



DRAFT FINAL



I-75 (SR 93A) at CR 672 (Big Bend Road) Interchange Modification Report (IMR)

Hillsborough County, Florida

Work Program Item Segment: 424513-3



**Hillsborough
County Florida**

April 2020





***I-75 (SR 93A) at CR 672 (Big Bend Road)
Interchange Modification Report (IMR)***

Hillsborough County, Florida
Work Program Item Segment No.: 424513-3

Florida Department of Transportation
District Seven
11201 Malcom McKinley Drive
Tampa, Florida 33612-6403



April 2020



SYSTEMS IMPLEMENTATION OFFICE
QUALITY CONTROL CERTIFICATION FOR INTERCHANGE ACCESS REQUEST SUBMITTAL

Submittal Date: April 27, 2020

FM Number: 424513-3-22-01

Project Title: I-75 (SR 93A) and CR 672 Big Bend Road Interchange Modification Report (IMR)

District: Seven

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Draft Final Interchange Modification Report (IMR) for FDOT Systems Implementation Office (SIO) Review and Approval

Quality Control (QC) Statement

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

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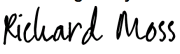
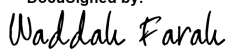




Interchange Modification Report (IMR) I-75 (SR 93A) and CR 672 (Big Bend Road) Interchange Hillsborough County, Florida Work Program Item Segment No: 424513-3

Florida Department of Transportation

Determination of Engineering and Operational Acceptability

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

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Professional Engineer's Certification

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

Financial Project Identification Number: 424513-3-32-01

Project: I-75 (SR 93A) and CR 672 (Big Bend Road)
Interchange Modification Report (IMR)

County/State: Hillsborough, Florida

Project Manager: Justin P. Hall
Florida Department of Transportation, District Seven

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.



Signature: _____

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Executive Summary

The Florida Department of Transportation (FDOT) District Seven, in coordination with Hillsborough County, prepared an Interchange Modification Report (IMR) to document the safety, operational and engineering acceptability of improving the I-75 (SR 93A) and CR 672 (Big Bend Road) interchange in Hillsborough County, Florida. The proposed improvements are needed to alleviate existing traffic congestion, improve highway safety, and provide for additional roadway capacity to support growth and economic development. The following summarizes the results of an evaluation of existing and future traffic operating conditions with and without the proposed improvements.

A. Existing Traffic Conditions

The I-75 ramp terminal intersections at Big Bend Road exhibit failing Levels of Service (LOS) during both the morning and afternoon peak travel periods. In the morning, motorists on westbound Big Bend Road that desire to travel north on I-75 are required to perform a left turn movement from a single turn lane. Due to the magnitude of traffic volume performing the left turn movement (more than 1,200 vehicles per hour), there is insufficient capacity to service the left turn demand which results in a vehicle queue that forms in the inside travel lane of westbound Big Bend Road and extends 1.2 miles eastward to US 301. In the afternoon, the reciprocal traffic movement requires motorists on southbound I-75 that desire to travel eastbound on Big Bend Road to exit onto a lower speed loop off ramp located in the southwest quadrant of the interchange. Due to reduced vehicle operating speeds associated with the horizontal curvature of the loop ramp and limited vehicle storage for left turning vehicles, traffic backs up onto southbound I-75. Both above-referenced locations are identified safety concerns, as historical crash data from the FDOT Crash Analysis Reporting System (CARS) for the five-year period from 2014 to 2018 reveals that there is a disproportionate number of rear-end crashes. The I-75 mainline within the vicinity of Big Bend Road experiences a crash rate of 1.48 crashes per million vehicle miles traveled (MVMT), which is 1.6 times greater than the statewide average for similar interstate facilities across the State of Florida. Similarly, Big Bend Road experiences a crash rate of 7.86 crashes per MVMT, which is 2.3 times greater than the statewide average for similar four-lane, divided, arterial roadways. The economic loss due to these crashes is estimated to be \$140.7 million over the five-year period.

B. Future Traffic Conditions

In order to alleviate existing operational and safety deficiencies, the widening of Big Bend Road to six lanes, modifications to the ramping of the I-75/Big Bend Road interchange to provide directional on and off ramp to/from the north, and elimination of the traffic signal and access on Big Bend Road at the entrance to East Bay High School are proposed. The following summarizes the results of the CORSIM microsimulation analysis conducted to evaluate the future traffic operations of the I-75/Big Bend Road interchange with (Build Alternative) and without (No Build Alternative) the proposed improvements under opening year (2025) and design year (2045) traffic conditions.

Opening Year (2025)

No Build Alternative – The No Build Alternative assumes that the existing traffic control and geometric features of the I-75/Big Bend Road interchange are maintained by the year 2025. However, the adjacent signalized intersections of Covington Garden Drive and Simmons Loop will receive turn lane improvements to accommodate traffic volumes generated by Hillsborough County planned development within the study area. The benefit of this alternative is that there are no additional costs associated with implementing the proposed transportation improvements. However, it is anticipated that the operational and safety deficiencies identified under existing conditions will be further exacerbated

with increasing levels of traffic; and the purpose and need of the project are not met. The following conclusions are derived from the opening year (2025) traffic analysis:

- Northbound and southbound I-75 freeway segments are projected to operate at failing LOS in the AM and PM peak periods;
- The northbound I-75 on ramp and the southbound I-75 off ramp are projected to exhibit failing LOS in the AM and PM peak periods, respectively;
- Both I-75 ramp terminal intersections are projected to experience excess overall vehicle delays that are greater than the LOS F threshold of 80 seconds/vehicle; and
- The average vehicle operating speeds on Big Bend Road are projected to be less than 20 miles per hour (mph).

Build Alternative – The Build Alternative consists of the widening of Big Bend Road to six lanes from Covington Garden Drive to Simmons Loop, providing directional on and off ramps on I-75 north of Big Bend Road, and eliminating both the existing traffic signal and access on Big Bend Road at the East Bay High School entrance. The results of the microsimulation analysis for opening year (2025) traffic conditions are listed below:

- The northbound and southbound I-75 freeway segments north of Big Bend Road are projected to continue to experience oversaturated traffic conditions. However, a substantial operational benefit is projected with the Build Alternative when compared to the No Build Alternative. Vehicle operating speeds on southbound I-75 north of Big Bend Road are projected to increase from a speed that is less than 20 mph to a speed that is approximately 60 mph;
- Both I-75 ramp terminal intersections are projected to experience overall vehicle delays that are less than 20 seconds/vehicle (LOS B or better) for both the AM and PM peak periods; and
- The average vehicle operating speeds on Big Bend Road are projected to be approximately 30 mph in both the eastbound and westbound directions during both the morning and afternoon peak periods. In comparison to the No Build Alternative, a substantial increase in operating speeds is anticipated on Big Bend Road with the Build Alternative.

Design Year (2045)

No Build Alternative – The No Build Alternative assumes that the existing traffic control and geometric features of the I-75/Big Bend Road interchange remain unchanged by the year 2045. However, the adjacent signalized intersections of Covington Garden Drive and Simmons Loop will receive turn lane improvements to accommodate traffic volumes generated by Hillsborough County planned development within the study area. Prior to the design year (2045), express lanes are planned for I-75 as part of the interstate modernization initiative of the Tampa Bay Next (TBNext) Program. With the express lanes in place, it is anticipated that a proportion of the traffic in the general use lanes of I-75 will redistribute to the express lanes, thus providing some relief to existing traffic congestion on I-75. There will be no connection of the I-75/Big Bend Road interchange ramps to the express lanes. The following conclusions are derived from the design year (2045) No Build traffic analysis:

- The I-75 freeway segments north and south of Big Bend Road are projected to operate at failing LOS in both the AM and PM peak periods;
- Both I-75 ramp terminal intersections are projected to experience failing LOS; and
- The average vehicle operating speed on Big Bend Road is projected to be less than 20 mph.

Build Alternative – The Build Alternative consists of the widening of Big Bend Road to six lanes from Covington Garden Drive to Simmons Loop, providing directional on and off ramps on I-75 north of Big Bend Road, and eliminating both the existing traffic signal and access on Big Bend Road at the East Bay High School entrance. Like the No Build Alternative, the Build Alternative also assumes that express lanes are provided on I-75. The results of the microsimulation analysis for design year (2045) traffic conditions are listed below:

- The northbound and southbound I-75 freeway segments north of Big Bend Road are projected to experience poor operating conditions in the AM and PM peak period, respectively. However, there is a substantial operational benefit when compared to the No Build Alternative;
- Both I-75 ramp terminal intersections are projected to operate at LOS C or better with overall vehicle delays less than 25 seconds/vehicle; and
- LOS D or better arterial operations are projected on Big Bend Road, with average speeds greater than 25 mph in both the eastbound and westbound directions during both the morning and afternoon peak periods.

C. Alternatives Comparison

To compare the operational benefits of implementing the proposed improvements that are associated with 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 the Build Alternative under opening year (2025) and design year (2045) traffic conditions.

**Table E1 – Network-Wide CORSIM Measures of Effectiveness (MOEs)
Opening Year (2025) and Design Year (2045) AM and PM Peak Hour Periods**

Measure of Effectiveness (MOE)	Analysis Time Period	Opening Year (2025)			Design Year (2045)		
		No Build Alternative	Build Alternative	Difference	No Build Alternative	Build Alternative	Difference
Vehicle Miles Traveled (veh-miles)	AM	131,239	148,631	13%	158,543	212,419	34%
	PM	147,673	159,479	8%	128,123	228,448	78%
Travel Time Total (hours)	AM	6,311	3,107	-51%	6,975	5,030	-28%
	PM	7,472	3,251	-56%	8,018	5,152	-36%
Speed Average (mph)	AM	23	46	100%	24	43	79%
	PM	21	49	133%	16	44	175%
Total Travel Delay (hours)	AM	4,212	674	-84%	4,471	1,539	-66%
	PM	5,150	642	-88%	5,944	1,401	-76%

The results of the microsimulation analysis shown in **Table E1** illustrate the substantial operational benefit that is provided by implementing the Build Alternative. This benefit is evidenced by an increase in vehicle miles traveled and average speed, while reducing travel time and total travel delay.

In addition, a quantitative safety analysis using procedures from the *Highway Safety Manual (HSM)* was conducted to estimate the safety benefits of implementing the proposed improvements. The quantitative safety analysis revealed that modifying the I-75/Big Bend Road interchange to provide the proposed Build Alternative improvements is projected to reduce 70 crashes per year, which equates to an annual cost savings of \$8.9 million. Comparing this annual cost savings to the annual cost of constructing the proposed improvements reveals that the safety benefit far outweighs the cost by a factor of nearly two; thereby indicating that the proposed improvements are economically justifiable. The Build Alternative improvements would provide a greater level of mobility and safety for all users of the I-75/Big Bend Road interchange.

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Glossary of Terms

Term	Definition
AADT	Annual Average Daily Traffic
AASHTO	American Association of State Highway and Transportation Officials
AF	Axle Factor
B/C	Benefit-to-Cost
BEBR	Bureau of Economic and Business Research
CARS	Crash Analysis Reporting System
CORSIM	CORridor SIMulation
CE	Categorical Exclusion
CFR	Code of Federal Regulations
CIP	Capital Improvement Program
CMF	Crash Modification Factor
CR	County Road
D	Directional Traffic Factor
DDHV	Directional Design Hour Volumes
DDR	District Dedicated Revenue
DRI	Development of Regional Impact
DHT	Design Hour Trucks
DSB	Design Build
ETDM	Efficient Transportation Decision Making
ELToD	Express Lanes Time of Day
FDM	Florida Design Manual
FDOT	Florida Department of Transportation
FHWA	Federal Highway Administration
FPID	Financial Project Identification
FSUTMS	Florida Standard Urban Transportation Model Structure
ft	Feet
FTO	Florida Traffic Online
FY	Fiscal Year
GIS	Geographic Information System
GEH	Geoffrey E. Havers
HCM	Highway Capacity Manual
HCS	Highway Capacity Software
HSM	Highway Safety Manual
IAR	Interchange Access Request
IARUG	Interchanges Access Request User's Guide
IMR	Interchange Modification Report
ITE	Institute of Transportation Engineers
K	Design Hour Traffic Factor
KABCO	K-Fatal; A-Incapacitating injury; B-Non incapacitating injury; C-Possible injury; and O-No injury
LA	Limited Access
LAR	Local Advance Revenue
LF	Local Funds

Glossary of Terms (Cont.)

Term	Definition
In	Lane
LOS	Level of Service
LRE	Long Range Estimate
MEV	Million Entering Vehicles
mi	Mile
ML	Managed Lanes
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
MVMT	Million Vehicle Miles Traveled
ODME	Origin-Destination Matrix Estimation
PD	Planned Development
PHF	Peak Hour Factor
PD&E	Project Development and Environment
PE	Preliminary Engineering
PSWADT	Peak Season Weekday Average Daily Traffic
RCI	Roadway Characteristics Inventory
RFP	Request for Proposals
ROW	Right of Way
sec	Seconds
SF	Seasonal Factor
SIO	Systems Implementation Office
SIS	Strategic Intermodal System
SLD	Straight Line Diagram
SHS	State Highway System
SR	State Road
T ₂₄	Daily Trucks
TSM&O	Transportation Systems Management and Operations
TBRPM	Tampa Bay Regional Planning Model
USDOT	United States Department of Transportation
USC	United States Code
USF	University of South Florida
vph	Vehicles per hour
WPID	Work Program Identification
YMCA	Young Men's Christian Association

1.0 Project Description

Interstate 75 (I-75/SR 93A) is a major interstate highway that is part of Florida's Strategic Intermodal System (SIS); a high priority network of transportation facilities important to the state's economy and mobility. I-75 primarily runs north-south along the western portion of the State of Florida and plays a critical role in transporting people, freight, and goods safely and efficiently between South Florida (at its terminus with SR 826/Palmetto Expressway) and the rest of the United States via its entry into the State of Georgia, approximately midway between Lake City in northern Florida and City of Valdosta in southern Georgia. County Road 672 (Big Bend Road) is a four-lane divided arterial roadway that serves a dual purpose: to provide access to residential communities located in unincorporated southern Hillsborough County; and to form an east-west connection linking three primary north-south routes in the Tampa Bay Region (US 41 to the west, US 301 to the east, and I-75 approximately midway between US 41 and US 301). West of I-75, Big Bend Road is designated as a SIS Connector due to its important intermodal connection to Port Tampa Bay.

In recent years, southern Hillsborough County has experienced significant growth in residential development that has placed a strain on an interchange that was originally constructed in the 1970s when the surrounding land uses were rural in nature. As a result of this growth, the I-75/Big Bend Road interchange currently fails to operate at an acceptable Level of Service (LOS) target and exhibits a greater number of vehicle crashes than other highway facilities across the State of Florida. The need for improvement has become so acute that Hillsborough County had petitioned and received a federal earmark to assist in the funding of new north-oriented on and off ramps to/from I-75 at Big Bend Road. The Florida Department of Transportation (FDOT) District Seven, in coordination with Hillsborough County, proposes to modify the I-75/Big Bend Road interchange to provide for these new north-oriented ramps, and to also widen Big Bend Road to six lanes from Covington Garden Drive west of I-75 to Simmons Loop east of I-75. The social/economic, cultural, natural, and physical impacts of implementing these improvements are currently being evaluated under two ongoing Project Development and Environment (PD&E) Studies: I-75 PD&E Study Update from north of Moccasin Wallow Road in Manatee County to south of US 301 in Hillsborough County – Work Program Item Segment Number (WPID) 419235-2; and Big Bend Road Widening PD&E Study – Hillsborough County Capital Improvement Project Number (CIP) 6965600. Both studies have been screened through FDOT's Efficient Transportation Decision Making (ETDM) process: I-75 PD&E Study – ETDM #8001 and Big Bend Road PD&E Study – ETDM #9291.

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

1.1 Purpose and Need

The purpose of this Interchange Access Request (IAR) is to identify the multimodal transportation improvements needed for the I-75/Big Bend Road interchange, that would not only provide for immediate relief to existing traffic congestion and highway safety deficiencies, but also allow for added highway capacity to support future growth and economic development. The need for this project is based on the following list of identified transportation deficiencies:

- There exists a safety problem associated with vehicles queuing on the southbound I-75 off ramp during the afternoon peak period and spilling back onto the high-speed (70-mile per hour posted speed) I-75 mainline lanes, thereby causing a disproportionate number of severe rear end crashes;

- Motorists experience undue vehicle delay and vehicle queuing as the result of an antiquated interchange design. The lack of north-oriented ramps to/from I-75 at Big Bend Road forces traffic that would normally operate as a free flow right turn movement under a conventional diamond interchange to operate as a signal-controlled left turn movement;
- Poor traffic operations currently exist on a designated hurricane evacuation route, causing concern for the safety of motorists during an evacuation event;
- Big Bend Road is both a designated truck route and a SIS Connector west of I-75; and is integral to providing regional truck traffic access to Port Tampa Bay. Elevated levels of traffic congestion at the I-75/Big Bend Road interchange reduce travel reliability for freight and goods movement to/from the Tampa Bay Region's largest economic engine;
- The poor levels of service exhibited at the subject interchange during peak travel periods do not support economic development and prosperity within the rapidly growing study area. This shortcoming will be further exacerbated with the onset of new development planned for the study area; and
- There is limited pedestrian and bicycle amenities on Big Bend Road within the vicinity of I-75. This is a concern for safety given that Eisenhower Middle School and East Bay High School generate non-motorized traffic that may conflict with passenger cars and trucks.

1.2 Project Location

The I-75/Big Bend Road interchange is in southern Hillsborough County, 5.9 miles north of SR 674 (Sun City Center Boulevard) and 4.2 miles south of Gibsonton Drive. Big Bend Road connects I-75 with US 41 (located 1.7 miles to the west) and US 301 (located 1.3 miles to the east). **Figure 1** graphically displays the location of the I-75/Big Bend Road interchange and the distances to key roadways. The northwest quadrant of the I-75/Big Bend Road interchange is occupied by the Hillsborough County Public Works Department's South Service Unit Operations maintenance facility, Eisenhower Middle School, and East Bay High School. The northeast quadrant is occupied by the newly constructed Spurling Family YMCA and Vance Vogel Park, and can be accessed through Bullfrog Creek Road. Old Big Bend Road, located immediately north of Big Bend Road, runs parallel in the east-west direction, and connects land uses in the northwest and northeast quadrants. In the southeast quadrant, the 90-bed St. Joseph's Hospital was opened in 2015. Currently, the southwest quadrant of the interchange is vacant.

