	8.4	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	PM_TP2	0	0	724	0	0	0.0	8.5	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	PM_TP3	0	0	719	0	0	0.0	8.5	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	PM_TP4	0	0	720	0	0	0.0	8.5	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	PM_TP5	1	0	724	0	0	0.0	8.5	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	PM_TP6	1	0	728	0	0	0.0	8.6	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	PM_TP7	1	0	732	0	0	0.0	8.6	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	PM_TP8	1	0	727	0	0	0.0	8.6	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	PM_TP9	0	0	723	0	0	0.0	8.6	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	PM_TP10	0	0	728	0	0	0.0	8.6	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	PM_TP11	0	0	718	0	0	0.0	8.6	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	PM_TP12	0	0	704	0	0	0.0	8.6	0.0	0.0	
338	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP1	0	0	213	79	96	0.0	33.0	5.6	21.7	
338	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP2	0	0	225	79	102	0.0	31.7	5.9	20.0	
338	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP3	0	0	227	82	99	0.0	31.4	6.1	19.2	
338	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP4	0	0	229	82	103	0.0	30.7	6.4	18.7	
338	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP5	1	0	229	85	100	0.0	30.1	6.5	18.7	
338	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP6	1	0	225	75	101	0.0	30.2	6.6	18.5	
338	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP7	1	0	226	82	103	0.0	30.0	6.7	18.1	
338	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP8	1	0	225	79	100	0.0	29.9	6.7	18.1	
338	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP9	0	0	227	79	101	0.0	29.8	6.8	18.2	
338	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP10	0	0	224	92	101	0.0	29.7	6.8	18.3	
338	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP11	0	0	227	78	100	0.0	29.6	6.9	18.0	
338	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP12	0	0	228	79	108	0.0	29.6	6.9	18.0	
338	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP1	0	0	221	139	178	0.0	8.5	1.3	10.3	
338	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP2	0	0	223	149	179	0.0	8.7	1.2	10.9	
338	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP3	0	0	222	145	185	0.0	8.5	1.2	10.6	
338	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP4	0	0	222	143	181	0.0	8.3	1.2	10.6	
338	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP5	1	0	232	149	181	0.0	8.3	1.2	10.3	
338	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP6	1	0	221	146	185	0.0	8.2	1.3	10.6	
338	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP7	1	0	220	150	189	0.0	8.3	1.2	11.0	
338	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP8	1	0	224	148	184	0.0	8.3	1.2	11.3	
338	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP9	0	0	221	144	184	0.0	8.4	1.2	11.4	
338	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP10	0	0	222	145	178	0.0	8.5	1.2	11.6	
338	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP11	0	0	211	147	170	0.0	8.5	1.2	11.4	
338	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP12	0	0	215	144	165	0.0	8.5	1.2	11.2	
338	337	Southbound Central Avenue South of Hillsborough Avenue	AM_TP1	0	0	50	0	0	0.0	4.7	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	AM_TP2	0	0	55	0	0	0.0	4.8	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	AM_TP3	0	0	61	0	0	0.0	5.0	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	AM_TP4	0	0	70	0	0	0.0	5.2	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	AM_TP5	1	0	62	0	0	0.0	5.2	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	AM_TP6	1	0	64	0	0	0.0	5.2	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	AM_TP7	1	0	73	0	0	0.0	5.3	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	AM_TP8	1	0	68	0	0	0.0	5.3	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	AM_TP9	0	0	61	0	0	0.0	5.3	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	AM_TP10	0	0	63	0	0	0.0	5.3	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	AM_TP11	0	0	67	0	0	0.0	5.3	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	AM_TP12	0	0	63	0	0	0.0	5.3	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	PM_TP1	0	0	60	0	0	0.0	5.2	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	PM_TP2	0	0	63	0	0	0.0	5.0	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	PM_TP3	0	0	66	0	0	0.0	5.4	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	PM_TP4	0	0	64	0	0	0.0	5.3	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	PM_TP5	1	0	66	0	0	0.0	5.4	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	PM_TP6	1	0	67	0	0	0.0	5.4	0.0	0.0	

Opening Year (2025) Build Alternative
 Movement Delays by Segment

UpNode	DownNode	Segment Location	TP	Peak Hour	Volume				Delay Per Vehicle (Control or Delay Travel for Unsignalized)			
					Left	Through	Right	Diagonal	Left	Through	Right	Diagonal
338	337	Southbound Central Avenue South of Hillsborough Avenue	PM_TP7	1	0	69	0	0	0.0	5.4	0.0	0.0
338	337	Southbound Central Avenue South of Hillsborough Avenue	PM_TP8	1	0	68	0	0	0.0	5.4	0.0	0.0
338	337	Southbound Central Avenue South of Hillsborough Avenue	PM_TP9	0	0	63	0	0	0.0	5.4	0.0	0.0
338	337	Southbound Central Avenue South of Hillsborough Avenue	PM_TP10	0	0	66	0	0	0.0	5.4	0.0	0.0
338	337	Southbound Central Avenue South of Hillsborough Avenue	PM_TP11	0	0	62	0	0	0.0	5.4	0.0	0.0
338	337	Southbound Central Avenue South of Hillsborough Avenue	PM_TP12	0	0	59	0	0	0.0	5.3	0.0	0.0
338	339	Northbound Central Avenue North of Hillsborough Avenue	AM_TP1	0	0	41	0	0	0.0	3.4	0.0	0.0
338	339	Northbound Central Avenue North of Hillsborough Avenue	AM_TP2	0	0	45	0	0	0.0	3.4	0.0	0.0
338	339	Northbound Central Avenue North of Hillsborough Avenue	AM_TP3	0	0	43	0	0	0.0	3.5	0.0	0.0
338	339	Northbound Central Avenue North of Hillsborough Avenue	AM_TP4	0	0	46	0	0	0.0	3.5	0.0	0.0
338	339	Northbound Central Avenue North of Hillsborough Avenue	AM_TP5	1	0	47	0	0	0.0	3.6	0.0	0.0
338	339	Northbound Central Avenue North of Hillsborough Avenue	AM_TP6	1	0	53	0	0	0.0	3.6	0.0	0.0
338	339	Northbound Central Avenue North of Hillsborough Avenue	AM_TP7	1	0	50	0	0	0.0	3.6	0.0	0.0
338	339	Northbound Central Avenue North of Hillsborough Avenue	AM_TP8	1	0	45	0	0	0.0	3.6	0.0	0.0
338	339	Northbound Central Avenue North of Hillsborough Avenue	AM_TP9	0	0	47	0	0	0.0	3.6	0.0	0.0
338	339	Northbound Central Avenue North of Hillsborough Avenue	AM_TP10	0	0	50	0	0	0.0	3.6	0.0	0.0
338	339	Northbound Central Avenue North of Hillsborough Avenue	AM_TP11	0	0	48	0	0	0.0	3.6	0.0	0.0
338	339	Northbound Central Avenue North of Hillsborough Avenue	AM_TP12	0	0	45	0	0	0.0	3.6	0.0	0.0
338	339	Northbound Central Avenue North of Hillsborough Avenue	PM_TP1	0	0	108	0	0	0.0	3.6	0.0	0.0
338	339	Northbound Central Avenue North of Hillsborough Avenue	PM_TP2	0	0	105	0	0	0.0	3.8	0.0	0.0
338	339	Northbound Central Avenue North of Hillsborough Avenue	PM_TP3	0	0	108	0	0	0.0	3.8	0.0	0.0
338	339	Northbound Central Avenue North of Hillsborough Avenue	PM_TP4	0	0	112	0	0	0.0	3.8	0.0	0.0
338	339	Northbound Central Avenue North of Hillsborough Avenue	PM_TP5	1	0	109	0	0	0.0	3.7	0.0	0.0
338	339	Northbound Central Avenue North of Hillsborough Avenue	PM_TP6	1	0	106	0	0	0.0	3.7	0.0	0.0
338	339	Northbound Central Avenue North of Hillsborough Avenue	PM_TP7	1	0	114	0	0	0.0	3.7	0.0	0.0
338	339	Northbound Central Avenue North of Hillsborough Avenue	PM_TP8	1	0	112	0	0	0.0	3.7	0.0	0.0
338	339	Northbound Central Avenue North of Hillsborough Avenue	PM_TP9	0	0	112	0	0	0.0	3.7	0.0	0.0
338	339	Northbound Central Avenue North of Hillsborough Avenue	PM_TP10	0	0	114	0	0	0.0	3.7	0.0	0.0
338	339	Northbound Central Avenue North of Hillsborough Avenue	PM_TP11	0	0	108	0	0	0.0	3.7	0.0	0.0
338	339	Northbound Central Avenue North of Hillsborough Avenue	PM_TP12	0	0	109	0	0	0.0	3.7	0.0	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	AM_TP1	0	20	29	7	0	70.3	62.1	46.4	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	AM_TP2	0	21	31	8	0	78.3	70.6	55.3	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	AM_TP3	0	22	32	9	0	93.8	78.1	62.0	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	AM_TP4	0	24	41	8	0	105.3	90.7	73.2	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	AM_TP5	1	24	34	8	0	124.9	108.8	89.7	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	AM_TP6	1	22	37	7	0	156.9	145.8	124.0	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	AM_TP7	1	22	40	8	0	192.7	188.3	163.7	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	AM_TP8	1	22	37	8	0	227.2	228.4	201.8	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	AM_TP9	0	24	35	8	0	268.0	260.9	238.1	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	AM_TP10	0	25	33	8	0	302.9	291.5	272.4	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	AM_TP11	0	24	37	8	0	332.4	318.0	300.0	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	AM_TP12	0	26	37	8	0	354.3	338.9	323.2	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	PM_TP1	0	21	30	10	0	63.2	49.7	44.5	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	PM_TP2	0	22	30	10	0	66.6	54.3	47.2	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	PM_TP3	0	21	32	10	0	71.1	57.4	50.8	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	PM_TP4	0	22	33	9	0	72.6	56.4	51.5	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	PM_TP5	1	22	31	10	0	75.6	57.8	51.9	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	PM_TP6	1	21	33	9	0	77.4	58.8	53.0	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	PM_TP7	1	20	35	10	0	78.1	58.2	52.4	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	PM_TP8	1	20	35	9	0	78.8	58.6	52.4	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	PM_TP9	0	20	31	9	0	82.5	60.0	53.1	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	PM_TP10	0	23	31	8	0	84.5	61.8	54.7	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	PM_TP11	0	22	31	9	0	85.1	62.0	55.3	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	PM_TP12	0	21	29	9	0	84.2	61.8	55.3	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	AM_TP1	0	53	29	232	0	50.3	48.4	30.5	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	AM_TP2	0	54	25	244	0	50.1	51.7	33.6	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	AM_TP3	0	62	22	243	0	50.1	51.7	36.7	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	AM_TP4	0	64	16	256	0	48.7	52.6	39.9	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	AM_TP5	1	64	19	263	0	48.5	52.7	43.2	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	AM_TP6	1	70	17	266	0	48.5	53.2	46.9	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	AM_TP7	1	67	17	264	0	47.9	53.5	48.8	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	AM_TP8	1	68	18	260	0	47.7	54.2	49.7	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	AM_TP9	0	65	17	259	0	47.9	54.6	50.0	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	AM_TP10	0	60	19	256	0	48.1	54.4	50.0	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	AM_TP11	0	60	19	255	0	48.1	54.0	50.1	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	AM_TP12	0	59	22	254	0	48.2	54.1	49.7	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	PM_TP1	0	102	11	149	0	63.3	105.0	51.7	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	PM_TP2	0	99	10	160	0	67.5	113.3	60.2	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	PM_TP3	0	105	12	151	0	71.1	119.1	62.9	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	PM_TP4	0	103	11	153	0	72.3	120.1	70.1	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	PM_TP5	1	106	10	157	0	73.6	124.0	76.4	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	PM_TP6	1	107	13	157	0	74.1	125.6	81.8	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	PM_TP7	1	104	11	157	0	75.1	128.4	85.6	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	PM_TP8	1	104	11	159	0	77.3	130.5	89.2	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	PM_TP9	0	102	12	156	0	78.6	132.0	93.5	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	PM_TP10	0	105	10	155	0	78.9	133.5	95.3	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	PM_TP11	0	105	10	150	0	78.8	133.5	94.2	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	PM_TP12	0	98	11	148	0	78.4	133.2	92.1	0.0

Appendix J

Design Year (2035) Operational Analysis

Design Year (2035) No-Build Alternative

Roadway Segment Measures of Effectiveness (MOEs)

Road	Location	UpNode	DownNode	Type	Count	Direction	Length (ft)	Lanes	Free Flow Speed (mph)	T _f	AM Peak Hour							
											Hourly Volumes (veh)				Link-Specific MOEs		Segment Averages	
											Demand	Simulated	Difference	% Vol Diff	Speed (mph)	LOS	Speed (mph)	LOS
Eastbound Hillsborough Avenue	West of Central Avenue	152	338	NETSIM	1	EB	729	2	35	3%	2,251	1,660	-591	-26.3%	6	F	6.0	F
Eastbound Hillsborough Avenue	Central Avenue to I-275 SB Ramps	338	6	NETSIM	2	EB	240	3	35	3%	2,349	1,635	-714	-30.4%	5	F	4.1	F
Eastbound Hillsborough Avenue	Central Avenue to I-275 SB Ramps	6	336	NETSIM	2	EB	117	3	35	3%	1,885	1,295	-590	-31.3%	3	F	4.1	F
Eastbound Hillsborough Avenue	I-275 SB Ramps to I-275 NB Off-Ramp	336	334	NETSIM	3	EB	323	3	35	3%	2,190	1,472	-718	-32.8%	8	F	8.0	F
Eastbound Hillsborough Avenue	I-275 NB Off-Ramp to I-275 NB On-Ramp	334	151	NETSIM	4	EB	300	4	35	3%	2,684	1,970	-714	-26.6%	6	F	6.0	F
Eastbound Hillsborough Avenue	I-275 NB On Ramp to Nebraska Avenue	151	332	NETSIM	5	EB	360	3	35	3%	2,224	1,671	-553	-24.9%	4	F	4.0	F
Eastbound Hillsborough Avenue	East of Nebraska Avenue	332	150	NETSIM	5	EB_Leave	591	3	35	3%	2,379	1,748	-631	-26.5%	31	B	31.0	B
Eastbound Hillsborough Avenue Total - Weighted Average																	9.3	F
Westbound Hillsborough Avenue	East of Nebraska Avenue	150	332	NETSIM	5	WB	591	3	35	3%	2,709	2,212	-497	-18.3%	9	F	9.0	F
Westbound Hillsborough Avenue	Nebraska Avenue to I-275 NB On Ramp	332	151	NETSIM	4	WB	360	3	35	3%	3,061	2,357	-704	-23.0%	14	F	14.0	F
Westbound Hillsborough Avenue	I-275 NB On-Ramp to I-275 NB Off-Ramp	151	334	NETSIM	3	WB	300	4	35	3%	2,416	1,738	-678	-28.1%	9	F	9.0	F
Westbound Hillsborough Avenue	I-275 NB Off-Ramp to I-275 SB Ramps	334	336	NETSIM	2	WB	323	3	35	3%	3,160	2,475	-685	-21.7%	6	F	6.0	F
Westbound Hillsborough Avenue	I-275 SB Ramps to Central Avenue	336	6	NETSIM	1	WB	117	3	35	3%	3,628	2,449	-1,179	-32.5%	9	F	8.0	F
Westbound Hillsborough Avenue	I-275 SB Ramps to Central Avenue	6	338	NETSIM	1	WB	240	3	35	3%	3,628	2,455	-1,173	-32.3%	7	F	8.0	F
Westbound Hillsborough Avenue	West of Central Avenue	338	152	NETSIM	1	WB_Leave	729	2	35	3%	3,368	1,940	-1,428	-42.4%	30	C	30.0	C
Westbound Hillsborough Avenue Total - Weighted Average																	11.6	F
Northbound Central Avenue	South of Hillsborough Avenue	337	338	NETSIM	1	NB	695	1	30	3%	164	23	-141	-86.0%	2	F	2.0	F
Northbound Central Avenue	North of Hillsborough Avenue	338	339	NETSIM	1	NB_Leave	654	1	30	3%	303	493	190	62.7%	30	C	30.0	C
Northbound Central Avenue Total - Weighted Average																	28.8	C
Southbound Central Avenue	North of Hillsborough Avenue	339	338	NETSIM	1	SB	654	1	30	3%	323	46	-277	-85.8%	2	F	2.0	F
Southbound Central Avenue	South of Hillsborough Avenue	338	337	NETSIM	1	SB_Leave	695	1	30	3%	346	108	-238	-68.8%	30	C	30.0	C
Southbound Central Avenue Total - Weighted Average																	21.6	D
I-275 Southbound Ramps	North of Hillsborough Avenue	340	336	NETSIM	2	SB	240	3	30	3%	1,944	701	-1,243	-63.9%	1	F	1.0	F
I-275 Southbound Ramps	Cherokee Avenue	1	340	NETSIM	100	SB	425	1	25	3%	450	245	-205	-45.6%	1	F	1.0	F
I-275 Southbound Ramps	North of Cherokee Avenue	13	340	NETSIM	101	SB	560	1	45	3%	1,444	463	-981	-67.9%	2	F	2.0	F
I-275 Southbound Ramps	South of Hillsborough Avenue	7	9	NETSIM	2	SB_Leave	717	2	30	3%	1,635	896	-739	-45.2%	28	C	28.0	C
I-275 Southbound Ramps Total - Weighted Average																	11.7	F
I-275 Loop Ramp	North of Hillsborough Avenue	11	334	NETSIM	3	SB	297	1	25	3%	744	743	-1	-0.1%	13	F	22.0	D
I-275 Loop Ramp	North of Hillsborough Avenue	10	11	NETSIM	3	SB	227	1	25	3%	744	744	0	0.0%	24	C	22.0	D
I-275 Loop Ramp	North of Hillsborough Avenue	15	10	NETSIM	3	SB	231	1	25	3%	744	744	0	0.0%	29	C	22.0	D
I-275 Loop Ramp Total - Weighted Average																	22.0	D
I-275 Northbound Off-Ramp	South of Hillsborough Avenue	3	334	NETSIM	3	NB	200	2	30	3%	494	494	0	0.0%	6	F	6.0	F
I-275 Northbound Off-Ramp	Taliaferro Avenue	4	3	NETSIM	102	NB	633	1	30	3%	4	81	77	1925.0%	27	C	27.0	C
I-275 Northbound Off-Ramp	South of Taliaferro Avenue	16	3	NETSIM	103	NB	707	1	45	3%	489	413	-76	-15.5%	48	A	48.0	A
I-275 Northbound Off-Ramp Total - Weighted Average																	25.3	C
I-275 Northbound On-Ramp	North of Hillsborough Avenue	151	2	NETSIM	4	NB_Leave	199	1	30	3%	1,105	929	-176	-15.9%	25	C	25.0	C
I-275 Northbound On-Ramp	Miami Avenue	2	5	NETSIM	104	NB_Leave	262	1	30	3%	15	10	-5	-33.3%	24	C	24.0	C
I-275 Northbound On-Ramp	North of Miami Avenue	2	12	NETSIM	105	NB_Leave	219	1	45	3%	1,089	919	-170	-15.6%	34	B	28.5	C
I-275 Northbound On-Ramp	North of Miami Avenue	12	14	NETSIM	105	NB_Leave	487	1	45	3%	1,089	920	-169	-15.5%	23	D	28.5	C
I-275 Northbound On-Ramp Total - Weighted Average																	27.3	C
Northbound Nebraska Avenue	South of Hillsborough Avenue	331	332	NETSIM	5	NB	587	2	35	3%	748	603	-145	-19.4%	6	F	6.0	F
Northbound Nebraska Avenue	North of Hillsborough Avenue	332	333	NETSIM	5	NB_Leave	713	2	35	3%	789	618	-171	-21.7%	34	B	34.0	B
Northbound Nebraska Avenue Total - Weighted Average																	20.2	D
Southbound Nebraska Avenue	North of Hillsborough Avenue	333	332	NETSIM	5	SB	713	2	35	3%	1,501	907	-594	-39.6%	3	F	3.0	F
Southbound Nebraska Avenue	South of Hillsborough Avenue	332	331	NETSIM	5	SB_Leave	587	2	35	3%	953	647	-306	-32.1%	35	B	35.0	B
Southbound Nebraska Avenue Total - Weighted Average																	16.3	E

Design Year (2035) No-Build Alternative

Roadway Segment Measures of Effectiveness (MOEs)

Road	Location	UpNode	DownNode	Type	Count	Direction	Length (ft)	Lanes	Free Flow Speed (mph)	T _f	PM Peak Hour							
											Hourly Volumes (veh)				Link-Specific MOEs		Segment Averages	
											Demand	Simulated	Difference	% Vol Diff	Speed (mph)	LOS	Speed (mph)	LOS
Eastbound Hillsborough Avenue	West of Central Avenue	152	338	NETSIM	1	EB	729	2	35	3%	2,339	1,407	-932	-39.8%	4	F	4.0	F
Eastbound Hillsborough Avenue	Central Avenue to I-275 SB Ramps	338	6	NETSIM	2	EB	240	3	35	3%	2,427	1,413	-1,014	-41.8%	5	F	4.2	F
Eastbound Hillsborough Avenue	Central Avenue to I-275 SB Ramps	6	336	NETSIM	2	EB	117	3	35	3%	1,784	951	-833	-46.7%	3	F	4.2	F
Eastbound Hillsborough Avenue	I-275 SB Ramps to I-275 NB Off-Ramp	336	334	NETSIM	3	EB	323	3	35	3%	2,235	1,250	-985	-44.1%	5	F	5.0	F
Eastbound Hillsborough Avenue	I-275 NB Off-Ramp to I-275 NB On-Ramp	334	151	NETSIM	4	EB	300	4	35	3%	3,034	2,049	-985	-32.5%	5	F	5.0	F
Eastbound Hillsborough Avenue	I-275 NB On Ramp to Nebraska Avenue	151	332	NETSIM	5	EB	360	3	35	3%	2,214	1,802	-412	-18.6%	3	F	3.0	F
Eastbound Hillsborough Avenue	East of Nebraska Avenue	332	150	NETSIM	5	EB_Leave	591	3	35	3%	2,251	1,841	-410	-18.2%	31	B	31.0	B
Eastbound Hillsborough Avenue Total - Weighted Average																	8.8	F
Westbound Hillsborough Avenue	East of Nebraska Avenue	150	332	NETSIM	5	WB	591	3	35	3%	2,918	2,426	-492	-16.9%	6	F	6.0	F
Westbound Hillsborough Avenue	Nebraska Avenue to I-275 NB On Ramp	332	151	NETSIM	4	WB	360	3	35	3%	3,086	2,556	-530	-17.2%	12	F	12.0	F
Westbound Hillsborough Avenue	I-275 NB On-Ramp to I-275 NB Off-Ramp	151	334	NETSIM	3	WB	300	4	35	3%	2,446	1,945	-501	-20.5%	8	F	8.0	F
Westbound Hillsborough Avenue	I-275 NB Off-Ramp to I-275 SB Ramps	334	336	NETSIM	2	WB	323	3	35	3%	3,431	2,930	-501	-14.6%	6	F	6.0	F
Westbound Hillsborough Avenue	I-275 SB Ramps to Central Avenue	336	6	NETSIM	1	WB	117	3	35	3%	3,592	2,980	-612	-17.0%	9	F	7.0	F
Westbound Hillsborough Avenue	I-275 SB Ramps to Central Avenue	6	338	NETSIM	1	WB	240	3	35	3%	3,592	2,983	-609	-17.0%	5	F	7.0	F
Westbound Hillsborough Avenue	West of Central Avenue	338	152	NETSIM	1	WB_Leave	729	2	35	3%	3,314	2,578	-736	-22.2%	29	C	29.0	C
Westbound Hillsborough Avenue Total - Weighted Average																	10.6	F
Northbound Central Avenue	South of Hillsborough Avenue	337	338	NETSIM	1	NB	695	1	30	3%	269	43	-226	-84.0%	1	F	1.0	F
Northbound Central Avenue	North of Hillsborough Avenue	338	339	NETSIM	1	NB_Leave	654	1	30	3%	470	363	-107	-22.8%	27	C	27.0	C
Northbound Central Avenue Total - Weighted Average																	24.2	C
Southbound Central Avenue	North of Hillsborough Avenue	339	338	NETSIM	1	SB	654	1	30	3%	278	71	-207	-74.5%	0	F	0.0	F
Southbound Central Avenue	South of Hillsborough Avenue	338	337	NETSIM	1	SB_Leave	695	1	30	3%	267	141	-126	-47.2%	27	C	27.0	C
Southbound Central Avenue Total - Weighted Average																	18.0	E
I-275 Southbound Ramps	North of Hillsborough Avenue	340	336	NETSIM	2	SB	240	3	30	3%	1,202	755	-447	-37.2%	1	F	1.0	F
I-275 Southbound Ramps	Cherokee Avenue	1	340	NETSIM	100	SB	425	1	25	3%	150	105	-45	-30.0%	2	F	2.0	F
I-275 Southbound Ramps	North of Cherokee Avenue	13	340	NETSIM	101	SB	560	1	45	3%	1,089	653	-436	-40.0%	3	F	3.0	F
I-275 Southbound Ramps	South of Hillsborough Avenue	7	9	NETSIM	2	SB_Leave	717	2	30	3%	1,233	867	-366	-29.7%	27	C	27.0	C
I-275 Southbound Ramps Total - Weighted Average																	11.1	F
I-275 Loop Ramp	North of Hillsborough Avenue	11	334	NETSIM	3	SB	297	1	25	3%	985	981	-4	-0.4%	9	F	17.7	E
I-275 Loop Ramp	North of Hillsborough Avenue	10	11	NETSIM	3	SB	227	1	25	3%	985	983	-2	-0.2%	17	E	17.7	E
I-275 Loop Ramp	North of Hillsborough Avenue	15	10	NETSIM	3	SB	231	1	25	3%	985	984	-1	-0.1%	27	C	17.7	E
I-275 Loop Ramp Total - Weighted Average																	17.7	E
I-275 Northbound Off-Ramp	South of Hillsborough Avenue	3	334	NETSIM	3	NB	200	2	30	3%	799	797	-2	-0.3%	5	F	5.0	F
I-275 Northbound Off-Ramp	Taliaferro Avenue	4	3	NETSIM	102	NB	633	1	30	3%	150	151	1	0.7%	24	C	24.0	C
I-275 Northbound Off-Ramp	South of Taliaferro Avenue	16	3	NETSIM	103	NB	707	1	45	3%	649	649	0	0.0%	44	A	44.0	A
I-275 Northbound Off-Ramp Total - Weighted Average																	22.6	D
I-275 Northbound On-Ramp	North of Hillsborough Avenue	151	2	NETSIM	4	NB_Leave	199	1	30	3%	1,460	861	-599	-41.0%	25	C	25.0	C
I-275 Northbound On-Ramp	Miami Avenue	2	5	NETSIM	104	NB_Leave	262	1	30	3%	15	8	-7	-46.7%	24	C	24.0	C
I-275 Northbound On-Ramp	North of Miami Avenue	2	12	NETSIM	105	NB_Leave	219	1	45	3%	1,444	852	-592	-41.0%	34	B	37.0	A
I-275 Northbound On-Ramp	North of Miami Avenue	12	14	NETSIM	105	NB_Leave	487	1	45	3%	1,444	852	-592	-41.0%	40	A	37.0	A
I-275 Northbound On-Ramp Total - Weighted Average																	32.9	B
Northbound Nebraska Avenue	South of Hillsborough Avenue	331	332	NETSIM	5	NB	587	2	35	3%	1,062	1,060	-2	-0.2%	7	F	7.0	F
Northbound Nebraska Avenue	North of Hillsborough Avenue	332	333	NETSIM	5	NB_Leave	713	2	35	3%	1,233	1,051	-182	-14.8%	30	C	30.0	C
Northbound Nebraska Avenue Total - Weighted Average																	18.5	D
Southbound Nebraska Avenue	North of Hillsborough Avenue	333	332	NETSIM	5	SB	713	2	35	3%	1,082	696	-386	-35.7%	2	F	2.0	F
Southbound Nebraska Avenue	South of Hillsborough Avenue	332	331	NETSIM	5	SB_Leave	587	2	35	3%	706	534	-172	-24.4%	31	B	31.0	B
Southbound Nebraska Avenue Total - Weighted Average																	14.6	E

Design Year (2035) No-Build Alternative
 Intersection Measures of Effectiveness (MOEs)