1.3 Area of Influence

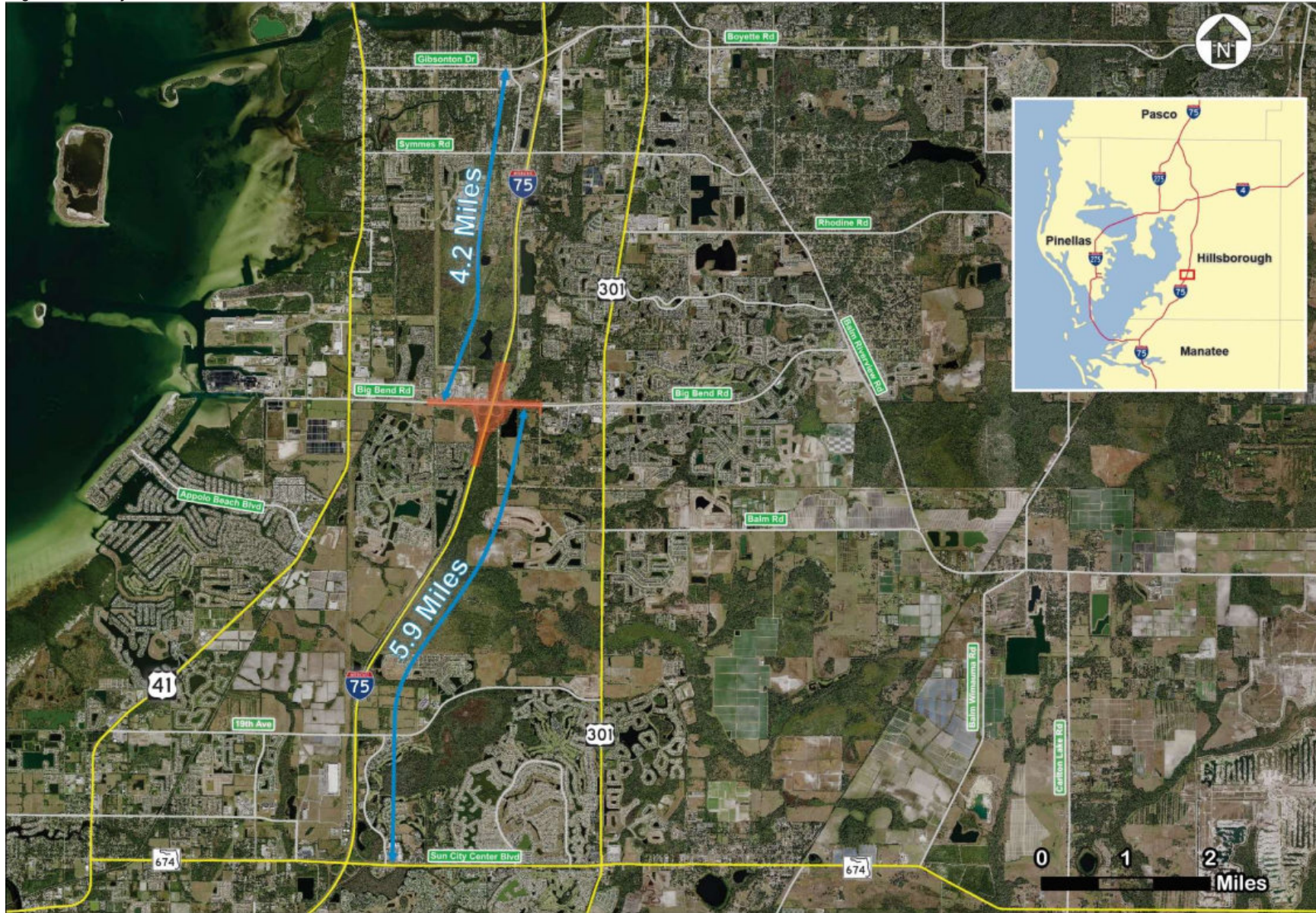
For the purposes of evaluating the safety and operational acceptability of the proposed modifications to the I-75/Big Bend Road interchange, the following list of highway segments, ramp junctions, and intersections are within the area of influence:

A. Highway Segments:

- On I-75, from south of the south oriented on and off ramps at Big Bend Road to north of the on and off ramps at Big Bend Road. Since the adjacent I-75 interchanges at Sun City Center Boulevard and Gibsonton Drive are located more than 4.2 miles away from the Big Bend Road interchange, there is no interaction in traffic flow on I-75 amongst the interchanges; and
- On Big Bend Road, from Covington Garden Drive west of I-75 to Simmons Loop east of I-75.

Interchange Modification Report (IMR)

Figure 1 – Projection Location



I-75 (SR 93A) at CR 672 (Big Bend Road)
Interchange Access Request (IAR)

B. I-75 Ramps and Ramp Junctions:

- Southbound I-75 loop off ramp to eastbound and westbound Big Bend Road;
- Eastbound and westbound Big Bend Road on ramp to southbound I-75;
- Eastbound and westbound Big Bend Road loop on ramp to northbound I-75; and
- Northbound I-75 off ramp to eastbound and westbound Big Bend Road.

C. Study Intersections:

- Big Bend Road and Covington Garden Drive;
- Big Bend Road and East Bay High School entrance / Franklin Cast Bay Access;
- Big Bend Road and southbound I-75 on and off ramps;
- Big Bend Road and northbound I-75 on and off ramps; and
- Big Bend Road and Simmons Loop.

The area of influence is graphically displayed on **Figure 2**. This area does not include Old Big Bend Road and Bullfrog Creek Road since these two-lane undivided local roadways are not part of the State Highway System (SHS), they are located outside the boundaries of the I-75 limited access (LA) right of way, and their influence on safety and operations of Big Bend Road is considered minimal. Moreover, there is not a direct connection to Big Bend Road from Bullfrog Creek Road and traffic movements entering Old Big Bend Road from Big Bend Road operate freely thereby reducing any potential for service road traffic to back onto Big Bend Road.

1.4 Project Schedule

This Interchange Modification Report (IMR) is being prepared to document the safety, operational and engineering acceptability of the multimodal transportation improvements proposed for the I-75/Big Bend Road interchange. The proposed improvements are to be funded through local funds, and Hillsborough County will dedicate the right of way (ROW) needed to construct the improvements. Design Build will be the project delivery mechanism to design and construct the proposed improvements. A Type I Categorical Exclusion (CE) and the IMR will be completed in advance of the planned design build advertisement that is anticipated to be issued in May 2020. The following is a preliminary schedule of key milestone dates for the I-75/Big Bend Road interchange improvement project:

- Preliminary Engineering (PE) – May 2019
- Methodology Letter of Understanding (MLOU) – July 2019 (*a copy of the approved MLOU is provided in Appendix A*)
- Type I Categorical Exclusion (CE) – Approved April 2020
- Interchange Modification Report (IMR) – April 2020
- Design Build Request for Proposals (RFP) Advertised – May 2020
- Design Build Executed – March 2021

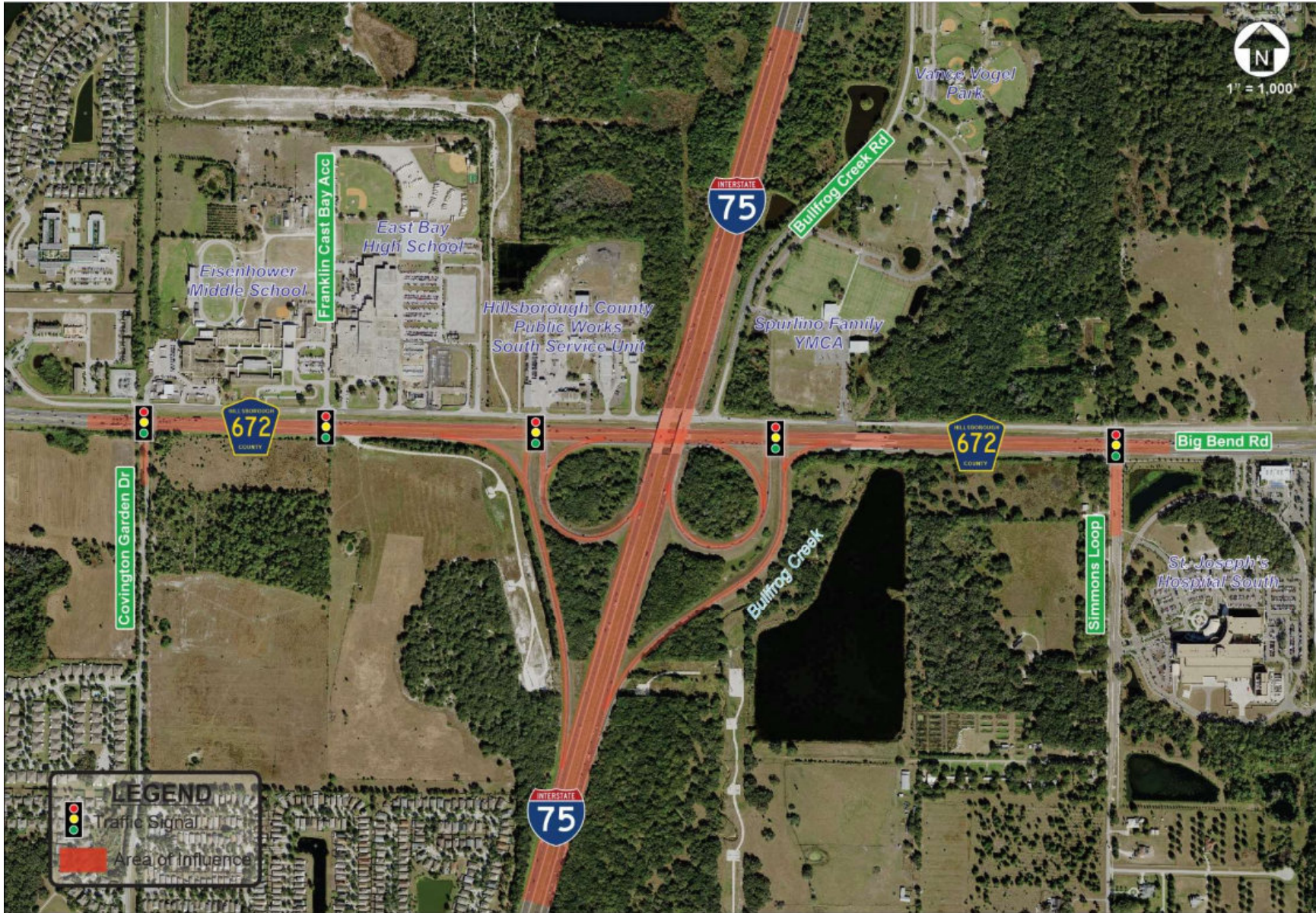
A detailed schedule of the Tentative Five-Year FDOT Work Program (FY 2021 through FY 2025) phases and their corresponding funding source, costs, and year of expenditure are provided in **Table 1**.

Interchange Modification Report (IMR)
Table 1 – Tentative Five-Year FDOT Work Program (FY 2021 through FY 2025)

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25
Design Build (DSB)	Local Funds (LF)	\$54,234,656	0	0	0	0
Design Build (DSB)	Local Funds/ Reimbursable (LFR)	\$20,520,000	0	0	0	0
Local Advance Reimbursement (LAR)	District Dedicated Revenue (DDR)	0	0	0	\$20,000,000	0
Total:		\$74,754,656	0	0	\$20,000,000	0

Source: Florida Department of Transportation District Seven, *Draft Tentative Five-Year Work Program for FY 2021 through FY 2025 (July 1, 2020 Through June 30, 2025)*, dated October 17, 2019.

Figure 2– Area of Influence



2.0 Existing Conditions

2.1 Existing Area Type/Traffic Conditions

The I-75/Big Bend Road interchange provides residential developments located nearby access to key activity centers within the Tampa Bay Region [i.e., Downtown Tampa, Westshore Business District, and the University of South Florida (USF) area] via I-75. As such, highly directional traffic flows associated with the morning commute into the activity centers and the afternoon commute out of the activity centers, place high vehicle volumes on certain traffic movements. During the morning peak hour, vehicles performing the westbound Big Bend Road to northbound I-75 movement queue and spill back into the westbound through lanes on Big Bend Road. This vehicle queue extends eastward for several miles causing concern for severe rear end crashes to occur between stopped or slow-moving vehicles in the inside through lane and fast-moving through traffic in the outside travel lane of westbound Big Bend Road. Similarly, vehicles exiting the southbound I-75 mainline during the afternoon peak period queue and spillback onto southbound I-75. As a result, there are numerous recorded crashes related to traffic congestion of these deficient traffic movements. With the addition of the Build Alternative's north-oriented on and off ramps to/from I-75, it is anticipated that existing levels of traffic congestion will be reduced, and vehicular safety increased with reduced traffic congestion.

2.2 Roadway Characteristics

Interstate 75 (I-75) / State Road (SR) 93A provides six lanes (three in each direction) of travel and is functionally classified as an urban principal interstate freeway within the vicinity of County Road (CR) 672 (Big Bend Road). I-75 is oriented in the north-south direction and has a posted speed limit of 70 miles/hour (mph). The I-75 roadway typical section consists of three 12-foot (ft) travel lanes in each direction, 12-ft (10-ft paved and 2-ft grass) inside and outside shoulders, an 88-ft median, and 94-ft outside borders located within 365 ft of right of way. Big Bend Road is functionally classified as an urban arterial and is a four-lane divided roadway from Covington Garden Drive to Simmons Loop. Big Bend Road is oriented in the east-west direction and has a posted speed limit of 45 mph. The Big Bend Road typical section consists of two 12-ft travel lanes in each direction, 8-ft outside shoulders, 2-ft inside shoulders, 40-ft median, and 30-ft clear zone within a right of way width of 200 ft. The lane geometry, traffic control features, posted speed limits, and spacing between signalized intersections is shown on **Figure 3**.

2.3 Land Use

The land use immediately adjacent to I-75 mainline is sparsely developed north and south of the Big Bend Road interchange. Eisenhower Middle School, East Bay High School, and Hillsborough County Public Works South Service Unit are located along Big Bend Road west of I-75. East of I-75, Spurlino Family YMCA and St. Joseph's Hospital South are located along Big Bend Road. The existing land use map obtained from the Hillsborough County Metropolitan Planning Organization (MPO) is displayed on **Figure 4**.

Interchange Modification Report (IMR)

Figure 3 – Existing Roadway Characteristics

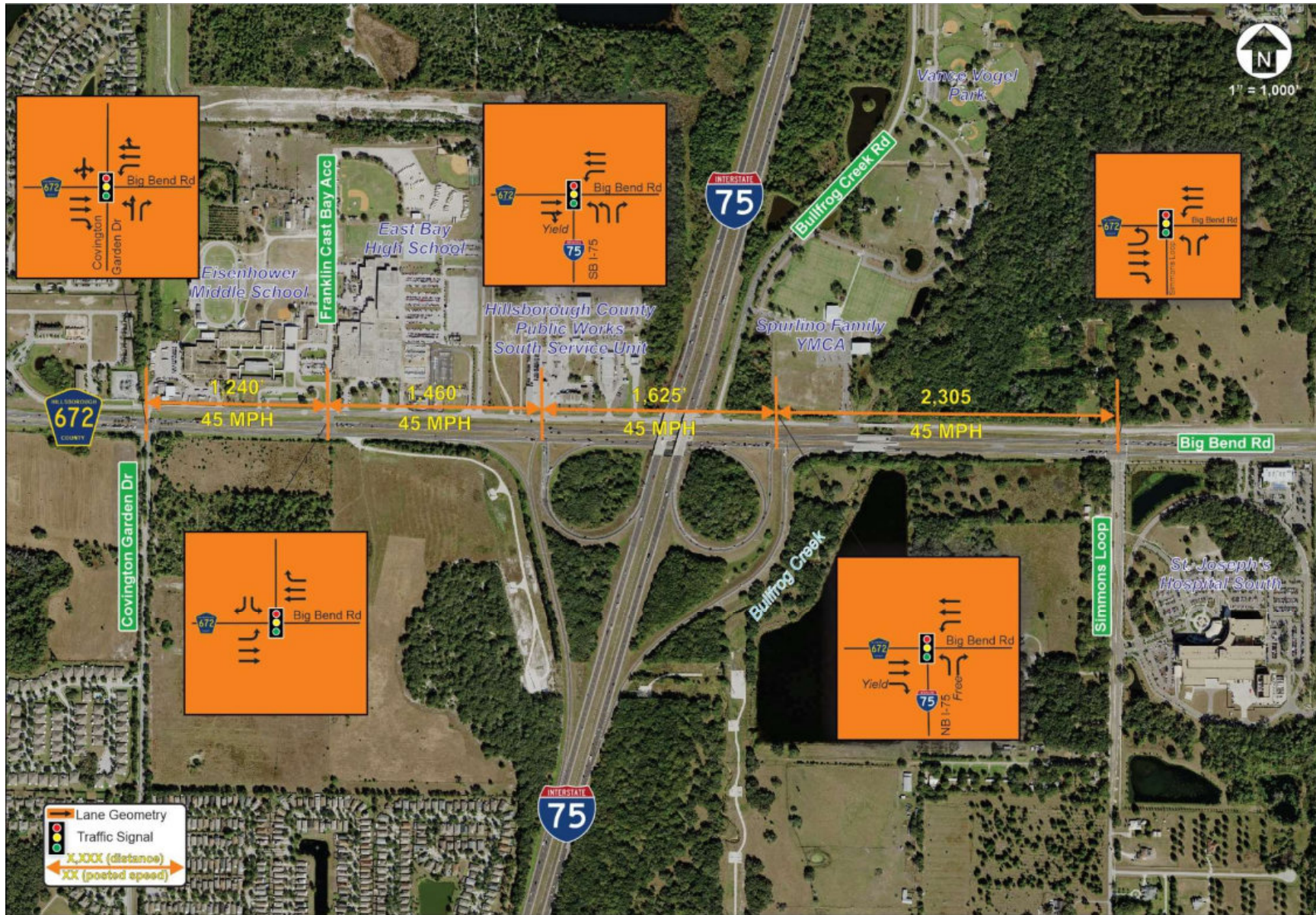
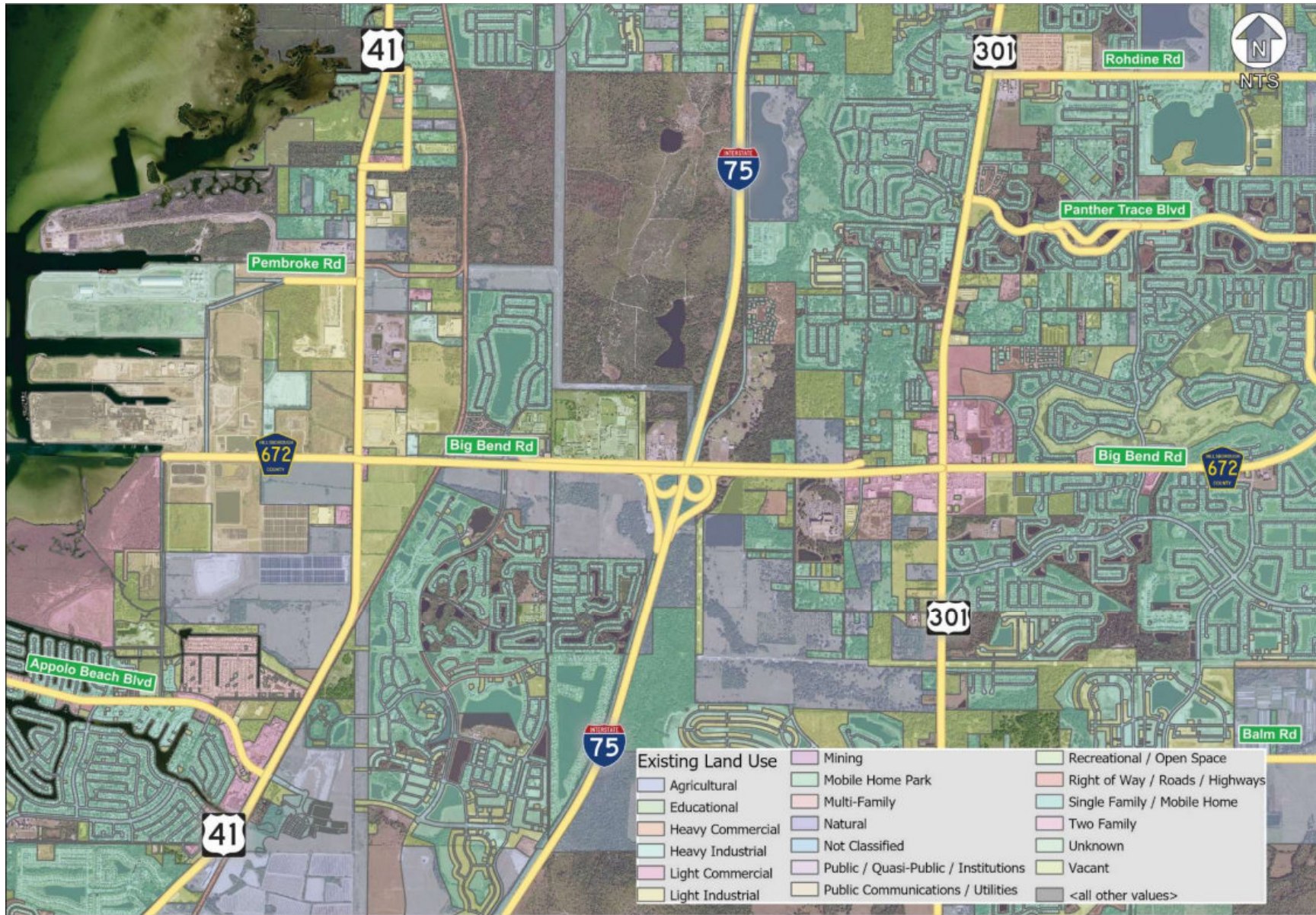


Figure 4 – Existing Land Use Map



2.4 Data Collection

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

2.4.1 Transportation System Data

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

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

2.4.2 Existing and Historical Traffic Data

Existing traffic volumes on I-75 were obtained from the FDOT's *2018 Florida Traffic Online (FTO)* database, while traffic volumes on Big Bend Road were obtained from the count program for the update of the I-75 PD&E Studies. **Appendix B** provides copies of the FTO count data on I-75 and the year 2017 traffic counts on Big Bend Road that were collected by Adams Traffic, Inc. during the three-day period from June 6-8, 2017. The type and location of each count is listed in the following:

48-Hour FTO Synopsis Counts (2 locations):

- I-75 south of Big Bend Road; and
- I-75 north of Big Bend Road.

72-Hour Directional Ramp Counts (8 Locations):

- Northbound I-75 Off Ramp to Eastbound Big Bend Road;
- Northbound I-75 Off Ramp to Westbound Big Bend Road;
- Northbound I-75 On Ramp from Eastbound Big Bend Road;
- Northbound I-75 On Ramp from Westbound Big Bend Road;
- Southbound I-75 Off Ramp to Eastbound Big Bend Road;
- Southbound I-75 Off Ramp to Westbound Big Bend Road;
- Southbound I-75 On Ramp from Eastbound Big Bend Road; and
- Southbound I-75 On Ramp from Westbound Big Bend Road.

72-Hour Bi-Directional Traffic Volumes on Big Bend Road (4 Locations):

- Big Bend Road between Covington Garden Drive and East Bay High School entrance;
- Big Bend Road between East Bay High School entrance and Southbound I-75;
- Big Bend Road between Northbound I-75 and Simmons Loop; and
- Big Bend Road east of Simmons Loop.

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

- East Bay High School entrance north of Big Bend Road; and
- Simmons Loop south of Big Bend Road.

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

- Big Bend Road and East Bay High School entrance;
- Southbound I-75 and Big Bend Road;
- Northbound I-75 and Big Bend Road; and
- Big Bend Road and Simmons Loop.

In addition to the above-listed traffic counts, recent (year 2019) traffic data was collected on Big Bend Road at the cross-street intersection of Covington Garden Drive as part of Hillsborough County's Big Bend Road Widening PD&E Study. This data is also included in **Appendix B**. A manual "smoothing" process was employed to ensure that traffic flows balance (i.e., volume in equals volume out) between successive intersections on Big Bend Road that are not separated by access.

2.5 Design Traffic Factors

Utilizing the FDOT's Standard K-factor of 9.0 percent, historical traffic count information from the FDOT's 2018 FTO database, and design traffic factors from companion studies, the recommended design traffic factors for the I-75/Big Bend Road IMR are shown in **Table 2**. The MLOU in **Appendix A** established an initial estimate for the D factor based on FTO information. However, the reported D factor in **Table 2** is adopted from the ongoing update of the I-75 PD&E Study from Moccasin Wallow Road in Manatee County to south of US 301 in Hillsborough County, and is within the acceptable range of values identified in the FDOT's 2019 *Project Traffic Forecasting Handbook and Procedure (525-030-120)*.

Table 2 – Recommended Design Traffic Factors

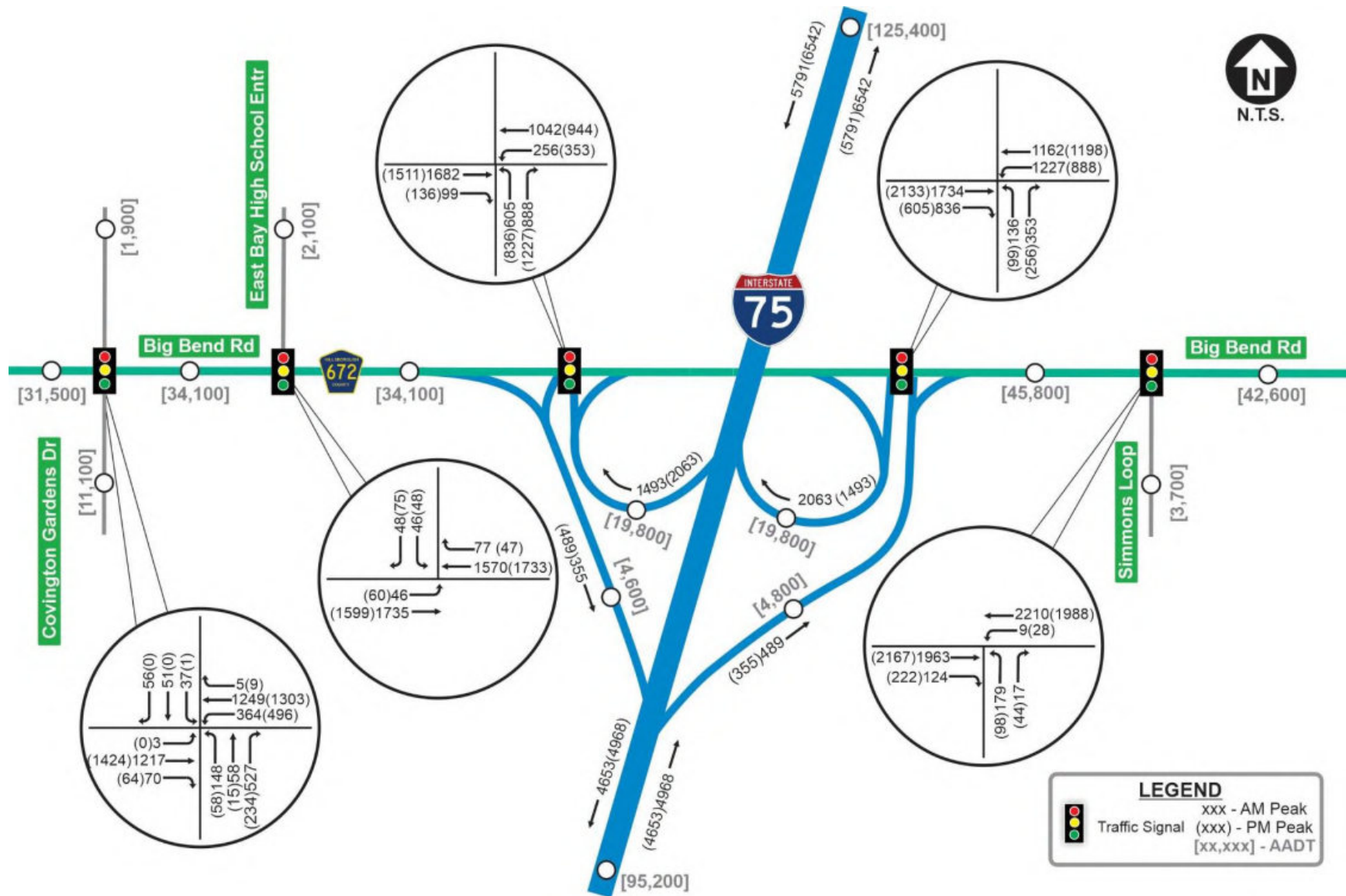
Roadway	K	D	T ₂₄	DHT	PHF	MOCF
I-75	9.0%	57.0	10.0	5.0	0.95	0.98
Big Bend Road	9.0%	57.0	6.0	3.0	0.95	0.98

Sources: 2018 Florida Traffic Online, I-75 PD&E Study, and FDOT 2019 Project Traffic Forecasting Handbook and Procedure (525-030-120)

The 72-hour directional ramp counts and 72-hour bi-directional intersection approach counts were adjusted with appropriate seasonal factors (SF) and axle correction factors (AF) to estimate Annual Average Daily Traffic (AADT) volumes. Directional design hour volumes (DDHVs) were developed by multiplying the AADTs by the standard K-factor and a directional factor (D). The approach DDHVs were multiplied by the existing turning movement percentages to estimate the 2017 design hour traffic volumes in the I-75 PD&E Study Update (see **Appendix B** for a copy of the technical memorandum detailing the development of existing year (2017) design hour traffic volumes).

Existing year (2019) traffic volumes were developed in this IMR by applying a historical growth factor to the existing year (2017) design hour traffic volumes developed for the ongoing update of the I-75 PD&E Studies. Historical traffic count information, and the trends analysis showing the derivation of the annual growth rate, is included in **Appendix C**. A graphical depiction of the existing year (2019) AADT, AM and PM design hour traffic volumes is shown on **Figure 5**.

Figure 5 – Existing Year (2019) AADT, AM and PM Peak Hour Turning Movement Volumes



3.0 Existing Year (2019) Traffic Analysis

3.1 Microsimulation Methodology and Assumptions

The FHWA sponsored microsimulation analysis tool, Traffic Software Integrated System – Corridor Simulation (TSIS-CORSIM), Version 6.3, was used to analyze existing and future traffic operating conditions within the influence area of the I-75/Big Bend Road interchange. CORSIM is capable of simultaneously analyzing the interaction of traffic flows between basic freeway segments, weaving sections, and ramp merge/diverge areas on I-75 and arterial and unsignalized/signalized intersection traffic operations on Big Bend Road. CORSIM cannot be expected to perfectly match all possible real-world conditions and situations. As such, a calibration effort of adjusting model parameters was employed to improve the model's ability to reproduce local traffic conditions. The previously calibrated existing CORSIM model developed for the update of the I-75 PD&E Study was used as the baseline model to perform additional calibration efforts to replicate traffic operating conditions on Big Bend Road (see **Appendix D** for a copy of the I-75 PD&E Study Update's calibration technical memorandum). **Appendix E** includes the existing signal timing information provided by the Hillsborough County Public Works Traffic Services Division. This information was used initially to calibrate the existing CORSIM models, and then later used as a baseline for signal optimization of the proposed Build Alternative using *Synchro, Version 10.3 Software*.

3.1.1 Calibration Methodology

The calibration methodology used for the I-75/Big Bend Road IMR is consistent with recent studies involving similar interstate improvements in the Tampa Bay Region, and with specific calibration criteria discussed in the approved MLOU. The CORSIM microsimulation model was calibrated with balanced existing year (2019) traffic counts and travel time runs from the Big Bend Road PD&E Study (see **Appendix F**). A three-hour AM and a three-hour PM peak period CORSIM analysis was conducted using 15-minute flow rates. The extended period of microsimulation analysis demonstrates the “build-up” of traffic congestion, and the duration of traffic congestion. See **Appendix G** for the derivation of the temporal traffic loadings representative of pre-peak hour, peak hour, and post-peak hour time periods that were obtained from historical count data on I-75 and on Big Bend Road.

The evaluation of existing traffic operations is based on the results of ten (10) runs of the AM and PM CORSIM microsimulation models using varying random seed numbers. The microsimulation was performed consistent with guidelines provided in the FHWA *Traffic Analysis Toolbox Volume III* and the FDOT 2014 *Traffic Analysis Handbook, A Reference for Planning and Operations*. I-75 ramp and mainline volumes, and all CORSIM entry volumes, were calibrated to be within the thresholds specified below:

- Low volume links – Individual link flows < 700 vehicles per hour (vph) – Threshold is to be within 100 vph of field flows for more than 85% of the links;
- Medium volume links – Individual link flows between 700 vph to 2,700 vph – Threshold is to be within 15% of field flows for more than 85% of the links;
- High volume links – Individual link flows > 2,700 vph – Threshold is to be within 400 vph of field flows for more than 85% of the links;
- Simulated and measured link flows – Threshold is to have a Geoffrey E. Havers (GEH) statistic value of five (5) or lower for 85% of the links. The GEH statistic is an empirical equation that is used in traffic engineering and transportation planning to compare two datasets of traffic volumes. The GEH formula is expressed as

$\sqrt{2 x \frac{(M-C)^2}{(M+C)}}$, where M is the simulation model volume and C is the field counted volume;

- Sum of all link flows across the network – Threshold is to be within 5% and a GEH statistic value of 5 or lower.
- Speed is to be within 15% or +/- 10 miles per hour (mph) of field measured values.

3.1.2 Calibration Parameters and Results

The calibration of the existing (2019) AM and PM peak period CORSIM models involved an iterative process of modifying both global and node-link specific model parameters to better replicate existing traffic conditions. The following list of model parameters were modified to meet calibration targets:

AM Peak

- Headway Distribution: Set to Erlang Distribution with parameter “a” set to 1;
- Off Ramp Reaction Point: 3,500 feet for the southbound I-75 off-ramp and the northbound I-75 off ramp;
- Mean Startup Delay: Set to 2.0 seconds for most of the surface links on Big Bend Road;
- Mean Discharge Headway: Set for 2.0 seconds for most of the surface links on Big Bend Road; and
- Car Following Sensitivity Multiplier: Adjusted to 135% for links 108-208, 7226-226, 226-110, and 110-112.

PM Peak

- Headway Distribution: Set to Erlang distribution with parameter “a” set to 1;
- Off Ramp Reaction Point: 3,500 feet for the southbound I-75 off ramp and the northbound I-75 off ramp;
- Mean Startup Delay: Set to 2.0 seconds for most of the surface links on Big Bend Road;
- Mean Discharge Headway: Set to 2.0 seconds for most of the surface links on Big Bend Road; and
- Car Following Sensitivity Multiplier: Adjusted to 125% for links 312-314, 314-316, and 316-7416.

The results of the CORSIM calibration comparing counted existing year (2019) traffic volumes with simulated traffic volumes are shown in **Table 3. Appendix H1** provides the three-hour results of the existing year (2019) CORSIM calibration analysis.

Table 3 – CORSIM Calibration Results (Traffic Count Versus Simulated Traffic Volume)

Location	AM Peak Hour					PM Peak Hour				
	Count Volume (vph)	Simulated Volume (vph)	Volume Diff. (vph)	% Diff.	GEH	Count Volume (vph)	Simulated Volume (vph)	Volume Diff. (vph)	% Diff.	GEH
Northbound I-75										
South of Big Bend Road	3,622	3,627	5	0.1	0.1	4,035	4,031	-4	-0.1	0.1
Between Big Bend Road Off and On Ramps	3,178	3,151	-27	-0.8	0.5	3,292	3,283	-9	-0.3	0.2
North of Big Bend Road	5,292	5,036	-256	-4.8	3.6	4,260	4,194	-66	-1.5	1.0
Southbound I-75										
North of Big Bend Road	4,071	4,082	11	0.3	0.2	4,832	4,815	-17	-0.4	0.2
Between Big Bend Road Off and On Ramps	2,891	2,975	84	2.9	1.6	2,997	2,993	-4	-0.1	0.1
South of Big Bend Road	3,590	3,705	115	3.2	1.9	3,367	3,366	-1	0.0	0.0
Eastbound Big Bend Road										
Covington Garden Drive to East Bay H.S.	1,389	1,381	-8	-0.6	0.2	1,442	1,416	-26	-1.8	0.7
East Bay H.S. to SB I-75 Ramp Terminal	1,364	1,343	-21	-1.6	0.6	1,452	1,430	-22	-1.5	0.6
Between SB and NB I-75 Ramp Terminals	1,670	1,648	-22	-1.3	0.5	2,472	2,417	-55	-2.2	1.1
NB I-75 Ramp Terminal to Simmons Loop	1,106	1,172	66	6.0	2.0	2,603	2,559	-44	-1.7	0.9

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Westbound Big Bend Road										
Simmons Loop to NB I-75 Ramp Terminal	2,214	2,140	-74	-3.4	1.6	1,479	1,455	-24	-1.6	0.6
Between NB and SB I-75 Ramp Terminals	1,108	1,215	107	9.6	3.1	1,123	1,109	-15	-1.3	0.4
SB I-75 Ramp Terminal to East Bay H.S.	1219	1,284	65	5.3	1.8	1,573	1,565	-8	-0.5	0.2
East Bay H.S. to Covington Garden Drive	1273	1,326	53	4.2	1.5	1,586	1,654	68	4.3	1.7

The calibration results shown in **Table 3** indicate that the existing year (2019) AM and PM CORSIM models are sufficiently loading the appropriate amount of traffic volume on a link-by-link basis to meet prescribed calibration targets for all freeway segments on I-75 and all arterial roadway segments on Big Bend Road. All calculated GEH statistic values are lower than the threshold of 5.