Intersection	Approach	Lane	Description	Up Node	Down Node	Link Length (ft)	AM Peak Hour					PM Peak Hour					
							Average Vehicle Queue Length (ft)	Maximum Vehicle Queue Length (ft)	Average Vehicle Queue in Lane Group (ft)	Maximum Vehicle Queue in Lane Group (ft)	Queue Spillback First Link	Average Vehicle Queue Length (ft)	Maximum Vehicle Queue Length (ft)	Average Vehicle Queue in Lane Group (ft)	Maximum Vehicle Queue in Lane Group (ft)	Queue Spillback First Link	
Central Avenue	Eastbound	1	EBT	152	338	730	1,253	2,225	1,253	2,225	Yes		1,148	2,050	2,148	2,450	Yes
Central Avenue	Eastbound	2	EBT	152	338	730	876	2,200	1,253	2,225	Yes		2,148	2,450	2,148	2,450	Yes
Central Avenue	Eastbound	3	N/A	152	338	730	0	0	0	0	No		0	0	0	0	No
Central Avenue	Eastbound	4	N/A	152	338	730	0	0	0	0	No		0	0	0	0	No
Central Avenue	Eastbound	5	N/A	152	338	730	0	0	0	0	No		0	0	0	0	No
Central Avenue	Eastbound	6	N/A	152	338	730	0	0	0	0	No		0	0	0	0	No
Central Avenue	Eastbound	7	EBL	152	338	730	26	125	26	125	No		16	100	16	100	No
Central Avenue	Eastbound	8	N/A	152	338	730	0	0	0	0	No		0	0	0	0	No
Central Avenue	Eastbound	9	N/A	152	338	730	0	0	0	0	No		0	0	0	0	No
Central Avenue	Westbound	1	WBR	6	338	240	3	125	3	125	No		25	300	25	300	Yes
Central Avenue	Westbound	2	WBT	6	338	240	54	300	83	300	Yes		126	325	134	325	Yes
Central Avenue	Westbound	3	WBT	6	338	240	83	300	83	300	Yes		134	300	134	325	Yes
Central Avenue	Westbound	4	N/A	6	338	240	0	0	0	0	No		0	0	0	0	No
Central Avenue	Westbound	5	N/A	6	338	240	0	0	0	0	No		0	0	0	0	No
Central Avenue	Westbound	6	N/A	6	338	240	0	0	0	0	No		0	0	0	0	No
Central Avenue	Westbound	7	WBL	6	338	240	190	325	190	325	Yes		256	325	256	325	Yes
Central Avenue	Westbound	8	N/A	6	338	240	0	0	0	0	No		0	0	0	0	No
Central Avenue	Westbound	9	N/A	6	338	240	0	0	0	0	No		0	0	0	0	No
Central Avenue	Westbound	1	W_Upstream	336	6	115	1	50	25	150	Yes		5	150	24	150	Yes
Central Avenue	Westbound	2	W_Upstream	336	6	115	25	150	25	150	Yes		24	150	24	150	Yes
Central Avenue	Westbound	4	N/A	336	6	115	0	0	0	0	No		0	0	0	0	No
Central Avenue	Westbound	5	N/A	336	6	115	0	0	0	0	No		0	0	0	0	No
Central Avenue	Westbound	6	N/A	336	6	115	0	0	0	0	No		0	0	0	0	No
Central Avenue	Westbound	7	N/A	336	6	115	0	0	0	0	No		0	0	0	0	No
Central Avenue	Westbound	8	N/A	336	6	115	0	0	0	0	No		0	0	0	0	No
Central Avenue	Westbound	9	N/A	336	6	115	0	0	0	0	No		0	0	0	0	No
Central Avenue	Northbound	1	NBT	337	338	695	974	1,775	974	1,775	Yes		1,557	1,775	1,557	1,775	Yes
Central Avenue	Northbound	2	N/A	337	338	695	0	0	0	0	No		0	0	0	0	No
Central Avenue	Northbound	3	N/A	337	338	695	0	0	0	0	No		0	0	0	0	No
Central Avenue	Northbound	4	N/A	337	338	695	0	0	0	0	No		0	0	0	0	No
Central Avenue	Northbound	5	N/A	337	338	695	0	0	0	0	No		0	0	0	0	No
Central Avenue	Northbound	6	N/A	337	338	695	0	0	0	0	No		0	0	0	0	No
Central Avenue	Northbound	7	NBL	337	338	695	11	75	11	75	No		4	50	4	50	No
Central Avenue	Northbound	8	N/A	337	338	695	0	0	0	0	No		0	0	0	0	No
Central Avenue	Northbound	9	N/A	337	338	695	0	0	0	0	No		0	0	0	0	No
Central Avenue	Southbound	1	SBT	339	338	655	828	1,400	828	1,400	Yes		1,160	1,400	1,160	1,400	Yes
Central Avenue	Southbound	2	N/A	339	338	655	0	0	0	0	No		0	0	0	0	No
Central Avenue	Southbound	3	N/A	339	338	655	0	0	0	0	No		0	0	0	0	No
Central Avenue	Southbound	4	N/A	339	338	655	0	0	0	0	No		0	0	0	0	No
Central Avenue	Southbound	5	N/A	339	338	655	0	0	0	0	No		0	0	0	0	No
Central Avenue	Southbound	6	N/A	339	338	655	0	0	0	0	No		0	0	0	0	No
Central Avenue	Southbound	7	SBL	339	338	655	114	150	114	150	No		143	175	143	175	No
Central Avenue	Southbound	8	N/A	339	338	655	0	0	0	0	No		0	0	0	0	No
Central Avenue	Southbound	9	N/A	339	338	655	0	0	0	0	No		0	0	0	0	No
Southbound I-275 Ramp Terminal	Eastbound	1	EBT	6	336	115	51	150	53	150	Yes		8	125	11	125	Yes
Southbound I-275 Ramp Terminal	Eastbound	2	EBT	6	336	115	53	150	53	150	Yes		11	125	11	125	Yes
Southbound I-275 Ramp Terminal	Eastbound	1	EBR	338	6	240	65	275	65	275	Yes		1	100	1	100	No

Design Year (2035) No-Build Alternative
 Intersection Measures of Effectiveness (MOEs)

Intersection	Approach	Lane	Description	Up Node	Down Node	Link Length (ft)	AM Peak Hour					PM Peak Hour				
							Average Vehicle Queue Length (ft)	Maximum Vehicle Queue Length (ft)	Average Vehicle Queue in Lane Group (ft)	Maximum Vehicle Queue in Lane Group (ft)	Queue Spillback First Link	Average Vehicle Queue Length (ft)	Maximum Vehicle Queue Length (ft)	Average Vehicle Queue in Lane Group (ft)	Maximum Vehicle Queue in Lane Group (ft)	Queue Spillback First Link
Southbound I-275 Ramp Terminal	Eastbound	4	N/A	6	336	115	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Eastbound	5	N/A	6	336	115	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Eastbound	6	N/A	6	336	115	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Eastbound	7	N/A	6	336	115	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Eastbound	8	N/A	6	336	115	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Eastbound	9	N/A	6	336	115	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Eastbound	1	E_Upstream	338	6	240	65	275	157	300	Yes	1	100	238	300	Yes
Southbound I-275 Ramp Terminal	Eastbound	2	E_Upstream	338	6	240	60	275	157	300	Yes	1	100	238	300	Yes
Southbound I-275 Ramp Terminal	Eastbound	3	E_Upstream	338	6	240	157	300	157	300	Yes	238	300	238	300	Yes
Southbound I-275 Ramp Terminal	Eastbound	4	N/A	338	6	240	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Eastbound	5	N/A	338	6	240	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Eastbound	6	N/A	338	6	240	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Eastbound	7	N/A	338	6	240	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Eastbound	8	N/A	338	6	240	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Eastbound	9	N/A	338	6	240	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Westbound	1	WBT	334	336	414	99	375	128	400	Yes	123	400	178	400	Yes
Southbound I-275 Ramp Terminal	Westbound	2	WBT	334	336	414	128	400	128	400	Yes	178	400	178	400	Yes
Southbound I-275 Ramp Terminal	Westbound	3	WBL	334	336	414	132	400	165	425	Yes	194	400	194	400	Yes
Southbound I-275 Ramp Terminal	Westbound	4	WBL	334	336	414	165	425	165	425	Yes	25	225	194	400	Yes
Southbound I-275 Ramp Terminal	Westbound	5	N/A	334	336	414	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Westbound	6	N/A	334	336	414	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Westbound	7	N/A	334	336	414	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Westbound	8	N/A	334	336	414	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Westbound	9	N/A	334	336	414	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Southbound	1	SBR	340	336	240	264	325	264	325	Yes	214	325	214	325	Yes
Southbound I-275 Ramp Terminal	Southbound	2	SBTL	340	336	240	168	300	168	300	Yes	106	275	106	275	Yes
Southbound I-275 Ramp Terminal	Southbound	3	SBL	340	336	240	140	300	140	300	Yes	200	300	200	300	Yes
Southbound I-275 Ramp Terminal	Southbound	4	N/A	340	336	240	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Southbound	5	N/A	340	336	240	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Southbound	6	N/A	340	336	240	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Southbound	7	N/A	340	336	240	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Southbound	8	N/A	340	336	240	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Southbound	9	N/A	340	336	240	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Southbound	1	S_Upstream	13	340	366	534	650	534	650	Yes	452	650	452	650	Yes
Southbound I-275 Ramp Terminal	Southbound	2	N/A	13	340	366	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Southbound	3	N/A	13	340	366	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Southbound	4	N/A	13	340	366	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Southbound	5	N/A	13	340	366	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Southbound	6	N/A	13	340	366	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Southbound	7	N/A	13	340	366	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Southbound	8	N/A	13	340	366	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Southbound	9	N/A	13	340	366	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	1	NBR	3	334	200	16	125	31	175	No	43	175	69	225	Yes
Northbound I-275 NB Off-Ramp Terminal	Northbound	2	NBR	3	334	200	31	175	31	175	No	69	225	69	225	Yes
Northbound I-275 NB Off-Ramp Terminal	Northbound	3	N/A	3	334	200	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	4	N/A	3	334	200	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	5	N/A	3	334	200	0	0	0	0	No	0	0	0	0	No

Design Year (2035) No-Build Alternative
 Intersection Measures of Effectiveness (MOEs)

Intersection	Approach	Lane	Description	Up Node	Down Node	Link Length (ft)	AM Peak Hour					PM Peak Hour				
							Average Vehicle Queue Length (ft)	Maximum Vehicle Queue Length (ft)	Average Vehicle Queue in Lane Group (ft)	Maximum Vehicle Queue in Lane Group (ft)	Queue Spillback First Link	Average Vehicle Queue Length (ft)	Maximum Vehicle Queue Length (ft)	Average Vehicle Queue in Lane Group (ft)	Maximum Vehicle Queue in Lane Group (ft)	Queue Spillback First Link
Northbound I-275 NB Off-Ramp Terminal	Northbound	6	N/A	3	334	200	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	7	N/A	3	334	200	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	8	N/A	3	334	200	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	9	N/A	3	334	200	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	1	N.Upstream	16	3	710	0	0	0	0	No	2	75	2	75	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	2	N/A	16	3	710	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	3	N/A	16	3	710	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	4	N/A	16	3	710	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	5	N/A	16	3	710	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	6	N/A	16	3	710	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	7	N/A	16	3	710	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	8	N/A	16	3	710	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	9	N/A	16	3	710	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Westbound	1	WBT	151	334	690	76	375	81	375	No	103	375	112	375	No
Northbound I-275 NB Off-Ramp Terminal	Westbound	2	WBT	151	334	690	81	375	81	375	No	112	375	112	375	No
Southbound I-275 Ramp Terminal	Westbound	3	WBL	151	334	690	21	250	165	425	No	2	75	194	400	No
Northbound I-275 NB Off-Ramp Terminal	Westbound	4	N/A	151	334	690	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Westbound	1	WBT	151	334	690	76	375	128	400	No	103	375	178	400	No
Southbound I-275 Ramp Terminal	Westbound	2	WBT	151	334	690	81	375	128	400	No	112	375	178	400	No
Northbound I-275 NB Off-Ramp Terminal	Westbound	7	WBT	151	334	690	0	0	81	375	No	0	0	112	375	No
Northbound I-275 NB Off-Ramp Terminal	Westbound	8	N/A	151	334	690	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Westbound	9	N/A	151	334	690	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Eastbound	1	EBT	336	334	233	0	0	152	375	Yes	0	0	237	375	Yes
Northbound I-275 NB Off-Ramp Terminal	Eastbound	2	EBT	336	334	233	0	25	152	375	Yes	0	50	237	375	Yes
Northbound I-275 NB Off-Ramp Terminal	Eastbound	3	EBT	336	334	233	152	375	152	375	Yes	237	375	237	375	Yes
Northbound I-275 NB Off-Ramp Terminal	Eastbound	4	N/A	336	334	233	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Eastbound	5	N/A	336	334	233	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Eastbound	6	N/A	336	334	233	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Eastbound	7	EBL	336	334	233	45	75	308	400	Yes	58	75	349	425	Yes
Northbound I-275 NB Off-Ramp Terminal	Eastbound	8	N/A	336	334	233	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Eastbound	9	N/A	336	334	233	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Eastbound	1	EBT	334	151	300	6	150	8	150	No	43	300	48	300	Yes
Northbound I-275 On-Ramp Terminal	Eastbound	2	EBT	334	151	300	8	150	8	150	No	48	300	48	300	Yes
Northbound I-275 On-Ramp Terminal	Eastbound	3	EBL	334	151	300	15	125	308	400	Yes	70	300	349	425	Yes
Northbound I-275 On-Ramp Terminal	Eastbound	4	EBL	334	151	300	308	400	308	400	Yes	349	425	349	425	Yes
Northbound I-275 On-Ramp Terminal	Eastbound	5	N/A	334	151	300	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Eastbound	6	N/A	334	151	300	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Eastbound	7	N/A	334	151	300	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Eastbound	8	N/A	334	151	300	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Eastbound	9	N/A	334	151	300	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Southbound	1	SBR	11	334	295	24	325	24	325	Yes	54	350	54	350	Yes
Northbound I-275 NB Off-Ramp Terminal	Southbound	2	SBR	11	334	295	0	0	24	325	Yes	0	0	54	350	Yes
Northbound I-275 NB Off-Ramp Terminal	Southbound	3	N/A	11	334	295	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Southbound	4	N/A	11	334	295	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Southbound	5	N/A	11	334	295	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Southbound	6	N/A	11	334	295	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Southbound	7	N/A	11	334	295	0	0	0	0	No	0	0	0	0	No

Design Year (2035) No-Build Alternative
 Intersection Measures of Effectiveness (MOEs)

Intersection	Approach	Lane	Description	Up Node	Down Node	Link Length (ft)	AM Peak Hour					PM Peak Hour				
							Average Vehicle Queue Length (ft)	Maximum Vehicle Queue Length (ft)	Average Vehicle Queue in Lane Group (ft)	Maximum Vehicle Queue in Lane Group (ft)	Queue Spillback First Link	Average Vehicle Queue Length (ft)	Maximum Vehicle Queue Length (ft)	Average Vehicle Queue in Lane Group (ft)	Maximum Vehicle Queue in Lane Group (ft)	Queue Spillback First Link
Northbound I-275 NB Off-Ramp Terminal	Southbound	8	N/A	11	334	295	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Southbound	9	N/A	11	334	295	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Southbound	1	S_Upstream	10	11	225	0	25	0	25	No	9	225	9	225	Yes
Northbound I-275 NB Off-Ramp Terminal	Southbound	2	S_Upstream	10	11	225	0	0	0	25	No	0	0	9	225	Yes
Northbound I-275 NB Off-Ramp Terminal	Southbound	3	N/A	10	11	225	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Southbound	4	N/A	10	11	225	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Southbound	5	N/A	10	11	225	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Southbound	6	N/A	10	11	225	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Southbound	7	N/A	10	11	225	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Southbound	8	N/A	10	11	225	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Southbound	9	N/A	10	11	225	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Southbound	1	S_Upstream	15	10	230	0	0	0	0	No	1	100	1	100	No
Northbound I-275 NB Off-Ramp Terminal	Southbound	2	N/A	15	10	230	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Southbound	3	N/A	15	10	230	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Southbound	4	N/A	15	10	230	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Southbound	5	N/A	15	10	230	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Southbound	6	N/A	15	10	230	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Southbound	7	N/A	15	10	230	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Southbound	8	N/A	15	10	230	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Southbound	9	N/A	15	10	230	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Westbound	1	WBR	332	151	360	6	250	6	250	No	7	225	7	225	No
Northbound I-275 On-Ramp Terminal	Westbound	2	WBT	332	151	360	61	400	61	400	Yes	86	400	86	400	Yes
Northbound I-275 On-Ramp Terminal	Westbound	3	WBT	332	151	360	45	400	61	400	Yes	66	400	86	400	Yes
Northbound I-275 On-Ramp Terminal	Westbound	4	N/A	332	151	360	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Westbound	5	N/A	332	151	360	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Westbound	6	N/A	332	151	360	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Westbound	7	N/A	332	151	360	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Westbound	8	N/A	332	151	360	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Westbound	9	N/A	332	151	360	0	0	0	0	No	0	0	0	0	No
Nebraska Avenue	Eastbound	1	EBT	151	332	360	130	425	265	475	Yes	154	425	341	450	Yes
Nebraska Avenue	Eastbound	2	EBT	151	332	360	131	450	265	475	Yes	159	450	341	450	Yes
Nebraska Avenue	Eastbound	3	EBT	151	332	360	265	475	265	475	Yes	341	450	341	450	Yes
Nebraska Avenue	Eastbound	4	N/A	151	332	360	0	0	0	0	No	0	0	0	0	No
Nebraska Avenue	Eastbound	5	N/A	151	332	360	0	0	0	0	No	0	0	0	0	No
Nebraska Avenue	Eastbound	6	EBR	151	332	360	0	0	0	0	No	0	0	0	0	No
Nebraska Avenue	Eastbound	7	EBL	151	332	360	130	175	130	175	No	149	175	149	175	No
Nebraska Avenue	Eastbound	8	N/A	151	332	360	0	0	0	0	No	0	0	0	0	No
Nebraska Avenue	Eastbound	9	N/A	151	332	360	0	0	0	0	No	0	0	0	0	No
Nebraska Avenue	Northbound	1	NBT	331	332	585	208	950	498	1,625	Yes	233	675	309	875	Yes
Nebraska Avenue	Northbound	2	NBT	331	332	585	498	1,625	498	1,625	Yes	309	875	309	875	Yes
Nebraska Avenue	Northbound	3	N/A	331	332	585	0	0	0	0	No	0	0	0	0	No
Nebraska Avenue	Northbound	4	N/A	331	332	585	0	0	0	0	No	0	0	0	0	No
Nebraska Avenue	Northbound	5	N/A	331	332	585	0	0	0	0	No	0	0	0	0	No
Nebraska Avenue	Northbound	6	N/A	331	332	585	0	0	0	0	No	0	0	0	0	No
Nebraska Avenue	Northbound	7	NBL	331	332	585	281	425	281	425	No	258	450	258	450	No
Nebraska Avenue	Northbound	8	N/A	331	332	585	0	0	0	0	No	0	0	0	0	No
Nebraska Avenue	Northbound	9	N/A	331	332	585	0	0	0	0	No	0	0	0	0	No

Design Year (2035) No-Build Alternative
 Intersection Measures of Effectiveness (MOEs)

Intersection	Approach	Lane	Description	Up Node	Down Node	Link Length (ft)	AM Peak Hour					PM Peak Hour					
							Average Vehicle Queue Length (ft)	Maximum Vehicle Queue Length (ft)	Average Vehicle Queue in Lane Group (ft)	Maximum Vehicle Queue in Lane Group (ft)	Queue Spillback First Link	Average Vehicle Queue Length (ft)	Maximum Vehicle Queue Length (ft)	Average Vehicle Queue in Lane Group (ft)	Maximum Vehicle Queue in Lane Group (ft)	Queue Spillback First Link	
Nebraska Avenue	Westbound	1	WBT	150	332	590	651	2,250	696	2,300	Yes		1,218	2,375	1,358	2,475	Yes
Nebraska Avenue	Westbound	2	WBT	150	332	590	696	2,300	696	2,300	Yes		1,358	2,475	1,358	2,475	Yes
Nebraska Avenue	Westbound	3	WBT	150	332	590	618	2,300	696	2,300	Yes		1,233	2,425	1,358	2,475	Yes
Nebraska Avenue	Westbound	4	N/A	150	332	590	0	0	0	0	No		0	0	0	0	No
Nebraska Avenue	Westbound	5	N/A	150	332	590	0	0	0	0	No		0	0	0	0	No
Nebraska Avenue	Westbound	6	WBR	150	332	590	0	0	0	0	No		0	0	0	0	No
Nebraska Avenue	Westbound	7	WBL	150	332	590	145	425	145	425	No		41	250	41	250	No
Nebraska Avenue	Westbound	8	N/A	150	332	590	0	0	0	0	No		0	0	0	0	No
Nebraska Avenue	Westbound	9	N/A	150	332	590	0	0	0	0	No		0	0	0	0	No
Nebraska Avenue	Southbound	1	SBT	333	332	715	795	1,400	947	1,450	Yes		773	1,425	1,065	1,475	Yes
Nebraska Avenue	Southbound	2	SBT	333	332	715	947	1,450	947	1,450	Yes		1,065	1,475	1,065	1,475	Yes
Nebraska Avenue	Southbound	3	N/A	333	332	715	0	0	0	0	No		0	0	0	0	No
Nebraska Avenue	Southbound	4	N/A	333	332	715	0	0	0	0	No		0	0	0	0	No
Nebraska Avenue	Southbound	5	N/A	333	332	715	0	0	0	0	No		0	0	0	0	No
Nebraska Avenue	Southbound	6	N/A	333	332	715	0	0	0	0	No		0	0	0	0	No
Nebraska Avenue	Southbound	7	SBL	333	332	715	395	500	395	500	No		465	550	465	550	No
Nebraska Avenue	Southbound	8	N/A	333	332	715	0	0	0	0	No		0	0	0	0	No
Nebraska Avenue	Southbound	9	N/A	333	332	715	0	0	0	0	No		0	0	0	0	No

Design Year (2035) No-Build Alternative**Movement Delays by Segment**

Intersection	Approach	Control Type	Left		Through		Right		Movement Designation		
			Up Node	Down Node	Up Node	Down Node	Up Node	Down Node	L	T	R
Central Avenue	Eastbound	Signalized	152	338	152	338	152	338	L	TDR	0
Central Avenue	Westbound	Signalized	6	338	6	338	6	338	L	T	R
Central Avenue	Northbound	Signalized	337	338	337	338	337	338	L	TR	0
Central Avenue	Southbound	Signalized	339	338	339	338	339	338	L	TR	0
Southbound I-275 Ramp Terminal	Eastbound	Signalized	6	336	6	336	338	6	L	TD	R
Southbound I-275 Ramp Terminal	Westbound	Signalized	334	336	334	336	334	336	L	TR	0
Southbound I-275 Ramp Terminal	Southbound	Signalized	340	336	340	336	340	336	L	T	R
Northbound I-275 NB Off-Ramp Terminal	Eastbound	Stop Control	336	334	336	334	336	334	0	LT	R
Northbound I-275 NB Off-Ramp Terminal	Westbound	Stop Control	151	334	151	334	151	334	0	LT	R
Northbound I-275 NB Off-Ramp Terminal	Northbound	Stop Control	3	334	3	334	3	334	L	T	R
Northbound I-275 NB Off-Ramp Terminal	Southbound	Stop Control	11	334	11	334	11	334	L	T	R
Northbound I-275 On-Ramp Terminal	Eastbound	Stop Control	334	151	334	151	334	151	L	T	R
Northbound I-275 On-Ramp Terminal	Westbound	Stop Control	332	151	332	151	332	151	L	T	DR
Nebraska Avenue	Eastbound	Signalized	151	332	151	332	151	332	L	TR	0
Nebraska Avenue	Westbound	Signalized	150	332	150	332	150	332	L	TR	0
Nebraska Avenue	Northbound	Signalized	331	332	331	332	331	332	L	TR	0
Nebraska Avenue	Southbound	Signalized	333	332	333	332	333	332	L	TR	0

Design Year (2035) No-Build Alternative
 Movement Delays by Segment

UpNode	DownNode	Segment Location	TP	Peak Hour	Volume				Delay Per Vehicle (Control or Delay Travel for Unsignalized)			
					Left	Through	Right	Diagonal	Left	Through	Right	Diagonal
1	340	I-275 Southbound Ramps Cherokee Avenue	AM_TP1	0	0	0	0	70	0.0	0.0	0.0	40.4
1	340	I-275 Southbound Ramps Cherokee Avenue	AM_TP2	0	0	0	0	73	0.0	0.0	0.0	63.2
1	340	I-275 Southbound Ramps Cherokee Avenue	AM_TP3	0	0	0	0	68	0.0	0.0	0.0	69.9
1	340	I-275 Southbound Ramps Cherokee Avenue	AM_TP4	0	0	0	0	70	0.0	0.0	0.0	79.6
1	340	I-275 Southbound Ramps Cherokee Avenue	AM_TP5	1	0	0	0	61	0.0	0.0	0.0	76.7
1	340	I-275 Southbound Ramps Cherokee Avenue	AM_TP6	1	0	0	0	57	0.0	0.0	0.0	82.8
1	340	I-275 Southbound Ramps Cherokee Avenue	AM_TP7	1	0	0	0	64	0.0	0.0	0.0	87.7
1	340	I-275 Southbound Ramps Cherokee Avenue	AM_TP8	1	0	0	0	63	0.0	0.0	0.0	93.4
1	340	I-275 Southbound Ramps Cherokee Avenue	AM_TP9	0	0	0	0	61	0.0	0.0	0.0	94.9
1	340	I-275 Southbound Ramps Cherokee Avenue	AM_TP10	0	0	0	0	55	0.0	0.0	0.0	99.3
1	340	I-275 Southbound Ramps Cherokee Avenue	AM_TP11	0	0	0	0	72	0.0	0.0	0.0	99.1
1	340	I-275 Southbound Ramps Cherokee Avenue	AM_TP12	0	0	0	0	58	0.0	0.0	0.0	104.1
1	340	I-275 Southbound Ramps Cherokee Avenue	PM_TP1	0	0	0	0	21	0.0	0.0	0.0	84.5
1	340	I-275 Southbound Ramps Cherokee Avenue	PM_TP2	0	0	0	0	26	0.0	0.0	0.0	138.0
1	340	I-275 Southbound Ramps Cherokee Avenue	PM_TP3	0	0	0	0	23	0.0	0.0	0.0	193.7
1	340	I-275 Southbound Ramps Cherokee Avenue	PM_TP4	0	0	0	0	27	0.0	0.0	0.0	222.1
1	340	I-275 Southbound Ramps Cherokee Avenue	PM_TP5	1	0	0	0	25	0.0	0.0	0.0	238.0
1	340	I-275 Southbound Ramps Cherokee Avenue	PM_TP6	1	0	0	0	26	0.0	0.0	0.0	247.1
1	340	I-275 Southbound Ramps Cherokee Avenue	PM_TP7	1	0	0	0	30	0.0	0.0	0.0	252.3
1	340	I-275 Southbound Ramps Cherokee Avenue	PM_TP8	1	0	0	0	25	0.0	0.0	0.0	262.9
1	340	I-275 Southbound Ramps Cherokee Avenue	PM_TP9	0	0	0	0	32	0.0	0.0	0.0	276.9
1	340	I-275 Southbound Ramps Cherokee Avenue	PM_TP10	0	0	0	0	26	0.0	0.0	0.0	285.0
1	340	I-275 Southbound Ramps Cherokee Avenue	PM_TP11	0	0	0	0	27	0.0	0.0	0.0	288.3
1	340	I-275 Southbound Ramps Cherokee Avenue	PM_TP12	0	0	0	0	29	0.0	0.0	0.0	285.0
2	5	I-275 Northbound On-Ramp Miami Avenue	AM_TP1	0	0	2	0	0	0.0	1.3	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	AM_TP2	0	0	2	0	0	0.0	1.5	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	AM_TP3	0	0	2	0	0	0.0	1.4	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	AM_TP4	0	0	2	0	0	0.0	1.5	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	AM_TP5	1	0	3	0	0	0.0	1.5	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	AM_TP6	1	0	3	0	0	0.0	1.5	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	AM_TP7	1	0	2	0	0	0.0	1.5	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	AM_TP8	1	0	2	0	0	0.0	1.5	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	AM_TP9	0	0	2	0	0	0.0	1.5	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	AM_TP10	0	0	3	0	0	0.0	1.5	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	AM_TP11	0	0	2	0	0	0.0	1.5	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	AM_TP12	0	0	2	0	0	0.0	1.5	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	PM_TP1	0	0	2	0	0	0.0	1.4	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	PM_TP2	0	0	2	0	0	0.0	1.7	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	PM_TP3	0	0	2	0	0	0.0	1.5	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	PM_TP4	0	0	2	0	0	0.0	1.5	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	PM_TP5	1	0	2	0	0	0.0	1.6	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	PM_TP6	1	0	2	0	0	0.0	1.5	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	PM_TP7	1	0	1	0	0	0.0	1.5	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	PM_TP8	1	0	2	0	0	0.0	1.5	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	PM_TP9	0	0	1	0	0	0.0	1.5	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	PM_TP10	0	0	2	0	0	0.0	1.5	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	PM_TP11	0	0	2	0	0	0.0	1.5	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	PM_TP12	0	0	3	0	0	0.0	1.4	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP1	0	0	193	0	0	0.0	1.1	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP2	0	0	204	0	0	0.0	1.1	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP3	0	0	213	0	0	0.0	1.1	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP4	0	0	219	0	0	0.0	1.1	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP5	1	0	229	0	0	0.0	1.1	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP6	1	0	227	0	0	0.0	1.1	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP7	1	0	233	0	0	0.0	1.1	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP8	1	0	230	0	0	0.0	1.1	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP9	0	0	236	0	0	0.0	1.1	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP10	0	0	223	0	0	0.0	1.1	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP11	0	0	229	0	0	0.0	1.1	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP12	0	0	227	0	0	0.0	1.1	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP1	0	0	221	0	0	0.0	1.2	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP2	0	0	217	0	0	0.0	1.1	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP3	0	0	207	0	0	0.0	1.1	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP4	0	0	215	0	0	0.0	1.1	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP5	1	0	219	0	0	0.0	1.1	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP6	1	0	211	0	0	0.0	1.1	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP7	1	0	209	0	0	0.0	1.1	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP8	1	0	213	0	0	0.0	1.1	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP9	0	0	217	0	0	0.0	1.1	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP10	0	0	206	0	0	0.0	1.1	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP11	0	0	213	0	0	0.0	1.1	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP12	0	0	222	0	0	0.0	1.1	0.0	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	AM_TP1	0	0	0	88	0	0.0	0.0	9.9	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	AM_TP2	0	0	0	99	0	0.0	0.0	11.8	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	AM_TP3	0	0	0	110	0	0.0	0.0	12.8	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	AM_TP4	0	0	0	117	0	0.0	0.0	13.2	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	AM_TP5	1	0	0	123	0	0.0	0.0	13.9	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	AM_TP6	1	0	0	127	0	0.0	0.0	14.6	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	AM_TP7	1	0	0	124	0	0.0	0.0	15.2	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	AM_TP8	1	0	0	120	0	0.0	0.0	15.1	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	AM_TP9	0	0	0	116	0	0.0	0.0	15.1	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	AM_TP10	0	0	0	115	0	0.0	0.0	15.2	0.0