In addition to the effort taken to calibrate the existing year (2019) AM and PM CORSIM models to volume-based calibration targets, an evaluation of model-derived vehicle speeds versus field-measured vehicle speeds was conducted using the Big Bend Road PD&E Study's travel time runs on Big Bend Road. The results of the vehicle speed comparison shown in **Table 4** demonstrate that I-75 and Big Bend Road segments, apart from eastbound Big Bend Road between Covington Garden Drive and Simmons Loop, meet the calibration target based on the difference between simulated speeds and measured travel speeds being less than 10 miles per hour. Further evaluation of the segment not meeting this criterion indicates that manually induced "friction" created in the CORSIM model to better replicate field measured speeds on eastbound Big Bend Road would prevent traffic volumes from being loaded on the network. Hence, the calibration targets that were met for traffic volumes, as shown in **Table 3**, would be jeopardized if a calibration target for speed was sought for eastbound Big Bend Road. Thus, it was determined that the need to load the appropriate amount of traffic volume on the entire CORSIM network would have higher priority than meeting a field-measured speed on Big Bend Road for one roadway segment.

Table 4 – CORSIM Calibration Results (Field-Measured Versus Simulated Vehicle Speed)

Location	Posted Speed (mph)	AM Peak Hour				PM Peak Hour				
		Field Speed (mph)	Simulated Speed (mph)	Speed Diff. (mph)	% Diff.	Field Speed (mph)	Simulated Speed (mph)	Speed Diff. (mph)	% Diff.	
Northbound I-75										
South of Big Bend Road	70	70	67	-3	-4.3%	69	67	-2	-2.9%	
Between Big Bend Road Off and On Ramps	70	63	67	4	6.3%	65	67	2	3.0%	
North of Big Bend Road	70	69	65	-4	-5.8%	69	65	-4	-5.8%	
Southbound I-75										
North of Big Bend Road	70	67	66	-1	-1.5%	65	63	-2	-3.1%	
Between Big Bend Road Off and On Ramps	70	66	67	1	1.5%	62	67	5	8.1%	
South of Big Bend Road	70	70	66	-4	-5.7%	70	67	-3	-4.3%	
Eastbound Big Bend Road										
Covington Garden Drive to Simmons Loop	45	7	25	18	>15%	12	26	14	>15%	
Westbound Big Bend Road										
Simmons Loop to Covington Garden Drive	45	14	22	8	>15%	16	27	11	>15%	

3.1.3 Selection of Measures of Effectiveness (MOEs)

A Level of Service (LOS) target of "D" was established for each highway element within the area of influence: I-75 mainline, I-75 ramp merge and diverge areas, I-75 ramps, I-75/Big Bend Road ramp terminal intersections, Big Bend Road arterial roadway, and side street intersections. Key MOEs (i.e., density, speed, and delay) from the *Highway*

Capacity Manual (HCM), Version 6 was used to estimate existing LOS. Please note that a direct comparison of CORSIM MOEs to HCM LOS cannot be made, but the equivalent HCM LOS derived from CORSIM is provided in this IMR for reference purposes only.

3.2 Existing Year (2019) Measures of Effectiveness (MOEs)

After the calibrated existing year (2019) AM and PM peak period CORSIM models were deemed acceptable for replicating existing traffic conditions within the influence area of the I-75/Big Bend Road interchange, the existing year (2019) design hour traffic volumes shown in **Figure 4** and the three-hour temporal distribution percentages of traffic loadings included in **Appendix G** were input into the models and ten (10) analysis runs were conducted for both the AM and PM timeframes. The following summarizes the peak hour results of the existing year (2019) CORSIM analysis for I-75 basic freeway segments and ramp merge/diverge areas, I-75 ramp terminal intersections, and arterial roadway segments on Big Bend Road. **Appendix H2** provides the three-hour results of the existing year (2019) CORSIM analysis.

3.2.1 I-75 Basic Freeway Segments and Ramp Merge/Diverge Areas MOEs

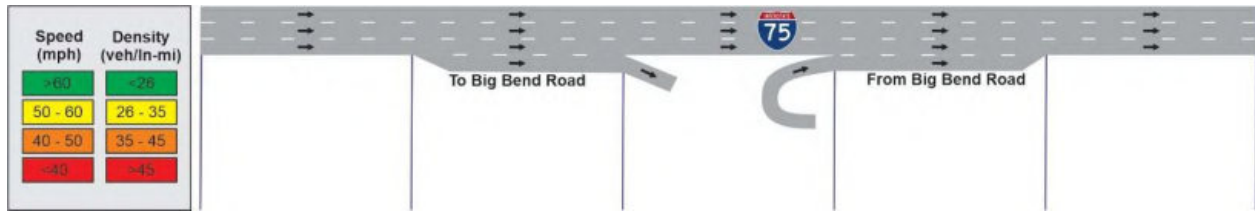
The CORSIM microsimulation results of the evaluation of I-75 basic freeway segments and ramp merge/diverge areas for the AM and PM peak hour periods are shown in **Table 5** and graphically displayed on **Figure 6**. The ramp merge/diverge area of influence is 1,500 feet upstream of an off ramp and 1,500 feet downstream of an on ramp. The results of the analysis indicate that failing LOS is exhibited on the southbound I-75 mainline and at the gore area of the southbound I-75 off ramp to Big Bend Road during the PM peak period. This outcome is expected, given that more than 2,000 vph are required to decelerate from a speed of 70 mph on mainline I-75 to a posted advisory speed of 25 mph to exit southbound I-75 from the single lane loop off ramp. Vehicles stack on southbound I-75 because there is insufficient roadway capacity to service the travel demand during the PM peak hour.

Table 5 – Existing Year (2019) I-75 Basic Freeway Segment and Ramp Merge / Diverge Area Vehicle Density and Level of Service (LOS)

Basic Freeway Segment and Ramp Merge/Diverge Areas	Type	No. of Lanes	Time Period	Speed (mph)	Density (veh/ln-mi)	LOS ¹
Northbound I-75						
South of Big Bend Road	Basic Freeway	3	AM	65.5	25.2	C
			PM	66.2	23.2	C
Off-Ramp to Big Bend Road	Ramp Diverge	1	AM	62.1	25.7	C
			PM	64.1	23.2	C
Big Bend Road Off-Ramp to Big Bend Road On-Ramp	Basic Freeway	3	AM	63.7	23.6	C
			PM	65.3	21.9	C
On-Ramp from Big Bend Road	Ramp Merge	1	AM	58.1	26.2	D
			PM	59.0	24.0	C
North of Big Bend Road	Basic Freeway	3	AM	63.1	31.0	D
			PM	63.7	28.4	D
Southbound I-75						
North of Big Bend Road	Basic Freeway	3	AM	64.3	29.4	D
			PM	18.1	107.5	F
Off-Ramp to Big Bend Road	Ramp Diverge	1	AM	59.3	26.6	D
			PM	25.8	59.5	F
Big Bend Road Off-Ramp to Big Bend Road On-Ramp	Basic Freeway	3	AM	66.0	21.6	C
			PM	63.4	20.2	C
On-Ramp from Big Bend Road	Ramp Merge	1	AM	64.3	21.1	C
			PM	64.3	19.9	C
South of Big Bend Road	Basic Freeway	3	AM	65.1	23.1	C
			PM	65.3	21.7	C

¹A direct comparison of CORSIM MOEs to HCM LOS cannot be made, but the equivalent HCM LOS derived from CORSIM is provided for reference purposes.

Figure 6 – Existing Year (2019) CORSIM Freeway Measures of Effectiveness (MOEs)



Northbound I-75 Mainline

AM Peak Hour					
Demand (vph)	4,968	4,968	4,479	6,542	6,542
Simulated (vph)	4,969	4,971	4,501	6,033	6,037
Percent Processed	100%	100%	100%	92%	92%
Speed (mph)	65.5	62.1	63.7	58.1	63.1
Density (veh/ln-mi)	25.2	25.7	23.6	26.2	31.0
PM Peak Hour					
Demand (vph)	4,653	4,653	4,298	5,791	5,791
Simulated (vph)	4,647	4,644	4,291	5,614	5,601
Percent Processed	99%	99%	99%	97%	97%
Speed (mph)	66.2	64.1	65.3	59.0	63.7
Density (veh/ln-mi)	23.2	23.2	21.9	24.0	28.4



Southbound I-75 Mainline

AM Peak Hour					
Demand (vph)	4,653	4,653	4,298	5,791	5,791
Simulated (vph)	4,648	4,643	4,276	5,807	5,796
Percent Processed	99%	99%	99%	100%	100%
Speed (mph)	65.1	64.3	66.0	59.3	64.3
Density (veh/ln-mi)	23.1	21.1	21.6	26.6	29.4
PM Peak Hour					
Demand (vph)					
Simulated (vph)	4,968	4,968	4,479	6,542	6,542
Percent Processed	4,372	4,366	3,851	5,609	5,617
Speed (mph)	65.3	64.3	63.4	25.8	18.1
Density (veh/ln-mi)	21.7	19.9	20.2	59.5	107.5

3.2.2 I-75 Ramps Capacity Check

A highway capacity check of the I-75 on and off ramps at Big Bend Road was performed to compare the existing year (2019) ramp volumes shown in **Figure 5** with the capacity thresholds defined in Exhibit 14-2 of the *HCM, 6th Edition*. **Table 6** shows the existing year (2019) volume-to-capacity ratios for each ramp at the I-75/Big Bend Road interchange. The results of the capacity check show that traffic volumes on the northbound I-75 on ramp exceed capacity during the AM peak hour, while traffic volumes on the southbound I-75 off ramp exceed capacity during the PM peak hour.

Table 6 – Existing Year (2019) I-75 Ramps Capacity Check

I-75 On and Off Ramp Location	No. of Lanes	Ramp Free Flow Speed (mph)	Capacity (veh/hr)	Time Period	Volume (veh/hr)	Volume to Capacity Ratio
Northbound I-75						
Off-Ramp to Big Bend Road	1	45	2,100	AM	489	0.23
				PM	355	0.17
Loop On-Ramp from Big Bend Road	1	25	1,900	AM	2,063	1.09
				PM	1,493	0.79
Southbound I-75						
Loop Off-Ramp to Big Bend Road	1	25	1,900	AM	1,493	0.79
				PM	2,063	1.09
On-Ramp from Big Bend Road	1	45	2,100	AM	355	0.17
				PM	489	0.23

3.2.3 I-75/Big Bend Road Intersections MOEs

3.2.3.1 Intersection Vehicle Delay and Level of Service (LOS)

The CORSIM microsimulation results for the evaluation of the I-75/Big Bend Road ramp terminal intersections during both the AM and PM peak travel periods of the existing year (2019) are shown in **Table 7**. The results of the analysis indicate that the northbound I-75 ramp terminal operates at an overall poor LOS (LOS E or worse) in both peak travel periods.

Table 7 – Existing Year (2019) Intersection Vehicle Delay and Level of Service (LOS)

Big Bend Road Signalized Intersection	Time Period	Intersection Approach Vehicle Delay (sec/veh) and Level of Service (LOS) ¹				Overall Intersection Vehicle Delay and LOS ¹
		Eastbound	Westbound	Northbound	Southbound	
Covington Garden Drive	AM	29.3 (C)	19.3 (B)	32.0 (C)	44.4 (D)	25.9 (C)
	PM	14.1 (B)	4.2 (A)	25.5 (C)	25.9 (C)	10.1 (B)
East Bay High School Entrance	AM	3.4 (A)	5.9 (A)	--	50.6 (D)	5.9 (A)
	PM	2.8 (A)	5.7 (A)	--	68.8 (E)	6.6 (A)
Southbound I-75 Ramp Terminal	AM	29.6 (C)	25.0 (C)	42.8 (D)	--	30.3 (C)
	PM	30.1 (C)	30.8 (C)	71.8 (E)	--	38.9 (D)
Northbound I-75 Ramp Terminal	AM	35.4 (D)	114.6 (F)	88.9 (F)	--	78.1 (E)
	PM	31.1 (C)	89.3 (F)	110.6 (F)	--	63.2 (E)
Simmons Loop	AM	18.0 (B)	83.6 (F)	68.5 (E)	--	49.6 (D)
	PM	11.2 (B)	4.3 (A)	48.2 (D)	--	9.2 (A)

¹A direct comparison of CORSIM MOEs to HCM LOS cannot be made, but the equivalent HCM LOS derived from CORSIM is provided for reference purposes.

3.2.3.2 Intersection Vehicle Queue Lengths

The CORSIM microsimulation results for the evaluation of vehicle queue lengths for intersections within the area of influence of the I-75/Big Bend Road interchange during both the AM and PM peak travel periods of the existing year (2019) are shown in **Table 8**.

Table 8 – Existing Year (2019) Intersection Vehicle Queue Lengths

Big Bend Road Signalized Intersection	Movement	Available Storage (Feet)	Maximum Vehicle Queue Length (Feet)		Big Bend Road Signalized Intersection	Movement	Available Storage (Feet)	Maximum Vehicle Queue Length (Feet)	
			AM Peak	PM Peak				AM Peak	PM Peak
Covington Garden Drive	EBT ¹	1,175	500	525	Northbound I-75 Ramp Terminal	EBT ¹	1,625	450	450
	EBR	385	25	25		EBR	590	350	325
	WBL	650	450	300		WBL ²	685	4,155	1,025
	WBTR ¹	1,240	300	125		WBT ¹	2,305	1,550	1,500
	NBL	750	325	150		NBL	145	250	225
	NBR	420	375	175		NBR	290	0	0
	SBLTR	125	200	25		EBT ¹	2,305	675	575
East Bay High School Entrance	EBLT	205	75	100	Simmons Loop	EBR	405	50	75
	EBTH ¹	1,240	250	225		WBL	340	50	100
	WBTH ¹	1,460	325	325		WBTR ¹	1,840	1,850	325
	WBRT	165	50	25		NBL	1,170	375	175
	SBLR	310	200	25		NBTR	1,170	50	50
Southbound I-75 Ramp Terminal	EBTH ¹	1,460	625	725					
	EBRT	765	25	50					
	WBLT	265	300	375					
	WBTH ¹	1,625	350	550					
	NBTH	360	325	350					
	NBRT	570	25	150					

¹The available storage lengths for through lanes on Big Bend Road are the roadway segment distance between upstream and downstream intersections.

²The left turn vehicle queue spills back into the upstream intersection and includes the westbound vehicle queue length at Simmons Loop.

3.2.4 Big Bend Road Arterial Roadway MOEs

The vehicle operating speeds on Big Bend Road were evaluated during the AM and PM peak hours of the existing year (2019). **Table 9** provides a summary of the arterial operating speeds estimated for the various roadway segments on Big Bend Road between Covington Garden Drive and Simmons Loop. Arterial LOS were estimated based on the speed thresholds defined in Exhibit 16-3 of the *HCM, 6th Edition*. The average operating speeds shown in **Table 9** include the combination of control delay (i.e., the delay incurred by motorists while their vehicles are stopped at a traffic signal) and the travel time between signalized intersections while vehicles are moving.

The results of the arterial roadway analysis indicate that failing LOS is exhibited on Big Bend Road during both the AM and PM peak periods of the existing year (2019). The two primary areas of operational deficiency are westbound Big Bend Road between Simmons Loop and the northbound I-75 ramp terminal intersection and eastbound Big Bend Road between the southbound I-75 and northbound I-75 ramp terminal intersections. The inability of the single westbound Big Bend Road to northbound I-75 left turn lane to process the magnitude of traffic demand is the cause of the traffic congestion on westbound Big Bend Road east of I-75, while vehicle weaving between the southbound I-75 off ramp and northbound I-75 on ramp is the cause of the traffic congestion on eastbound Big Bend Road.

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Table 9 – Existing Year (2019) Big Bend Road Arterial Speed and Level of Service (LOS)

Big Bend Road Arterial Roadway Segment		Free Flow Speed (mph)	AM Peak		PM Peak	
From	To		Speed (mph)	LOS ¹	Speed (mph)	LOS ¹
Eastbound						
Covington Garden Drive	East Bay High School	45	30.4	C	31.4	C
East Bay High School	SB I-75 Ramp Terminal	45	24.4	D	22.6	D
SB I-75 Ramp Terminal	NB I-75 Ramp Terminal	45	12.5	F	10.1	F
NB I-75 Ramp Terminal	Simmons Loop	45	24.6	D	26.6	D
Total			22.7	D	22.7	D
Westbound						
Simmons Loop	NB I-75 Ramp Terminal	45	4.5	F	12.6	F
NB I-75 Ramp Terminal	SB I-75 Ramp Terminal	45	29.3	C	28.4	C
SB I-75 Ramp Terminal	East Bay High School	45	29.9	C	29.4	C
East Bay High School	Covington Garden Drive	45	19.3	E	30.0	C
Total			18.5	E	23.2	D

¹A direct comparison of CORSIM MOEs to HCM LOS cannot be made, but the equivalent HCM LOS derived from CORSIM is provided for reference purposes.

4.0 Travel Demand Forecasting

Travel demand forecasts were prepared for the I-75/Big Bend Road IMR to: identify the future transportation needs within the study area, define the lane geometry and traffic control improvements required to meet LOS targets, and quantify the operational and safety benefit of implementing the proposed Build Alternative relative to the No Build Alternative. In order to ensure consistency with the ongoing update of the I-75 PD&E Studies, the I-75/Big Bend Road IMR's traffic forecasts were extracted from the travel demand projections for these larger-scale PD&E studies. The process for developing traffic forecasts followed the FDOT's *2019 Project Traffic Forecasting Handbook* and the *Project Traffic Forecasting Procedure Topic No. 525-030-120*. The travel demand forecasting analysis years in the update of the I-75 PD&E Studies included Base Year (2010) and Horizon Year (2040). The methodology and procedures employed in the update of the I-75 PD&E Studies to develop traffic forecasts for the I-75/Big Bend Road IMR are generally described in the following sections.

4.1 Selected Travel Demand Model

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

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

4.1.1 Validation Methodology

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

4.2 Planned and Programmed Projects

Several planned and programmed projects exist within the influence area of the I-75/Big Bend Road interchange or could influence the traffic characteristics within the study area. These projects are in various stages of either the FDOT Work Program or Hillsborough County CIP, and are listed in the following:

- The ongoing update of the I-75 PD&E Study from north of Moccasin Wallow Road in Manatee County to south of US 301 in Hillsborough County evaluates the need for tolled express lanes on I-75. The I-75 PD&E Study Update incorporates the I-75/Big Bend Road IMR's Build Alternative as an existing condition when evaluating design Year (2045) traffic conditions;
- In addition to the ongoing Hillsborough County PD&E Study that evaluates the widening of Big Bend Road to six lanes from Covington Garden Drive to Simmons Loop (CIP: 69647000), Hillsborough County initiated a PD&E Study (CIP 6965600) to evaluate the impacts of completing the six lane widening of Big Bend Road from US 41 to Covington Garden Drive and from Simmons Loop to US 301. As part of this PD&E Study, a separate PLAT Study will help guide Hillsborough County in making future land use decisions along the Big Bend Road corridor;
- Hillsborough County Public Schools, in partnership with Hillsborough County Public Works, is conducting a traffic circulation study to evaluate various options for enhancing access into and out of Eisenhower Middle School and East Bay High School to/from Big Bend Road. This study also examines on-site parking and the flow of school buses to maximize the efficiency of operations and improve school safety; and
- Hillsborough County, in collaboration with FDOT through the Local Agency Program (LAP), is currently designing the four-lane extension of Apollo Beach Boulevard from US 41 to Paseo Al Mar Boulevard (WPID: 438752-1). The extension of this off-system roadway running east-west south of Big Bend Road would provide a new overpass at I-75 and could possibly reduce the number of through trips on Big Bend Road for travel between US 41 and US 301; and
- Hillsborough County will construct in 2019 a LAP project that enhances the sidewalk on the north side of Old Big Bend Road from east of Covington Garden Drive to east of East Bay High School (WPID: 437248-1)
- Hillsborough County maintains development agreements for turn lane improvements to be provided at the adjacent intersections of Covington Garden Drive and Simmons Loop to offset traffic impacts related to Southbend Development of Regional Impact (DRI) and Simmons Loop Planned Development (PD). A new northern leg of the Big Bend Road / Simmons Loop intersection connecting Big Bend Road to Old Big Bend Road will be constructed as part of the Simmons Loop PD.

The travel demand forecasts prepared for the I-75/Big Bend Road IMR consider the impacts of the above-listed transportation improvement projects that are located within the vicinity of the I-75/Big Bend Road interchange.

4.3 Design Year (2045) No Build and Build Alternatives Daily Traffic Volumes

Base year calibration efforts were carried over to the I-75 PD&E Study Update's 2045 No Build (without tolled express lanes on I-75) TBPRM and subarea ODME models. Model Output Conversion Factors (MOCFs) were applied to convert Peak Season Weekday Average Daily Traffic (PSWADT) obtained from the TBRPM and ODME sub area models to arrive at AADTs for base year 2010 and design year (2045). The "Factoring Procedure-Difference Method" defined in the *National Cooperative Highway Research Project (NCHRP) Report 765* was utilized to correct the error associated with regional model projected volumes. Following this procedure, existing year 2018 AADTs were

interpolated from the base year and the future year TBRPM model. These values were compared to existing (year 2018) FTO traffic count data to calculate the difference (delta). This delta was applied to the 2045 TBRPM model AADT values to correct the error in the model and to make sure growth rates were reasonable.

The I-75 PD&E Study's 2045 Build Alternative (with tolled express lanes on I-75) traffic volumes were developed using the TBNNext Express Lanes Time of Day (ELToD) model. The 2045 OMDE subarea models, including input network, refined trip tables, and associated parameters developed for the No Build Alternative, were used as a base to develop the ELToD models. A corridor level input network was extracted from the ODME subarea model. ELToD model analyses were performed under the guidance and review of Florida's Turnpike Enterprise. The model was enhanced during the calibration to include: 1) additional directional parameters to support the hourly distributions for each TBNNext corridor/section, and 2) directional parameters for toll segments using the maximum distance. ELToD models provide express lanes and general-purpose lanes volume on an hourly basis (Hours 1 through 24) based on the regional models and ODME. Where necessary, express versus general use splits during the AM and PM peak hours were utilized from the ELToD output for Hour 8 and Hour 17, respectively.

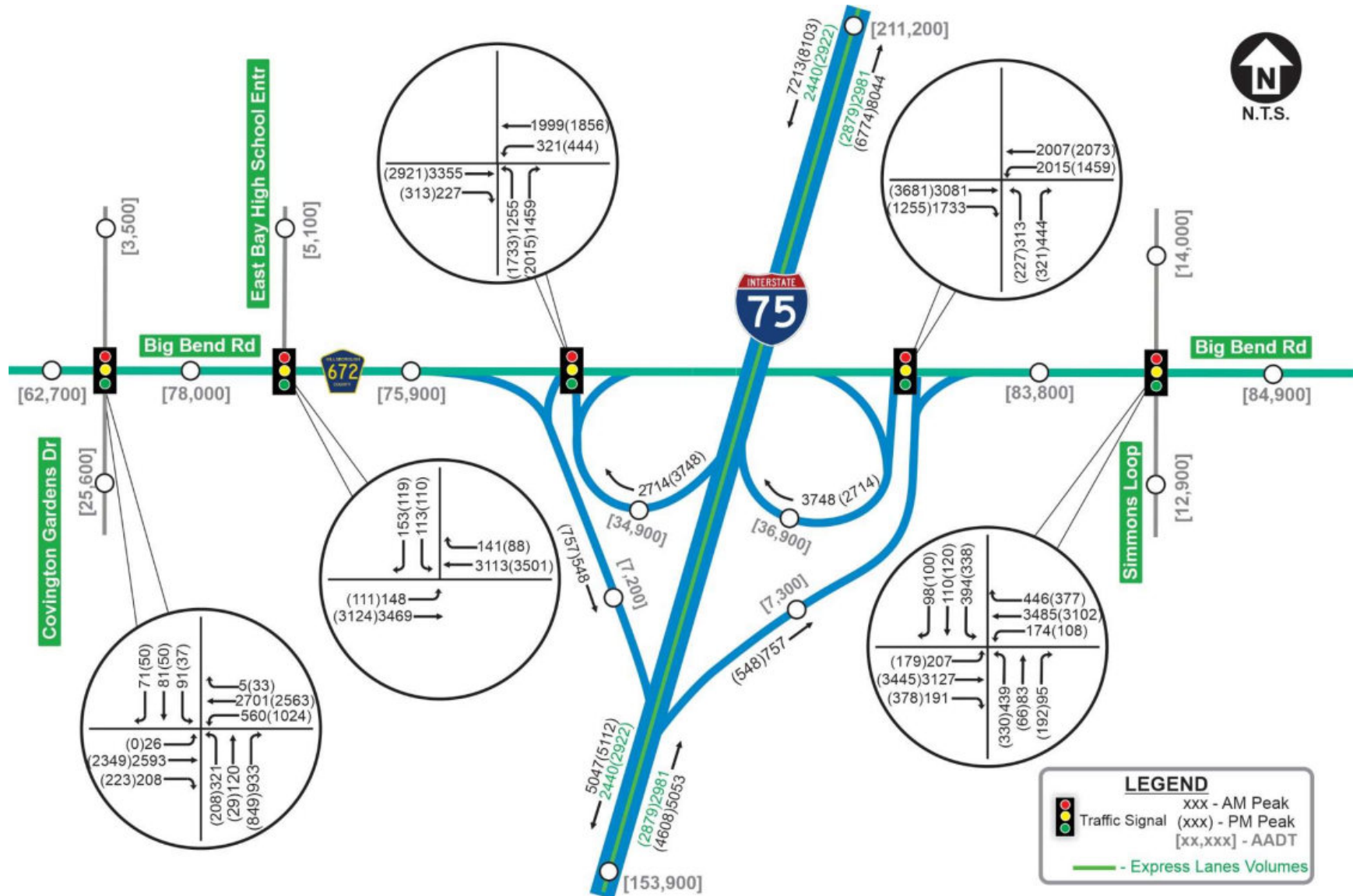
Although the traffic forecasts developed for the I-75/Big Bend Road IMR were derived from the update of the I-75 PD&E Studies, the scope of improvements associated with the Build Alternative differs among this interchange access request and the corridor PD&E studies. For the I-75/Big Bend Road IMR, the Build Alternative includes the modification of the I-75/Big Bend Road interchange with tolled express lanes on I-75 as a future existing condition in the design year (2045). The I-75/Big Bend Road IMR's No Build Alternative assumes no modifications are made to the existing I-75/Big Bend interchange, but tolled express lanes are implemented on I-75 by the design year (2045). Therefore, the update of the I-75 PD&E Studies' Build Alternative traffic volumes are the same as the traffic volumes for the I-75/Big Bend Road IMR's No Build and Build Alternatives, with the exception that the traffic volumes are assigned to fit the configuration of the interchange (i.e., existing configuration for the No Build Alternative and a modified configuration for the Build Alternative).

4.4 Design Year (2045) Design Hour Traffic Volumes

After design year (2045) Build AADTs were established as part of the development of traffic forecasts for the update of the I-75 PD&E Studies, the recommended K- and D-factors (as provided in **Table 2**) for this project were applied to the AADTs to derive DDHVs. The future peak direction of traffic flow followed existing traffic conditions. In general, the peak direction of traffic flow in the AM peak period is northbound on I-75 (to Downtown Tampa) and to I-75 from Big Bend Road, while the peak direction of traffic flow in the PM peak period is southbound on I-75 (away from Downtown Tampa) and away from I-75 on Big Bend Road. The design hour AM and PM peak turning movement volumes were developed by applying the existing turning movement percentages to the DDHVs. A manual smoothing process was employed to ensure that traffic volumes balanced between successive intersections on Big Bend Road where there is no access. **Figure 7** and **Figure 8** graphically illustrate the design year (2045) AADT, AM and PM peak hour turning movement volumes for the No Build Alternative (without interchange improvements) and Build Alternative (with interchange improvements), respectively.

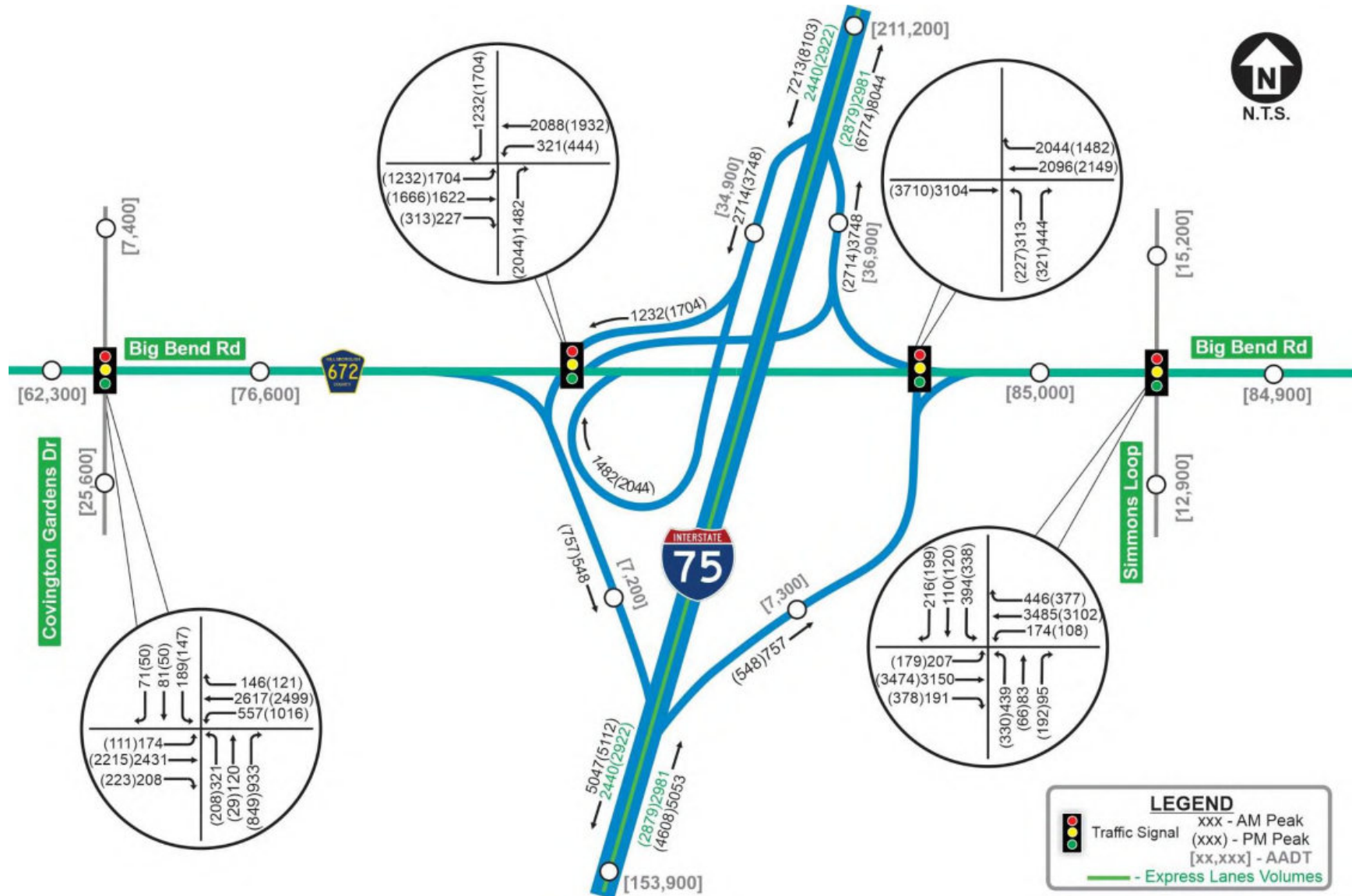
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Figure 7 – Design Year (2045) No Build Alternative AADT, AM and PM Peak Hour Turning Movement Volumes



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Figure 8 – Design Year (2045) Build Alternative AADT, AM and PM Peak Hour Turning Movement Volumes



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

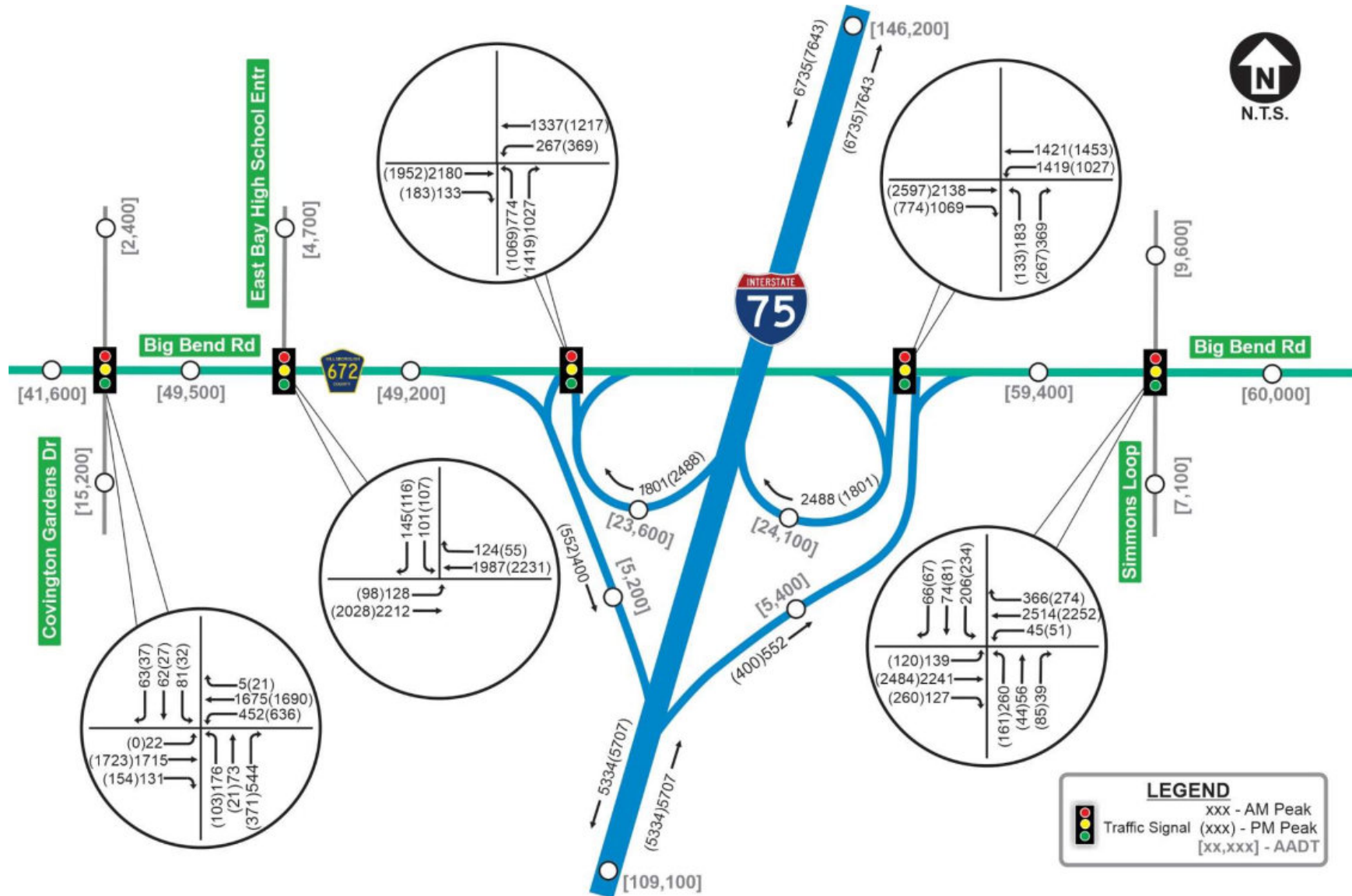
The design year (2045) No Build and Build Alternatives traffic volumes described in the preceding section were utilized in the I-75/Big Bend Road IMR to define the lane geometry and traffic control features needed to meet LOS targets in the design year (a time period representative of twenty years beyond the anticipated date of opening of the proposed improvements). These traffic forecasts include the implementation of tolled express lanes on I-75 and incorporate Hillsborough County's assumptions for the anticipated growth in land development within the I-75/Big Bend Road interchange study area.

In addition to the development of traffic forecasts for the design year (2045), opening year (2025) traffic volumes were estimated to assess a level of operation and operational benefit of the proposed modifications to the I-75/Big Bend Road interchange for the anticipated year of opening. The analysis year 2025 was chosen to represent the anticipated year of the opening of the proposed improvements related to the Build Alternative. Opening year (2025) traffic forecasts for the I-75/Big Bend Road interchange were developed in the I-75 PD&E Study by performing linear interpolation of the design year (2045) traffic forecasts and existing year (2017) traffic volumes. Future traffic volumes at the adjacent intersections of Covington Garden Drive and Simmons Loop include vehicle trips generated from development (i.e., Southbend DRI and Simmons Loop PD) planned by Hillsborough County that do not follow a linear growth trend.