Design Year (2035) No-Build Alternative
 Movement Delays by Segment

UpNode	DownNode	Segment Location	TP	Peak Hour	Volume				Delay Per Vehicle (Control or Delay Travel for Unsignalized)			
					Left	Through	Right	Diagonal	Left	Through	Right	Diagonal
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	AM_TP11	0	0	0	111	0	0.0	0.0	15.2	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	AM_TP12	0	0	0	102	0	0.0	0.0	15.1	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	PM_TP1	0	0	0	193	0	0.0	0.0	18.8	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	PM_TP2	0	0	0	197	0	0.0	0.0	18.9	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	PM_TP3	0	0	0	198	0	0.0	0.0	17.9	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	PM_TP4	0	0	0	196	0	0.0	0.0	17.5	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	PM_TP5	1	0	0	199	0	0.0	0.0	17.7	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	PM_TP6	1	0	0	198	0	0.0	0.0	18.5	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	PM_TP7	1	0	0	199	0	0.0	0.0	18.4	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	PM_TP8	1	0	0	201	0	0.0	0.0	18.7	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	PM_TP9	0	0	0	199	0	0.0	0.0	18.7	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	PM_TP10	0	0	0	193	0	0.0	0.0	18.3	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	PM_TP11	0	0	0	189	0	0.0	0.0	17.9	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	PM_TP12	0	0	0	188	0	0.0	0.0	17.7	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	AM_TP1	0	0	14	0	0	0.0	0.3	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	AM_TP2	0	0	16	0	0	0.0	0.6	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	AM_TP3	0	0	18	0	0	0.0	0.6	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	AM_TP4	0	0	19	0	0	0.0	0.7	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	AM_TP5	1	0	21	0	0	0.0	0.7	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	AM_TP6	1	0	21	0	0	0.0	0.8	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	AM_TP7	1	0	20	0	0	0.0	0.8	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	AM_TP8	1	0	20	0	0	0.0	0.8	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	AM_TP9	0	0	19	0	0	0.0	0.8	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	AM_TP10	0	0	19	0	0	0.0	0.7	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	AM_TP11	0	0	19	0	0	0.0	0.7	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	AM_TP12	0	0	16	0	0	0.0	0.7	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	PM_TP1	0	0	37	0	0	0.0	3.0	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	PM_TP2	0	0	38	0	0	0.0	2.7	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	PM_TP3	0	0	37	0	0	0.0	2.6	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	PM_TP4	0	0	37	0	0	0.0	2.4	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	PM_TP5	1	0	37	0	0	0.0	2.4	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	PM_TP6	1	0	38	0	0	0.0	2.3	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	PM_TP7	1	0	37	0	0	0.0	2.3	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	PM_TP8	1	0	38	0	0	0.0	2.3	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	PM_TP9	0	0	37	0	0	0.0	2.2	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	PM_TP10	0	0	38	0	0	0.0	2.2	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	PM_TP11	0	0	37	0	0	0.0	2.2	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	PM_TP12	0	0	38	0	0	0.0	2.1	0.0	0.0
6	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP1	0	0	252	0	83	0.0	12.2	0.0	16.6
6	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP2	0	0	268	0	83	0.0	11.7	0.0	22.5
6	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP3	0	0	249	0	70	0.0	12.0	0.0	30.1
6	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP4	0	0	233	0	75	0.0	12.7	0.0	34.4
6	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP5	1	0	254	0	84	0.0	12.9	0.0	35.7
6	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP6	1	0	251	0	79	0.0	12.9	0.0	37.2
6	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP7	1	0	235	0	80	0.0	13.1	0.0	38.1
6	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP8	1	0	235	0	77	0.0	13.4	0.0	39.0
6	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP9	0	0	253	0	86	0.0	13.3	0.0	38.9
6	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP10	0	0	243	0	71	0.0	13.3	0.0	39.9
6	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP11	0	0	239	0	83	0.0	13.5	0.0	40.1
6	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP12	0	0	252	0	83	0.0	13.5	0.0	40.3
6	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP1	0	0	194	0	75	0.0	3.0	0.0	53.8
6	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP2	0	0	179	0	61	0.0	3.1	0.0	60.9
6	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP3	0	0	176	0	58	0.0	3.4	0.0	65.6
6	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP4	0	0	180	0	61	0.0	3.4	0.0	66.2
6	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP5	1	0	171	0	64	0.0	3.4	0.0	66.2
6	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP6	1	0	179	0	62	0.0	3.4	0.0	66.3
6	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP7	1	0	176	0	63	0.0	3.4	0.0	66.7
6	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP8	1	0	176	0	59	0.0	3.4	0.0	67.3
6	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP9	0	0	171	0	68	0.0	3.4	0.0	67.0
6	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP10	0	0	171	0	63	0.0	3.4	0.0	66.7
6	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP11	0	0	168	0	59	0.0	3.4	0.0	67.4
6	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP12	0	0	180	0	67	0.0	3.4	0.0	67.0
6	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP1	0	21	504	58	0	59.7	5.5	1.1	0.0
6	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP2	0	23	546	69	0	84.7	5.5	1.1	0.0
6	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP3	0	20	549	86	0	121.3	5.5	1.0	0.0
6	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP4	0	18	511	102	0	192.8	5.9	0.9	0.0
6	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP5	1	17	478	117	0	268.8	6.1	1.0	0.0
6	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP6	1	15	489	115	0	326.6	6.3	0.9	0.0
6	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP7	1	17	492	107	0	372.4	6.4	0.9	0.0
6	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP8	1	17	477	114	0	409.0	6.6	0.9	0.0
6	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP9	0	16	512	116	0	434.2	6.6	0.9	0.0
6	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP10	0	12	492	113	0	466.3	6.6	0.9	0.0
6	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP11	0	19	508	109	0	478.7	6.6	0.9	0.0
6	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP12	0	26	534	110	0	472.4	6.6	0.9	0.0
6	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP1	0	19	677	62	0	286.1	7.4	1.0	0.0
6	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP2	0	24	687	74	0	333.3	8.4	1.0	0.0
6	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP3	0	24	659	73	0	344.9	8.8	1.1	0.0
6	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP4	0	24	652	77	0	360.9	9.0	1.1	0.0
6	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP5	1	24	640	79	0	375.3	9.4	1.1	0.0
6	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP6	1	24	668	79	0	386.5	9.4	1.1	0.0
6	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP7	1	18	630	80	0	406.6	9.6	1.1	0.0
6	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP8	1	24	633	82	0	416.2	9.7	1.1	0.0

Design Year (2035) No-Build Alternative
 Movement Delays by Segment

UpNode	DownNode	Segment Location	TP	Peak Hour	Volume				Delay Per Vehicle (Control or Delay Travel for Unsignalized)			
					Left	Through	Right	Diagonal	Left	Through	Right	Diagonal
6	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP9	0	22	665	86	0	416.4	9.7	1.1	0.0
6	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP10	0	23	670	77	0	414.6	9.7	1.1	0.0
6	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP11	0	26	665	78	0	405.8	9.7	1.1	0.0
6	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP12	0	26	709	76	0	400.2	9.6	1.1	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	AM_TP1	0	0	222	0	0	0.0	1.5	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	AM_TP2	0	0	218	0	0	0.0	1.5	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	AM_TP3	0	0	229	0	0	0.0	1.5	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	AM_TP4	0	0	244	0	0	0.0	1.5	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	AM_TP5	1	0	220	0	0	0.0	1.5	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	AM_TP6	1	0	224	0	0	0.0	1.5	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	AM_TP7	1	0	230	0	0	0.0	1.5	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	AM_TP8	1	0	223	0	0	0.0	1.5	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	AM_TP9	0	0	227	0	0	0.0	1.5	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	AM_TP10	0	0	221	0	0	0.0	1.5	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	AM_TP11	0	0	232	0	0	0.0	1.5	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	AM_TP12	0	0	235	0	0	0.0	1.5	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	PM_TP1	0	0	222	0	0	0.0	1.5	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	PM_TP2	0	0	214	0	0	0.0	1.6	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	PM_TP3	0	0	223	0	0	0.0	1.5	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	PM_TP4	0	0	214	0	0	0.0	1.5	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	PM_TP5	1	0	216	0	0	0.0	1.5	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	PM_TP6	1	0	215	0	0	0.0	1.5	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	PM_TP7	1	0	217	0	0	0.0	1.5	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	PM_TP8	1	0	219	0	0	0.0	1.5	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	PM_TP9	0	0	225	0	0	0.0	1.5	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	PM_TP10	0	0	220	0	0	0.0	1.5	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	PM_TP11	0	0	213	0	0	0.0	1.5	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	PM_TP12	0	0	229	0	0	0.0	1.5	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP1	0	0	135	0	0	0.0	0.1	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP2	0	0	152	0	0	0.0	0.1	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP3	0	0	164	0	0	0.0	0.1	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP4	0	0	178	0	0	0.0	0.1	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP5	1	0	188	0	0	0.0	0.2	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP6	1	0	192	0	0	0.0	0.2	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP7	1	0	184	0	0	0.0	0.2	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP8	1	0	180	0	0	0.0	0.2	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP9	0	0	178	0	0	0.0	0.2	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP10	0	0	171	0	0	0.0	0.2	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP11	0	0	164	0	0	0.0	0.2	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP12	0	0	158	0	0	0.0	0.2	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP1	0	0	238	0	0	0.0	0.6	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP2	0	0	241	0	0	0.0	1.4	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP3	0	0	241	0	0	0.0	1.9	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP4	0	0	242	0	0	0.0	2.1	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP5	1	0	246	0	0	0.0	2.7	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP6	1	0	243	0	0	0.0	2.8	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP7	1	0	246	0	0	0.0	3.0	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP8	1	0	248	0	0	0.0	3.3	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP9	0	0	241	0	0	0.0	3.3	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP10	0	0	237	0	0	0.0	3.2	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP11	0	0	230	0	0	0.0	3.0	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP12	0	0	231	0	0	0.0	2.9	0.0	0.0
11	334	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP1	0	0	0	135	0	0.0	0.0	2.5	0.0
11	334	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP2	0	0	0	151	0	0.0	0.0	2.5	0.0
11	334	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP3	0	0	0	164	0	0.0	0.0	2.5	0.0
11	334	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP4	0	0	0	176	0	0.0	0.0	3.2	0.0
11	334	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP5	1	0	0	188	0	0.0	0.0	5.9	0.0
11	334	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP6	1	0	0	192	0	0.0	0.0	7.8	0.0
11	334	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP7	1	0	0	181	0	0.0	0.0	8.9	0.0
11	334	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP8	1	0	0	182	0	0.0	0.0	9.5	0.0
11	334	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP9	0	0	0	180	0	0.0	0.0	9.7	0.0
11	334	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP10	0	0	0	170	0	0.0	0.0	9.9	0.0
11	334	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP11	0	0	0	163	0	0.0	0.0	9.8	0.0
11	334	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP12	0	0	0	160	0	0.0	0.0	9.7	0.0
11	334	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP1	0	0	0	236	0	0.0	0.0	5.9	0.0
11	334	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP2	0	0	0	242	0	0.0	0.0	9.2	0.0
11	334	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP3	0	0	0	239	0	0.0	0.0	10.9	0.0
11	334	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP4	0	0	0	243	0	0.0	0.0	11.6	0.0
11	334	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP5	1	0	0	243	0	0.0	0.0	12.7	0.0
11	334	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP6	1	0	0	245	0	0.0	0.0	13.3	0.0
11	334	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP7	1	0	0	244	0	0.0	0.0	13.8	0.0
11	334	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP8	1	0	0	249	0	0.0	0.0	14.6	0.0
11	334	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP9	0	0	0	241	0	0.0	0.0	14.6	0.0
11	334	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP10	0	0	0	237	0	0.0	0.0	14.6	0.0
11	334	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP11	0	0	0	231	0	0.0	0.0	14.3	0.0
11	334	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP12	0	0	0	231	0	0.0	0.0	14.1	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP1	0	0	0	193	0	0.0	0.0	6.8	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP2	0	0	0	202	0	0.0	0.0	6.7	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP3	0	0	0	214	0	0.0	0.0	6.9	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP4	0	0	0	219	0	0.0	0.0	6.9	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP5	1	0	0	227	0	0.0	0.0	6.9	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP6	1	0	0	227	0	0.0	0.0	6.9	0.0

Design Year (2035) No-Build Alternative
 Movement Delays by Segment

UpNode	DownNode	Segment Location	TP	Peak Hour	Volume				Delay Per Vehicle (Control or Delay Travel for Unsignalized)			
					Left	Through	Right	Diagonal	Left	Through	Right	Diagonal
12	14	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP7	1	0	0	235	0	0.0	0.0	6.9	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP8	1	0	0	231	0	0.0	0.0	6.9	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP9	0	0	0	233	0	0.0	0.0	6.9	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP10	0	0	0	225	0	0.0	0.0	6.9	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP11	0	0	0	228	0	0.0	0.0	6.9	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP12	0	0	0	228	0	0.0	0.0	6.9	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP1	0	0	221	0	0	0.0	1.0	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP2	0	0	218	0	0	0.0	0.9	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP3	0	0	206	0	0	0.0	0.9	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP4	0	0	216	0	0	0.0	0.9	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP5	1	0	218	0	0	0.0	0.9	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP6	1	0	211	0	0	0.0	0.9	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP7	1	0	209	0	0	0.0	0.9	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP8	1	0	214	0	0	0.0	0.9	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP9	0	0	216	0	0	0.0	0.9	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP10	0	0	207	0	0	0.0	0.9	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP11	0	0	213	0	0	0.0	0.9	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP12	0	0	221	0	0	0.0	0.9	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	AM_TP1	0	28	107	0	0	86.0	83.1	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	AM_TP2	0	23	82	0	0	108.8	106.1	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	AM_TP3	0	23	94	0	0	112.9	111.0	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	AM_TP4	0	23	94	0	0	115.6	113.5	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	AM_TP5	1	25	86	0	0	118.9	115.5	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	AM_TP6	1	25	85	0	0	121.7	117.9	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	AM_TP7	1	27	93	0	0	121.5	117.2	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	AM_TP8	1	26	96	0	0	122.4	116.9	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	AM_TP9	0	22	84	0	0	123.6	118.6	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	AM_TP10	0	24	90	0	0	124.0	118.9	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	AM_TP11	0	25	87	0	0	125.1	120.1	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	AM_TP12	0	24	93	0	0	124.1	119.8	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	PM_TP1	0	70	106	0	0	105.9	105.7	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	PM_TP2	0	62	98	0	0	107.7	107.5	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	PM_TP3	0	67	104	0	0	107.0	108.3	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	PM_TP4	0	61	88	0	0	109.1	111.2	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	PM_TP5	1	68	102	0	0	109.7	111.4	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	PM_TP6	1	63	96	0	0	110.0	111.1	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	PM_TP7	1	66	99	0	0	110.7	111.4	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	PM_TP8	1	62	97	0	0	110.7	111.1	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	PM_TP9	0	70	104	0	0	110.7	110.7	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	PM_TP10	0	60	99	0	0	110.7	110.7	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	PM_TP11	0	67	100	0	0	110.7	111.0	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	PM_TP12	0	61	97	0	0	110.4	111.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP1	0	0	135	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP2	0	0	152	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP3	0	0	165	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP4	0	0	178	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP5	1	0	188	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP6	1	0	192	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP7	1	0	184	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP8	1	0	180	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP9	0	0	178	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP10	0	0	171	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP11	0	0	164	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP12	0	0	158	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP1	0	0	238	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP2	0	0	241	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP3	0	0	242	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP4	0	0	241	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP5	1	0	246	0	0	0.0	0.1	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP6	1	0	243	0	0	0.0	0.1	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP7	1	0	247	0	0	0.0	0.1	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP8	1	0	248	0	0	0.0	0.1	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP9	0	0	240	0	0	0.0	0.1	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP10	0	0	236	0	0	0.0	0.1	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP11	0	0	230	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP12	0	0	230	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	AM_TP1	0	0	75	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	AM_TP2	0	0	84	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	AM_TP3	0	0	91	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	AM_TP4	0	0	97	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	AM_TP5	1	0	105	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	AM_TP6	1	0	106	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	AM_TP7	1	0	102	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	AM_TP8	1	0	100	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	AM_TP9	0	0	98	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	AM_TP10	0	0	96	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	AM_TP11	0	0	90	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	AM_TP12	0	0	87	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	PM_TP1	0	0	156	0	0	0.0	0.1	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	PM_TP2	0	0	159	0	0	0.0	0.1	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	PM_TP3	0	0	160	0	0	0.0	0.1	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	PM_TP4	0	0	157	0	0	0.0	0.0	0.0	0.0

Design Year (2035) No-Build Alternative
 Movement Delays by Segment

UpNode	DownNode	Segment Location	TP	Peak Hour	Volume				Delay Per Vehicle (Control or Delay Travel for Unsignalized)			
					Left	Through	Right	Diagonal	Left	Through	Right	Diagonal
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	PM_TP5	1	0	163	0	0	0.0	0.2	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	PM_TP6	1	0	160	0	0	0.0	0.4	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	PM_TP7	1	0	163	0	0	0.0	0.6	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	PM_TP8	1	0	163	0	0	0.0	0.7	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	PM_TP9	0	0	159	0	0	0.0	0.6	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	PM_TP10	0	0	155	0	0	0.0	0.6	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	PM_TP11	0	0	152	0	0	0.0	0.5	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	PM_TP12	0	0	151	0	0	0.0	0.4	0.0	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	AM_TP1	0	34	445	23	0	92.2	35.3	33.7	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	AM_TP2	0	30	503	30	0	101.2	35.7	34.4	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	AM_TP3	0	34	514	28	0	120.1	36.9	35.7	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	AM_TP4	0	42	537	32	0	128.6	38.8	38.2	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	AM_TP5	1	35	516	26	0	145.3	54.9	50.8	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	AM_TP6	1	32	489	26	0	164.4	84.9	79.2	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	AM_TP7	1	34	468	24	0	179.5	107.4	97.7	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	AM_TP8	1	36	498	29	0	194.7	125.6	114.7	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	AM_TP9	0	33	537	26	0	209.8	136.8	123.0	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	AM_TP10	0	34	496	25	0	223.9	146.0	131.3	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	AM_TP11	0	43	533	32	0	237.2	152.6	137.4	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	AM_TP12	0	37	574	32	0	252.4	157.8	143.1	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	PM_TP1	0	26	593	62	0	51.4	45.3	44.3	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	PM_TP2	0	27	572	62	0	69.7	67.2	59.9	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	PM_TP3	0	24	551	61	0	87.3	92.1	80.5	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	PM_TP4	0	25	543	51	0	102.3	112.5	95.5	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	PM_TP5	1	24	546	56	0	114.1	129.7	110.1	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	PM_TP6	1	27	539	50	0	123.5	142.2	118.1	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	PM_TP7	1	23	526	54	0	130.8	153.2	127.3	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	PM_TP8	1	25	505	52	0	137.3	162.2	133.8	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	PM_TP9	0	25	560	58	0	140.3	167.6	138.5	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	PM_TP10	0	26	553	59	0	144.2	171.6	140.8	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	PM_TP11	0	25	562	59	0	146.6	174.6	143.4	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	PM_TP12	0	28	616	68	0	146.3	175.0	143.9	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	AM_TP1	0	0	193	2	0	0.0	0.8	2.2	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	AM_TP2	0	0	204	2	0	0.0	0.8	2.5	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	AM_TP3	0	0	213	2	0	0.0	0.8	2.5	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	AM_TP4	0	0	219	2	0	0.0	0.8	2.6	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	AM_TP5	1	0	229	3	0	0.0	0.9	2.7	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	AM_TP6	1	0	227	3	0	0.0	0.9	2.9	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	AM_TP7	1	0	233	2	0	0.0	0.9	2.8	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	AM_TP8	1	0	229	2	0	0.0	0.9	2.8	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	AM_TP9	0	0	237	2	0	0.0	0.9	2.8	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	AM_TP10	0	0	222	3	0	0.0	1.0	2.9	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	AM_TP11	0	0	230	2	0	0.0	1.0	2.9	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	AM_TP12	0	0	228	2	0	0.0	1.0	2.9	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	PM_TP1	0	0	222	2	0	0.0	0.8	2.6	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	PM_TP2	0	0	217	2	0	0.0	0.8	3.3	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	PM_TP3	0	0	207	2	0	0.0	0.9	3.1	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	PM_TP4	0	0	215	2	0	0.0	0.9	3.1	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	PM_TP5	1	0	219	2	0	0.0	0.9	3.1	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	PM_TP6	1	0	210	2	0	0.0	0.9	3.0	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	PM_TP7	1	0	210	1	0	0.0	0.9	3.0	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	PM_TP8	1	0	213	2	0	0.0	0.9	3.0	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	PM_TP9	0	0	217	1	0	0.0	0.9	3.0	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	PM_TP10	0	0	206	2	0	0.0	0.9	2.9	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	PM_TP11	0	0	213	2	0	0.0	0.9	2.9	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	PM_TP12	0	0	222	3	0	0.0	0.9	2.9	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	AM_TP1	0	38	332	20	0	169.1	26.5	26.4	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	AM_TP2	0	37	350	21	0	217.3	26.1	25.6	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	AM_TP3	0	38	335	18	0	259.2	26.4	24.6	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	AM_TP4	0	42	333	18	0	276.6	27.3	25.8	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	AM_TP5	1	38	377	22	0	288.9	27.2	26.8	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	AM_TP6	1	35	361	20	0	296.2	26.9	26.1	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	AM_TP7	1	37	343	20	0	305.1	27.3	26.2	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	AM_TP8	1	44	351	22	0	304.8	27.5	26.6	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	AM_TP9	0	36	348	23	0	307.8	27.4	26.2	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	AM_TP10	0	37	335	20	0	315.5	27.5	25.9	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	AM_TP11	0	42	335	18	0	318.7	27.7	26.2	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	AM_TP12	0	37	356	18	0	320.6	27.7	26.0	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	PM_TP1	0	36	397	23	0	243.6	27.2	26.1	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	PM_TP2	0	29	396	22	0	356.9	26.1	23.3	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	PM_TP3	0	32	391	23	0	404.9	26.3	24.4	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	PM_TP4	0	39	386	22	0	405.2	26.3	23.5	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	PM_TP5	1	33	389	24	0	425.7	26.4	23.3	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	PM_TP6	1	34	401	22	0	440.1	26.2	23.0	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	PM_TP7	1	38	393	22	0	433.8	26.4	23.2	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	PM_TP8	1	35	390	21	0	431.0	26.3	23.8	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	PM_TP9	0	38	387	25	0	427.9	26.4	23.8	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	PM_TP10	0	33	384	19	0	430.6	26.3	23.7	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	PM_TP11	0	32	382	22	0	438.2	26.3	23.7	0.0
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	PM_TP12	0	30	384	23	0	445.0	26.3	23.6	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	AM_TP1	0	95	334	0	0	5.6	1.5	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	AM_TP2	0	102	389	0	0	6.2	1.6	0.0	0.0

Design Year (2035) No-Build Alternative
 Movement Delays by Segment

UpNode	DownNode	Segment Location	TP	Peak Hour	Volume				Delay Per Vehicle (Control or Delay Travel for Unsignalized)			
					Left	Through	Right	Diagonal	Left	Through	Right	Diagonal
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	AM_TP3	0	107	401	0	0	8.2	1.6	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	AM_TP4	0	109	394	0	0	9.8	3.3	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	AM_TP5	1	98	331	0	0	11.3	10.5	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	AM_TP6	1	100	341	0	0	13.0	16.3	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	AM_TP7	1	98	333	0	0	14.6	20.0	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	AM_TP8	1	98	339	0	0	15.1	23.0	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	AM_TP9	0	105	369	0	0	15.5	24.6	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	AM_TP10	0	103	358	0	0	16.1	26.1	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	AM_TP11	0	100	379	0	0	16.7	26.5	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	AM_TP12	0	106	401	0	0	16.9	26.4	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	PM_TP1	0	82	462	0	0	5.6	8.2	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	PM_TP2	0	79	451	0	0	7.0	14.0	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	PM_TP3	0	81	428	0	0	7.6	17.0	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	PM_TP4	0	78	428	0	0	8.1	19.5	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	PM_TP5	1	78	412	0	0	8.5	20.9	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	PM_TP6	1	81	434	0	0	8.6	22.0	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	PM_TP7	1	72	399	0	0	8.8	23.1	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	PM_TP8	1	74	395	0	0	9.2	24.4	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	PM_TP9	0	82	438	0	0	9.0	24.2	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	PM_TP10	0	77	445	0	0	9.1	24.4	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	PM_TP11	0	80	443	0	0	9.0	24.2	0.0	0.0
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	PM_TP12	0	88	481	0	0	8.9	23.3	0.0	0.0
152	338	Eastbound Hillsborough Avenue West of Central Avenue	AM_TP1	0	8	75	4	310	52.0	6.0	13.4	18.8
152	338	Eastbound Hillsborough Avenue West of Central Avenue	AM_TP2	0	8	82	4	338	69.3	24.5	28.0	33.8
152	338	Eastbound Hillsborough Avenue West of Central Avenue	AM_TP3	0	8	75	4	337	108.7	82.3	39.3	52.4
152	338	Eastbound Hillsborough Avenue West of Central Avenue	AM_TP4	0	8	73	4	322	161.0	135.8	59.1	70.8
152	338	Eastbound Hillsborough Avenue West of Central Avenue	AM_TP5	1	7	80	4	320	211.1	177.7	75.4	83.3
152	338	Eastbound Hillsborough Avenue West of Central Avenue	AM_TP6	1	9	80	3	339	259.7	209.6	80.4	90.3
152	338	Eastbound Hillsborough Avenue West of Central Avenue	AM_TP7	1	7	78	5	332	290.9	237.1	86.1	93.1
152	338	Eastbound Hillsborough Avenue West of Central Avenue	AM_TP8	1	7	74	5	308	306.8	258.1	89.9	97.4
152	338	Eastbound Hillsborough Avenue West of Central Avenue	AM_TP9	0	9	87	4	332	334.4	275.8	92.3	100.4
152	338	Eastbound Hillsborough Avenue West of Central Avenue	AM_TP10	0	8	72	5	333	353.3	293.9	94.0	101.4
152	338	Eastbound Hillsborough Avenue West of Central Avenue	AM_TP11	0	9	82	4	327	363.0	306.9	93.8	102.2
152	338	Eastbound Hillsborough Avenue West of Central Avenue	AM_TP12	0	8	81	5	323	382.7	321.7	94.1	103.2
152	338	Eastbound Hillsborough Avenue West of Central Avenue	PM_TP1	0	4	59	4	320	385.4	370.8	32.0	32.9
152	338	Eastbound Hillsborough Avenue West of Central Avenue	PM_TP2	0	3	51	4	299	668.0	644.7	43.9	35.5
152	338	Eastbound Hillsborough Avenue West of Central Avenue	PM_TP3	0	2	43	4	290	817.4	831.8	46.7	37.1
152	338	Eastbound Hillsborough Avenue West of Central Avenue	PM_TP4	0	3	52	3	302	928.5	949.9	48.1	37.9
152	338	Eastbound Hillsborough Avenue West of Central Avenue	PM_TP5	1	4	50	5	290	988.6	1015.1	49.4	38.9
152	338	Eastbound Hillsborough Avenue West of Central Avenue	PM_TP6	1	3	52	3	294	1030.9	1069.0	50.2	39.2
152	338	Eastbound Hillsborough Avenue West of Central Avenue	PM_TP7	1	3	49	3	296	1121.8	1108.7	51.0	39.5
152	338	Eastbound Hillsborough Avenue West of Central Avenue	PM_TP8	1	4	48	3	300	1177.2	1163.9	51.3	39.6
152	338	Eastbound Hillsborough Avenue West of Central Avenue	PM_TP9	0	3	53	3	290	1162.0	1186.8	51.0	39.9
152	338	Eastbound Hillsborough Avenue West of Central Avenue	PM_TP10	0	3	53	5	297	1188.3	1204.8	50.7	39.8
152	338	Eastbound Hillsborough Avenue West of Central Avenue	PM_TP11	0	4	44	4	282	1209.8	1237.4	50.8	40.0
152	338	Eastbound Hillsborough Avenue West of Central Avenue	PM_TP12	0	3	56	3	301	1226.2	1252.1	50.4	40.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	AM_TP1	0	42	68	21	0	98.0	67.8	59.8	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	AM_TP2	0	46	76	18	0	123.4	74.9	63.8	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	AM_TP3	0	53	88	21	0	143.0	77.6	65.8	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	AM_TP4	0	46	102	26	0	172.6	78.4	68.5	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	AM_TP5	1	39	93	26	0	237.9	79.2	70.1	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	AM_TP6	1	38	95	28	0	340.3	81.3	73.3	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	AM_TP7	1	39	91	23	0	461.2	95.6	84.4	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	AM_TP8	1	35	76	20	0	596.7	120.0	105.0	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	AM_TP9	0	35	73	15	0	724.8	146.8	126.5	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	AM_TP10	0	42	76	18	0	833.8	172.2	147.2	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	AM_TP11	0	34	88	21	0	915.4	192.9	166.5	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	AM_TP12	0	35	75	17	0	986.9	212.5	180.1	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	PM_TP1	0	69	178	12	0	74.6	65.2	60.8	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	PM_TP2	0	65	167	12	0	107.4	73.9	68.2	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	PM_TP3	0	76	180	14	0	134.5	74.8	71.2	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	PM_TP4	0	77	161	13	0	146.3	76.7	71.8	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	PM_TP5	1	76	181	15	0	151.4	78.3	74.5	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	PM_TP6	1	81	168	11	0	152.4	79.3	73.3	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	PM_TP7	1	72	185	14	0	149.6	79.3	73.4	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	PM_TP8	1	75	168	14	0	151.2	79.8	73.9	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	PM_TP9	0	78	183	13	0	152.5	81.0	76.0	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	PM_TP10	0	77	160	10	0	150.1	80.6	75.6	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	PM_TP11	0	73	173	13	0	147.4	80.3	75.0	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	PM_TP12	0	75	157	13	0	143.0	80.2	74.9	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	AM_TP1	0	0	403	0	0	0.0	5.3	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	AM_TP2	0	0	435	0	0	0.0	5.5	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	AM_TP3	0	0	436	0	0	0.0	5.4	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	AM_TP4	0	0	423	0	0	0.0	5.5	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	AM_TP5	1	0	436	0	0	0.0	5.5	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	AM_TP6	1	0	466	0	0	0.0	5.5	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	AM_TP7	1	0	436	0	0	0.0	5.5	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	AM_TP8	1	0	410	0	0	0.0	5.5	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	AM_TP9	0	0	422	0	0	0.0	5.5	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	AM_TP10	0	0	431	0	0	0.0	5.5	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	AM_TP11	0	0	418	0	0	0.0	5.5	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	AM_TP12	0	0	406	0	0	0.0	5.5	0.0	0.0