Figure 9 and **Figure 10** graphically illustrate the opening year (2025) AADT, AM and PM peak hour turning movement volumes for the No Build Alternative (without interchange improvements) and Build Alternative (with interchange improvements), respectively. Unlike the design year (2045) traffic forecasts, tolled express lanes are not assumed by the opening year (2025) due to a lack of funding for these improvements in the next five years.

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Figure 9 – Opening Year (2025) No Build Alternative AADT, AM and PM Peak Hour Turning Movement Volumes



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Figure 10 – Opening Year (2025) Build Alternative AADT, AM and PM Peak Hour Turning Movement Volumes



5.0 Proposed Alternatives

The I-75/Big Bend Road IMR documents the future traffic operations of the No Build Alternative and the Build Alternative, as described below:

5.1 No Build Alternative

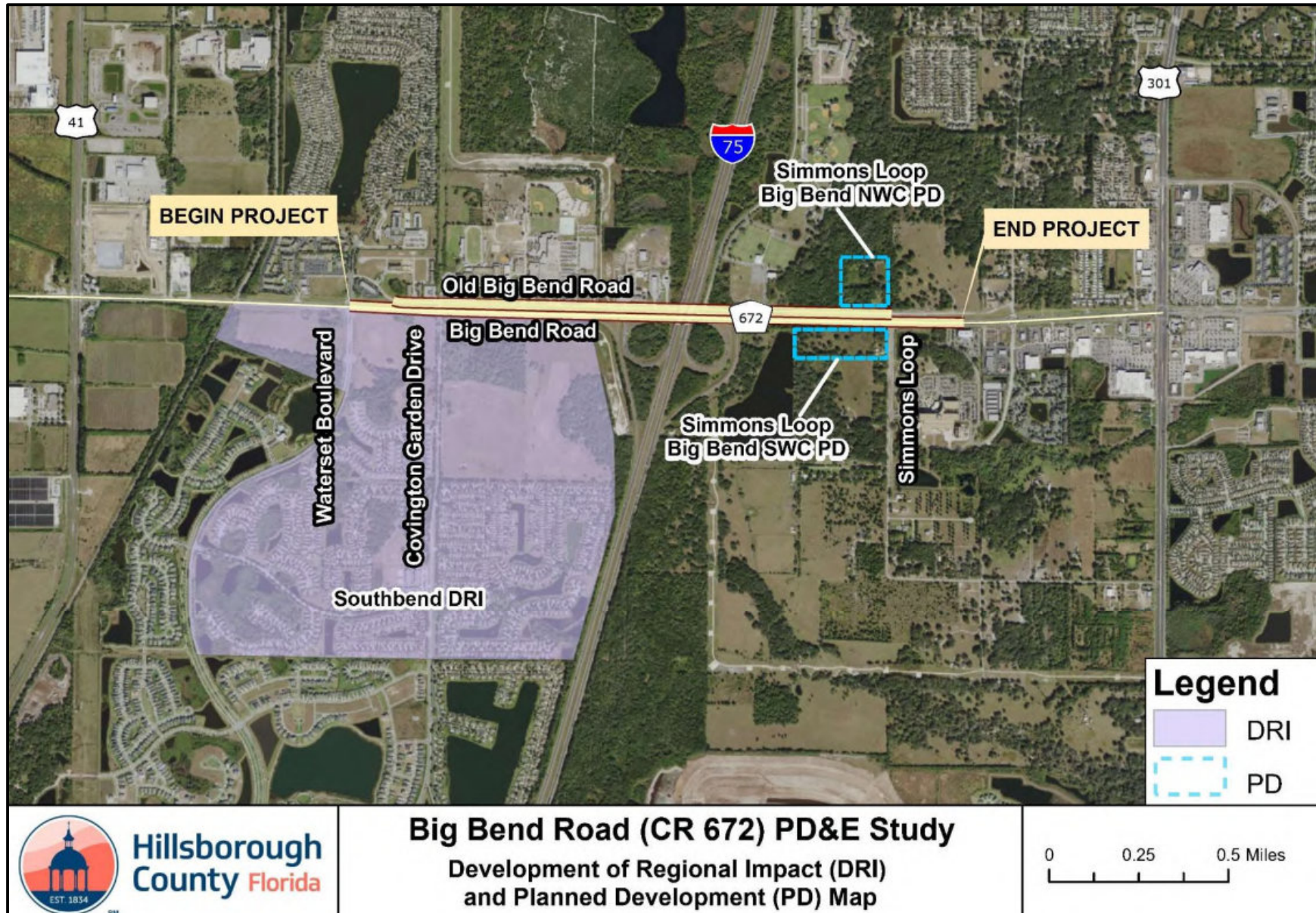
The No Build Alternative generally consists of maintaining the existing year (2019) lane geometry and traffic control features along I-75 and on Big Bend Road at the I-75 ramp terminal intersections, with the exception that tolled express lanes are assumed to be constructed on I-75 in the design year (2045) and side street improvements at the adjacent intersections of Covington Garden Drive and Simmons Loop are to be done by others in order to accommodate development planned by Hillsborough County (*please see Figure 11 for a graphical representation of the planned developments adopted from the Big Bend Road Widening PD&E Study*). **Table 10** provides a summary of the transportation improvements committed by others.

Table 10 – Committed Transportation Improvements to be Done by Others (No Build Alternative)

Intersection	Description of Improvement	Intersection	Description of Improvement
Covington Garden Drive	<ul style="list-style-type: none"> Construct an exclusive eastbound to northbound left turn lane Add a second westbound to southbound left turn lane to provide dual left turn lanes and widen southbound Covington Garden Drive to receive two lanes of left turning traffic Construct an exclusive southbound to eastbound left turn lane Construct an exclusive northbound to westbound left turn lane and convert existing shared left and through lane to a through lane only Add a second northbound to eastbound right turn lane to provide dual right turn lanes 	Simmons Loop	<ul style="list-style-type: none"> Covert the eastbound U-turn movement to a left turn movement, add a second eastbound to northbound left turn lane to provide dual left turn lanes, and widen the northbound entrance to Old Big Bend to receive two lanes of left turning traffic Construct an exclusive westbound to northbound right turn lane Add a second northbound to westbound left turn lane to provide dual left turn lanes Add a northbound through movement Construct a new north leg with two southbound to eastbound left turn lanes, a southbound through lane, and a southbound to westbound right turn lane

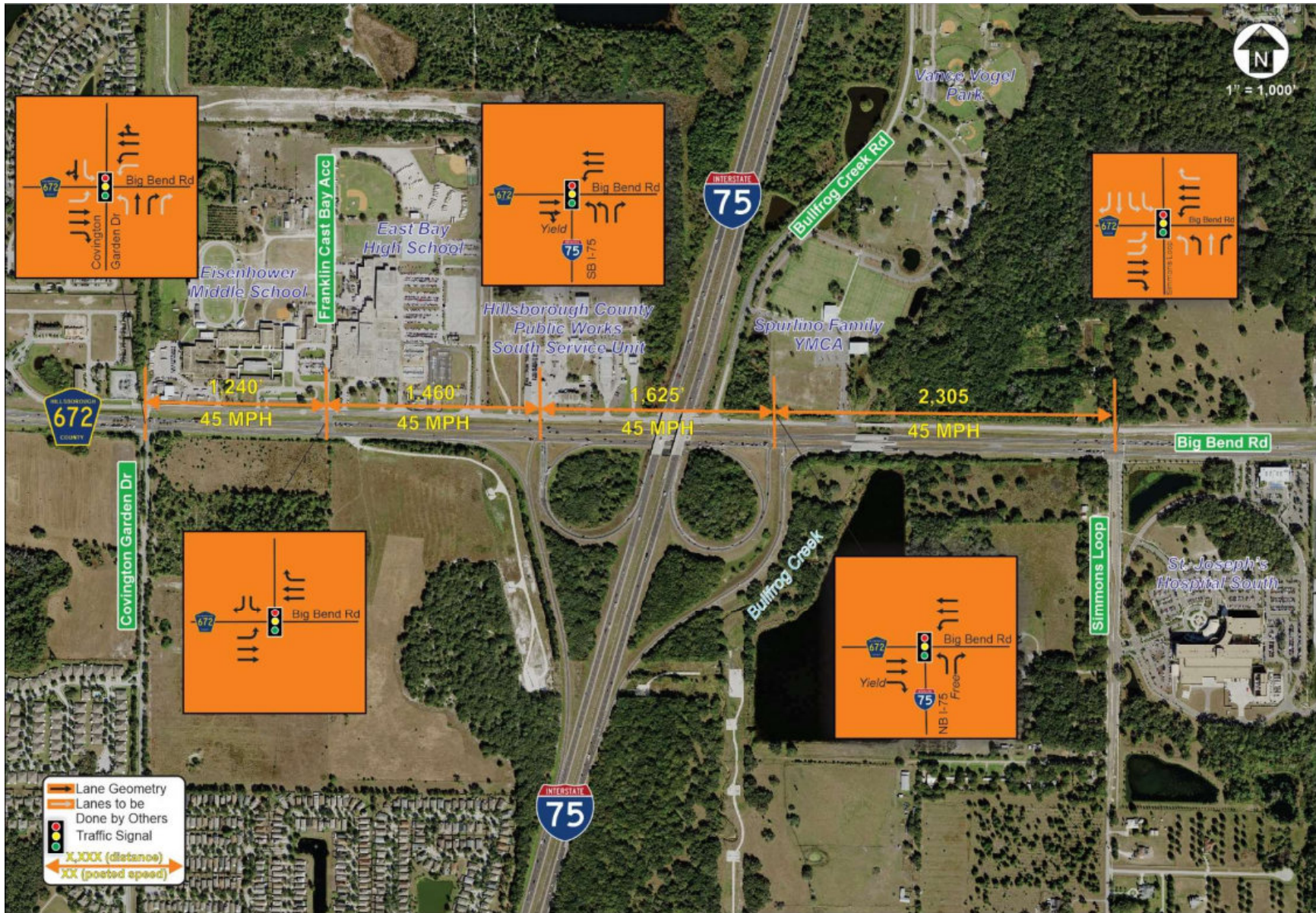
The benefit of the No Build Alternative is that there is no additional costs or social, environmental, and physical impacts associated with implementing the Build Alternative (i.e., widening of Big Bend to six lanes, closure of the Franklin Cast Bay/East Bay High School entrance, and modification of the I-75/Big Bend Road interchange). However, it is anticipated that any existing operational and safety deficiency would be further exacerbated with increasing levels of future traffic demand. As such, the purpose and the need for the project may not be met with the No Build Alternative unless Big Bend Road is widened to six lanes and improvements are made to the I-75/Big Bend Road interchange. **Figure 12** provides a graphical depiction of the lane geometry assumed for the No Build Alternative.

Figure 11 – Hillsborough County Planned Development



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Figure 12 – No Build Alternative Lane Geometry and Traffic Control



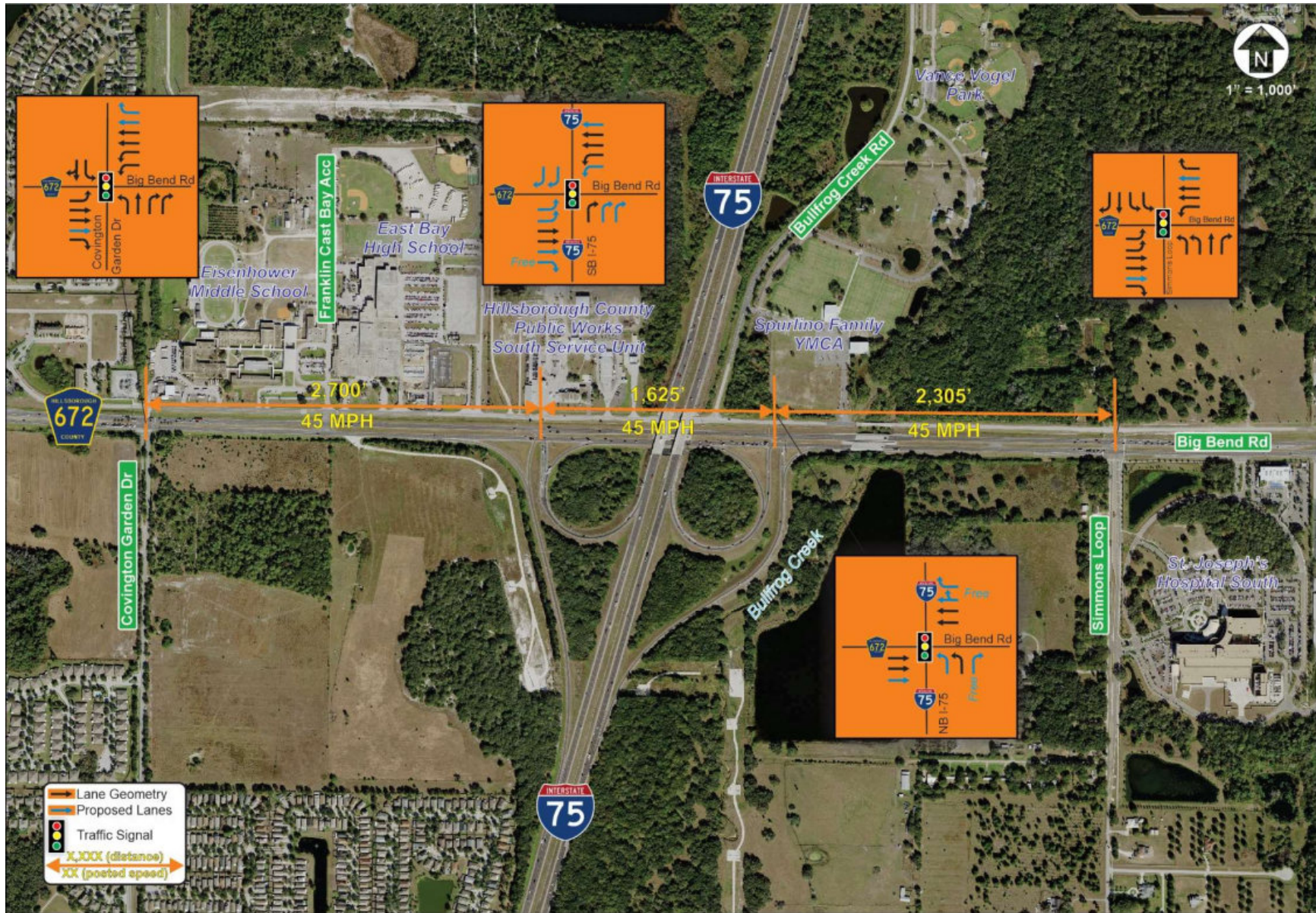
5.2 Build Alternative

The Build Alternative consists of modifying the lane geometry and traffic control on I-75 and on Big Bend Road as described in the bulleted list below. FDOT District Seven proposes to modify the I-75/Big Bend Road interchange to alleviate existing traffic congestion, improve safety, and provide the necessary roadway capacity to allow for future growth and economic development within the study area. The improvements proposed for the I-75 interchange at Big Bend Road consists of:

- Widening Big Bend Road from a rural four-lane typical section to a six-lane divided highway facility between Covington Garden Drive and Simmons Loop;
- Constructing new north-oriented on and off ramps located in the northeast and northwest quadrants of the interchange, respectively. The westbound Big Bend Road to northbound I-75 movement would operate freely for traffic entering onto I-75, while the southbound I-75 to westbound Big Bend Road movement would operate under signal control;
- Eliminating the existing loop ramp in the southeast quadrant and dedicating the loop ramp in the southwest quadrant to service the southbound I-75 to eastbound Big Bend Road right turn movement with triple right turn lanes operated under signal control. The removal of the loop ramp in the southeast quadrant and placement of the southbound to eastbound right turn movement under signal control would eliminate an existing unsafe weaving maneuver that currently occurs on eastbound Big Bend Road between the loop off ramp in the southwest quadrant and the loop on ramp in the southeast quadrant;
- Implementing a concrete barrier wall to separate mainline I-75 through traffic with traffic exiting the southbound off ramp to Big Bend Road. This proposed improvement minimizes “friction” in traffic flow on the southbound I-75 mainline, which is caused by a heavy volume of traffic decelerating and changing lanes to exit onto Big Bend Road;
- Employing an innovative “displaced left-turn” design in order to maximize the efficiency of signal operations on Big Bend Road at the southbound I-75 ramp terminal intersection. The displaced left turn design places left turning vehicles on the opposite side of through traffic on westbound Big Bend Road such that motorists can safely merge onto northbound I-75 unimpeded, without having to travel through a second signal as in the case of a standard diamond interchange configuration. Moreover, the new signalized ramp terminal intersection is highly efficient, with two-phase operation having multiple overlapping movements operating at the same time (i.e. signal phase 1 - eastbound and westbound through movements on Big Bend Road, and signal phase 2 – eastbound to northbound left turn, southbound to westbound right turn, westbound to southbound left turn, and northbound to eastbound right turn movements all operate concurrently); and
- Removal of the existing traffic signal on Big Bend Road at the entrance to East Bay High School and closing the access entirely.

In addition to lane geometry and traffic control features described for Big Bend Road and for the I-75 on and off ramps, it is assumed that express lanes (to be located within the I-75 median) will be constructed on I-75 by the design year (2045). However, this will not be the case for opening year (2025) in which the existing lane geometry on I-75 is assumed. **Figure 13** provides a graphical depiction of the lane geometry assumed for the Build Alternative.

Figure 13 – Build Alternative Lane Geometry and Traffic Control



5.2.1 Transportation Systems Management and Operation (TSM&O)

Transportation Systems Management and Operation (TSM&O) is an integrated program to optimize the performance of existing multimodal infrastructure through implementation of systems, services, and projects to preserve capacity and improve the security, safety and reliability of our transportation system. TSM&O alternatives are relatively low-cost approaches that can satisfy the traffic needs without having to construct or modify an interchange. Interim operational and safety improvements were previously considered for the I-75/Big Bend Road interchange and included extending the existing deceleration lane on southbound I-75 at the Big Bend Road off ramp to a distance of 1,200 feet, constructing an additional left turn lane at the base of the off ramp to provide triple left turn lanes for the southbound to westbound movement, and eliminating the free flow right turn lane to create dual right turn lanes operated under signal control.