Design Year (2035) No-Build Alternative
 Movement Delays by Segment

UpNode	DownNode	Segment Location	TP	Peak Hour	Volume				Delay Per Vehicle (Control or Delay Travel for Unsignalized)			
					Left	Through	Right	Diagonal	Left	Through	Right	Diagonal
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	PM_TP1	0	0	464	0	0	0.0	5.9	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	PM_TP2	0	0	486	0	0	0.0	5.6	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	PM_TP3	0	0	448	0	0	0.0	5.6	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	PM_TP4	0	0	469	0	0	0.0	5.6	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	PM_TP5	1	0	445	0	0	0.0	5.6	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	PM_TP6	1	0	476	0	0	0.0	5.6	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	PM_TP7	1	0	452	0	0	0.0	5.6	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	PM_TP8	1	0	468	0	0	0.0	5.6	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	PM_TP9	0	0	437	0	0	0.0	5.6	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	PM_TP10	0	0	467	0	0	0.0	5.6	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	PM_TP11	0	0	434	0	0	0.0	5.7	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	PM_TP12	0	0	466	0	0	0.0	5.7	0.0	0.0
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	AM_TP1	0	0	433	0	119	0.0	6.7	0.0	2.7
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	AM_TP2	0	0	492	0	137	0.0	7.2	0.0	2.7
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	AM_TP3	0	0	504	0	142	0.0	7.4	0.0	2.8
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	AM_TP4	0	0	509	0	142	0.0	8.2	0.0	2.9
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	AM_TP5	1	0	440	0	153	0.0	12.3	0.0	4.3
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	AM_TP6	1	0	441	0	154	0.0	16.1	0.0	5.7
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	AM_TP7	1	0	433	0	151	0.0	18.4	0.0	6.4
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	AM_TP8	1	0	435	0	148	0.0	20.0	0.0	6.9
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	AM_TP9	0	0	469	0	161	0.0	21.0	0.0	7.2
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	AM_TP10	0	0	464	0	153	0.0	21.9	0.0	7.5
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	AM_TP11	0	0	478	0	143	0.0	22.1	0.0	7.5
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	AM_TP12	0	0	503	0	153	0.0	22.1	0.0	7.6
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	PM_TP1	0	0	554	0	149	0.0	10.5	0.0	3.5
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	PM_TP2	0	0	530	0	161	0.0	14.7	0.0	4.7
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	PM_TP3	0	0	512	0	150	0.0	16.6	0.0	5.2
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	PM_TP4	0	0	507	0	156	0.0	18.3	0.0	5.7
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	PM_TP5	1	0	492	0	156	0.0	19.3	0.0	6.2
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	PM_TP6	1	0	512	0	150	0.0	20.1	0.0	6.6
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	PM_TP7	1	0	475	0	149	0.0	20.8	0.0	6.8
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	PM_TP8	1	0	464	0	157	0.0	21.9	0.0	7.2
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	PM_TP9	0	0	520	0	149	0.0	21.7	0.0	7.2
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	PM_TP10	0	0	522	0	147	0.0	21.7	0.0	7.2
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	PM_TP11	0	0	518	0	152	0.0	21.7	0.0	7.2
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	PM_TP12	0	0	569	0	161	0.0	21.2	0.0	7.1
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	AM_TP1	0	0	189	0	0	0.0	3.9	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	AM_TP2	0	0	174	0	0	0.0	3.8	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	AM_TP3	0	0	170	0	0	0.0	3.8	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	AM_TP4	0	0	179	0	0	0.0	3.8	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	AM_TP5	1	0	166	0	0	0.0	3.8	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	AM_TP6	1	0	155	0	0	0.0	3.7	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	AM_TP7	1	0	159	0	0	0.0	3.7	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	AM_TP8	1	0	168	0	0	0.0	3.7	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	AM_TP9	0	0	155	0	0	0.0	3.7	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	AM_TP10	0	0	156	0	0	0.0	3.7	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	AM_TP11	0	0	166	0	0	0.0	3.7	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	AM_TP12	0	0	162	0	0	0.0	3.7	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	PM_TP1	0	0	173	0	0	0.0	4.2	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	PM_TP2	0	0	170	0	0	0.0	4.2	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	PM_TP3	0	0	143	0	0	0.0	4.1	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	PM_TP4	0	0	133	0	0	0.0	3.9	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	PM_TP5	1	0	134	0	0	0.0	3.9	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	PM_TP6	1	0	132	0	0	0.0	3.8	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	PM_TP7	1	0	136	0	0	0.0	3.8	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	PM_TP8	1	0	132	0	0	0.0	3.7	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	PM_TP9	0	0	139	0	0	0.0	3.7	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	PM_TP10	0	0	129	0	0	0.0	3.7	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	PM_TP11	0	0	136	0	0	0.0	3.7	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	PM_TP12	0	0	133	0	0	0.0	3.7	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	AM_TP1	0	0	137	0	0	0.0	3.3	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	AM_TP2	0	0	144	0	0	0.0	3.3	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	AM_TP3	0	0	154	0	0	0.0	3.3	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	AM_TP4	0	0	172	0	0	0.0	3.3	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	AM_TP5	1	0	161	0	0	0.0	3.3	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	AM_TP6	1	0	154	0	0	0.0	3.3	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	AM_TP7	1	0	147	0	0	0.0	3.3	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	AM_TP8	1	0	156	0	0	0.0	3.3	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	AM_TP9	0	0	136	0	0	0.0	3.2	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	AM_TP10	0	0	137	0	0	0.0	3.2	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	AM_TP11	0	0	157	0	0	0.0	3.2	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	AM_TP12	0	0	149	0	0	0.0	3.2	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	PM_TP1	0	0	272	0	0	0.0	3.6	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	PM_TP2	0	0	262	0	0	0.0	3.7	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	PM_TP3	0	0	270	0	0	0.0	3.7	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	PM_TP4	0	0	254	0	0	0.0	3.6	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	PM_TP5	1	0	267	0	0	0.0	3.6	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	PM_TP6	1	0	253	0	0	0.0	3.6	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	PM_TP7	1	0	274	0	0	0.0	3.6	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	PM_TP8	1	0	257	0	0	0.0	3.6	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	PM_TP9	0	0	276	0	0	0.0	3.7	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	PM_TP10	0	0	256	0	0	0.0	3.6	0.0	0.0

**Design Year (2035) No-Build Alternative
Movement Delays by Segment**

UpNode	DownNode	Segment Location	TP	Peak Hour	Volume					Delay Per Vehicle (Control or Delay Travel for Unsignalized)			
					Left	Through	Right	Diagonal	Left	Through	Right	Diagonal	
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	PM_TP11	0	0	260	0	0	0	0.0	3.6	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	PM_TP12	0	0	258	0	0	0	0.0	3.6	0.0	0.0
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	AM_TP1	0	65	124	75	0	144.9	76.6	71.0	0.0	
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	AM_TP2	0	63	121	71	0	193.0	95.7	93.7	0.0	
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	AM_TP3	0	71	121	74	0	277.4	127.7	121.2	0.0	
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	AM_TP4	0	58	124	74	0	351.5	148.6	132.4	0.0	
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	AM_TP5	1	56	101	63	0	416.6	160.2	139.2	0.0	
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	AM_TP6	1	60	106	60	0	476.4	171.9	143.6	0.0	
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	AM_TP7	1	64	114	66	0	513.0	180.0	146.6	0.0	
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	AM_TP8	1	55	100	61	0	545.7	183.8	147.2	0.0	
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	AM_TP9	0	58	97	60	0	577.3	188.9	149.4	0.0	
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	AM_TP10	0	66	105	62	0	601.6	193.1	152.2	0.0	
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	AM_TP11	0	57	109	59	0	624.3	194.7	153.2	0.0	
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	AM_TP12	0	56	100	59	0	641.6	196.1	153.5	0.0	
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	PM_TP1	0	65	126	51	0	180.4	64.3	59.8	0.0	
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	PM_TP2	0	67	119	50	0	271.5	73.1	69.4	0.0	
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	PM_TP3	0	54	98	42	0	404.3	95.7	88.0	0.0	
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	PM_TP4	0	58	85	36	0	523.7	127.7	112.4	0.0	
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	PM_TP5	1	52	89	37	0	603.0	149.9	128.0	0.0	
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	PM_TP6	1	55	81	33	0	669.0	170.1	143.2	0.0	
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	PM_TP7	1	52	94	35	0	716.5	181.1	150.6	0.0	
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	PM_TP8	1	54	83	33	0	763.1	193.1	159.7	0.0	
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	PM_TP9	0	49	90	38	0	790.9	200.2	165.4	0.0	
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	PM_TP10	0	58	82	32	0	819.3	207.6	170.3	0.0	
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	PM_TP11	0	53	91	40	0	836.7	211.9	173.0	0.0	
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	PM_TP12	0	60	80	35	0	851.8	218.3	177.6	0.0	
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	AM_TP1	0	77	379	0	0	82.3	0.5	0.0	0.0	
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	AM_TP2	0	68	411	0	0	102.7	1.0	0.0	0.0	
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	AM_TP3	0	73	408	0	0	113.2	1.5	0.0	0.0	
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	AM_TP4	0	79	397	0	0	114.9	1.7	0.0	0.0	
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	AM_TP5	1	79	418	0	0	115.6	2.1	0.0	0.0	
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	AM_TP6	1	75	423	0	0	117.1	2.2	0.0	0.0	
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	AM_TP7	1	85	412	0	0	116.6	2.5	0.0	0.0	
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	AM_TP8	1	82	397	0	0	116.5	2.4	0.0	0.0	
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	AM_TP9	0	78	413	0	0	116.4	2.5	0.0	0.0	
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	AM_TP10	0	71	405	0	0	117.9	2.6	0.0	0.0	
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	AM_TP11	0	89	398	0	0	116.9	2.6	0.0	0.0	
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	AM_TP12	0	76	393	0	0	117.3	2.5	0.0	0.0	
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	PM_TP1	0	75	459	0	0	116.7	8.2	0.0	0.0	
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	PM_TP2	0	58	452	0	0	146.4	9.9	0.0	0.0	
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	PM_TP3	0	59	444	0	0	157.5	10.6	0.0	0.0	
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	PM_TP4	0	60	450	0	0	162.9	10.7	0.0	0.0	
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	PM_TP5	1	66	443	0	0	163.3	11.1	0.0	0.0	
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	PM_TP6	1	61	458	0	0	165.5	11.3	0.0	0.0	
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	PM_TP7	1	62	448	0	0	166.7	11.3	0.0	0.0	
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	PM_TP8	1	59	452	0	0	169.1	11.2	0.0	0.0	
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	PM_TP9	0	70	448	0	0	167.2	11.2	0.0	0.0	
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	PM_TP10	0	61	437	0	0	168.1	11.2	0.0	0.0	
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	PM_TP11	0	62	433	0	0	168.9	11.1	0.0	0.0	
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	PM_TP12	0	63	441	0	0	169.1	11.1	0.0	0.0	
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	AM_TP1	0	98	477	0	0	39.2	5.7	0.0	0.0	
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	AM_TP2	0	96	539	0	0	45.4	5.5	0.0	0.0	
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	AM_TP3	0	105	560	0	0	50.5	6.0	0.0	0.0	
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	AM_TP4	0	117	554	0	0	51.8	9.1	0.0	0.0	
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	AM_TP5	1	97	517	0	0	51.4	14.3	0.0	0.0	
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	AM_TP6	1	94	531	0	0	51.4	17.9	0.0	0.0	
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	AM_TP7	1	100	508	0	0	51.3	20.5	0.0	0.0	
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	AM_TP8	1	101	527	0	0	50.4	22.4	0.0	0.0	
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	AM_TP9	0	102	551	0	0	50.1	23.4	0.0	0.0	
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	AM_TP10	0	100	523	0	0	49.9	24.6	0.0	0.0	
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	AM_TP11	0	108	548	0	0	50.3	25.2	0.0	0.0	
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	AM_TP12	0	102	570	0	0	50.3	25.3	0.0	0.0	
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	PM_TP1	0	82	678	0	0	9.1	12.2	0.0	0.0	
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	PM_TP2	0	78	697	0	0	9.3	15.1	0.0	0.0	
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	PM_TP3	0	82	664	0	0	9.8	16.9	0.0	0.0	
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	PM_TP4	0	77	669	0	0	10.1	18.1	0.0	0.0	
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	PM_TP5	1	78	653	0	0	10.4	19.0	0.0	0.0	
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	PM_TP6	1	81	682	0	0	10.5	19.5	0.0	0.0	
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	PM_TP7	1	72	641	0	0	10.7	20.1	0.0	0.0	
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	PM_TP8	1	75	648	0	0	10.9	20.7	0.0	0.0	
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	PM_TP9	0	81	677	0	0	10.8	20.6	0.0	0.0	
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	PM_TP10	0	77	683	0	0	10.7	20.5	0.0	0.0	
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	PM_TP11	0	79	674	0	0	10.6	20.4	0.0	0.0	
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	PM_TP12	0	88	716	0	0	10.5	19.9	0.0	0.0	
336	6	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP1	0	21	508	59	0	3.0	2.3	3.6	0.0	
336	6	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP2	0	26	543	69	0	2.9	2.4	3.6	0.0	
336	6	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP3	0	25	551	86	0	3.5	2.8	3.9	0.0	
336	6	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP4	0	25	517	104	0	6.0	3.7	4.6	0.0	
336	6	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP5	1	22	466	116	0	15.7	4.7	5.1	0.0	
336	6	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP6	1	20	485	115	0	21.0	5.5	5.5	0.0	
336	6	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP7	1	21	486	107	0	23.3	6.0	5.7	0.0	
336	6	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP8	1	20	476	116	0	25.1	6.4	5.9	0.0	

**Design Year (2035) No-Build Alternative
Movement Delays by Segment**

UpNode	DownNode	Segment Location	TP	Peak Hour	Volume				Delay Per Vehicle (Control or Delay Travel for Unsignalized)			
					Left	Through	Right	Diagonal	Left	Through	Right	Diagonal
336	6	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP9	0	22	504	115	0	29.1	6.6	6.0	0.0
336	6	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP10	0	18	488	113	0	31.5	6.8	6.1	0.0
336	6	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP11	0	21	510	111	0	33.1	6.9	6.2	0.0
336	6	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP12	0	24	527	109	0	33.7	6.9	6.2	0.0
336	6	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP1	0	27	738	6	0	12.9	3.8	2.5	0.0
336	6	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP2	0	25	752	6	0	16.8	4.9	3.6	0.0
336	6	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP3	0	29	724	7	0	20.9	5.2	3.6	0.0
336	6	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP4	0	27	721	5	0	23.8	5.5	3.7	0.0
336	6	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP5	1	27	712	6	0	23.9	5.8	3.7	0.0
336	6	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP6	1	27	735	6	0	26.7	5.9	3.8	0.0
336	6	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP7	1	23	704	7	0	28.9	6.0	3.8	0.0
336	6	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP8	1	25	701	8	0	30.4	6.1	3.8	0.0
336	6	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP9	0	26	743	6	0	30.3	6.0	3.7	0.0
336	6	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP10	0	26	740	5	0	30.0	6.1	3.7	0.0
336	6	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP11	0	30	732	7	0	29.5	6.0	3.7	0.0
336	6	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP12	0	28	775	7	0	28.6	5.9	3.6	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	AM_TP1	0	80	294	0	0	30.0	1.3	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	AM_TP2	0	74	312	0	0	55.9	1.4	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	AM_TP3	0	71	296	0	0	76.6	1.4	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	AM_TP4	0	79	280	0	0	90.0	1.4	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	AM_TP5	1	79	296	0	0	96.6	1.4	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	AM_TP6	1	77	295	0	0	100.3	1.4	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	AM_TP7	1	83	288	0	0	103.0	1.4	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	AM_TP8	1	81	274	0	0	105.7	1.4	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	AM_TP9	0	80	299	0	0	106.4	1.4	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	AM_TP10	0	71	291	0	0	109.1	1.4	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	AM_TP11	0	88	287	0	0	109.6	1.4	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	AM_TP12	0	78	291	0	0	110.8	1.4	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	PM_TP1	0	75	272	0	0	142.6	2.0	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	PM_TP2	0	59	255	0	0	160.5	2.0	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	PM_TP3	0	59	248	0	0	174.2	1.9	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	PM_TP4	0	60	253	0	0	177.8	1.9	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	PM_TP5	1	65	246	0	0	177.3	1.9	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	PM_TP6	1	61	256	0	0	177.8	1.9	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	PM_TP7	1	63	252	0	0	179.6	1.9	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	PM_TP8	1	59	249	0	0	181.1	1.9	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	PM_TP9	0	70	250	0	0	180.2	1.9	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	PM_TP10	0	62	245	0	0	180.2	1.9	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	PM_TP11	0	62	244	0	0	180.6	1.9	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	PM_TP12	0	64	252	0	0	180.1	1.9	0.0	0.0
337	338	Northbound Central Avenue South of Hillsborough Avenue	AM_TP1	0	6	19	7	0	67.3	70.2	55.4	0.0
337	338	Northbound Central Avenue South of Hillsborough Avenue	AM_TP2	0	4	12	6	0	115.1	130.0	104.4	0.0
337	338	Northbound Central Avenue South of Hillsborough Avenue	AM_TP3	0	3	6	2	0	258.7	305.5	274.2	0.0
337	338	Northbound Central Avenue South of Hillsborough Avenue	AM_TP4	0	1	2	1	0	552.5	612.0	574.5	0.0
337	338	Northbound Central Avenue South of Hillsborough Avenue	AM_TP5	1	2	5	1	0	897.3	985.1	974.8	0.0
337	338	Northbound Central Avenue South of Hillsborough Avenue	AM_TP6	1	1	2	1	0	1268.6	1375.2	1402.6	0.0
337	338	Northbound Central Avenue South of Hillsborough Avenue	AM_TP7	1	1	2	0	0	1644.9	1780.1	1823.9	0.0
337	338	Northbound Central Avenue South of Hillsborough Avenue	AM_TP8	1	1	5	2	0	1934.8	2113.6	2157.4	0.0
337	338	Northbound Central Avenue South of Hillsborough Avenue	AM_TP9	0	0	0	0	0	2290.3	2474.6	2545.1	0.0
337	338	Northbound Central Avenue South of Hillsborough Avenue	AM_TP10	0	0	2	1	0	2627.4	2812.7	2900.8	0.0
337	338	Northbound Central Avenue South of Hillsborough Avenue	AM_TP11	0	1	2	1	0	2929.9	3163.1	3232.6	0.0
337	338	Northbound Central Avenue South of Hillsborough Avenue	AM_TP12	0	2	5	3	0	3087.5	3366.7	3406.9	0.0
337	338	Northbound Central Avenue South of Hillsborough Avenue	PM_TP1	0	2	12	3	0	375.1	402.5	389.4	0.0
337	338	Northbound Central Avenue South of Hillsborough Avenue	PM_TP2	0	1	6	2	0	973.4	985.5	945.4	0.0
337	338	Northbound Central Avenue South of Hillsborough Avenue	PM_TP3	0	1	10	3	0	1369.4	1385.5	1329.5	0.0
337	338	Northbound Central Avenue South of Hillsborough Avenue	PM_TP4	0	0	6	1	0	1731.5	1779.6	1767.7	0.0
337	338	Northbound Central Avenue South of Hillsborough Avenue	PM_TP5	1	1	7	2	0	2037.1	2161.2	2193.8	0.0
337	338	Northbound Central Avenue South of Hillsborough Avenue	PM_TP6	1	1	6	3	0	2248.9	2459.3	2489.3	0.0
337	338	Northbound Central Avenue South of Hillsborough Avenue	PM_TP7	1	0	6	2	0	2459.1	2747.4	2768.5	0.0
337	338	Northbound Central Avenue South of Hillsborough Avenue	PM_TP8	1	1	10	3	0	2693.2	2945.3	2919.0	0.0
337	338	Northbound Central Avenue South of Hillsborough Avenue	PM_TP9	0	1	3	1	0	2898.7	3231.7	3222.9	0.0
337	338	Northbound Central Avenue South of Hillsborough Avenue	PM_TP10	0	1	8	3	0	2991.0	3424.9	3444.6	0.0
337	338	Northbound Central Avenue South of Hillsborough Avenue	PM_TP11	0	2	12	4	0	2892.0	3410.4	3312.0	0.0
337	338	Northbound Central Avenue South of Hillsborough Avenue	PM_TP12	0	1	8	2	0	3106.6	3542.0	3431.6	0.0
338	6	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP1	0	0	247	88	81	0.0	11.4	9.7	7.2
338	6	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP2	0	0	268	86	86	0.0	19.3	12.2	21.5
338	6	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP3	0	0	254	86	72	0.0	26.6	13.5	40.7
338	6	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP4	0	0	234	85	74	0.0	32.4	14.5	55.7
338	6	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP5	1	0	247	86	83	0.0	37.1	15.4	65.9
338	6	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP6	1	0	252	90	79	0.0	39.1	15.6	71.2
338	6	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP7	1	0	241	87	79	0.0	40.6	16.0	74.5
338	6	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP8	1	0	232	83	76	0.0	42.2	16.4	78.0
338	6	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP9	0	0	249	92	87	0.0	43.4	16.8	80.3
338	6	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP10	0	0	249	86	72	0.0	43.9	16.9	82.7
338	6	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP11	0	0	239	85	82	0.0	44.6	17.0	83.8
338	6	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP12	0	0	246	91	83	0.0	45.5	17.2	85.4
338	6	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP1	0	0	206	121	61	0.0	42.2	4.9	131.4
338	6	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP2	0	0	190	115	52	0.0	44.7	5.2	146.6
338	6	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP3	0	0	186	111	46	0.0	46.9	5.2	160.7
338	6	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP4	0	0	190	117	52	0.0	47.2	5.3	160.9
338	6	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP5	1	0	182	115	53	0.0	47.9	5.3	161.1
338	6	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP6	1	0	190	111	52	0.0	48.2	5.3	161.5

Design Year (2035) No-Build Alternative
 Movement Delays by Segment

UpNode	DownNode	Segment Location	TP	Peak Hour	Volume					Delay Per Vehicle (Control or Delay Travel for Unsignalized)			
					Left	Through	Right	Diagonal	Left	Through	Right	Diagonal	
338	6	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP7	1	0	186	115	51	0.0	48.7	5.3	163.7	
338	6	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP8	1	0	188	120	49	0.0	48.7	5.4	164.7	
338	6	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP9	0	0	180	114	56	0.0	49.4	5.4	164.9	
338	6	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP10	0	0	183	119	54	0.0	49.6	5.4	164.8	
338	6	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP11	0	0	181	108	46	0.0	49.5	5.4	165.6	
338	6	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP12	0	0	189	118	57	0.0	49.6	5.4	164.8	
338	152	Westbound Hillsborough Avenue West of Central Avenue	AM_TP1	0	0	514	0	0	0.0	6.0	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	AM_TP2	0	0	544	0	0	0.0	6.5	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	AM_TP3	0	0	568	0	0	0.0	6.7	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	AM_TP4	0	0	525	0	0	0.0	6.6	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	AM_TP5	1	0	464	0	0	0.0	6.3	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	AM_TP6	1	0	493	0	0	0.0	6.1	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	AM_TP7	1	0	501	0	0	0.0	6.0	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	AM_TP8	1	0	482	0	0	0.0	5.9	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	AM_TP9	0	0	499	0	0	0.0	5.8	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	AM_TP10	0	0	501	0	0	0.0	5.8	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	AM_TP11	0	0	522	0	0	0.0	5.8	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	AM_TP12	0	0	513	0	0	0.0	5.8	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	PM_TP1	0	0	685	0	0	0.0	8.3	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	PM_TP2	0	0	695	0	0	0.0	8.3	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	PM_TP3	0	0	659	0	0	0.0	8.2	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	PM_TP4	0	0	663	0	0	0.0	8.0	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	PM_TP5	1	0	640	0	0	0.0	8.0	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	PM_TP6	1	0	668	0	0	0.0	8.0	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	PM_TP7	1	0	638	0	0	0.0	7.9	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	PM_TP8	1	0	633	0	0	0.0	7.8	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	PM_TP9	0	0	674	0	0	0.0	7.9	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	PM_TP10	0	0	677	0	0	0.0	7.9	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	PM_TP11	0	0	665	0	0	0.0	7.9	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	PM_TP12	0	0	714	0	0	0.0	8.0	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	AM_TP1	0	0	57	0	0	0.0	5.6	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	AM_TP2	0	0	57	0	0	0.0	5.2	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	AM_TP3	0	0	38	0	0	0.0	5.2	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	AM_TP4	0	0	25	0	0	0.0	5.1	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	AM_TP5	1	0	28	0	0	0.0	5.1	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	AM_TP6	1	0	26	0	0	0.0	5.1	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	AM_TP7	1	0	28	0	0	0.0	5.1	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	AM_TP8	1	0	27	0	0	0.0	5.2	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	AM_TP9	0	0	27	0	0	0.0	5.2	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	AM_TP10	0	0	22	0	0	0.0	5.1	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	AM_TP11	0	0	30	0	0	0.0	5.0	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	AM_TP12	0	0	38	0	0	0.0	5.1	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	PM_TP1	0	0	37	0	0	0.0	4.6	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	PM_TP2	0	0	37	0	0	0.0	4.5	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	PM_TP3	0	0	36	0	0	0.0	4.3	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	PM_TP4	0	0	34	0	0	0.0	4.5	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	PM_TP5	1	0	35	0	0	0.0	4.6	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	PM_TP6	1	0	36	0	0	0.0	4.6	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	PM_TP7	1	0	30	0	0	0.0	4.7	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	PM_TP8	1	0	40	0	0	0.0	4.7	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	PM_TP9	0	0	37	0	0	0.0	4.7	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	PM_TP10	0	0	34	0	0	0.0	4.6	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	PM_TP11	0	0	40	0	0	0.0	4.6	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	PM_TP12	0	0	40	0	0	0.0	4.7	0.0	0.0	
338	339	Northbound Central Avenue North of Hillsborough Avenue	AM_TP1	0	0	81	0	0	0.0	3.6	0.0	0.0	
338	339	Northbound Central Avenue North of Hillsborough Avenue	AM_TP2	0	0	92	0	0	0.0	3.6	0.0	0.0	
338	339	Northbound Central Avenue North of Hillsborough Avenue	AM_TP3	0	0	100	0	0	0.0	3.6	0.0	0.0	
338	339	Northbound Central Avenue North of Hillsborough Avenue	AM_TP4	0	0	113	0	0	0.0	3.6	0.0	0.0	
338	339	Northbound Central Avenue North of Hillsborough Avenue	AM_TP5	1	0	128	0	0	0.0	3.6	0.0	0.0	
338	339	Northbound Central Avenue North of Hillsborough Avenue	AM_TP6	1	0	126	0	0	0.0	3.6	0.0	0.0	
338	339	Northbound Central Avenue North of Hillsborough Avenue	AM_TP7	1	0	117	0	0	0.0	3.6	0.0	0.0	
338	339	Northbound Central Avenue North of Hillsborough Avenue	AM_TP8	1	0	122	0	0	0.0	3.6	0.0	0.0	
338	339	Northbound Central Avenue North of Hillsborough Avenue	AM_TP9	0	0	128	0	0	0.0	3.6	0.0	0.0	
338	339	Northbound Central Avenue North of Hillsborough Avenue	AM_TP10	0	0	123	0	0	0.0	3.6	0.0	0.0	
338	339	Northbound Central Avenue North of Hillsborough Avenue	AM_TP11	0	0	120	0	0	0.0	3.6	0.0	0.0	
338	339	Northbound Central Avenue North of Hillsborough Avenue	AM_TP12	0	0	123	0	0	0.0	3.6	0.0	0.0	
338	339	Northbound Central Avenue North of Hillsborough Avenue	PM_TP1	0	0	77	0	0	0.0	3.1	0.0	0.0	
338	339	Northbound Central Avenue North of Hillsborough Avenue	PM_TP2	0	0	82	0	0	0.0	2.9	0.0	0.0	
338	339	Northbound Central Avenue North of Hillsborough Avenue	PM_TP3	0	0	87	0	0	0.0	2.9	0.0	0.0	
338	339	Northbound Central Avenue North of Hillsborough Avenue	PM_TP4	0	0	85	0	0	0.0	2.9	0.0	0.0	
338	339	Northbound Central Avenue North of Hillsborough Avenue	PM_TP5	1	0	91	0	0	0.0	2.9	0.0	0.0	
338	339	Northbound Central Avenue North of Hillsborough Avenue	PM_TP6	1	0	89	0	0	0.0	2.8	0.0	0.0	
338	339	Northbound Central Avenue North of Hillsborough Avenue	PM_TP7	1	0	88	0	0	0.0	2.9	0.0	0.0	
338	339	Northbound Central Avenue North of Hillsborough Avenue	PM_TP8	1	0	95	0	0	0.0	2.9	0.0	0.0	
338	339	Northbound Central Avenue North of Hillsborough Avenue	PM_TP9	0	0	93	0	0	0.0	2.9	0.0	0.0	
338	339	Northbound Central Avenue North of Hillsborough Avenue	PM_TP10	0	0	86	0	0	0.0	2.9	0.0	0.0	
338	339	Northbound Central Avenue North of Hillsborough Avenue	PM_TP11	0	0	95	0	0	0.0	2.9	0.0	0.0	
338	339	Northbound Central Avenue North of Hillsborough Avenue	PM_TP12	0	0	86	0	0	0.0	2.9	0.0	0.0	
339	338	Southbound Central Avenue North of Hillsborough Avenue	AM_TP1	0	23	34	8	0	68.0	67.6	59.8	0.0	
339	338	Southbound Central Avenue North of Hillsborough Avenue	AM_TP2	0	17	28	8	0	104.4	78.2	70.3	0.0	
339	338	Southbound Central Avenue North of Hillsborough Avenue	AM_TP3	0	6	13	3	0	287.5	194.2	206.2	0.0	
339	338	Southbound Central Avenue North of Hillsborough Avenue	AM_TP4	0	3	4	2	0	563.9	404.7	409.9	0.0	

Design Year (2035) No-Build Alternative
 Movement Delays by Segment

UpNode	DownNode	Segment Location	TP	Peak Hour	Volume				Delay Per Vehicle (Control or Delay Travel for Unsignalized)			
					Left	Through	Right	Diagonal	Left	Through	Right	Diagonal
339	338	Southbound Central Avenue North of Hillsborough Avenue	AM_TP5	1	4	7	2	0	798.5	594.2	576.4	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	AM_TP6	1	4	6	2	0	1019.5	766.7	703.4	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	AM_TP7	1	4	7	1	0	1205.0	920.4	795.2	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	AM_TP8	1	3	5	0	0	1416.3	1068.2	923.1	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	AM_TP9	0	3	6	2	0	1579.7	1211.8	1038.2	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	AM_TP10	0	3	5	1	0	1770.0	1342.3	1156.7	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	AM_TP11	0	4	8	1	0	1912.8	1433.3	1276.0	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	AM_TP12	0	4	6	2	0	2023.3	1514.9	1382.6	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	PM_TP1	0	4	13	4	0	460.2	325.5	341.6	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	PM_TP2	0	6	9	4	0	936.1	727.2	761.6	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	PM_TP3	0	6	8	3	0	1355.4	999.0	1059.6	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	PM_TP4	0	5	7	2	0	1659.3	1228.1	1293.0	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	PM_TP5	1	5	7	3	0	1922.8	1395.4	1511.2	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	PM_TP6	1	6	9	3	0	2098.9	1517.1	1584.8	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	PM_TP7	1	5	8	2	0	2256.5	1662.6	1772.8	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	PM_TP8	1	7	12	5	0	2262.8	1672.2	1826.6	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	PM_TP9	0	5	11	4	0	2321.6	1705.9	1887.9	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	PM_TP10	0	5	8	2	0	2472.1	1781.5	1931.0	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	PM_TP11	0	6	8	2	0	2517.3	1853.3	1959.9	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	PM_TP12	0	6	12	3	0	2555.3	1870.2	1943.9	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	AM_TP1	0	44	36	112	0	68.0	50.5	109.5	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	AM_TP2	0	44	37	99	0	74.1	51.9	129.8	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	AM_TP3	0	46	42	103	0	74.0	51.6	139.3	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	AM_TP4	0	46	43	97	0	71.8	49.7	143.8	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	AM_TP5	1	44	33	88	0	72.9	50.2	150.0	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	AM_TP6	1	43	38	87	0	74.7	51.7	155.1	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	AM_TP7	1	53	42	103	0	74.2	51.0	156.9	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	AM_TP8	1	43	37	89	0	73.8	50.2	157.9	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	AM_TP9	0	43	37	88	0	74.5	51.2	160.9	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	AM_TP10	0	46	38	95	0	74.5	51.1	163.2	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	AM_TP11	0	46	39	98	0	74.2	51.2	162.3	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	AM_TP12	0	42	38	88	0	73.9	51.8	163.3	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	PM_TP1	0	79	17	98	0	73.2	40.3	80.2	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	PM_TP2	0	74	23	87	0	79.0	35.1	105.4	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	PM_TP3	0	74	27	96	0	78.8	32.0	112.0	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	PM_TP4	0	72	22	84	0	82.4	33.4	116.5	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	PM_TP5	1	77	23	92	0	82.2	32.9	117.1	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	PM_TP6	1	74	23	86	0	82.8	33.4	122.0	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	PM_TP7	1	78	27	92	0	82.9	32.5	123.4	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	PM_TP8	1	70	27	85	0	83.4	32.3	126.4	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	PM_TP9	0	81	27	98	0	83.1	31.8	125.4	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	PM_TP10	0	72	26	88	0	83.6	31.4	126.7	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	PM_TP11	0	77	25	93	0	83.7	31.6	126.0	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	PM_TP12	0	71	24	93	0	84.2	31.6	125.9	0.0

Design Year (2035) Build Alternative

Roadway Segment Measures of Effectiveness (MOEs)

Road	Location	UpNode	DownNode	Type	Count	Direction	Length (ft)	Lanes	Free Flow Speed (mph)	T _f	AM Peak Hour							
											Hourly Volumes (veh)				Link-Specific MOEs		Segment Averages	
											Demand	Simulated	Difference	% Vol Diff	Speed (mph)	LOS	Speed (mph)	LOS
Eastbound Hillsborough Avenue	West of Central Avenue	152	338	NETSIM	1	EB	729	2	35	3%	2,251	1,542	-709	-31.5%	5	F	5.0	F
Eastbound Hillsborough Avenue	Central Avenue to I-275 SB Ramps	338	336	NETSIM	2	EB	358	3	35	3%	2,349	1,623	-726	-30.9%	6	F	6.0	F
Eastbound Hillsborough Avenue	I-275 SB Ramps to I-275 NB Off-Ramp	336	334	NETSIM	3	EB	323	3	35	3%	2,190	1,616	-574	-26.2%	24	C	24.0	C
Eastbound Hillsborough Avenue	I-275 NB Off-Ramp to I-275 NB On-Ramp	334	151	NETSIM	4	EB	300	4	35	3%	2,684	2,110	-574	-21.4%	9	F	9.0	F
Eastbound Hillsborough Avenue	I-275 NB On Ramp to Nebraska Avenue	151	332	NETSIM	5	EB	360	3	35	3%	2,224	1,705	-519	-23.3%	9	F	9.0	F
Eastbound Hillsborough Avenue	East of Nebraska Avenue	332	150	NETSIM	5	EB_Leave	591	3	35	3%	2,379	1,638	-741	-31.1%	30	C	30.0	C
Eastbound Hillsborough Avenue Total - Weighted Average																	13.7	F
Westbound Hillsborough Avenue	East of Nebraska Avenue	150	332	NETSIM	5	WB	591	3	35	3%	2,709	2,628	-81	-3.0%	14	F	14.0	F
Westbound Hillsborough Avenue	Nebraska Avenue to I-275 NB On Ramp	332	151	NETSIM	4	WB	360	3	35	3%	3,061	2,478	-583	-19.0%	8	F	8.0	F
Westbound Hillsborough Avenue	I-275 NB On-Ramp to I-275 NB Off-Ramp	151	334	NETSIM	3	WB	300	4	35	3%	3,160	2,693	-467	-14.8%	9	F	9.0	F
Westbound Hillsborough Avenue	I-275 NB Off-Ramp to I-275 SB Ramps	334	336	NETSIM	2	WB	323	3	35	3%	3,160	2,694	-466	-14.7%	5	F	5.0	F
Westbound Hillsborough Avenue	I-275 SB Ramps to Central Avenue	336	338	NETSIM	1	WB	358	3	35	3%	3,628	3,093	-535	-14.7%	15	E	15.0	E
Westbound Hillsborough Avenue	West of Central Avenue	338	152	NETSIM	1	WB_Leave	729	2	35	3%	3,368	2,966	-402	-11.9%	28	C	28.0	C
Westbound Hillsborough Avenue Total - Weighted Average																	13.5	F
Northbound Central Avenue	South of Hillsborough Avenue	337	338	NETSIM	1	NB	695	1	30	3%	164	163	-1	-0.6%	11	F	11.0	F
Northbound Central Avenue	North of Hillsborough Avenue	338	339	NETSIM	1	NB_Leave	654	1	30	3%	303	205	-98	-32.3%	30	C	30.0	C
Northbound Central Avenue Total - Weighted Average																	21.6	D
Southbound Central Avenue	North of Hillsborough Avenue	339	338	NETSIM	1	SB	654	1	30	3%	323	261	-62	-19.2%	3	F	3.0	F
Southbound Central Avenue	South of Hillsborough Avenue	338	337	NETSIM	1	SB_Leave	695	1	30	3%	346	263	-83	-24.0%	30	C	30.0	C
Southbound Central Avenue Total - Weighted Average																	16.6	E
I-275 Southbound Ramps	North of Hillsborough Avenue	340	336	NETSIM	2	SB	425	3	30	3%	1,944	1,476	-468	-24.1%	5	F	5.0	F
I-275 Southbound Ramps	Cherokee Avenue	1	340	NETSIM	100	SB	425	1	25	3%	450	32	-418	-92.9%	0	F	0.0	F
I-275 Southbound Ramps	North of Cherokee Avenue	13	340	NETSIM	101	SB	376	1	45	3%	1,444	1,445	1	0.1%	45	A	45.0	A
I-275 Southbound Ramps	South of Hillsborough Avenue	7	9	NETSIM	2	SB_Leave	717	2	30	3%	1,635	1,084	-551	-33.7%	26	C	26.0	C
I-275 Southbound Ramps Total - Weighted Average																	24.9	C
I-275 Loop Ramp	North of Hillsborough Avenue	11	151	NETSIM	4	SB	297	1	25	3%	744	742	-2	-0.3%	4	F	17.3	E
I-275 Loop Ramp	North of Hillsborough Avenue	10	11	NETSIM	4	SB	227	1	25	3%	744	743	-1	-0.1%	19	D	17.3	E
I-275 Loop Ramp	North of Hillsborough Avenue	15	10	NETSIM	4	SB	231	1	25	3%	744	744	0	0.0%	29	C	17.3	E
I-275 Loop Ramp Total - Weighted Average																	17.3	E
I-275 Northbound Off-Ramp	South of Hillsborough Avenue	3	334	NETSIM	3	NB	200	2	30	3%	494	493	-1	-0.2%	4	F	4.0	F
I-275 Northbound Off-Ramp	Taliaferro Avenue	4	3	NETSIM	102	NB	633	1	30	3%	4	81	77	1925.0%	26	C	26.0	C
I-275 Northbound Off-Ramp	South of Taliaferro Avenue	16	3	NETSIM	103	NB	707	1	45	3%	489	413	-76	-15.5%	46	A	46.0	A
I-275 Northbound Off-Ramp Total - Weighted Average																	23.4	C
I-275 Northbound On-Ramp	North of Hillsborough Avenue	151	2	NETSIM	4	NB_Leave	199	1	30	3%	1,105	932	-173	-15.7%	23	D	23.0	D
I-275 Northbound On-Ramp	Miami Avenue	2	5	NETSIM	104	NB_Leave	262	1	30	3%	15	8	-7	-46.7%	25	C	25.0	C
I-275 Northbound On-Ramp	North of Miami Avenue	2	12	NETSIM	105	NB_Leave	219	1	45	3%	1,089	924	-165	-15.2%	27	C	32.5	B
I-275 Northbound On-Ramp	North of Miami Avenue	12	14	NETSIM	105	NB_Leave	487	1	45	3%	1,089	924	-165	-15.2%	38	A	32.5	B
I-275 Northbound On-Ramp Total - Weighted Average																	29.3	C
Northbound Nebraska Avenue	South of Hillsborough Avenue	331	332	NETSIM	5	NB	587	2	35	3%	748	532	-216	-28.9%	6	F	6.0	F
Northbound Nebraska Avenue	North of Hillsborough Avenue	332	333	NETSIM	5	NB_Leave	713	2	35	3%	789	681	-108	-13.7%	34	B	34.0	B
Northbound Nebraska Avenue Total - Weighted Average																	21.7	D
Southbound Nebraska Avenue	North of Hillsborough Avenue	333	332	NETSIM	5	SB	713	2	35	3%	1,501	350	-1,151	-76.7%	3	F	3.0	F
Southbound Nebraska Avenue	South of Hillsborough Avenue	332	331	NETSIM	5	SB_Leave	587	2	35	3%	953	424	-529	-55.5%	35	B	35.0	B
Southbound Nebraska Avenue Total - Weighted Average																	20.5	D

Design Year (2035) Build Alternative

Roadway Segment Measures of Effectiveness (MOEs)

Road	Location	UpNode	DownNode	Type	Count	Direction	Length (ft)	Lanes	Free Flow Speed (mph)	T _f	PM Peak Hour							
											Hourly Volumes (veh)				Link-Specific MOEs		Segment Averages	
											Demand	Simulated	Difference	% Vol Diff	Speed (mph)	LOS	Speed (mph)	LOS
Eastbound Hillsborough Avenue	West of Central Avenue	152	338	NETSIM	1	EB	729	2	35	3%	2,339	2,314	-25	-1.1%	17	E	17.0	E
Eastbound Hillsborough Avenue	Central Avenue to I-275 SB Ramps	338	336	NETSIM	2	EB	358	3	35	3%	2,427	2,380	-47	-1.9%	10	F	10.0	F
Eastbound Hillsborough Avenue	I-275 SB Ramps to I-275 NB Off-Ramp	336	334	NETSIM	3	EB	323	3	35	3%	2,235	2,198	-37	-1.7%	10	F	10.0	F
Eastbound Hillsborough Avenue	I-275 NB Off-Ramp to I-275 NB On-Ramp	334	151	NETSIM	4	EB	300	4	35	3%	3,034	2,996	-38	-1.3%	12	F	12.0	F
Eastbound Hillsborough Avenue	I-275 NB On Ramp to Nebraska Avenue	151	332	NETSIM	5	EB	360	3	35	3%	2,214	2,209	-5	-0.2%	6	F	6.0	F
Eastbound Hillsborough Avenue	East of Nebraska Avenue	332	150	NETSIM	5	EB_Leave	591	3	35	3%	2,251	2,092	-159	-7.1%	30	C	30.0	C
Eastbound Hillsborough Avenue Total - Weighted Average																	13.9	F
Westbound Hillsborough Avenue	East of Nebraska Avenue	150	332	NETSIM	5	WB	591	3	35	3%	2,918	2,475	-443	-15.2%	5	F	5.0	F
Westbound Hillsborough Avenue	Nebraska Avenue to I-275 NB On Ramp	332	151	NETSIM	4	WB	360	3	35	3%	3,086	2,600	-486	-15.7%	12	F	12.0	F
Westbound Hillsborough Avenue	I-275 NB On-Ramp to I-275 NB Off-Ramp	151	334	NETSIM	3	WB	300	4	35	3%	3,431	3,065	-366	-10.7%	14	F	14.0	F
Westbound Hillsborough Avenue	I-275 NB Off-Ramp to I-275 SB Ramps	334	336	NETSIM	2	WB	323	3	35	3%	3,431	3,062	-369	-10.8%	6	F	6.0	F
Westbound Hillsborough Avenue	I-275 SB Ramps to Central Avenue	336	338	NETSIM	1	WB	358	3	35	3%	3,592	3,214	-378	-10.5%	12	F	12.0	F
Westbound Hillsborough Avenue	West of Central Avenue	338	152	NETSIM	1	WB_Leave	729	2	35	3%	3,314	2,909	-405	-12.2%	28	C	28.0	C
Westbound Hillsborough Avenue Total - Weighted Average																	13.0	F
Northbound Central Avenue	South of Hillsborough Avenue	337	338	NETSIM	1	NB	695	1	30	3%	269	251	-18	-6.7%	8	F	8.0	F
Northbound Central Avenue	North of Hillsborough Avenue	338	339	NETSIM	1	NB_Leave	654	1	30	3%	470	447	-23	-4.9%	30	C	30.0	C
Northbound Central Avenue Total - Weighted Average																	22.1	D
Southbound Central Avenue	North of Hillsborough Avenue	339	338	NETSIM	1	SB	654	1	30	3%	278	201	-77	-27.7%	4	F	4.0	F
Southbound Central Avenue	South of Hillsborough Avenue	338	337	NETSIM	1	SB_Leave	695	1	30	3%	267	242	-25	-9.4%	30	C	30.0	C
Southbound Central Avenue Total - Weighted Average																	18.2	D
I-275 Southbound Ramps	North of Hillsborough Avenue	340	336	NETSIM	2	SB	425	3	30	3%	1,202	1,197	-5	-0.4%	4	F	4.0	F
I-275 Southbound Ramps	Cherokee Avenue	1	340	NETSIM	100	SB	425	1	25	3%	150	110	-40	-26.7%	2	F	2.0	F
I-275 Southbound Ramps	North of Cherokee Avenue	13	340	NETSIM	101	SB	376	1	45	3%	1,089	1,090	1	0.1%	41	A	41.0	A
I-275 Southbound Ramps	South of Hillsborough Avenue	7	9	NETSIM	2	SB_Leave	717	2	30	3%	1,233	1,225	-8	-0.6%	27	C	27.0	C
I-275 Southbound Ramps Total - Weighted Average																	22.9	D
I-275 Loop Ramp	North of Hillsborough Avenue	11	151	NETSIM	4	SB	297	1	25	3%	985	984	-1	-0.1%	4	F	16.7	E
I-275 Loop Ramp	North of Hillsborough Avenue	10	11	NETSIM	4	SB	227	1	25	3%	985	985	0	0.0%	18	E	16.7	E
I-275 Loop Ramp	North of Hillsborough Avenue	15	10	NETSIM	4	SB	231	1	25	3%	985	985	0	0.0%	28	C	16.7	E
I-275 Loop Ramp Total - Weighted Average																	16.7	E
I-275 Northbound Off-Ramp	South of Hillsborough Avenue	3	334	NETSIM	3	NB	200	2	30	3%	799	803	4	0.5%	3	F	3.0	F
I-275 Northbound Off-Ramp	Taliaferro Avenue	4	3	NETSIM	102	NB	633	1	30	3%	150	150	0	0.0%	22	D	22.0	D
I-275 Northbound Off-Ramp	South of Taliaferro Avenue	16	3	NETSIM	103	NB	707	1	45	3%	649	653	4	0.6%	22	D	22.0	D
I-275 Northbound Off-Ramp Total - Weighted Average																	12.5	F
I-275 Northbound On-Ramp	North of Hillsborough Avenue	151	2	NETSIM	4	NB_Leave	199	1	30	3%	1,460	1,304	-156	-10.7%	21	D	21.0	D
I-275 Northbound On-Ramp	Miami Avenue	2	5	NETSIM	104	NB_Leave	262	1	30	3%	15	12	-3	-20.0%	25	C	25.0	C
I-275 Northbound On-Ramp	North of Miami Avenue	2	12	NETSIM	105	NB_Leave	219	1	45	3%	1,444	1,291	-153	-10.6%	14	F	24.0	C
I-275 Northbound On-Ramp	North of Miami Avenue	12	14	NETSIM	105	NB_Leave	487	1	45	3%	1,444	1,290	-154	-10.7%	34	B	24.0	C
I-275 Northbound On-Ramp Total - Weighted Average																	23.0	D
Northbound Nebraska Avenue	South of Hillsborough Avenue	331	332	NETSIM	5	NB	587	2	35	3%	1,062	1,053	-9	-0.8%	9	F	9.0	F
Northbound Nebraska Avenue	North of Hillsborough Avenue	332	333	NETSIM	5	NB_Leave	713	2	35	3%	1,233	1,188	-45	-3.6%	34	B	34.0	B
Northbound Nebraska Avenue Total - Weighted Average																	22.3	D
Southbound Nebraska Avenue	North of Hillsborough Avenue	333	332	NETSIM	5	SB	713	2	35	3%	1,082	692	-390	-36.0%	2	F	2.0	F
Southbound Nebraska Avenue	South of Hillsborough Avenue	332	331	NETSIM	5	SB_Leave	587	2	35	3%	706	552	-154	-21.8%	35	B	35.0	B
Southbound Nebraska Avenue Total - Weighted Average																	16.6	E

Design Year (2035) Build Alternative

Intersection Measures of Effectiveness (MOEs)

Intersection	Approach	Lane	Description	Up Node	Down Node	Link Length (ft)	AM Peak Hour					PM Peak Hour				
							Average Vehicle Queue Length (ft)	Maximum Vehicle Queue Length (ft)	Average Vehicle Queue in Lane Group (ft)	Maximum Vehicle Queue in Lane Group (ft)	Queue Spillback First Link	Average Vehicle Queue Length (ft)	Maximum Vehicle Queue Length (ft)	Average Vehicle Queue in Lane Group (ft)	Maximum Vehicle Queue in Lane Group (ft)	Queue Spillback First Link
Central Avenue	Eastbound	1	EBT	152	338	730	1,376	2,050	1,376	2,050	Yes	265	975	265	975	Yes
Central Avenue	Eastbound	2	EBT	152	338	730	1,341	2,050	1,376	2,050	Yes	252	950	265	975	Yes
Central Avenue	Eastbound	3	N/A	152	338	730	0	0	0	0	No	0	0	0	0	No
Central Avenue	Eastbound	4	N/A	152	338	730	0	0	0	0	No	0	0	0	0	No
Central Avenue	Eastbound	5	N/A	152	338	730	0	0	0	0	No	0	0	0	0	No
Central Avenue	Eastbound	6	N/A	152	338	730	0	0	0	0	No	0	0	0	0	No
Central Avenue	Eastbound	7	EBL	152	338	730	12	100	12	100	No	51	225	51	225	No
Central Avenue	Eastbound	8	N/A	152	338	730	0	0	0	0	No	0	0	0	0	No
Central Avenue	Eastbound	9	N/A	152	338	730	0	0	0	0	No	0	0	0	0	No
Central Avenue	Westbound	1	WBT	336	338	360	59	425	59	425	Yes	83	400	83	400	Yes
Central Avenue	Westbound	2	WBT	336	338	360	57	400	59	425	Yes	82	400	83	400	Yes
Central Avenue	Westbound	3	N/A	336	338	360	0	0	0	0	No	0	0	0	0	No
Central Avenue	Westbound	4	N/A	336	338	360	0	0	0	0	No	0	0	0	0	No
Central Avenue	Westbound	5	N/A	336	338	360	0	0	0	0	No	0	0	0	0	No
Central Avenue	Westbound	6	WBR	336	338	360	1	75	1	75	No	0	0	0	0	No
Central Avenue	Westbound	7	WBL	336	338	360	28	200	28	200	No	70	275	70	275	No
Central Avenue	Westbound	8	N/A	336	338	360	0	0	0	0	No	0	0	0	0	No
Central Avenue	Westbound	9	N/A	336	338	360	0	0	0	0	No	0	0	0	0	No
Central Avenue	Westbound	4	N/A	336	338	360	0	0	0	0	No	0	0	0	0	No
Central Avenue	Westbound	5	N/A	336	338	360	0	0	0	0	No	0	0	0	0	No
Central Avenue	Westbound	6	WBR	336	338	360	1	75	1	75	No	0	0	0	0	No
Central Avenue	Westbound	7	WBL	336	338	360	28	200	28	200	No	70	275	70	275	No
Central Avenue	Westbound	8	N/A	336	338	360	0	0	0	0	No	0	0	0	0	No
Central Avenue	Westbound	9	N/A	336	338	360	0	0	0	0	No	0	0	0	0	No
Central Avenue	Northbound	1	NBT	337	338	695	49	200	49	200	No	275	875	275	875	Yes
Central Avenue	Northbound	2	N/A	337	338	695	0	0	0	0	No	0	0	0	0	No
Central Avenue	Northbound	3	N/A	337	338	695	0	0	0	0	No	0	0	0	0	No
Central Avenue	Northbound	4	N/A	337	338	695	0	0	0	0	No	0	0	0	0	No
Central Avenue	Northbound	5	N/A	337	338	695	0	0	0	0	No	0	0	0	0	No
Central Avenue	Northbound	6	N/A	337	338	695	0	0	0	0	No	0	0	0	0	No
Central Avenue	Northbound	7	NBL	337	338	695	15	100	15	100	No	9	75	9	75	No
Central Avenue	Northbound	8	N/A	337	338	695	0	0	0	0	No	0	0	0	0	No
Central Avenue	Northbound	9	N/A	337	338	695	0	0	0	0	No	0	0	0	0	No
Central Avenue	Southbound	1	SBT	339	338	655	476	1,325	476	1,325	Yes	435	1,100	435	1,100	Yes
Central Avenue	Southbound	2	N/A	339	338	655	0	0	0	0	No	0	0	0	0	No
Central Avenue	Southbound	3	N/A	339	338	655	0	0	0	0	No	0	0	0	0	No
Central Avenue	Southbound	4	N/A	339	338	655	0	0	0	0	No	0	0	0	0	No
Central Avenue	Southbound	5	N/A	339	338	655	0	0	0	0	No	0	0	0	0	No
Central Avenue	Southbound	6	N/A	339	338	655	0	0	0	0	No	0	0	0	0	No
Central Avenue	Southbound	7	SBL	339	338	655	68	125	68	125	No	86	150	86	150	No
Central Avenue	Southbound	8	N/A	339	338	655	0	0	0	0	No	0	0	0	0	No
Central Avenue	Southbound	9	N/A	339	338	655	0	0	0	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Eastbound	1	EBT	338	336	360	200	450	200	450	Yes	101	375	121	425	Yes
Southbound I-275 Ramp Terminal	Eastbound	2	EBT	338	336	360	112	450	200	450	Yes	121	425	121	425	Yes
Southbound I-275 Ramp Terminal	Eastbound	1	EBR	338	336	360	200	450	200	450	Yes	101	375	101	375	Yes
Southbound I-275 Ramp Terminal	Eastbound	4	N/A	338	336	360	0	0	500	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Eastbound	5	N/A	338	336	360	0	0	500	0	No	0	0	0	0	No

Design Year (2035) Build Alternative
 Intersection Measures of Effectiveness (MOEs)

Intersection	Approach	Lane	Description	Up Node	Down Node	Link Length (ft)	AM Peak Hour					PM Peak Hour				
							Average Vehicle Queue Length (ft)	Maximum Vehicle Queue Length (ft)	Average Vehicle Queue in Lane Group (ft)	Maximum Vehicle Queue in Lane Group (ft)	Queue Spillback First Link	Average Vehicle Queue Length (ft)	Maximum Vehicle Queue Length (ft)	Average Vehicle Queue in Lane Group (ft)	Maximum Vehicle Queue in Lane Group (ft)	Queue Spillback First Link
Southbound I-275 Ramp Terminal	Eastbound	6	N/A	338	336	360	0	0	500	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Eastbound	8	N/A	338	336	360	0	0	500	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Eastbound	9	N/A	338	336	360	0	0	500	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Eastbound	4	N/A	338	336	360	0	0	500	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Eastbound	5	N/A	338	336	360	0	0	500	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Eastbound	6	N/A	338	336	360	0	0	500	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Eastbound	8	N/A	338	336	360	0	0	500	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Eastbound	9	N/A	338	336	360	0	0	500	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Westbound	1	WBT	334	336	325	152	400	155	400	Yes	124	375	124	400	Yes
Southbound I-275 Ramp Terminal	Westbound	2	WBT	334	336	325	155	400	155	400	Yes	119	400	124	400	Yes
Southbound I-275 Ramp Terminal	Westbound	3	WBL	334	336	325	182	375	232	400	Yes	130	375	240	375	Yes
Southbound I-275 Ramp Terminal	Westbound	4	WBL	334	336	325	232	400	232	400	Yes	240	375	240	375	Yes
Southbound I-275 Ramp Terminal	Westbound	5	N/A	334	336	325	0	0	500	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Westbound	6	N/A	334	336	325	0	0	500	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Westbound	7	N/A	334	336	325	0	0	500	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Westbound	8	N/A	334	336	325	0	0	500	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Westbound	9	N/A	334	336	325	0	0	500	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Southbound	1	SBR	340	336	425	202	500	262	575	Yes	131	375	181	475	Yes
Southbound I-275 Ramp Terminal	Southbound	2	SBR	340	336	425	262	575	262	575	Yes	181	475	181	475	Yes
Southbound I-275 Ramp Terminal	Southbound	3	SBTL	340	336	425	104	475	104	475	Yes	193	450	193	450	Yes
Southbound I-275 Ramp Terminal	Southbound	4	SBL	340	336	425	39	200	39	200	No	133	375	133	375	No
Southbound I-275 Ramp Terminal	Southbound	5	N/A	340	336	425	500	0	500	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Southbound	6	N/A	340	336	425	500	0	500	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Southbound	7	N/A	340	336	425	0	0	500	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Southbound	8	N/A	340	336	425	0	0	500	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Southbound	9	N/A	340	336	425	0	0	500	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Southbound	1	S_Upstream	13	340	375	0	25	0	25	No	1	50	1	50	No
Southbound I-275 Ramp Terminal	Southbound	2	N/A	13	340	375	0	0	500	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Southbound	3	N/A	13	340	375	0	0	500	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Southbound	4	N/A	13	340	375	0	0	500	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Southbound	5	N/A	13	340	375	0	0	500	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Southbound	6	N/A	13	340	375	0	0	500	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Southbound	7	N/A	13	340	375	0	0	500	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Southbound	8	N/A	13	340	375	0	0	500	0	No	0	0	0	0	No
Southbound I-275 Ramp Terminal	Southbound	9	N/A	13	340	375	0	0	500	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	1	NBR	3	334	200	35	150	59	225	Yes	101	250	138	275	Yes
Northbound I-275 NB Off-Ramp Terminal	Northbound	2	NBR	3	334	200	59	225	59	225	Yes	138	275	138	275	Yes
Northbound I-275 NB Off-Ramp Terminal	Northbound	3	N/A	3	334	200	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	4	N/A	3	334	200	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	5	N/A	3	334	200	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	6	N/A	3	334	200	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	7	N/A	3	334	200	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	8	N/A	3	334	200	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	9	N/A	3	334	200	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	1	N_Upstream	16	3	705	0	0	0	0	No	96	500	96	500	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	2	N/A	16	3	705	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	3	N/A	16	3	705	0	0	0	0	No	0	0	0	0	No

Design Year (2035) Build Alternative
 Intersection Measures of Effectiveness (MOEs)

Intersection	Approach	Lane	Description	Up Node	Down Node	Link Length (ft)	AM Peak Hour					PM Peak Hour				
							Average Vehicle Queue Length (ft)	Maximum Vehicle Queue Length (ft)	Average Vehicle Queue in Lane Group (ft)	Maximum Vehicle Queue in Lane Group (ft)	Queue Spillback First Link	Average Vehicle Queue Length (ft)	Maximum Vehicle Queue Length (ft)	Average Vehicle Queue in Lane Group (ft)	Maximum Vehicle Queue in Lane Group (ft)	Queue Spillback First Link
Northbound I-275 NB Off-Ramp Terminal	Northbound	4	N/A	16	3	705	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	5	N/A	16	3	705	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	6	N/A	16	3	705	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	7	N/A	16	3	705	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	8	N/A	16	3	705	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Northbound	9	N/A	16	3	705	0	0	0	0	No	0	0	0	0	No
Westbound I-275 NB Off-Ramp Terminal	Westbound	1	WBT	151	334	300	99	400	104	400	Yes	31	325	45	350	Yes
Northbound I-275 NB Off-Ramp Terminal	Westbound	2	WBT	151	334	300	104	375	104	400	Yes	45	350	45	350	Yes
Southbound I-275 Ramp Terminal	Westbound	3	WBL	151	334	300	36	375	232	400	Yes	2	75	240	375	Yes
Northbound I-275 NB Off-Ramp Terminal	Westbound	4	N/A	151	334	300	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Westbound	7	WBT	151	334	300	26	125	104	400	Yes	20	100	45	350	Yes
Northbound I-275 NB Off-Ramp Terminal	Westbound	8	N/A	151	334	300	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Westbound	9	N/A	151	334	300	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Eastbound	1	EBT	336	334	325	0	0	0	25	No	68	300	78	325	Yes
Northbound I-275 NB Off-Ramp Terminal	Eastbound	2	EBT	336	334	325	0	25	0	25	No	78	325	78	325	Yes
Northbound I-275 NB Off-Ramp Terminal	Eastbound	3	N/A	336	334	325	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Eastbound	4	N/A	336	334	325	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Eastbound	5	N/A	336	334	325	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Eastbound	6	N/A	336	334	325	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Eastbound	7	EBL	336	334	325	0	0	124	275	No	28	175	85	350	Yes
Northbound I-275 NB Off-Ramp Terminal	Eastbound	8	N/A	336	334	325	0	0	0	0	No	0	0	0	0	No
Northbound I-275 NB Off-Ramp Terminal	Eastbound	9	N/A	336	334	325	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Eastbound	1	EBT	334	151	300	1	75	1	75	No	26	325	29	325	Yes
Northbound I-275 On-Ramp Terminal	Eastbound	2	EBT	334	151	300	1	75	1	75	No	29	325	29	325	Yes
Northbound I-275 On-Ramp Terminal	Eastbound	3	EBL	334	151	300	124	275	124	275	No	85	350	85	350	Yes
Northbound I-275 On-Ramp Terminal	Eastbound	4	EBL	334	151	300	87	225	124	275	No	54	250	85	350	Yes
Northbound I-275 On-Ramp Terminal	Eastbound	5	N/A	334	151	300	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Eastbound	6	N/A	334	151	300	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Eastbound	7	N/A	334	151	300	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Eastbound	8	N/A	334	151	300	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Eastbound	9	N/A	334	151	300	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Southbound	1	SBR	11	151	295	100	250	100	250	No	106	250	106	250	No
Northbound I-275 On-Ramp Terminal	Southbound	2	SBR	11	151	295	33	250	100	250	No	51	250	106	250	No
Northbound I-275 On-Ramp Terminal	Southbound	3	N/A	11	151	295	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Southbound	4	N/A	11	151	295	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Southbound	5	N/A	11	151	295	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Southbound	6	N/A	11	151	295	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Southbound	7	N/A	11	151	295	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Southbound	8	N/A	11	151	295	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Southbound	9	N/A	11	151	295	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Southbound	1	S_Upstream	10	11	225	6	125	6	125	No	7	150	7	150	No
Northbound I-275 On-Ramp Terminal	Southbound	2	S_Upstream	10	11	225	1	75	6	125	No	2	100	7	150	No
Northbound I-275 On-Ramp Terminal	Southbound	3	N/A	10	11	225	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Southbound	4	N/A	10	11	225	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Southbound	5	N/A	10	11	225	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Southbound	6	N/A	10	11	225	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Southbound	7	N/A	10	11	225	0	0	0	0	No	0	0	0	0	No