Although these interim operational and safety improvements would help alleviate existing traffic problems on southbound I-75, a solution for the significant traffic congestion that is experienced by motorists traveling on westbound Big Bend Road between US 301 and I-75 that desire to enter onto I-75 to travel north towards downtown Tampa during the morning peak period was not identified. After expressed public concern, Hillsborough County petitioned and received a federal earmark for partial funding to construct new north-oriented directional on and off ramps in the northeast and northwest quadrants of interchange, respectively. Through their partnership with FDOT, Hillsborough County agreed to jointly fund the “ultimate” interchange improvements that include the modification of the I-75/Big Bend Road interchange to include the new north-oriented on and off ramps and the widening of Big Bend Road to six lanes between Covington Garden Drive and Simmons Loop. As such, the previously identified TSM&O alternative for the I-75/Big Bend Road interchange was eliminated from further consideration because it would not meet the projected travel demands for the design year (2045) and the improvements would be superseded by the federal earmarked north-oriented ramps.

5.2.2 Multimodal Accommodations

The Build Alternative provides enhanced multimodal accommodations within the influence area of the I-75/Big Bend Road interchange. Bicycles and pedestrians will be accommodated with 7 ft buffered bike lanes and sidewalks (or 12 ft shared-use paths) on both sides of Big Bend Road. One grade-separated crossing will allow pedestrians to cross under the westbound to northbound, two-lane on-ramp. Signalized intersections at Covington Garden Drive, northbound I-75 ramp terminal, and Simmons Loop include north-south crosswalks. Crosswalks will also be provided for all east-west movements on Big Bend Road. Pedestrians will be accommodated on the parallel local roadway, Old Big Bend Road, with new sidewalks and connections to new sidewalks on Bull Frog Creek Road.

6.0 Future Traffic Operational Analysis

The following section summarizes the results of the CORSIM microsimulation analysis conducted to evaluate the future traffic operations of the I-75/Big Bend Road interchange with and without the proposed improvements. Like the existing conditions analysis, multiple iterations of the microsimulation models were performed to account for the stochastic nature of microsimulation modeling. The key MOEs are summarized for the I-75 basic freeway segments, weaving sections, ramp merge/diverge areas, ramp segments, arterial roadway segments, and intersections.

6.1 Opening Year (2025) Traffic Operational Analysis

An analysis of the future traffic operations of the I-75/Big Bend Road interchange was conducted to evaluate the No Build and Build Alternatives at the anticipated date of opening (year 2025) of the proposed interchange improvements. The key MOEs are summarized for the I-75 basic freeway segments, weaving sections, ramp merge/diverge areas, ramp segments, arterial roadway segments, and intersections.

6.1.1 No Build Alternative

The No Build Alternative maintains existing roadway geometric and traffic control features within the influence area of the I-75/Big Bend Road interchange, but includes transportation improvements at the adjacent signalized intersections of Covington Garden and Simmons Loop that are planned to be constructed by others. The following provides a summary of the operational analysis results included in **Appendix J1** for the No Build Alternative.

6.1.1.1 I-75 Basic Freeway Segments and Ramp Merge/Diverge Areas

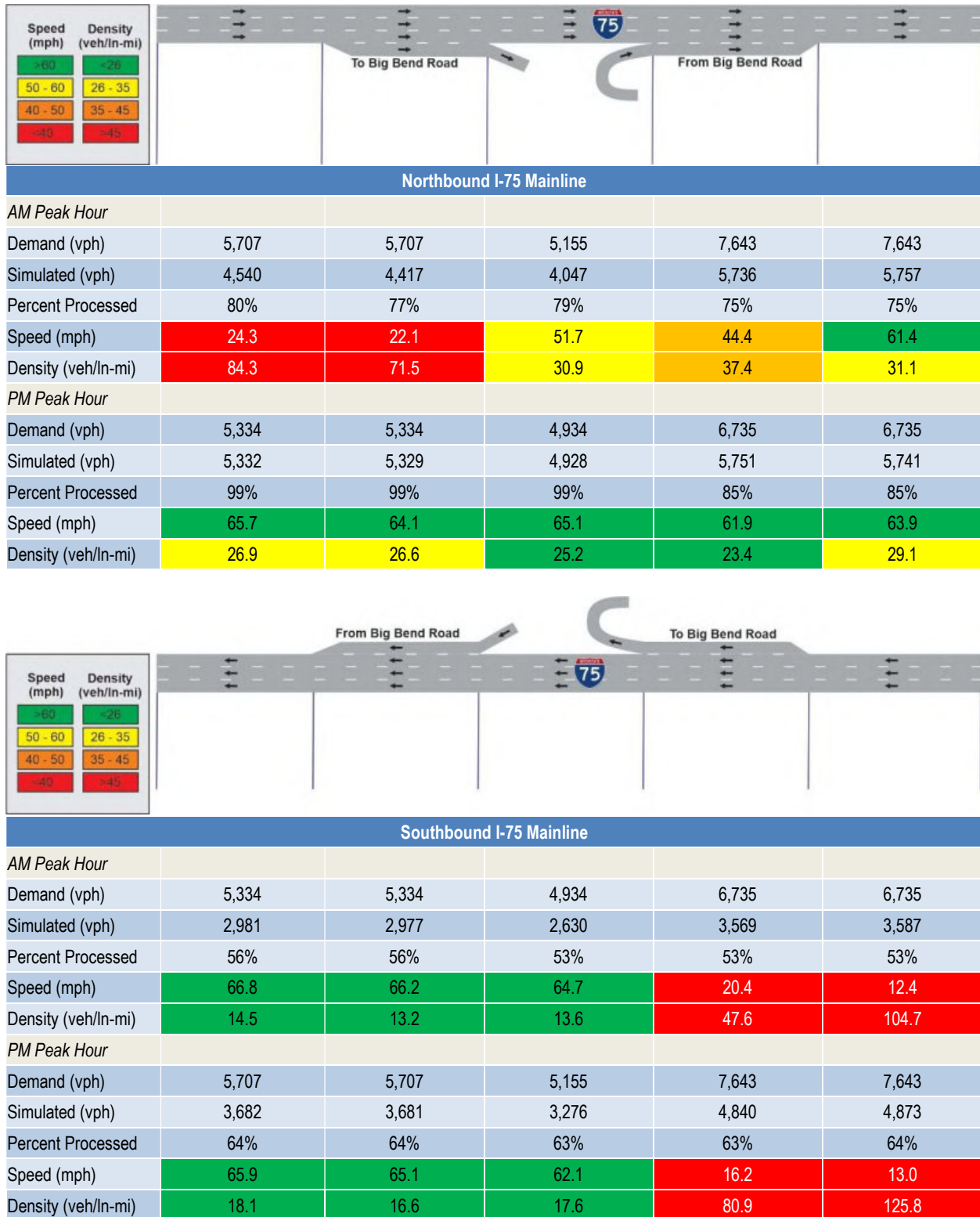
The CORSIM microsimulation results of the evaluation of I-75 basic freeway segments and ramp merge/diverge areas for the AM and PM peak hour periods are shown in **Table 11** and graphically displayed on **Figure 14**. The results illustrate the need for additional capacity on northbound and southbound I-75 to meet LOS targets, as evidenced by projected low operating speeds on I-75 that are less than 20 mph.

Table 11 – Opening Year (2025) I-75 Basic Freeway Segment and Ramp Merge / Diverge Area Vehicle Density and Level of Service (LOS) – No Build Alternative

Basic Freeway Segment and Ramp Merge/Diverge Areas	Type	No. of Lanes	Time Period	Speed (mph)	Density (veh/ln-mi)	LOS ¹
Northbound I-75						
South of Big Bend Road	Basic Freeway	3	AM	24.3	84.3	F
			PM	65.7	26.8	D
Off-Ramp to Big Bend Road	Ramp Diverge	1	AM	22.1	71.5	F
			PM	64.1	26.6	D
Big Bend Road Off-Ramp to Big Bend Road On-Ramp	Basic Freeway	3	AM	51.7	30.9	D
			PM	65.1	25.2	C
On-Ramp from Big Bend Road	Ramp Merge	1	AM	44.4	37.4	E
			PM	61.9	23.4	C
North of Big Bend Road	Basic Freeway	3	AM	61.4	31.1	D
			PM	63.9	29.1	D
Southbound I-75						
North of Big Bend Road	Basic Freeway	3	AM	12.4	104.7	F
			PM	13.0	125.8	F
Off-Ramp to Big Bend Road	Ramp Diverge	1	AM	20.4	47.6	F
			PM	16.2	80.9	F
Big Bend Road Off-Ramp to Big Bend Road On-Ramp	Basic Freeway	3	AM	64.7	13.6	B
			PM	62.1	17.6	B
On-Ramp from Big Bend Road	Ramp Merge	1	AM	66.2	13.2	B
			PM	65.1	16.6	B
South of Big Bend Road	Basic Freeway	3	AM	66.8	14.5	B
			PM	65.9	18.1	C

¹A direct comparison of CORSIM MOEs to HCM LOS cannot be made, but the equivalent HCM LOS derived from CORSIM is provided for reference purposes.

Figure 14 – Opening Year (2025) No Build Alternative CORSIM Freeway Measures of Effectiveness (MOEs)



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6.1.1.2 I-75 Ramps Capacity Check

A highway capacity check of the I-75 on and off ramps at Big Bend Road was performed to compare the ramp opening year (2025) No Build Alternative traffic volumes shown on **Figure 9** with the capacity thresholds defined in Exhibit 14-12 of the *HCM, 6th Edition*. **Table 12** shows the opening year (2025) volume-to-capacity ratios for each ramp at the I-75/Big Bend Road interchange. The results of the highway capacity check show that forecasted traffic volumes on the northbound I-75 on ramp from Big Bend Road and on the southbound I-75 off ramp to Big Bend Road are projected to exceed ramp capacities during the AM and PM peak hour time periods, respectively.

Table 12 – Opening Year (2025) I-75 Ramps Capacity Check – No Build Alternative

I-75 On and Off Ramp Location	No. of Lanes	Free Flow Speed (mph)	Capacity (veh/hr)	Time Period	Volume (veh/hr)	Volume to Capacity Ratio
Northbound I-75						
Off-Ramp to Big Bend Road	1	45	2,100	AM	552	0.26
				PM	400	0.19
Loop On-Ramp from Big Bend Road	1	25	1,900	AM	2,488	1.31
				PM	1,801	0.95
Southbound I-75						
Loop Off-Ramp to Big Bend Road	1	45	1,900	AM	1,801	0.95
				PM	2,488	1.30
On-Ramp from Big Bend Road	1	25	2,100	AM	400	0.19
				PM	552	0.26

6.1.1.3 I-75 Ramp Terminals and Big Bend Road Cross Street Intersections

The CORSIM microsimulation results for the evaluation of the I-75/Big Bend Road ramp terminal intersections for both the AM and PM peak hour periods of the opening year (2025) are shown in **Table 13**. The results of the analysis indicate that both ramp terminal intersections are projected to operate at an overall poor/failing LOS (LOS E or F) in both the AM and PM peak periods.

Table 13 – Opening Year (2025) Intersection Vehicle Delay and Level of Service (LOS) – No Build Alternative

Big Bend Road Signalized Intersection	Time Period	Intersection Approach Vehicle Delay (sec/veh) and Level of Service (LOS) ¹				Overall Intersection Vehicle Delay and LOS ¹
		Eastbound	Westbound	Northbound	Southbound	
Covington Garden Drive	AM	120.5 (F)	16.1 (B)	19.8 (B)	24.6 (C)	57.9 (E)
	PM	304.5 (F)	18.3 (B)	47.2 (D)	32.4 (C)	84.5 (F)
East Bay High School Entrance	AM	4.9 (A)	11.9 (B)	--	77.3 (E)	12.0 (B)
	PM	161.7 (F)	14.7 (B)	--	282.4 (F)	72.9 (E)
Southbound I-75 Ramp Terminal	AM	17.3 (B)	10.3 (B)	154.6 (F)	--	29.3 (C)
	PM	123.9 (F)	62.4 (E)	60.7 (E)	--	79.7 (E)
Northbound I-75 Ramp Terminal	AM	20.6 (C)	109.8 (F)	195.9 (F)	--	73.8 (E)
	PM	46.4 (D)	124.4 (F)	91.9 (F)	--	91.7 (F)
Simmons Loop	AM	36.0 (D)	99.6 (F)	292.6 (F)	137.1 (F)	92.4 (F)
	PM	190.8 (F)	96.6 (F)	97.5 (F)	98.4 (F)	133.0 (F)

¹A direct comparison of CORSIM MOEs to HCM LOS cannot be made, but the equivalent HCM LOS derived from CORSIM is provided for reference purposes.

The CORSIM microsimulation results for the evaluation of vehicle queue lengths for intersections within the area of influence of the I-75/Big Bend Road interchange during both the AM and PM peak travel periods of the opening year (2025) No Build Alternative are shown in **Table 14**.

Table 14 – Opening Year (2025) Intersection Vehicle Queue Lengths – No Build Alternative

Big Bend Road Signalized Intersection	Movement	Available Storage (Feet)	Vehicle Queue Length (Feet)		Big Bend Road Signalized Intersection	Movement	Available Storage (Feet)	Vehicle Queue Length (Feet)	
			AM Peak	PM Peak				AM Peak	PM Peak
Covington Garden Drive	EBL	760	50	0	Northbound I-75 Ramp Terminal	EBT ¹	1,625	425	475
	EBT ¹	1,175	1,925	2,125		EBR	590	325	125
	EBR	235	100	75		WBL ²	685	4,230	4,180
	WBL	650	225	325		WBT ¹	2,305	1,550	1,550
	WBT ¹	1,240	375	350		NBL	145	300	225
	WBR	475	0	0		NBR	290	0	0
	NBL	450	100	75	Simmons Loop	EBL	600	125	725
	NBT	855	125	75		EBT ¹	2,305	825	1,525
	NBR	450	175	200		EBR	485	50	50
	SBL	50	125	75		WBL	705	100	100
	SBTR	50	100	50		WBT ¹	1,650	1,925	1,875
East Bay High School Entrance	EBLT	205	125	100		WBR	340	75	75
	EBT ¹	1,250	275	1,375		NBL	705	575	225
	WBT ¹	1,460	350	525		NBT	1,250	475	125
	WBR	165	50	25		NBR	1,250	425	225
	SBLR	310	325	375		SBL	280	250	200
Southbound I-75 Ramp Terminal	EBT ¹	1,460	575	825	SBT	325	350	150	
	EBR	765	25	50	SBR	325	375	275	
	WBL	265	250	350					
	WBT ¹	1,625	200	600					
	NBL	360	350	350					
NBR	570	0	225						

¹The available storage lengths for through lanes on Big Bend Road are the roadway segment distance between upstream and downstream intersections.

²The left turn vehicle queue spills back into the upstream intersection and includes the westbound vehicle queue length at Simmons Loop.

6.1.1.4 Big Bend Road Arterial Roadway Segments

Table 15 provides a summary of the arterial operating speeds estimated for the various roadway segments on Big Bend Road between Covington Garden Drive and Simmons Loop. The results of the arterial roadway analysis indicate that average vehicle operating speeds on Big Bend Road are projected to be less than 20 mph in either one or both directions of Big Bend Road during the AM and PM peak periods. An estimated average speed of less than 20 mph equates to poor/failing LOS.

Table 15 – Opening Year (2025) Big Bend Road Arterial Speed and Level of Service (LOS) – No Build Alternative

Big Bend Road Arterial Roadway Segment		Free Flow Speed (mph)	AM Peak		PM Peak	
From	To		Speed (mph)	LOS ¹	Speed (mph)	LOS ¹
Eastbound						
Covington Garden Drive	East Bay High School	45	27.6	C	2.6	F
East Bay High School	Southbound I-75 Ramp Terminal	45	24.6	D	2.4	F
Southbound I-75 Ramp Terminal	Northbound I-75 Ramp Terminal	45	18.4	E	2.9	F
Northbound I-75 Ramp Terminal	Simmons Loop	45	24.2	D	5.6	F
Total			23.5	D	3.7	F
Westbound						
Simmons Loop	Northbound I-75 Ramp Terminal	45	4.7	F	4.2	F
Northbound I-75 Ramp Terminal	Southbound I-75 Ramp Terminal	45	31.8	C	13.9	F

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Southbound I-75 Ramp Terminal	East Bay High School	45	28.3	C	24.2	D
East Bay High School	Covington Garden Drive	45	19.8	E	18.4	E
Total			19.0	E	13.4	F

¹A direct comparison of CORSIM MOEs to HCM LOS cannot be made, but the equivalent HCM LOS derived from CORSIM is provided for reference purposes.

6.1.2 Build Alternative

The Build Alternative includes the various interchange improvements described in Section 5.2. The following provides a summary of the operational analysis results included in **Appendix J2** for the Build Alternative under design year (2045) traffic conditions

6.1.2.1 I-75 Basic Freeway Segments and Ramp Merge/Diverge Areas

The CORSIM microsimulation results of the evaluation of I-75 basic freeway segments and ramp merge/diverge areas for the AM and PM peak hour periods are shown in **Table 16** and graphically displayed on **Figure 15**. The results indicate that the mainline I-75 freeway segment north of Big Bend Road is projected to operate poorly in the northbound direction during the AM peak period and southbound during the PM peak period. Additional roadway capacity on mainline I-75 will be needed to meet LOS targets. It is anticipated that the planned TBNext I-75 express lanes will divert some of the traffic from the I-75 general-purpose lanes to the express lanes, thereby improving operations on mainline I-75. Due to current funding limitations, the I-75 express lanes will not be constructed until after year 2025. It should be noted that the Build Alternative provides substantial benefit in terms of improved traffic operations when compared to the No Build Alternative. Vehicle operating speeds of less than 20 mph are projected on I-75 during peak travel periods with the No Build Alternative, while vehicle operating speeds of more than 46 mph are projected on the basic freeway segments of I-75 with the Build Alternative.

Table 16 – Opening Year (2025) I-75 Basic Freeway Segment and Ramp Merge / Diverge Area Vehicle Density and Level of Service (LOS) – Build Alternative

Basic Freeway Segment and Ramp Merge/Diverge Areas	Type	No. of Lanes	Time Period	Speed (mph)	Density (veh/ln-mi)	LOS ¹
Northbound I-75						
South of Big Bend Road	Basic Freeway	3	AM	65.3	28.9	D
			PM	65.7	26.8	D
Off-Ramp to Big Bend Road	Ramp Diverge	1	AM	63.7	28.5	D
			PM	64.5	26.2	D
Big Bend Road Off-Ramp to Big Bend Road On-Ramp	Basic Freeway	3	AM	63.4	27.3	D
			PM	65.3	25.1	C
On-Ramp from Big Bend Road	Ramp Merge	2	AM	33.1	58.4	F
			PM	56.3	27.3	D
North of Big Bend Road	Basic Freeway	3	AM	46.6	52.2	F
			PM	58.1	35.2	E
Southbound I-75						
North of Big Bend Road	Basic Freeway	3	AM	64.2	31.7	D
			PM	62.8	36.4	E
Off-Ramp to Big Bend Road	Ramp Diverge	2	AM	61.5	27.5	D
			PM	58.5	32.6	D
Big Bend Road Off-Ramp to Big Bend Road On-Ramp	Basic Freeway	3	AM	65.1	25.3	C
			PM	64.8	26.4	D
On-Ramp from Big Bend Road	Ramp Merge	1	AM	62.9	25.1	C
			PM	61.4	27.4	D
South of Big Bend Road	Basic Freeway	3	AM	64.3	26.8	D
			PM	63.6	28.9	D

¹A direct comparison of CORSIM MOEs to HCM LOS cannot be made, but the equivalent HCM LOS derived from CORSIM is provided for reference purposes.