Design Year (2035) Build Alternative

Intersection Measures of Effectiveness (MOEs)

Intersection	Approach	Lane	Description	Up Node	Down Node	Link Length (ft)	AM Peak Hour					PM Peak Hour				
							Average Vehicle Queue Length (ft)	Maximum Vehicle Queue Length (ft)	Average Vehicle Queue in Lane Group (ft)	Maximum Vehicle Queue in Lane Group (ft)	Queue Spillback First Link	Average Vehicle Queue Length (ft)	Maximum Vehicle Queue Length (ft)	Average Vehicle Queue in Lane Group (ft)	Maximum Vehicle Queue in Lane Group (ft)	Queue Spillback First Link
Northbound I-275 On-Ramp Terminal	Southbound	8	N/A	10	11	225	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Southbound	9	N/A	10	11	225	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Southbound	1	S_Upstream	15	10	230	0	0	6	125	No	0	0	7	150	No
Northbound I-275 On-Ramp Terminal	Southbound	2	N/A	15	10	230	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Southbound	3	N/A	15	10	230	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Southbound	4	N/A	15	10	230	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Southbound	5	N/A	15	10	230	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Southbound	6	N/A	15	10	230	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Southbound	7	N/A	15	10	230	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Southbound	8	N/A	15	10	230	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Southbound	9	N/A	15	10	230	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Westbound	1	WBT	332	151	360	107	400	120	425	Yes	45	325	49	325	No
Northbound I-275 On-Ramp Terminal	Westbound	2	WBT	332	151	360	109	400	120	425	Yes	49	325	49	325	No
Northbound I-275 On-Ramp Terminal	Westbound	3	WBT	332	151	360	120	425	120	425	Yes	39	250	49	325	No
Northbound I-275 On-Ramp Terminal	Westbound	4	N/A	332	151	360	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Westbound	5	N/A	332	151	360	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Westbound	6	N/A	332	151	360	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Westbound	7	N/A	332	151	360	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Westbound	8	N/A	332	151	360	0	0	0	0	No	0	0	0	0	No
Northbound I-275 On-Ramp Terminal	Westbound	9	N/A	332	151	360	0	0	0	0	No	0	0	0	0	No
Nebraska Avenue	Eastbound	1	EBT	151	332	360	35	250	56	350	Yes	96	350	131	425	Yes
Nebraska Avenue	Eastbound	2	EBT	151	332	360	55	350	56	350	Yes	125	425	131	425	Yes
Nebraska Avenue	Eastbound	3	EBT	151	332	360	56	350	56	350	Yes	131	425	131	425	Yes
Nebraska Avenue	Eastbound	4	N/A	151	332	360	0	0	0	0	No	0	0	0	0	No
Nebraska Avenue	Eastbound	5	N/A	151	332	360	0	0	0	0	No	0	0	0	0	No
Nebraska Avenue	Eastbound	6	EBR	151	332	360	0	0	0	0	No	0	0	0	0	No
Nebraska Avenue	Eastbound	7	EBL	151	332	360	71	300	71	300	No	187	400	187	400	Yes
Nebraska Avenue	Eastbound	8	N/A	151	332	360	0	0	0	0	No	0	0	0	0	No
Nebraska Avenue	Eastbound	9	N/A	151	332	360	0	0	0	0	No	0	0	0	0	No
Nebraska Avenue	Northbound	1	NBT	331	332	585	314	1,375	639	1,800	Yes	224	650	226	675	Yes
Nebraska Avenue	Northbound	2	NBT	331	332	585	639	1,800	639	1,800	Yes	226	675	226	675	Yes
Nebraska Avenue	Northbound	3	N/A	331	332	585	0	0	0	0	No	0	0	0	0	No
Nebraska Avenue	Northbound	4	N/A	331	332	585	0	0	0	0	No	0	0	0	0	No
Nebraska Avenue	Northbound	5	N/A	331	332	585	0	0	0	0	No	0	0	0	0	No
Nebraska Avenue	Northbound	6	N/A	331	332	585	0	0	0	0	No	0	0	0	0	No
Nebraska Avenue	Northbound	7	NBL	331	332	585	271	475	271	475	No	167	425	167	425	No
Nebraska Avenue	Northbound	8	N/A	331	332	585	0	0	0	0	No	0	0	0	0	No
Nebraska Avenue	Northbound	9	N/A	331	332	585	0	0	0	0	No	0	0	0	0	No
Nebraska Avenue	Westbound	1	WBT	150	332	590	332	1,275	340	1,325	Yes	1,544	2,375	1,664	2,500	Yes
Nebraska Avenue	Westbound	2	WBT	150	332	590	327	1,275	340	1,325	Yes	1,664	2,500	1,664	2,500	Yes
Nebraska Avenue	Westbound	3	WBT	150	332	590	340	1,325	340	1,325	Yes	1,568	2,425	1,664	2,500	Yes
Nebraska Avenue	Westbound	4	N/A	150	332	590	0	0	0	0	No	0	0	0	0	No
Nebraska Avenue	Westbound	5	N/A	150	332	590	0	0	0	0	No	0	0	0	0	No
Nebraska Avenue	Westbound	6	WBR	150	332	590	0	0	0	0	No	0	0	0	0	No
Nebraska Avenue	Westbound	7	WBL	150	332	590	45	275	45	275	No	37	225	37	225	No
Nebraska Avenue	Westbound	8	N/A	150	332	590	0	0	0	0	No	0	0	0	0	No
Nebraska Avenue	Westbound	9	N/A	150	332	590	0	0	0	0	No	0	0	0	0	No

Design Year (2035) Build Alternative

Intersection Measures of Effectiveness (MOEs)

Intersection	Approach	Lane	Description	Up Node	Down Node	Link Length (ft)	AM Peak Hour					PM Peak Hour					
							Average Vehicle Queue Length (ft)	Maximum Vehicle Queue Length (ft)	Average Vehicle Queue in Lane Group (ft)	Maximum Vehicle Queue in Lane Group (ft)	Queue Spillback First Link	Average Vehicle Queue Length (ft)	Maximum Vehicle Queue Length (ft)	Average Vehicle Queue in Lane Group (ft)	Maximum Vehicle Queue in Lane Group (ft)	Queue Spillback First Link	
Nebraska Avenue	Southbound	1	SBT	333	332	715	961	1,450	961	1,450	Yes		771	1,450	1,068	1,475	Yes
Nebraska Avenue	Southbound	2	SBT	333	332	715	890	1,425	961	1,450	Yes		1,068	1,475	1,068	1,475	Yes
Nebraska Avenue	Southbound	3	N/A	333	332	715	0	0	0	0	No		0	0	0	0	No
Nebraska Avenue	Southbound	4	N/A	333	332	715	0	0	0	0	No		0	0	0	0	No
Nebraska Avenue	Southbound	5	N/A	333	332	715	0	0	0	0	No		0	0	0	0	No
Nebraska Avenue	Southbound	6	N/A	333	332	715	0	0	0	0	No		0	0	0	0	No
Nebraska Avenue	Southbound	7	SBL	333	332	715	152	450	152	450	No		471	550	471	550	No
Nebraska Avenue	Southbound	8	N/A	333	332	715	0	0	0	0	No		0	0	0	0	No
Nebraska Avenue	Southbound	9	N/A	333	332	715	0	0	0	0	No		0	0	0	0	No

Design Year (2035) Build Alternative
Movement Delays by Segment

Intersection	Approach	Control Type	Left		Through		Right		Movement Designation		
			Up Node	Down Node	Up Node	Down Node	Up Node	Down Node	L	T	R
Central Avenue	Eastbound	Signalized	152	338	152	338	152	338	L	TDR	0
Central Avenue	Westbound	Signalized	336	338	336	338	336	338	L	T	R
Central Avenue	Northbound	Signalized	337	338	337	338	337	338	L	TR	0
Central Avenue	Southbound	Signalized	339	338	339	338	339	338	L	TR	0
Southbound I-275 Ramp Terminal	Eastbound	Signalized	338	336	338	336	338	336	L	TD	R
Southbound I-275 Ramp Terminal	Westbound	Signalized	334	336	334	336	334	336	L	TR	0
Southbound I-275 Ramp Terminal	Southbound	Signalized	340	336	340	336	340	336	L	T	R
Northbound I-275 NB Off-Ramp Terminal	Eastbound	Stop Control	336	334	336	334	336	334	0	LT	R
Northbound I-275 NB Off-Ramp Terminal	Westbound	Stop Control	151	334	151	334	151	334	0	LT	R
Northbound I-275 NB Off-Ramp Terminal	Northbound	Stop Control	3	334	3	334	3	334	L	T	R
Northbound I-275 NB Off-Ramp Terminal	Southbound	Stop Control	11	151	11	151	11	151	L	T	R
Northbound I-275 On-Ramp Terminal	Eastbound	Stop Control	334	151	334	151	334	151	L	T	R
Northbound I-275 On-Ramp Terminal	Westbound	Stop Control	332	151	332	151	332	151	0	LTDR	0
Nebraska Avenue	Eastbound	Signalized	151	332	151	332	151	332	L	TR	0
Nebraska Avenue	Westbound	Signalized	150	332	150	332	150	332	L	TR	0
Nebraska Avenue	Northbound	Signalized	331	332	331	332	331	332	L	TR	0
Nebraska Avenue	Southbound	Signalized	333	332	333	332	333	332	L	TR	0

Design Year (2035) Build Alternative
 Movement Delays by Segment

UpNode	DownNode	Segment Location	TP	Peak Hour	Volume				Delay Per Vehicle (Control or Delay Travel for Unsignalized)			
					Left	Through	Right	Diagonal	Left	Through	Right	Diagonal
1	340	I-275 Southbound Ramps Cherokee Avenue	AM_TP1	0	0	0	0	60	0.0	0.0	0.0	79.7
1	340	I-275 Southbound Ramps Cherokee Avenue	AM_TP2	0	0	0	0	40	0.0	0.0	0.0	104.2
1	340	I-275 Southbound Ramps Cherokee Avenue	AM_TP2	0	0	0	0	40	0.0	0.0	0.0	104.2
1	340	I-275 Southbound Ramps Cherokee Avenue	AM_TP3	0	0	0	0	23	0.0	0.0	0.0	132.6
1	340	I-275 Southbound Ramps Cherokee Avenue	AM_TP4	0	0	0	0	13	0.0	0.0	0.0	165.1
1	340	I-275 Southbound Ramps Cherokee Avenue	AM_TP5	1	0	0	0	7	0.0	0.0	0.0	201.4
1	340	I-275 Southbound Ramps Cherokee Avenue	AM_TP7	1	0	0	0	8	0.0	0.0	0.0	261.9
1	340	I-275 Southbound Ramps Cherokee Avenue	AM_TP8	1	0	0	0	11	0.0	0.0	0.0	281.5
1	340	I-275 Southbound Ramps Cherokee Avenue	AM_TP9	0	0	0	0	10	0.0	0.0	0.0	300.2
1	340	I-275 Southbound Ramps Cherokee Avenue	AM_TP10	0	0	0	0	20	0.0	0.0	0.0	301.8
1	340	I-275 Southbound Ramps Cherokee Avenue	AM_TP11	0	0	0	0	24	0.0	0.0	0.0	297.2
1	340	I-275 Southbound Ramps Cherokee Avenue	AM_TP12	0	0	0	0	31	0.0	0.0	0.0	284.3
1	340	I-275 Southbound Ramps Cherokee Avenue	PM_TP1	0	0	0	0	26	0.0	0.0	0.0	33.6
1	340	I-275 Southbound Ramps Cherokee Avenue	PM_TP2	0	0	0	0	27	0.0	0.0	0.0	37.7
1	340	I-275 Southbound Ramps Cherokee Avenue	PM_TP3	0	0	0	0	27	0.0	0.0	0.0	50.6
1	340	I-275 Southbound Ramps Cherokee Avenue	PM_TP4	0	0	0	0	27	0.0	0.0	0.0	53.5
1	340	I-275 Southbound Ramps Cherokee Avenue	PM_TP5	1	0	0	0	28	0.0	0.0	0.0	64.4
1	340	I-275 Southbound Ramps Cherokee Avenue	PM_TP6	1	0	0	0	28	0.0	0.0	0.0	63.1
1	340	I-275 Southbound Ramps Cherokee Avenue	PM_TP7	1	0	0	0	26	0.0	0.0	0.0	66.1
1	340	I-275 Southbound Ramps Cherokee Avenue	PM_TP8	1	0	0	0	28	0.0	0.0	0.0	73.2
1	340	I-275 Southbound Ramps Cherokee Avenue	PM_TP9	0	0	0	0	30	0.0	0.0	0.0	72.0
1	340	I-275 Southbound Ramps Cherokee Avenue	PM_TP10	0	0	0	0	28	0.0	0.0	0.0	69.5
1	340	I-275 Southbound Ramps Cherokee Avenue	PM_TP11	0	0	0	0	27	0.0	0.0	0.0	66.0
1	340	I-275 Southbound Ramps Cherokee Avenue	PM_TP12	0	0	0	0	26	0.0	0.0	0.0	62.9
2	5	I-275 Northbound On-Ramp Miami Avenue	AM_TP1	0	0	2	0	0	0.0	1.4	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	AM_TP2	0	0	2	0	0	0.0	1.3	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	AM_TP3	0	0	2	0	0	0.0	1.3	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	AM_TP4	0	0	2	0	0	0.0	1.3	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	AM_TP5	1	0	2	0	0	0.0	1.3	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	AM_TP6	1	0	3	0	0	0.0	1.3	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	AM_TP7	1	0	2	0	0	0.0	1.2	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	AM_TP8	1	0	2	0	0	0.0	1.2	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	AM_TP9	0	0	3	0	0	0.0	1.2	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	AM_TP10	0	0	2	0	0	0.0	1.2	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	AM_TP11	0	0	2	0	0	0.0	1.2	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	AM_TP12	0	0	2	0	0	0.0	1.2	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	PM_TP1	0	0	3	0	0	0.0	1.5	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	PM_TP2	0	0	2	0	0	0.0	1.4	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	PM_TP3	0	0	3	0	0	0.0	1.2	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	PM_TP4	0	0	2	0	0	0.0	1.2	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	PM_TP5	1	0	3	0	0	0.0	1.2	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	PM_TP6	1	0	4	0	0	0.0	1.2	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	PM_TP7	1	0	3	0	0	0.0	1.3	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	PM_TP8	1	0	3	0	0	0.0	1.2	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	PM_TP9	0	0	3	0	0	0.0	1.2	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	PM_TP10	0	0	4	0	0	0.0	1.2	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	PM_TP11	0	0	3	0	0	0.0	1.2	0.0	0.0
2	5	I-275 Northbound On-Ramp Miami Avenue	PM_TP12	0	0	5	0	0	0.0	1.2	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP1	0	0	215	0	0	0.0	2.4	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP2	0	0	222	0	0	0.0	2.2	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP3	0	0	238	0	0	0.0	2.2	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP4	0	0	233	0	0	0.0	2.2	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP5	1	0	233	0	0	0.0	2.2	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP6	1	0	231	0	0	0.0	2.2	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP7	1	0	221	0	0	0.0	2.2	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP8	1	0	239	0	0	0.0	2.2	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP9	0	0	231	0	0	0.0	2.3	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP10	0	0	225	0	0	0.0	2.3	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP11	0	0	228	0	0	0.0	2.3	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP12	0	0	241	0	0	0.0	2.3	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP1	0	0	325	0	0	0.0	6.7	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP2	0	0	322	0	0	0.0	6.8	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP3	0	0	328	0	0	0.0	6.9	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP4	0	0	321	0	0	0.0	6.9	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP5	1	0	324	0	0	0.0	6.9	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP6	1	0	323	0	0	0.0	7.0	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP7	1	0	320	0	0	0.0	7.0	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP8	1	0	323	0	0	0.0	7.0	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP9	0	0	323	0	0	0.0	7.1	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP10	0	0	313	0	0	0.0	7.1	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP11	0	0	315	0	0	0.0	7.0	0.0	0.0
2	12	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP12	0	0	311	0	0	0.0	7.0	0.0	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	AM_TP1	0	0	0	89	0	0.0	0.0	23.4	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	AM_TP2	0	0	0	100	0	0.0	0.0	25.1	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	AM_TP3	0	0	0	109	0	0.0	0.0	25.4	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	AM_TP4	0	0	0	115	0	0.0	0.0	26.2	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	AM_TP5	1	0	0	125	0	0.0	0.0	27.8	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	AM_TP6	1	0	0	128	0	0.0	0.0	28.6	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	AM_TP7	1	0	0	122	0	0.0	0.0	28.8	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	AM_TP8	1	0	0	119	0	0.0	0.0	28.9	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	AM_TP9	0	0	0	117	0	0.0	0.0	29.2	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	AM_TP10	0	0	0	118	0	0.0	0.0	29.0	0.0

Design Year (2035) Build Alternative
 Movement Delays by Segment

UpNode	DownNode	Segment Location	TP	Peak Hour	Volume				Delay Per Vehicle (Control or Delay Travel for Unsignalized)			
					Left	Through	Right	Diagonal	Left	Through	Right	Diagonal
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	AM_TP11	0	0	0	108	0	0.0	0.0	29.0	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	AM_TP12	0	0	0	107	0	0.0	0.0	28.8	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	PM_TP1	0	0	0	192	0	0.0	0.0	34.1	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	PM_TP2	0	0	0	188	0	0.0	0.0	37.7	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	PM_TP3	0	0	0	192	0	0.0	0.0	39.8	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	PM_TP4	0	0	0	202	0	0.0	0.0	39.5	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	PM_TP5	1	0	0	201	0	0.0	0.0	39.3	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	PM_TP6	1	0	0	191	0	0.0	0.0	40.1	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	PM_TP7	1	0	0	209	0	0.0	0.0	40.3	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	PM_TP8	1	0	0	202	0	0.0	0.0	40.4	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	PM_TP9	0	0	0	192	0	0.0	0.0	40.4	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	PM_TP10	0	0	0	191	0	0.0	0.0	40.7	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	PM_TP11	0	0	0	186	0	0.0	0.0	40.6	0.0
3	334	I-275 Northbound Off-Ramp South of Hillsborough Avenue	PM_TP12	0	0	0	190	0	0.0	0.0	40.1	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	AM_TP1	0	0	14	0	0	0.0	0.7	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	AM_TP2	0	0	16	0	0	0.0	0.7	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	AM_TP3	0	0	18	0	0	0.0	0.9	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	AM_TP4	0	0	19	0	0	0.0	1.0	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	AM_TP5	1	0	21	0	0	0.0	1.2	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	AM_TP6	1	0	20	0	0	0.0	1.3	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	AM_TP7	1	0	20	0	0	0.0	1.3	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	AM_TP8	1	0	20	0	0	0.0	1.3	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	AM_TP9	0	0	20	0	0	0.0	1.3	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	AM_TP10	0	0	19	0	0	0.0	1.3	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	AM_TP11	0	0	19	0	0	0.0	1.3	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	AM_TP12	0	0	17	0	0	0.0	1.2	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	PM_TP1	0	0	37	0	0	0.0	2.9	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	PM_TP2	0	0	38	0	0	0.0	3.2	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	PM_TP3	0	0	37	0	0	0.0	3.5	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	PM_TP4	0	0	38	0	0	0.0	3.9	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	PM_TP5	1	0	37	0	0	0.0	4.0	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	PM_TP6	1	0	37	0	0	0.0	3.9	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	PM_TP7	1	0	37	0	0	0.0	4.2	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	PM_TP8	1	0	38	0	0	0.0	4.3	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	PM_TP9	0	0	37	0	0	0.0	4.3	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	PM_TP10	0	0	38	0	0	0.0	4.3	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	PM_TP11	0	0	38	0	0	0.0	4.3	0.0	0.0
4	3	I-275 Northbound Off-Ramp Taliaferro Avenue	PM_TP12	0	0	37	0	0	0.0	4.2	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	AM_TP1	0	0	260	0	0	0.0	2.2	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	AM_TP2	0	0	262	0	0	0.0	2.3	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	AM_TP3	0	0	273	0	0	0.0	2.4	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	AM_TP4	0	0	270	0	0	0.0	2.5	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	AM_TP5	1	0	274	0	0	0.0	2.5	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	AM_TP6	1	0	269	0	0	0.0	2.6	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	AM_TP7	1	0	274	0	0	0.0	2.6	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	AM_TP8	1	0	268	0	0	0.0	2.6	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	AM_TP9	0	0	273	0	0	0.0	2.6	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	AM_TP10	0	0	282	0	0	0.0	2.6	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	AM_TP11	0	0	274	0	0	0.0	2.6	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	AM_TP12	0	0	271	0	0	0.0	2.6	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	PM_TP1	0	0	306	0	0	0.0	1.9	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	PM_TP2	0	0	308	0	0	0.0	1.9	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	PM_TP3	0	0	316	0	0	0.0	2.0	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	PM_TP4	0	0	303	0	0	0.0	2.0	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	PM_TP5	1	0	313	0	0	0.0	1.9	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	PM_TP6	1	0	300	0	0	0.0	1.9	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	PM_TP7	1	0	307	0	0	0.0	1.9	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	PM_TP8	1	0	305	0	0	0.0	1.9	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	PM_TP9	0	0	310	0	0	0.0	1.9	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	PM_TP10	0	0	310	0	0	0.0	1.9	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	PM_TP11	0	0	302	0	0	0.0	1.9	0.0	0.0
7	9	I-275 Southbound Ramps South of Hillsborough Avenue	PM_TP12	0	0	304	0	0	0.0	1.9	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP1	0	0	135	0	0	0.0	0.2	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP2	0	0	151	0	0	0.0	0.2	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP3	0	0	164	0	0	0.0	0.4	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP4	0	0	179	0	0	0.0	1.0	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP5	1	0	188	0	0	0.0	1.5	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP6	1	0	192	0	0	0.0	2.1	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP7	1	0	184	0	0	0.0	2.6	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP8	1	0	179	0	0	0.0	2.9	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP9	0	0	179	0	0	0.0	2.9	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP10	0	0	171	0	0	0.0	2.8	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP11	0	0	163	0	0	0.0	2.8	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP12	0	0	158	0	0	0.0	2.7	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP1	0	0	238	0	0	0.0	2.3	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP2	0	0	241	0	0	0.0	2.4	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP3	0	0	243	0	0	0.0	2.6	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP4	0	0	240	0	0	0.0	2.5	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP5	1	0	247	0	0	0.0	2.6	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP6	1	0	242	0	0	0.0	2.6	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP7	1	0	248	0	0	0.0	2.7	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP8	1	0	249	0	0	0.0	2.8	0.0	0.0

Design Year (2035) Build Alternative
 Movement Delays by Segment

UpNode	DownNode	Segment Location	TP	Peak Hour	Volume				Delay Per Vehicle (Control or Delay Travel for Unsignalized)			
					Left	Through	Right	Diagonal	Left	Through	Right	Diagonal
10	11	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP9	0	0	240	0	0	0.0	2.8	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP10	0	0	235	0	0	0.0	2.7	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP11	0	0	230	0	0	0.0	2.6	0.0	0.0
10	11	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP12	0	0	230	0	0	0.0	2.6	0.0	0.0
11	151	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP1	0	0	0	135	0	0.0	0.0	8.2	0.0
11	151	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP2	0	0	0	151	0	0.0	0.0	9.8	0.0
11	151	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP3	0	0	0	162	0	0.0	0.0	12.6	0.0
11	151	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP4	0	0	0	177	0	0.0	0.0	17.5	0.0
11	151	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP5	1	0	0	186	0	0.0	0.0	21.2	0.0
11	151	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP6	1	0	0	192	0	0.0	0.0	24.2	0.0
11	151	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP7	1	0	0	183	0	0.0	0.0	26.6	0.0
11	151	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP8	1	0	0	182	0	0.0	0.0	27.7	0.0
11	151	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP9	0	0	0	179	0	0.0	0.0	28.3	0.0
11	151	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP10	0	0	0	172	0	0.0	0.0	28.8	0.0
11	151	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP11	0	0	0	165	0	0.0	0.0	29.1	0.0
11	151	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP12	0	0	0	159	0	0.0	0.0	28.5	0.0
11	151	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP1	0	0	0	237	0	0.0	0.0	19.4	0.0
11	151	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP2	0	0	0	242	0	0.0	0.0	19.5	0.0
11	151	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP3	0	0	0	243	0	0.0	0.0	19.7	0.0
11	151	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP4	0	0	0	241	0	0.0	0.0	19.7	0.0
11	151	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP5	1	0	0	246	0	0.0	0.0	19.7	0.0
11	151	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP6	1	0	0	242	0	0.0	0.0	19.6	0.0
11	151	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP7	1	0	0	248	0	0.0	0.0	19.8	0.0
11	151	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP8	1	0	0	248	0	0.0	0.0	19.9	0.0
11	151	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP9	0	0	0	241	0	0.0	0.0	19.9	0.0
11	151	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP10	0	0	0	234	0	0.0	0.0	19.7	0.0
11	151	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP11	0	0	0	231	0	0.0	0.0	19.6	0.0
11	151	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP12	0	0	0	230	0	0.0	0.0	19.4	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP1	0	0	214	0	0	0.0	1.6	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP2	0	0	223	0	0	0.0	1.5	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP3	0	0	237	0	0	0.0	1.5	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP4	0	0	233	0	0	0.0	1.4	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP5	1	0	233	0	0	0.0	1.4	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP6	1	0	231	0	0	0.0	1.4	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP7	1	0	220	0	0	0.0	1.4	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP8	1	0	240	0	0	0.0	1.4	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP9	0	0	231	0	0	0.0	1.4	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP10	0	0	225	0	0	0.0	1.5	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP11	0	0	228	0	0	0.0	1.5	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	AM_TP12	0	0	240	0	0	0.0	1.5	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP1	0	0	325	0	0	0.0	2.3	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP2	0	0	323	0	0	0.0	2.3	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP3	0	0	328	0	0	0.0	2.3	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP4	0	0	321	0	0	0.0	2.3	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP5	1	0	324	0	0	0.0	2.3	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP6	1	0	322	0	0	0.0	2.3	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP7	1	0	321	0	0	0.0	2.3	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP8	1	0	323	0	0	0.0	2.3	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP9	0	0	323	0	0	0.0	2.3	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP10	0	0	313	0	0	0.0	2.3	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP11	0	0	315	0	0	0.0	2.3	0.0	0.0
12	14	I-275 Northbound On-Ramp North of Miami Avenue	PM_TP12	0	0	312	0	0	0.0	2.3	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	AM_TP1	0	49	215	0	0	0.7	0.0	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	AM_TP2	0	53	241	0	0	0.7	0.0	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	AM_TP3	0	59	260	0	0	0.8	0.0	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	AM_TP4	0	61	283	0	0	0.9	0.0	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	AM_TP5	1	63	304	0	0	0.9	0.0	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	AM_TP6	1	70	303	0	0	1.1	0.0	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	AM_TP7	1	66	291	0	0	1.1	0.0	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	AM_TP8	1	64	285	0	0	1.1	0.0	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	AM_TP9	0	61	284	0	0	1.1	0.0	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	AM_TP10	0	58	275	0	0	1.1	0.0	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	AM_TP11	0	58	260	0	0	1.1	0.0	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	AM_TP12	0	56	249	0	0	1.1	0.0	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	PM_TP1	0	105	160	0	0	1.0	0.0	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	PM_TP2	0	104	162	0	0	1.1	0.0	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	PM_TP3	0	110	159	0	0	1.4	0.2	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	PM_TP4	0	104	162	0	0	1.4	0.2	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	PM_TP5	1	109	165	0	0	1.4	0.2	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	PM_TP6	1	103	165	0	0	1.3	0.1	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	PM_TP7	1	109	165	0	0	1.3	0.1	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	PM_TP8	1	106	168	0	0	1.3	0.1	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	PM_TP9	0	107	159	0	0	1.3	0.1	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	PM_TP10	0	106	153	0	0	1.3	0.1	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	PM_TP11	0	99	158	0	0	1.3	0.1	0.0	0.0
13	340	I-275 Southbound Ramps North of Cherokee Avenue	PM_TP12	0	103	152	0	0	1.3	0.1	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP1	0	0	135	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP2	0	0	151	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP3	0	0	164	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP4	0	0	178	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP5	1	0	188	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP6	1	0	191	0	0	0.0	0.0	0.0	0.0

Design Year (2035) Build Alternative
 Movement Delays by Segment

UpNode	DownNode	Segment Location	TP	Peak Hour	Volume				Delay Per Vehicle (Control or Delay Travel for Unsignalized)			
					Left	Through	Right	Diagonal	Left	Through	Right	Diagonal
15	10	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP7	1	0	185	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP8	1	0	180	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP9	0	0	178	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP10	0	0	171	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP11	0	0	163	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	AM_TP12	0	0	158	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP1	0	0	239	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP2	0	0	241	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP3	0	0	243	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP4	0	0	240	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP5	1	0	247	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP6	1	0	242	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP7	1	0	247	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP8	1	0	249	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP9	0	0	240	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP10	0	0	235	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP11	0	0	230	0	0	0.0	0.0	0.0	0.0
15	10	I-275 Loop Ramp North of Hillsborough Avenue	PM_TP12	0	0	230	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	AM_TP1	0	0	75	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	AM_TP2	0	0	84	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	AM_TP3	0	0	91	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	AM_TP4	0	0	98	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	AM_TP5	1	0	105	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	AM_TP6	1	0	105	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	AM_TP7	1	0	102	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	AM_TP8	1	0	100	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	AM_TP9	0	0	99	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	AM_TP10	0	0	96	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	AM_TP11	0	0	90	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	AM_TP12	0	0	87	0	0	0.0	0.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	PM_TP1	0	0	156	0	0	0.0	3.6	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	PM_TP2	0	0	152	0	0	0.0	8.3	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	PM_TP3	0	0	154	0	0	0.0	17.2	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	PM_TP4	0	0	164	0	0	0.0	21.2	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	PM_TP5	1	0	165	0	0	0.0	21.1	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	PM_TP6	1	0	154	0	0	0.0	23.2	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	PM_TP7	1	0	171	0	0	0.0	25.2	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	PM_TP8	1	0	164	0	0	0.0	23.5	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	PM_TP9	0	0	155	0	0	0.0	23.0	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	PM_TP10	0	0	152	0	0	0.0	23.6	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	PM_TP11	0	0	147	0	0	0.0	23.4	0.0	0.0
16	3	I-275 Northbound Off-Ramp South of Taliaferro Avenue	PM_TP12	0	0	151	0	0	0.0	23.0	0.0	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	AM_TP1	0	30	441	22	0	25.1	25.0	23.7	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	AM_TP2	0	31	484	28	0	27.3	26.5	24.9	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	AM_TP3	0	37	526	29	0	31.1	27.7	26.3	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	AM_TP4	0	38	561	32	0	34.2	30.1	29.3	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	AM_TP5	1	42	590	31	0	39.9	35.0	33.6	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	AM_TP6	1	39	580	30	0	49.4	46.9	44.4	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	AM_TP7	1	40	584	31	0	61.9	60.1	57.9	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	AM_TP8	1	41	591	31	0	70.9	70.4	68.8	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	AM_TP9	0	42	599	30	0	75.6	76.3	74.8	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	AM_TP10	0	44	588	33	0	76.1	77.4	75.9	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	AM_TP11	0	38	558	33	0	73.6	74.8	73.5	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	AM_TP12	0	33	513	30	0	71.0	71.3	69.5	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	PM_TP1	0	26	561	57	0	66.7	76.6	76.0	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	PM_TP2	0	25	549	60	0	107.9	117.9	112.7	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	PM_TP3	0	24	554	61	0	129.0	144.6	135.1	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	PM_TP4	0	26	550	55	0	144.0	160.6	145.4	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	PM_TP5	1	23	539	56	0	152.3	171.0	153.0	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	PM_TP6	1	24	536	50	0	159.3	179.5	157.3	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	PM_TP7	1	26	548	56	0	163.2	184.3	160.8	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	PM_TP8	1	27	539	51	0	167.7	188.7	163.4	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	PM_TP9	0	24	541	57	0	169.7	192.2	165.9	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	PM_TP10	0	26	552	58	0	172.1	194.2	167.2	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	PM_TP11	0	24	555	62	0	173.1	195.3	168.0	0.0
150	332	Westbound Hillsborough Avenue East of Nebraska Avenue	PM_TP12	0	25	565	64	0	173.8	196.0	168.0	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	AM_TP1	0	0	216	2	0	0.0	1.1	3.0	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	AM_TP2	0	0	222	2	0	0.0	1.1	3.2	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	AM_TP3	0	0	238	2	0	0.0	1.1	3.1	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	AM_TP4	0	0	233	2	0	0.0	1.1	3.0	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	AM_TP5	1	0	232	2	0	0.0	1.1	2.9	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	AM_TP6	1	0	231	3	0	0.0	1.0	2.7	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	AM_TP7	1	0	222	2	0	0.0	1.0	2.8	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	AM_TP8	1	0	239	2	0	0.0	1.0	2.8	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	AM_TP9	0	0	231	3	0	0.0	1.0	2.7	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	AM_TP10	0	0	224	2	0	0.0	1.0	2.7	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	AM_TP11	0	0	228	2	0	0.0	1.0	2.7	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	AM_TP12	0	0	242	2	0	0.0	1.0	2.7	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	PM_TP1	0	0	324	3	0	0.0	1.5	4.1	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	PM_TP2	0	0	324	2	0	0.0	1.5	3.6	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	PM_TP3	0	0	327	3	0	0.0	1.5	3.5	0.0
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	PM_TP4	0	0	322	2	0	0.0	1.5	3.3	0.0

Design Year (2035) Build Alternative
Movement Delays by Segment

UpNode	DownNode	Segment Location	TP	Peak Hour	Volume					Delay Per Vehicle (Control or Delay Travel for Unsignalized)			
					Left	Through	Right	Diagonal	Left	Through	Right	Diagonal	
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	PM_TP5	1	0	324	3	0	0.0	1.6	3.3	0.0	
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	PM_TP6	1	0	323	4	0	0.0	1.6	3.3	0.0	
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	PM_TP7	1	0	320	3	0	0.0	1.6	3.4	0.0	
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	PM_TP8	1	0	325	3	0	0.0	1.6	3.4	0.0	
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	PM_TP9	0	0	321	3	0	0.0	1.6	3.4	0.0	
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	PM_TP10	0	0	313	4	0	0.0	1.6	3.4	0.0	
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	PM_TP11	0	0	313	3	0	0.0	1.6	3.4	0.0	
151	2	I-275 Northbound On-Ramp North of Hillsborough Avenue	PM_TP12	0	0	313	5	0	0.0	1.6	3.4	0.0	
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	AM_TP1	0	38	311	18	0	42.9	10.9	5.2	0.0	
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	AM_TP2	0	41	324	19	0	46.8	10.9	6.3	0.0	
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	AM_TP3	0	47	336	19	0	51.1	11.6	6.5	0.0	
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	AM_TP4	0	43	352	18	0	54.3	12.5	7.1	0.0	
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	AM_TP5	1	39	364	21	0	55.9	13.3	8.1	0.0	
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	AM_TP6	1	50	364	21	0	58.3	13.8	8.4	0.0	
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	AM_TP7	1	47	360	20	0	58.0	13.9	9.0	0.0	
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	AM_TP8	1	45	356	19	0	59.9	14.0	8.9	0.0	
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	AM_TP9	0	47	355	18	0	62.0	14.1	9.1	0.0	
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	AM_TP10	0	46	346	21	0	61.9	14.2	9.3	0.0	
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	AM_TP11	0	40	342	18	0	61.4	14.2	9.2	0.0	
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	AM_TP12	0	44	332	17	0	61.3	14.0	9.2	0.0	
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	PM_TP1	0	64	449	26	0	79.1	21.2	16.6	0.0	
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	PM_TP2	0	67	448	27	0	92.1	21.9	16.4	0.0	
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	PM_TP3	0	64	455	27	0	98.4	22.1	16.8	0.0	
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	PM_TP4	0	67	472	26	0	95.7	22.0	17.0	0.0	
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	PM_TP5	1	69	452	26	0	97.4	22.0	17.4	0.0	
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	PM_TP6	1	70	452	24	0	102.5	22.3	17.7	0.0	
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	PM_TP7	1	67	463	27	0	100.1	22.2	17.5	0.0	
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	PM_TP8	1	71	461	26	0	101.2	22.1	17.5	0.0	
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	PM_TP9	0	69	452	27	0	102.1	22.2	17.8	0.0	
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	PM_TP10	0	73	451	25	0	102.6	22.2	18.1	0.0	
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	PM_TP11	0	69	445	27	0	102.7	22.2	18.0	0.0	
151	332	Eastbound Hillsborough Avenue I-275 NB On Ramp to Nebraska Avenue	PM_TP12	0	62	445	29	0	101.5	22.2	18.0	0.0	
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	AM_TP1	0	152	422	0	0	2.2	8.4	0.0	0.0	
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	AM_TP2	0	165	456	0	0	2.8	9.2	0.0	0.0	
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	AM_TP3	0	177	485	0	0	5.2	10.2	0.0	0.0	
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	AM_TP4	0	178	499	0	0	8.2	11.3	0.0	0.0	
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	AM_TP5	1	174	502	0	0	10.7	12.1	0.0	0.0	
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	AM_TP6	1	174	499	0	0	11.6	12.8	0.0	0.0	
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	AM_TP7	1	177	494	0	0	12.1	13.4	0.0	0.0	
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	AM_TP8	1	174	499	0	0	12.6	13.7	0.0	0.0	
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	AM_TP9	0	177	503	0	0	13.2	13.9	0.0	0.0	
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	AM_TP10	0	176	499	0	0	13.6	14.1	0.0	0.0	
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	AM_TP11	0	176	492	0	0	14.0	14.2	0.0	0.0	
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	AM_TP12	0	176	480	0	0	14.4	14.2	0.0	0.0	
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	PM_TP1	0	145	639	0	0	4.8	2.0	0.0	0.0	
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	PM_TP2	0	142	630	0	0	4.9	2.4	0.0	0.0	
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	PM_TP3	0	143	638	0	0	5.2	2.5	0.0	0.0	
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	PM_TP4	0	142	631	0	0	5.2	2.7	0.0	0.0	
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	PM_TP5	1	137	628	0	0	5.0	2.8	0.0	0.0	
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	PM_TP6	1	133	626	0	0	5.0	2.8	0.0	0.0	
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	PM_TP7	1	136	636	0	0	4.9	2.9	0.0	0.0	
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	PM_TP8	1	137	632	0	0	4.8	3.0	0.0	0.0	
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	PM_TP9	0	137	627	0	0	4.8	3.0	0.0	0.0	
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	PM_TP10	0	136	638	0	0	4.9	2.9	0.0	0.0	
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	PM_TP11	0	131	633	0	0	4.8	2.8	0.0	0.0	
151	334	Westbound Hillsborough Avenue I-275 NB On-Ramp to I-275 NB Off-Ramp	PM_TP12	0	139	632	0	0	4.7	2.7	0.0	0.0	
152	338	Eastbound Hillsborough Avenue West of Central Avenue	AM_TP1	0	8	377	3	0	38.6	40.7	51.1	0.0	
152	338	Eastbound Hillsborough Avenue West of Central Avenue	AM_TP2	0	7	378	3	0	66.6	71.5	85.6	0.0	
152	338	Eastbound Hillsborough Avenue West of Central Avenue	AM_TP3	0	7	383	5	0	91.2	98.2	118.7	0.0	
152	338	Eastbound Hillsborough Avenue West of Central Avenue	AM_TP4	0	8	379	4	0	110.7	114.0	131.2	0.0	
152	338	Eastbound Hillsborough Avenue West of Central Avenue	AM_TP5	1	8	375	4	0	131.0	123.4	142.3	0.0	
152	338	Eastbound Hillsborough Avenue West of Central Avenue	AM_TP6	1	7	370	3	0	142.9	131.0	143.3	0.0	
152	338	Eastbound Hillsborough Avenue West of Central Avenue	AM_TP7	1	8	374	4	0	157.2	135.9	146.5	0.0	
152	338	Eastbound Hillsborough Avenue West of Central Avenue	AM_TP8	1	7	377	5	0	163.9	139.9	151.5	0.0	
152	338	Eastbound Hillsborough Avenue West of Central Avenue	AM_TP9	0	8	379	3	0	165.6	142.6	152.0	0.0	
152	338	Eastbound Hillsborough Avenue West of Central Avenue	AM_TP10	0	8	378	4	0	172.1	144.7	153.6	0.0	
152	338	Eastbound Hillsborough Avenue West of Central Avenue	AM_TP11	0	8	373	4	0	172.4	146.8	154.3	0.0	
152	338	Eastbound Hillsborough Avenue West of Central Avenue	AM_TP12	0	8	378	4	0	171.2	148.5	154.7	0.0	
152	338	Eastbound Hillsborough Avenue West of Central Avenue	PM_TP1	0	11	549	0	0	114.7	17.1	1.9	0.0	
152	338	Eastbound Hillsborough Avenue West of Central Avenue	PM_TP2	0	11	564	0	0	121.8	19.0	1.7	0.0	
152	338	Eastbound Hillsborough Avenue West of Central Avenue	PM_TP3	0	11	559	0	0	140.1	19.5	1.7	0.0	
152	338	Eastbound Hillsborough Avenue West of Central Avenue	PM_TP4	0	12	558	1	0	150.7	21.2	2.1	0.0	
152	338	Eastbound Hillsborough Avenue West of Central Avenue	PM_TP5	1	11	570	1	0	156.9	22.4	1.7	0.0	
152	338	Eastbound Hillsborough Avenue West of Central Avenue	PM_TP6	1	11	560	0	0	155.4	24.9	1.6	0.0	
152	338	Eastbound Hillsborough Avenue West of Central Avenue	PM_TP7	1	11	563	1	0	164.4	27.3	1.5	0.0	
152	338	Eastbound Hillsborough Avenue West of Central Avenue	PM_TP8	1	12	573	1	0	164.4	30.0	1.7	0.0	
152	338	Eastbound Hillsborough Avenue West of Central Avenue	PM_TP9	0	13	561	0	0	165.1	32.0	1.6	0.0	
152	338	Eastbound Hillsborough Avenue West of Central Avenue	PM_TP10	0	12	561	1	0	167.1	32.3	1.8	0.0	
152	338	Eastbound Hillsborough Avenue West of Central Avenue	PM_TP11	0	13	547	0	0	168.8	31.6	1.9	0.0	
152	338	Eastbound Hillsborough Avenue West of Central Avenue	PM_TP12	0	11	535	1	0	164.7	30.4	1.8	0.0	
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	AM_TP1	0	44	71	21	0	50.2	52.2	45.1	0.0	
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	AM_TP2	0	48	81	19	0	64.5	54.8	47.6	0.0	

Design Year (2035) Build Alternative
 Movement Delays by Segment

UpNode	DownNode	Segment Location	TP	Peak Hour	Volume				Delay Per Vehicle (Control or Delay Travel for Unsignalized)			
					Left	Through	Right	Diagonal	Left	Through	Right	Diagonal
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	AM_TP3	0	45	92	22	0	88.6	56.0	46.2	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	AM_TP4	0	32	93	23	0	160.2	56.0	45.9	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	AM_TP5	1	20	99	26	0	320.0	57.4	48.6	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	AM_TP6	1	16	99	24	0	535.6	72.5	66.0	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	AM_TP7	1	16	93	18	0	768.8	102.4	95.3	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	AM_TP8	1	16	86	19	0	984.4	129.6	124.5	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	AM_TP9	0	15	92	17	0	1169.8	151.6	145.4	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	AM_TP10	0	16	93	14	0	1364.3	169.6	160.8	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	AM_TP11	0	28	86	18	0	1472.5	186.6	177.0	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	AM_TP12	0	43	85	20	0	1506.5	200.7	187.6	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	PM_TP1	0	73	169	11	0	63.5	63.6	63.3	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	PM_TP2	0	68	173	12	0	72.9	73.5	72.5	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	PM_TP3	0	82	173	13	0	80.9	74.1	69.9	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	PM_TP4	0	73	169	14	0	78.6	75.8	70.1	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	PM_TP5	1	78	172	14	0	79.9	77.9	72.7	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	PM_TP6	1	76	176	12	0	79.5	78.2	72.6	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	PM_TP7	1	73	176	14	0	80.2	80.1	75.4	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	PM_TP8	1	76	172	14	0	81.5	82.1	78.4	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	PM_TP9	0	77	180	12	0	83.1	84.6	80.4	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	PM_TP10	0	74	169	11	0	81.8	83.3	79.8	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	PM_TP11	0	75	167	12	0	80.1	82.0	78.3	0.0
331	332	Northbound Nebraska Avenue South of Hillsborough Avenue	PM_TP12	0	70	165	13	0	77.9	80.3	76.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	AM_TP1	0	0	404	0	0	0.0	5.4	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	AM_TP2	0	0	417	0	0	0.0	5.5	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	AM_TP3	0	0	433	0	0	0.0	5.7	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	AM_TP4	0	0	429	0	0	0.0	5.8	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	AM_TP5	1	0	421	0	0	0.0	5.8	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	AM_TP6	1	0	413	0	0	0.0	5.9	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	AM_TP7	1	0	403	0	0	0.0	6.0	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	AM_TP8	1	0	401	0	0	0.0	6.0	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	AM_TP9	0	0	395	0	0	0.0	6.1	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	AM_TP10	0	0	389	0	0	0.0	6.1	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	AM_TP11	0	0	397	0	0	0.0	6.1	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	AM_TP12	0	0	408	0	0	0.0	6.1	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	PM_TP1	0	0	524	0	0	0.0	6.4	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	PM_TP2	0	0	523	0	0	0.0	6.6	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	PM_TP3	0	0	519	0	0	0.0	6.6	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	PM_TP4	0	0	539	0	0	0.0	6.7	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	PM_TP5	1	0	521	0	0	0.0	6.7	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	PM_TP6	1	0	514	0	0	0.0	6.7	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	PM_TP7	1	0	526	0	0	0.0	6.8	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	PM_TP8	1	0	531	0	0	0.0	6.8	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	PM_TP9	0	0	515	0	0	0.0	6.8	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	PM_TP10	0	0	514	0	0	0.0	6.8	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	PM_TP11	0	0	508	0	0	0.0	6.8	0.0	0.0
332	150	Eastbound Hillsborough Avenue East of Nebraska Avenue	PM_TP12	0	0	508	0	0	0.0	6.8	0.0	0.0
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	AM_TP1	0	144	295	115	0	6.2	5.0	3.9	0.0
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	AM_TP2	0	151	321	124	0	7.1	5.8	4.7	0.0
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	AM_TP3	0	159	344	138	0	9.4	7.9	6.3	0.0
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	AM_TP4	0	158	344	132	0	13.5	11.8	9.0	0.0
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	AM_TP5	1	156	336	132	0	16.7	15.2	11.5	0.0
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	AM_TP6	1	148	330	133	0	18.6	17.7	13.6	0.0
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	AM_TP7	1	151	338	125	0	19.6	19.6	15.2	0.0
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	AM_TP8	1	149	340	141	0	20.4	20.8	16.4	0.0
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	AM_TP9	0	154	349	131	0	21.4	21.5	17.0	0.0
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	AM_TP10	0	154	351	125	0	22.0	22.3	17.8	0.0
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	AM_TP11	0	156	345	130	0	22.3	22.6	17.7	0.0
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	AM_TP12	0	162	333	139	0	22.1	22.0	17.0	0.0
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	PM_TP1	0	127	422	137	0	5.6	6.2	4.3	0.0
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	PM_TP2	0	120	413	135	0	6.6	6.2	4.7	0.0
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	PM_TP3	0	123	413	135	0	6.6	6.4	4.7	0.0
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	PM_TP4	0	120	412	131	0	6.3	6.4	4.7	0.0
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	PM_TP5	1	116	401	132	0	6.3	6.5	4.6	0.0
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	PM_TP6	1	113	405	128	0	6.3	6.6	4.6	0.0
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	PM_TP7	1	116	406	128	0	6.3	6.6	4.5	0.0
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	PM_TP8	1	116	405	131	0	6.4	6.6	4.6	0.0
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	PM_TP9	0	112	411	127	0	6.4	6.7	4.6	0.0
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	PM_TP10	0	119	421	125	0	6.4	6.6	4.6	0.0
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	PM_TP11	0	115	419	130	0	6.4	6.5	4.5	0.0
332	151	Westbound Hillsborough Avenue Nebraska Avenue to I-275 NB On Ramp	PM_TP12	0	120	420	131	0	6.3	6.4	4.4	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	AM_TP1	0	0	172	0	0	0.0	4.0	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	AM_TP2	0	0	175	0	0	0.0	4.0	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	AM_TP3	0	0	180	0	0	0.0	3.9	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	AM_TP4	0	0	149	0	0	0.0	3.8	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	AM_TP5	1	0	115	0	0	0.0	3.8	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	AM_TP6	1	0	101	0	0	0.0	3.8	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	AM_TP7	1	0	106	0	0	0.0	3.7	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	AM_TP8	1	0	103	0	0	0.0	3.7	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	AM_TP9	0	0	112	0	0	0.0	3.7	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	AM_TP10	0	0	125	0	0	0.0	3.6	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	AM_TP11	0	0	127	0	0	0.0	3.6	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	AM_TP12	0	0	153	0	0	0.0	3.6	0.0	0.0

Design Year (2035) Build Alternative
 Movement Delays by Segment

UpNode	DownNode	Segment Location	TP	Peak Hour	Volume				Delay Per Vehicle (Control or Delay Travel for Unsignalized)			
					Left	Through	Right	Diagonal	Left	Through	Right	Diagonal
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	PM_TP1	0	0	174	0	0	0.0	4.1	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	PM_TP2	0	0	176	0	0	0.0	4.0	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	PM_TP3	0	0	141	0	0	0.0	4.0	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	PM_TP4	0	0	139	0	0	0.0	3.9	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	PM_TP5	1	0	136	0	0	0.0	3.8	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	PM_TP6	1	0	133	0	0	0.0	3.8	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	PM_TP7	1	0	143	0	0	0.0	3.8	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	PM_TP8	1	0	140	0	0	0.0	3.8	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	PM_TP9	0	0	135	0	0	0.0	3.7	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	PM_TP10	0	0	139	0	0	0.0	3.7	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	PM_TP11	0	0	134	0	0	0.0	3.7	0.0	0.0
332	331	Southbound Nebraska Avenue South of Hillsborough Avenue	PM_TP12	0	0	140	0	0	0.0	3.7	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	AM_TP1	0	0	131	0	0	0.0	3.3	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	AM_TP2	0	0	150	0	0	0.0	3.3	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	AM_TP3	0	0	168	0	0	0.0	3.4	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	AM_TP4	0	0	169	0	0	0.0	3.4	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	AM_TP5	1	0	169	0	0	0.0	3.3	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	AM_TP6	1	0	180	0	0	0.0	3.3	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	AM_TP7	1	0	169	0	0	0.0	3.2	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	AM_TP8	1	0	163	0	0	0.0	3.2	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	AM_TP9	0	0	170	0	0	0.0	3.2	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	AM_TP10	0	0	173	0	0	0.0	3.2	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	AM_TP11	0	0	159	0	0	0.0	3.2	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	AM_TP12	0	0	160	0	0	0.0	3.1	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	PM_TP1	0	0	287	0	0	0.0	3.4	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	PM_TP2	0	0	301	0	0	0.0	3.5	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	PM_TP3	0	0	297	0	0	0.0	3.5	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	PM_TP4	0	0	291	0	0	0.0	3.5	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	PM_TP5	1	0	297	0	0	0.0	3.5	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	PM_TP6	1	0	296	0	0	0.0	3.5	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	PM_TP7	1	0	301	0	0	0.0	3.5	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	PM_TP8	1	0	293	0	0	0.0	3.5	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	PM_TP9	0	0	307	0	0	0.0	3.5	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	PM_TP10	0	0	298	0	0	0.0	3.5	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	PM_TP11	0	0	298	0	0	0.0	3.5	0.0	0.0
332	333	Northbound Nebraska Avenue North of Hillsborough Avenue	PM_TP12	0	0	292	0	0	0.0	3.5	0.0	0.0
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	AM_TP1	0	74	123	69	0	54.5	69.4	75.3	0.0
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	AM_TP2	0	71	126	69	0	76.3	98.4	119.9	0.0
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	AM_TP3	0	79	124	72	0	109.7	131.1	171.0	0.0
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	AM_TP4	0	55	93	41	0	139.8	174.0	247.3	0.0
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	AM_TP5	1	33	50	17	0	168.1	218.4	364.6	0.0
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	AM_TP6	1	22	41	15	0	190.1	256.7	485.9	0.0
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	AM_TP7	1	25	47	15	0	207.7	283.3	607.8	0.0
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	AM_TP8	1	23	42	22	0	223.1	310.9	710.1	0.0
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	AM_TP9	0	27	53	18	0	234.9	333.6	787.9	0.0
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	AM_TP10	0	28	60	25	0	240.8	343.4	865.9	0.0
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	AM_TP11	0	37	72	44	0	241.7	342.3	900.8	0.0
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	AM_TP12	0	57	103	74	0	236.5	334.2	854.8	0.0
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	PM_TP1	0	64	121	50	0	175.9	50.3	45.8	0.0
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	PM_TP2	0	63	124	51	0	278.6	57.2	52.7	0.0
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	PM_TP3	0	53	89	37	0	425.1	86.6	78.1	0.0
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	PM_TP4	0	55	87	35	0	547.1	117.3	103.6	0.0
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	PM_TP5	1	54	87	35	0	634.2	140.3	121.4	0.0
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	PM_TP6	1	50	85	34	0	698.5	159.0	134.6	0.0
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	PM_TP7	1	50	89	32	0	753.5	172.5	144.6	0.0
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	PM_TP8	1	53	88	34	0	794.2	182.3	151.8	0.0
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	PM_TP9	0	49	85	35	0	826.2	191.9	158.7	0.0
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	PM_TP10	0	52	88	35	0	853.3	198.9	164.2	0.0
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	PM_TP11	0	51	82	36	0	874.8	204.7	168.4	0.0
333	332	Southbound Nebraska Avenue North of Hillsborough Avenue	PM_TP12	0	52	86	36	0	892.9	210.0	172.2	0.0
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	AM_TP1	0	102	367	0	0	67.8	0.1	0.0	0.0
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	AM_TP2	0	99	386	0	0	69.9	0.1	0.0	0.0
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	AM_TP3	0	101	400	0	0	71.0	0.1	0.0	0.0
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	AM_TP4	0	105	413	0	0	71.5	0.1	0.0	0.0
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	AM_TP5	1	103	426	0	0	72.3	0.1	0.0	0.0
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	AM_TP6	1	101	434	0	0	72.8	0.1	0.0	0.0
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	AM_TP7	1	99	426	0	0	73.3	0.1	0.0	0.0
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	AM_TP8	1	100	422	0	0	73.4	0.1	0.0	0.0
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	AM_TP9	0	103	419	0	0	73.7	0.1	0.0	0.0
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	AM_TP10	0	101	411	0	0	73.8	0.2	0.0	0.0
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	AM_TP11	0	101	400	0	0	73.8	0.1	0.0	0.0
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	AM_TP12	0	105	394	0	0	73.8	0.1	0.0	0.0
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	PM_TP1	0	191	541	0	0	24.1	1.8	0.0	0.0
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	PM_TP2	0	191	540	0	0	24.4	2.5	0.0	0.0
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	PM_TP3	0	195	547	0	0	24.6	2.9	0.0	0.0
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	PM_TP4	0	194	563	0	0	24.9	2.6	0.0	0.0
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	PM_TP5	1	194	551	0	0	24.7	2.7	0.0	0.0
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	PM_TP6	1	199	545	0	0	24.7	3.0	0.0	0.0
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	PM_TP7	1	195	555	0	0	24.9	2.8	0.0	0.0
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	PM_TP8	1	197	560	0	0	25.1	2.9	0.0	0.0
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	PM_TP9	0	196	549	0	0	25.2	2.9	0.0	0.0
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	PM_TP10	0	192	550	0	0	25.2	3.0	0.0	0.0

Design Year (2035) Build Alternative
 Movement Delays by Segment

UpNode	DownNode	Segment Location	TP	Peak Hour	Volume				Delay Per Vehicle (Control or Delay Travel for Unsignalized)			
					Left	Through	Right	Diagonal	Left	Through	Right	Diagonal
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	PM_TP11	0	186	538	0	0	25.1	3.0	0.0	0.0
334	151	Eastbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 NB On-Ramp	PM_TP12	0	187	533	0	0	25.1	2.9	0.0	0.0
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	AM_TP1	0	150	423	0	0	49.7	19.2	0.0	0.0
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	AM_TP2	0	161	456	0	0	57.5	19.2	0.0	0.0
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	AM_TP3	0	170	479	0	0	66.8	19.5	0.0	0.0
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	AM_TP4	0	176	494	0	0	74.0	20.3	0.0	0.0
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	AM_TP5	1	174	499	0	0	79.2	21.0	0.0	0.0
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	AM_TP6	1	176	501	0	0	82.3	21.5	0.0	0.0
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	AM_TP7	1	176	494	0	0	84.2	22.0	0.0	0.0
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	AM_TP8	1	173	500	0	0	85.9	22.3	0.0	0.0
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	AM_TP9	0	176	501	0	0	87.1	22.4	0.0	0.0
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	AM_TP10	0	177	499	0	0	88.2	22.5	0.0	0.0
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	AM_TP11	0	176	493	0	0	89.0	22.6	0.0	0.0
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	AM_TP12	0	176	486	0	0	89.8	22.5	0.0	0.0
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	PM_TP1	0	142	635	0	0	82.8	11.2	0.0	0.0
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	PM_TP2	0	140	630	0	0	87.6	12.0	0.0	0.0
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	PM_TP3	0	146	639	0	0	89.8	12.0	0.0	0.0
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	PM_TP4	0	141	631	0	0	90.2	12.3	0.0	0.0
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	PM_TP5	1	137	629	0	0	90.5	12.4	0.0	0.0
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	PM_TP6	1	134	625	0	0	90.7	12.6	0.0	0.0
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	PM_TP7	1	134	636	0	0	90.7	12.6	0.0	0.0
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	PM_TP8	1	136	630	0	0	90.9	12.7	0.0	0.0
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	PM_TP9	0	138	628	0	0	91.1	12.8	0.0	0.0
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	PM_TP10	0	135	642	0	0	91.1	12.7	0.0	0.0
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	PM_TP11	0	131	634	0	0	91.1	12.6	0.0	0.0
334	336	Westbound Hillsborough Avenue I-275 NB Off-Ramp to I-275 SB Ramps	PM_TP12	0	140	631	0	0	91.1	12.5	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	AM_TP1	0	102	278	0	0	0.0	1.7	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	AM_TP2	0	99	287	0	0	0.0	0.0	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	AM_TP3	0	102	292	0	0	0.0	0.0	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	AM_TP4	0	108	298	0	0	0.0	0.0	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	AM_TP5	1	101	300	0	0	0.0	0.0	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	AM_TP6	1	100	307	0	0	0.0	0.0	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	AM_TP7	1	100	305	0	0	0.0	0.0	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	AM_TP8	1	100	303	0	0	0.1	0.0	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	AM_TP9	0	102	302	0	0	0.1	0.0	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	AM_TP10	0	100	293	0	0	0.1	0.0	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	AM_TP11	0	101	292	0	0	0.1	0.0	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	AM_TP12	0	107	287	0	0	0.1	0.0	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	PM_TP1	0	190	352	0	0	4.9	10.6	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	PM_TP2	0	192	353	0	0	5.2	11.0	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	PM_TP3	0	195	357	0	0	5.4	11.3	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	PM_TP4	0	194	355	0	0	5.7	11.5	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	PM_TP5	1	195	355	0	0	5.6	11.8	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	PM_TP6	1	198	352	0	0	5.7	11.9	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	PM_TP7	1	195	348	0	0	5.9	12.0	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	PM_TP8	1	197	357	0	0	6.1	12.1	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	PM_TP9	0	195	358	0	0	6.1	12.1	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	PM_TP10	0	191	355	0	0	6.0	12.1	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	PM_TP11	0	186	352	0	0	5.9	12.1	0.0	0.0
336	334	Eastbound Hillsborough Avenue I-275 SB Ramps to I-275 NB Off-Ramp	PM_TP12	0	187	339	0	0	5.8	12.0	0.0	0.0
336	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP1	0	21	622	18	0	40.2	3.5	2.2	0.0
336	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP2	0	23	666	19	0	39.6	3.8	3.5	0.0
336	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP3	0	24	685	16	0	40.2	4.3	4.0	0.0
336	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP4	0	26	712	21	0	41.0	4.7	4.6	0.0
336	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP5	1	25	728	21	0	41.9	5.0	4.9	0.0
336	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP6	1	28	730	22	0	40.9	5.2	5.3	0.0
336	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP7	1	26	720	20	0	40.9	5.3	5.5	0.0
336	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP8	1	26	729	18	0	41.3	5.4	5.7	0.0
336	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP9	0	24	721	22	0	41.4	5.4	5.9	0.0
336	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP10	0	28	720	20	0	41.3	5.5	6.0	0.0
336	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP11	0	25	709	20	0	41.2	5.5	6.1	0.0
336	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	AM_TP12	0	24	696	22	0	40.9	5.5	6.1	0.0
336	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP1	0	30	709	59	0	62.1	6.4	0.2	0.0
336	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP2	0	32	715	55	0	66.1	6.5	0.2	0.0
336	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP3	0	33	712	60	0	69.9	6.5	0.2	0.0
336	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP4	0	33	711	56	0	71.3	6.5	0.2	0.0
336	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP5	1	33	714	55	0	71.7	6.6	0.2	0.0
336	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP6	1	32	709	57	0	73.1	6.6	0.2	0.0
336	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP7	1	33	717	58	0	74.8	6.6	0.2	0.0
336	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP8	1	34	714	57	0	78.1	6.6	0.2	0.0
336	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP9	0	31	714	58	0	78.4	6.6	0.2	0.0
336	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP10	0	35	714	58	0	78.0	6.6	0.2	0.0
336	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP11	0	31	708	60	0	77.5	6.6	0.2	0.0
336	338	Westbound Hillsborough Avenue I-275 SB Ramps to Central Avenue	PM_TP12	0	33	707	55	0	76.8	6.6	0.2	0.0
337	338	Northbound Central Avenue South of Hillsborough Avenue	AM_TP1	0	4	18	6	0	54.2	54.5	44.6	0.0
337	338	Northbound Central Avenue South of Hillsborough Avenue	AM_TP2	0	6	18	9	0	65.6	58.2	43.7	0.0
337	338	Northbound Central Avenue South of Hillsborough Avenue	AM_TP3	0	7	20	9	0	67.0	59.6	43.3	0.0
337	338	Northbound Central Avenue South of Hillsborough Avenue	AM_TP4	0	7	23	9	0	73.9	60.4	42.1	0.0
337	338	Northbound Central Avenue South of Hillsborough Avenue	AM_TP5	1	7	22	11	0	75.4	61.1	44.2	0.0
337	338	Northbound Central Avenue South of Hillsborough Avenue	AM_TP6	1	8	26	9	0	84.8	62.5	44.7	0.0
337	338	Northbound Central Avenue South of Hillsborough Avenue	AM_TP7	1	7	24	10	0	83.8	61.8	44.4	0.0
337	338	Northbound Central Avenue South of Hillsborough Avenue	AM_TP8	1	8	22	10	0	86.2	62.3	45.3	0.0

Design Year (2035) Build Alternative
 Movement Delays by Segment

UpNode	DownNode	Segment Location	TP	Peak Hour	Volume					Delay Per Vehicle (Control or Delay Travel for Unsignalized)			
					Left	Through	Right	Diagonal	Left	Through	Right	Diagonal	
337	338	Northbound Central Avenue South of Hillsborough Avenue	AM_TP9	0	8	24	8	0	87.0	62.3	45.6	0.0	
337	338	Northbound Central Avenue South of Hillsborough Avenue	AM_TP10	0	6	21	10	0	85.8	62.4	45.7	0.0	
337	338	Northbound Central Avenue South of Hillsborough Avenue	AM_TP11	0	6	22	9	0	85.6	62.3	45.5	0.0	
337	338	Northbound Central Avenue South of Hillsborough Avenue	AM_TP12	0	7	20	8	0	86.1	62.2	44.8	0.0	
337	338	Northbound Central Avenue South of Hillsborough Avenue	PM_TP1	0	5	43	13	0	64.3	71.7	61.2	0.0	
337	338	Northbound Central Avenue South of Hillsborough Avenue	PM_TP2	0	6	42	14	0	81.2	97.6	81.5	0.0	
337	338	Northbound Central Avenue South of Hillsborough Avenue	PM_TP3	0	7	44	14	0	116.4	120.0	105.7	0.0	
337	338	Northbound Central Avenue South of Hillsborough Avenue	PM_TP4	0	6	47	13	0	130.0	130.2	120.9	0.0	
337	338	Northbound Central Avenue South of Hillsborough Avenue	PM_TP5	1	8	47	12	0	133.5	131.3	125.9	0.0	
337	338	Northbound Central Avenue South of Hillsborough Avenue	PM_TP6	1	6	42	12	0	141.4	139.6	136.8	0.0	
337	338	Northbound Central Avenue South of Hillsborough Avenue	PM_TP7	1	7	45	13	0	155.4	153.6	149.9	0.0	
337	338	Northbound Central Avenue South of Hillsborough Avenue	PM_TP8	1	5	40	12	0	175.6	174.6	170.9	0.0	
337	338	Northbound Central Avenue South of Hillsborough Avenue	PM_TP9	0	7	49	14	0	200.3	196.9	192.8	0.0	
337	338	Northbound Central Avenue South of Hillsborough Avenue	PM_TP10	0	8	50	16	0	210.7	203.9	201.0	0.0	
337	338	Northbound Central Avenue South of Hillsborough Avenue	PM_TP11	0	7	48	14	0	207.0	203.6	198.8	0.0	
337	338	Northbound Central Avenue South of Hillsborough Avenue	PM_TP12	0	6	48	13	0	202.2	195.9	191.6	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	AM_TP1	0	0	633	0	0	0.0	7.9	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	AM_TP2	0	0	680	0	0	0.0	8.0	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	AM_TP3	0	0	701	0	0	0.0	8.1	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	AM_TP4	0	0	726	0	0	0.0	8.2	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	AM_TP5	1	0	741	0	0	0.0	8.2	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	AM_TP6	1	0	745	0	0	0.0	8.2	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	AM_TP7	1	0	736	0	0	0.0	8.3	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	AM_TP8	1	0	745	0	0	0.0	8.3	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	AM_TP9	0	0	737	0	0	0.0	8.3	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	AM_TP10	0	0	735	0	0	0.0	8.3	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	AM_TP11	0	0	720	0	0	0.0	8.3	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	AM_TP12	0	0	713	0	0	0.0	8.3	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	PM_TP1	0	0	724	0	0	0.0	9.0	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	PM_TP2	0	0	731	0	0	0.0	9.0	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	PM_TP3	0	0	732	0	0	0.0	9.1	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	PM_TP4	0	0	725	0	0	0.0	9.1	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	PM_TP5	1	0	733	0	0	0.0	9.1	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	PM_TP6	1	0	721	0	0	0.0	9.1	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	PM_TP7	1	0	731	0	0	0.0	9.1	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	PM_TP8	1	0	724	0	0	0.0	9.1	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	PM_TP9	0	0	730	0	0	0.0	9.1	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	PM_TP10	0	0	731	0	0	0.0	9.1	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	PM_TP11	0	0	726	0	0	0.0	9.1	0.0	0.0	
338	152	Westbound Hillsborough Avenue West of Central Avenue	PM_TP12	0	0	721	0	0	0.0	9.1	0.0	0.0	
338	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP1	0	0	222	83	102	0.0	31.3	5.9	19.2	
338	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP2	0	0	230	79	98	0.0	30.5	6.1	18.8	
338	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP3	0	0	228	84	102	0.0	29.9	6.2	18.4	
338	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP4	0	0	228	77	108	0.0	29.7	6.2	18.0	
338	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP5	1	0	227	83	101	0.0	29.7	6.4	17.8	
338	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP6	1	0	223	77	100	0.0	29.8	6.4	17.8	
338	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP7	1	0	226	81	100	0.0	29.7	6.4	17.7	
338	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP8	1	0	226	80	101	0.0	29.6	6.5	17.9	
338	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP9	0	0	229	81	101	0.0	29.5	6.6	17.9	
338	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP10	0	0	223	90	100	0.0	29.5	6.6	17.9	
338	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP11	0	0	224	80	101	0.0	29.6	6.7	17.8	
338	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	AM_TP12	0	0	223	78	107	0.0	29.6	6.8	17.7	
338	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP1	0	0	241	154	190	0.0	11.6	2.1	14.9	
338	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP2	0	0	244	157	192	0.0	12.1	2.4	17.2	
338	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP3	0	0	245	157	195	0.0	12.4	2.5	18.2	
338	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP4	0	0	242	152	194	0.0	12.8	2.8	19.1	
338	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP5	1	0	242	162	195	0.0	13.1	2.9	19.1	
338	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP6	1	0	238	155	198	0.0	13.7	3.1	19.8	
338	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP7	1	0	236	160	194	0.0	13.9	3.2	20.6	
338	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP8	1	0	244	158	198	0.0	14.4	3.3	21.4	
338	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP9	0	0	244	159	194	0.0	14.4	3.4	21.6	
338	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP10	0	0	241	165	192	0.0	14.4	3.4	21.3	
338	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP11	0	0	243	157	186	0.0	14.3	3.3	20.9	
338	336	Eastbound Hillsborough Avenue Central Avenue to I-275 SB Ramps	PM_TP12	0	0	233	152	187	0.0	14.1	3.2	20.4	
338	337	Southbound Central Avenue South of Hillsborough Avenue	AM_TP1	0	0	53	0	0	0.0	5.3	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	AM_TP2	0	0	59	0	0	0.0	5.0	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	AM_TP3	0	0	64	0	0	0.0	5.1	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	AM_TP4	0	0	68	0	0	0.0	5.2	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	AM_TP5	1	0	61	0	0	0.0	5.2	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	AM_TP6	1	0	66	0	0	0.0	5.2	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	AM_TP7	1	0	68	0	0	0.0	5.2	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	AM_TP8	1	0	69	0	0	0.0	5.2	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	AM_TP9	0	0	64	0	0	0.0	5.3	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	AM_TP10	0	0	66	0	0	0.0	5.3	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	AM_TP11	0	0	63	0	0	0.0	5.3	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	AM_TP12	0	0	63	0	0	0.0	5.3	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	PM_TP1	0	0	64	0	0	0.0	5.1	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	PM_TP2	0	0	62	0	0	0.0	5.1	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	PM_TP3	0	0	65	0	0	0.0	5.3	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	PM_TP4	0	0	63	0	0	0.0	5.4	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	PM_TP5	1	0	67	0	0	0.0	5.4	0.0	0.0	
338	337	Southbound Central Avenue South of Hillsborough Avenue	PM_TP6	1	0	58	0	0	0.0	5.3	0.0	0.0	

Design Year (2035) Build Alternative
 Movement Delays by Segment

UpNode	DownNode	Segment Location	TP	Peak Hour	Volume				Delay Per Vehicle (Control or Delay Travel for Unsignalized)			
					Left	Through	Right	Diagonal	Left	Through	Right	Diagonal
338	337	Southbound Central Avenue South of Hillsborough Avenue	PM_TP7	1	0	57	0	0	0.0	5.3	0.0	0.0
338	337	Southbound Central Avenue South of Hillsborough Avenue	PM_TP8	1	0	60	0	0	0.0	5.3	0.0	0.0
338	337	Southbound Central Avenue South of Hillsborough Avenue	PM_TP9	0	0	55	0	0	0.0	5.2	0.0	0.0
338	337	Southbound Central Avenue South of Hillsborough Avenue	PM_TP10	0	0	66	0	0	0.0	5.2	0.0	0.0
338	337	Southbound Central Avenue South of Hillsborough Avenue	PM_TP11	0	0	66	0	0	0.0	5.3	0.0	0.0
338	337	Southbound Central Avenue South of Hillsborough Avenue	PM_TP12	0	0	66	0	0	0.0	5.3	0.0	0.0
338	339	Northbound Central Avenue North of Hillsborough Avenue	AM_TP1	0	0	44	0	0	0.0	3.6	0.0	0.0
338	339	Northbound Central Avenue North of Hillsborough Avenue	AM_TP2	0	0	46	0	0	0.0	3.6	0.0	0.0
338	339	Northbound Central Avenue North of Hillsborough Avenue	AM_TP3	0	0	44	0	0	0.0	3.6	0.0	0.0
338	339	Northbound Central Avenue North of Hillsborough Avenue	AM_TP4	0	0	52	0	0	0.0	3.6	0.0	0.0
338	339	Northbound Central Avenue North of Hillsborough Avenue	AM_TP5	1	0	51	0	0	0.0	3.7	0.0	0.0
338	339	Northbound Central Avenue North of Hillsborough Avenue	AM_TP6	1	0	56	0	0	0.0	3.7	0.0	0.0
338	339	Northbound Central Avenue North of Hillsborough Avenue	AM_TP7	1	0	52	0	0	0.0	3.7	0.0	0.0
338	339	Northbound Central Avenue North of Hillsborough Avenue	AM_TP8	1	0	46	0	0	0.0	3.7	0.0	0.0
338	339	Northbound Central Avenue North of Hillsborough Avenue	AM_TP9	0	0	55	0	0	0.0	3.7	0.0	0.0
338	339	Northbound Central Avenue North of Hillsborough Avenue	AM_TP10	0	0	50	0	0	0.0	3.7	0.0	0.0
338	339	Northbound Central Avenue North of Hillsborough Avenue	AM_TP11	0	0	50	0	0	0.0	3.7	0.0	0.0
338	339	Northbound Central Avenue North of Hillsborough Avenue	AM_TP12	0	0	49	0	0	0.0	3.7	0.0	0.0
338	339	Northbound Central Avenue North of Hillsborough Avenue	PM_TP1	0	0	113	0	0	0.0	3.5	0.0	0.0
338	339	Northbound Central Avenue North of Hillsborough Avenue	PM_TP2	0	0	109	0	0	0.0	3.7	0.0	0.0
338	339	Northbound Central Avenue North of Hillsborough Avenue	PM_TP3	0	0	113	0	0	0.0	3.7	0.0	0.0
338	339	Northbound Central Avenue North of Hillsborough Avenue	PM_TP4	0	0	115	0	0	0.0	3.7	0.0	0.0
338	339	Northbound Central Avenue North of Hillsborough Avenue	PM_TP5	1	0	115	0	0	0.0	3.7	0.0	0.0
338	339	Northbound Central Avenue North of Hillsborough Avenue	PM_TP6	1	0	110	0	0	0.0	3.6	0.0	0.0
338	339	Northbound Central Avenue North of Hillsborough Avenue	PM_TP7	1	0	114	0	0	0.0	3.6	0.0	0.0
338	339	Northbound Central Avenue North of Hillsborough Avenue	PM_TP8	1	0	108	0	0	0.0	3.7	0.0	0.0
338	339	Northbound Central Avenue North of Hillsborough Avenue	PM_TP9	0	0	119	0	0	0.0	3.7	0.0	0.0
338	339	Northbound Central Avenue North of Hillsborough Avenue	PM_TP10	0	0	121	0	0	0.0	3.7	0.0	0.0
338	339	Northbound Central Avenue North of Hillsborough Avenue	PM_TP11	0	0	121	0	0	0.0	3.7	0.0	0.0
338	339	Northbound Central Avenue North of Hillsborough Avenue	PM_TP12	0	0	115	0	0	0.0	3.7	0.0	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	AM_TP1	0	21	31	7	0	70.4	63.2	51.6	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	AM_TP2	0	22	32	9	0	83.2	72.9	57.9	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	AM_TP3	0	24	35	8	0	106.3	90.5	74.3	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	AM_TP4	0	23	38	8	0	135.4	119.9	100.2	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	AM_TP5	1	24	32	7	0	183.3	164.8	142.7	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	AM_TP6	1	21	36	7	0	236.8	227.5	203.2	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	AM_TP7	1	22	39	8	0	287.7	283.5	249.5	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	AM_TP8	1	22	37	7	0	328.0	322.4	292.7	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	AM_TP9	0	24	35	8	0	363.7	352.3	328.7	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	AM_TP10	0	25	35	8	0	392.5	377.0	354.8	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	AM_TP11	0	24	35	7	0	417.7	396.9	372.0	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	AM_TP12	0	24	34	9	0	433.7	415.9	395.5	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	PM_TP1	0	22	32	10	0	89.2	67.1	64.1	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	PM_TP2	0	21	28	10	0	151.5	105.5	98.3	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	PM_TP3	0	22	32	9	0	192.8	139.4	136.6	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	PM_TP4	0	19	30	9	0	237.7	180.3	179.1	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	PM_TP5	1	19	33	9	0	277.4	213.6	204.5	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	PM_TP6	1	16	25	7	0	332.4	247.6	245.4	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	PM_TP7	1	17	21	7	0	383.5	284.0	293.0	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	PM_TP8	1	14	25	7	0	440.3	329.3	330.7	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	PM_TP9	0	16	24	8	0	489.3	366.8	371.4	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	PM_TP10	0	20	32	10	0	511.4	386.9	391.2	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	PM_TP11	0	23	35	9	0	517.6	397.8	397.3	0.0
339	338	Southbound Central Avenue North of Hillsborough Avenue	PM_TP12	0	24	33	10	0	522.2	406.1	405.1	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	AM_TP1	0	55	28	239	0	47.5	52.1	32.5	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	AM_TP2	0	58	21	253	0	48.7	53.9	36.9	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	AM_TP3	0	63	19	252	0	48.6	53.8	41.4	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	AM_TP4	0	69	17	262	0	48.4	55.5	47.0	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	AM_TP5	1	75	18	274	0	47.6	56.9	53.3	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	AM_TP6	1	84	15	278	0	47.9	57.8	58.4	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	AM_TP7	1	80	17	274	0	47.9	59.1	62.3	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	AM_TP8	1	77	14	273	0	48.0	59.1	63.2	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	AM_TP9	0	72	16	266	0	48.0	58.8	64.1	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	AM_TP10	0	71	16	270	0	47.6	58.6	64.7	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	AM_TP11	0	67	18	260	0	47.6	58.4	64.4	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	AM_TP12	0	64	18	257	0	47.7	58.2	63.5	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	PM_TP1	0	109	12	165	0	75.6	133.6	52.2	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	PM_TP2	0	111	11	171	0	78.3	136.6	55.9	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	PM_TP3	0	112	12	167	0	84.4	147.6	57.0	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	PM_TP4	0	112	11	170	0	86.9	150.2	59.6	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	PM_TP5	1	116	13	173	0	88.2	153.2	60.9	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	PM_TP6	1	112	12	174	0	88.5	153.3	62.2	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	PM_TP7	1	114	11	172	0	89.8	156.5	62.8	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	PM_TP8	1	112	13	175	0	90.0	157.2	64.4	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	PM_TP9	0	115	11	175	0	89.7	156.9	65.6	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	PM_TP10	0	114	10	163	0	89.8	157.1	65.2	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	PM_TP11	0	108	12	166	0	89.5	155.8	64.4	0.0
340	336	I-275 Southbound Ramps North of Hillsborough Avenue	PM_TP12	0	106	11	164	0	88.5	154.5	63.6	0.0

Appendix K

Future Safety Analysis Calculations



Rev. 02/2014

Benefit-Cost Analysis

District: **Seven**County: **10 - Hillsborough**Date Prepared: **08/02/22**Location: **I-275 AT US 92/HILLSBOROUGH AVE FROM CENTRAL AVE TO NEBRASKA AVE**Section : **10150000**Beg. Milepost : **12.727**End Milepost : **12.815**Rdway Type: **4 - 5 Lanes Urban Divided**Control Element: **Other (describe in box below)**

Reconfigure I-275 off and on ramps at the Hillsborough Avenue Interchange, install new signal and construct an additional left turn lane onto the I-275 northbound on-ramp. This project will provide additional capacity and enhance safety.

ANNUAL COST OF IMPROVEMENTS

Type	Cost	Service Life	Capital Recovery		Total
			Factor		
ROW		100	0.0408	\$	-
P.E.C.E.I.		15	0.0899	\$	-
Structure		50	0.0466	\$	-
Roadway		20	0.0736	\$	-
Drainage		20	0.0736	\$	-
Signal		20	0.0736	\$	-
Other	\$ 4,490,456.00	10	0.1233	\$	553,673.22
Sub-Total	\$ 4,490,456.00			\$	553,673.22
				Annual Cost =	\$ 553,673.22

Total number of crashes = **506**
 # of correctable crashes, PC = **235**
 # of years of crash data, YD = **5**
 PC/YD = **47.00**
 Crash reduction factor, CRF = **88.90%**
 CRF x (PC/YD) = **41.78**
 Cost per crash, CPC = **\$123,406.00**
 Benefit = **\$5,156,273**

Primary crash reduction factor (%): **100**
 Protected/permissive to protected-only left turn phasing
 Additional crash reduction factor: **73.3**
 Presence of exclusive right turn phase at diamond interchange ramps
 Additional crash reduction factor:

BENEFIT/COST RATIO

$$\frac{\text{Benefit}}{\text{Cost}} = \frac{\$5,156,272.90}{\$553,673.22} = \mathbf{9.31}$$

Clearinghouse CMF ID: 2326 - Protected/permissive to protected-only left turn phasing - CRF% (100); Rating (4 Stars); Crash Type (Angle and Left turn [due to notes within the abstract]); Severity (All); Reference (Srinivasan et al., 2008). CMF ID: 3057 - Presence of exclusive right turn phase at diamond interchange ramps - CRF% (73.3); Rating (3 Stars); Crash Type (All) [crashes]; Severity (All); Area Type (All); Reference (Wang et al., 2011). Crash total are area of influence wide (506) see table attached for the number of correctable crashes at the northbound and southbound ramp terminals including associated CRFs.

Prepared by: **Sara Linares**

Table 1: Crash Reduction Factor Application

Location	Improvement	CRF ID ¹	Stars	CRF	Crash Types Impacted	Severity	Number of Reducible Crashes	Total Reduced Crashes
SB Ramp Terminal	Change from permitted-protected to protected only WBL operation.	2326	4	100%	Angle, Left-Turn ²	All	121	121
	SBR Protected Phase	3057	3	73.3%	All Types	All	67 ³	49
NB Off-Ramp	NBR Protected Phase	3057	3	73.3%	All Types	All	29	21
NB On-Ramp	Signalize and allow protected only EBL operation	2326	4	100%	Angle, Left-Turn ²	All	18	18

1 CRF Source: <https://www.cmfclearinghouse.org/>

2 Left-Turns included in this CRF application upon review of the associated white paper.

3 Crashes impacted for the application of CRF 3057 reflect those remaining after the application of CRF 2326 to prevent double counting.

Table 2: Cumulative Crash Reduction Factor Estimation

Calculations	5-year Totals	Per Year
Total AOI Crashes ¹	506	101.2
Total Reducible Crashes ²	235	47
Total Reduce Crashes ³	209	41.8
Calculated CRF ⁴		88.9%

1 Total crashes observed from 2016 to 2020 as documented in Section 2.3 of the Hillsborough Avenue IOAR.

2 Total reducible crashes summed from Table 6.1 .

3 Total reduced crashes summed from Table 6.1.

4 Calculated by dividing total reduced crashes by total reducible crashes.



CMF / CRF Details

CMF ID: 2326

Protected/permissive to protected-only left turn phasing

Description:

Prior Condition: *No Prior Condition(s)*

Category: Intersection traffic control

Study: [*Evaluation of the Safety Effectiveness of Selected Treatments at Urban Signalized Intersections, Srinivasan et al., 2008*](#)

Star Quality Rating:



[\[View score details\]](#)

Crash Modification Factor (CMF)

Value: 0

Adjusted Standard Error:

Unadjusted Standard Error: 0.006

Crash Reduction Factor (CRF)

Value: 100 (*This value indicates a **decrease** in crashes*)

Adjusted Standard Error:

Unadjusted Standard Error:

0.6

Applicability**Crash Type:**

Angle

Crash Severity:

All

Roadway Types:

Not Specified

Number of Lanes:**Road Division Type:****Speed Limit:****Area Type:****Traffic Volume:****Time of Day:**

All

*If countermeasure is intersection-based***Intersection Type:****Intersection Geometry:****Traffic Control:****Major Road Traffic Volume:****Minor Road Traffic Volume:****Development Details****Date Range of Data Used:**

1990 to 2004

Municipality:

Winston-Salem

State:

NC

Country:	
Type of Methodology Used:	2
Sample Size Used:	Site-years
Before Sample Size Used:	56 Site-years
After Sample Size Used:	56 Site-years

Other Details	
Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Dec-01-2009
Comments:	

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CMF / CRF Details

CMF ID: 3057

Presence of exclusive right turn phase at diamond interchange ramps

Description:

Prior Condition: *No Prior Condition(s)*

Category: Intersection geometry

Study: [*Developing Safety Performance Functions for Diamond Interchange Ramp Terminals, Wang et al., 2011*](#)

Star Quality Rating:



[\[View score details\]](#)

Crash Modification Factor (CMF)

Value: 0.27

Adjusted Standard Error:

Unadjusted Standard Error:

Crash Reduction Factor (CRF)

Value: 73.3 (*This value indicates a **decrease** in crashes*)

Adjusted Standard Error:

Unadjusted Standard Error:**Applicability****Crash Type:**

All

Crash Severity:

All

Roadway Types:

Principal Arterial Other Freeways and Expressways

Number of Lanes:**Road Division Type:****Speed Limit:**

35-45mph

Area Type:**Traffic Volume:****Time of Day:**

All

If countermeasure is intersection-based**Intersection Type:**

Roadway/roadway (interchange ramp terminal)

Intersection Geometry:**Traffic Control:**

Signalized

Major Road Traffic Volume:

4200 to 50850 Annual Average Daily Traffic (AADT)

Minor Road Traffic Volume:

2000 to 24800 Annual Average Daily Traffic (AADT)

Development Details**Date Range of Data Used:**

2004 to 2008

Municipality:

Madison

State:

WI

Country:	USA
Type of Methodology Used:	7
Sample Size Used:	363 Crashes

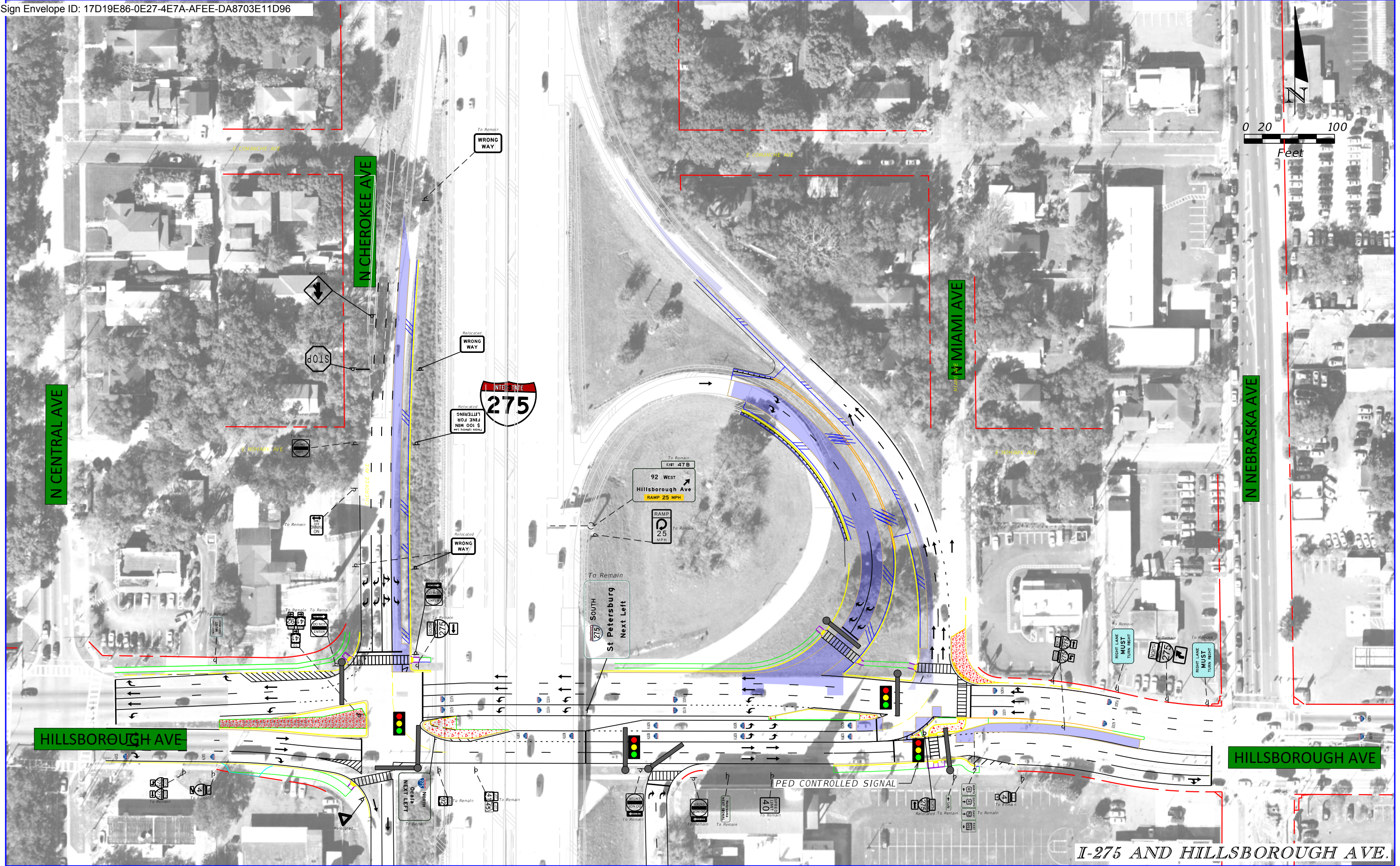
Other Details	
Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Jul-15-2011
Comments:	

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Appendix L

Conceptual Signing Plan



I-275 AND HILLSBOROUGH AVE.

REVISIONS	
DATE	DESCRIPTION

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
	HILLSBOROUGH	436732-2-52-01

<p>MASTER SIGNING PLAN</p>	<p>SHEET NO. 1</p>
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