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Figure 15 – Opening Year (2025) Build Alternative CORSIM Freeway Measures of Effectiveness (MOEs)



6.1.2.2 I-75 Ramps Capacity Check

A highway capacity check of the I-75 on and off ramps at Big Bend Road was performed to compare the ramp opening year (2025) Build Alternative traffic volumes shown on **Figure 10** with the capacity thresholds defined in Exhibit 14-12 of the *HCM, 6th Edition*. **Table 17** shows the opening year (2025) volume-to-capacity ratios for each ramp at the I-75/Big Bend Road interchange. The results of the highway capacity check show that estimated ramp volume-to-capacity ratios are projected to be less than 0.59 for all I-75 on and off ramps during both the AM and PM peak hour time periods.

Table 17 – Opening Year (2025) I-75 Ramps Capacity Check – Build Alternative

I-75 On and Off Ramp Location	No. of Lanes	Free Flow Speed (mph)	Capacity (veh/hr)	Time Period	Volume (veh/hr)	Volume to Capacity Ratio
Northbound I-75						
Off-Ramp to Big Bend Road	1	45	2,100	AM	552	0.26
				PM	400	0.19
On-Ramp from Big Bend Road	2	45	4,200	AM	2,488	0.59
				PM	1,801	0.43
Southbound I-75						
Off-Ramp to Big Bend Road	2	45	4,200	AM	1,801	0.43
				PM	2,488	0.59
On-Ramp from Big Bend Road	1	45	2,100	AM	400	0.19
				PM	552	0.26

6.1.2.3 I-75 Ramp Terminals and Big Bend Road Cross Street Intersections

The CORSIM microsimulation results for the evaluation of the I-75/Big Bend Road ramp terminal intersections for both the AM and PM peak hour periods of the opening year (2025) are shown in **Table 18**. The results of the analysis indicate that both ramp terminal intersections are projected to experience overall LOS C or better operations, while the adjacent cross street intersections of Covington Garden Drive and Simmons Loop are also projected to operate an overall LOS C or better in both the AM and PM peak periods.

Table 18 – Opening Year (2025) Intersection Vehicle Delay and Level of Service (LOS) – Build Alternative

Big Bend Road Signalized Intersection	Time Period	Intersection Approach Vehicle Delay (sec/veh) and Level of Service (LOS) ¹				Overall Intersection Vehicle Delay and LOS ¹
		Eastbound	Westbound	Northbound	Southbound	
Covington Garden Drive	AM	26.4 (C)	22.8 (C)	26.4 (C)	45.9 (D)	26.0 (C)
	PM	22.1 (C)	20.3 (C)	25.7 (C)	51.3 (D)	22.5 (C)
Southbound I-75 Ramp Terminal	AM	19.4 (B)	15.7 (B)	14.5 (B)	13.2 (B)	16.7 (B)
	PM	23.8 (C)	17.5 (B)	18.0 (B)	15.8 (B)	19.4 (B)
Northbound I-75 Ramp Terminal	AM	3.5 (A)	5.4 (A)	30.1 (C)	--	5.6 (A)
	PM	2.0 (A)	3.4 (A)	33.7 (C)	--	3.5 (A)
Simmons Loop	AM	15.9 (B)	17.6 (B)	59.3 (C)	46.9 (D)	21.5 (C)
	PM	13.5 (B)	16.2 (B)	50.2 (D)	48.3 (D)	19.1 (B)

¹A direct comparison of CORSIM MOEs to HCM LOS cannot be made, but the equivalent HCM LOS derived from CORSIM is provided for reference purposes.

The estimated maximum vehicle queue lengths obtained from CORSIM are summarized in **Table 19**.

Table 19 – Opening Year (2025) Intersection Vehicle Queue Lengths – Build Alternative

Big Bend Road Signalized Intersection	Movement	Available Storage (Feet)	Maximum Vehicle Queue Length (Feet)		Big Bend Road Signalized Intersection	Movement	Available Storage (Feet)	Maximum Vehicle Queue Length (Feet)	
			AM Peak	PM Peak				AM Peak	PM Peak
Covington Garden Drive	EBL	760	225	200	Northbound I-75 Ramp Terminal	EBT	1,560	225	175
	EBT ¹	1,315	400	400		WBT ¹	2,165	250	250
	EBR	235	50	50		WBR	515	0	0
	WBL	650	325	375		NBL	850	175	125
	WBT ¹	2,505	300	300		NBR	530	0	0
	WBR	475	50	25	Simmons Loop	EBL	600	150	150
	NBL	450	225	175		EBT ¹	2,165	475	425
	NBT	855	125	50		EBR	485	50	75
	NBR	450	175	125		WBL	705	125	100
	SBL	50	200	150		WBT ¹	1,650	525	500
	SBTR	50	200	100		WBR	340	100	75
Southbound I-75 Ramp Terminal	EBL	1,585	525	475		NBL	705	225	150
	EBT ¹	2,575	300	300		NBT	1,250	100	100
	EBR	645	50	50		NBR	1,250	50	75
	WBL	500	200	225		SBL	280	200	200
	WBT ¹	1,525	250	300	SBT	325	125	125	
	NBR	440	250	350	SBR	325	200	150	
	SBR	1,380	225	275					

¹The available storage lengths for through lanes on Big Bend Road are the roadway segment distance between upstream and downstream intersections.

6.1.2.4 Big Bend Road Arterial Roadway Segments

The projected vehicle operating speeds on Big Bend Road during the AM and PM peak hours of the opening year (2025) were estimated for the Build Alternative. **Table 20** provides a summary of the arterial operating speeds estimated for the various roadway segments on Big Bend Road between Covington Garden Drive and Simmons Loop. The results of the arterial roadway analysis indicate that average vehicle operating speeds on Big Bend Road are projected to be approximately 30 mph for both AM and PM peak periods, which equates to LOS C or better operations.

Table 20 – Opening Year (2025) Big Bend Road Arterial Speed and Level of Service (LOS) – Build Alternative

Big Bend Road Arterial Roadway Segment		Free Flow Speed (mph)	AM Peak		PM Peak	
From	To		Speed (mph)	LOS ¹	Speed (mph)	LOS ¹
Eastbound						
Covington Garden Drive	Southbound I-75 Ramp Terminal	45	26.8	D	25.9	D
Southbound I-75 Ramp Terminal	Northbound I-75 Ramp Terminal	45	32.7	C	33.9	C
Northbound I-75 Ramp Terminal	Simmons Loop	45	28.9	C	29.6	C
Total		45	29.1	C	29.3	C
Westbound						
Simmons Loop	Northbound I-75 Ramp Terminal	45	34.8	B	35.1	B
Northbound I-75 Ramp Terminal	Southbound I-75 Ramp Terminal	45	25.3	D	24.9	D
Southbound I-75 Ramp Terminal	Covington Garden Drive	45	29.8	C	30.0	C
Total		45	30.4	C	30.5	C

¹A direct comparison of CORSIM MOEs to HCM LOS cannot be made, but the equivalent HCM LOS derived from CORSIM is provided for reference purposes.

6.2 Design Year (2045) Traffic Operational Analysis

Traffic operational analyses were conducted for the design year (2045) using travel demand forecasts developed for the ongoing update to the I-75 PD&E Study from north of Moccasin Wallow Road in Manatee County to south of US 301 in Hillsborough County (WPID: 419235-2). The I-75 PD&E traffic forecasts were recently supplemented with new land development information provided by Hillsborough County for the adjacent cross streets of Covington Garden Drive and Simmons Loop as part of the ongoing Big Bend Road Widening PD&E Study from Covington Garden Drive to Simmons Loop (Hillsborough County CIP No. 6965600).

6.2.1 No Build Alternative

The No Build Alternative maintains existing roadway geometric and traffic control features at the I-75/Big Bend Road interchange except for the I-75 mainline and adjacent signalized intersections on Big Bend Road. By the design year (2045), it is assumed that tolled express lanes are provided on I-75. Similarly, turn lane improvements on Big Bend Road at Covington Garden Drive and Simmons Loop are to be provided by others to mitigate traffic impacts related to development proposed by Hillsborough County. The following provides a summary of the operational analysis results included in **Appendix K1** for the No Build Alternative under design year (2045) traffic conditions.

6.2.1.1 I-75 Basic Freeway Segments and Ramp Merge/Diverge Areas

The CORSIM microsimulation results of the evaluation of I-75 basic freeway segments and ramp merge/diverge areas for the AM and PM peak hour periods are shown in **Table 21** and graphically displayed on **Figure 16**.

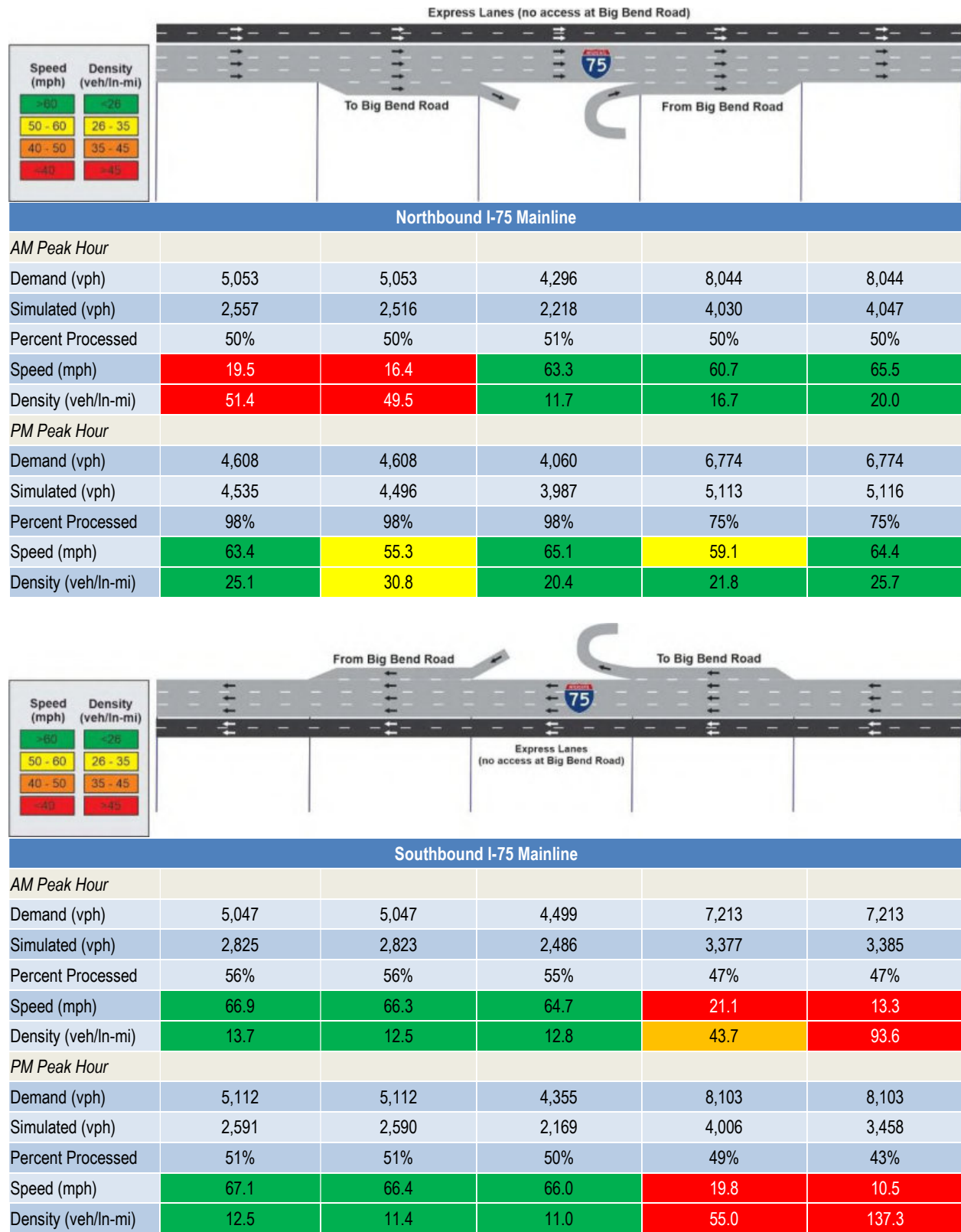
Table 21 – Design Year (2045) I-75 Basic Freeway Segment and Ramp Merge / Diverge Area
Vehicle Density and Level of Service (LOS) – No Build Alternative

Basic Freeway Segment and Ramp Merge/Diverge Areas	Type	No. of Lanes	Time Period	Speed (mph)	Density (veh/ln-mi)	LOS ¹
Northbound I-75						
South of Big Bend Road	Basic Freeway	3	AM	19.5	51.4	F
			PM	63.4	25.1	C
Off-Ramp to Big Bend Road	Ramp Diverge	1	AM	16.4	49.5	F
			PM	55.3	30.8	D
Big Bend Road Off-Ramp to Big Bend Road On-Ramp	Basic Freeway	3	AM	63.3	11.7	B
			PM	65.1	20.4	C
On-Ramp from Big Bend Road	Ramp Merge	1	AM	60.7	16.7	B
			PM	59.1	21.8	C
North of Big Bend Road	Basic Freeway	3	AM	65.5	20.0	C
			PM	64.4	25.7	C
Southbound I-75						
North of Big Bend Road	Basic Freeway	3	AM	13.3	93.6	F
			PM	10.5	137.3	F
Off-Ramp to Big Bend Road	Ramp Diverge	1	AM	21.1	43.7	E
			PM	19.8	55.0	F
Big Bend Road Off-Ramp to Big Bend Road On-Ramp	Basic Freeway	3	AM	64.7	12.8	B
			PM	66.0	11.0	B
On-Ramp from Big Bend Road	Ramp Merge	1	AM	66.3	12.5	B
			PM	66.4	11.4	B
South of Big Bend Road	Basic Freeway	3	AM	66.9	13.7	B
			PM	67.1	12.5	B

¹A direct comparison of CORSIM MOEs to HCM LOS cannot be made, but the equivalent HCM LOS derived from CORSIM is provided for reference purposes.

The results of the analysis indicate that the basic freeway segments on I-75 south and north of Big Bend Road are projected to experience failing LOS in both the AM and PM peak hour periods if no improvements are made to the I-75/Big Bend Road interchange. It is worthwhile noting that it is estimated that more than 50 percent of the design year (2045) traffic demand is unable to be processed by the lane geometry and traffic control features of the No Build

Figure 16 – Design Year (2045) No Build Alternative CORSIM Freeway Measures of Effectiveness (MOEs)



Alternative. As a result of the roadway capacity deficiencies, upstream “choke” points in the CORSIM network meter the amount of traffic that arrives at downstream roadway segments thereby causing better traffic operations to occur when compared to existing year (2019) and opening year (2025) time periods. This effect is like a traffic incident where upstream of a crash site or disabled vehicle there is significant vehicle delay and queuing, while downstream there is free flow traffic conditions.

6.2.1.2 I-75 Ramps Capacity Check

A highway capacity check of the I-75 on and off ramps at Big Bend Road was performed to compare the ramp design year (2045) No Build Alternative traffic volumes shown on **Figure 7** with the capacity thresholds defined in Exhibit 14-12 of the *HCM, 6th Edition*. **Table 22** shows the design year (2045) volume-to-capacity ratios for each ramp at the I-75/Big Bend Road interchange. The results of the highway capacity check show that forecasted traffic volumes on the north-oriented I-75 on and off ramps are projected to exceed ramp capacities by almost a factor of two during both the AM and PM peak hour time periods.

Table 22 – Design Year (2045) I-75 Ramps Capacity Check – No Build Alternative

I-75 On and Off Ramp Location	No. of Lanes	Free Flow Speed (mph)	Capacity (veh/hr)	Time Period	Volume (veh/hr)	Volume to Capacity Ratio
Northbound I-75						
Off-Ramp to Big Bend Road	1	45	2,100	AM	757	0.36
				PM	548	0.26
Loop On-Ramp from Big Bend Road	1	25	1,900	AM	3,748	1.97
				PM	2,714	1.43
Southbound I-75						
Loop Off-Ramp to Big Bend Road	1	25	1,900	AM	2,714	1.43
				PM	3,748	1.97
On-Ramp from Big Bend Road	1	45	2,100	AM	548	0.26
				PM	757	0.36

6.2.1.3 I-75 Ramp Terminals and Big Bend Road Cross Street Intersections

The CORSIM microsimulation analysis results for the I-75/Big Bend Road ramp terminal intersections and the Big Bend Road cross-street intersections within the area of influence are shown in **Table 23**. The results of the analysis indicate that all study intersections are projected to either experience poor (LOS E) or failing LOS during one or both peak hour periods.

Table 23 – Design Year (2045) Intersection Vehicle Delay and Level of Service (LOS) – No Build Alternative

Big Bend Road Signalized Intersection	Time Period	Intersection Approach Vehicle Delay (sec/veh) and Level of Service (LOS) ¹				Overall Intersection Vehicle Delay and LOS ¹
		Eastbound	Westbound	Northbound	Southbound	
Covington Garden Drive	AM	135.9 (F)	16.0 (B)	28.9 (C)	25.2 (C)	58.2 (E)
	PM	213.9 (F)	18.7 (B)	173.9 (F)	39.9 (D)	102.0 (F)
East Bay High School Entrance	AM	26.9 (C)	12.5 (B)	--	109.1 (F)	26.0 (C)
	PM	75.2 (E)	15.9 (B)	--	211.9 (F)	49.5 (D)
Southbound I-75 Ramp Terminal	AM	30.1 (C)	14.1 (B)	153.0 (F)	--	36.6 (D)
	PM	69.6 (E)	52.6 (D)	56.3 (E)	--	60.1 (E)
Northbound I-75 Ramp Terminal	AM	20.2 (D)	115.6 (F)	196.6 (F)	--	76.1 (E)
	PM	16.3 (B)	128.5 (F)	142.7 (F)	--	74.6 (E)
Simmons Loop	AM	32.6 (C)	101.1 (F)	397.5 (F)	328.0 (F)	125.5 (F)
	PM	21.5 (C)	107.3 (F)	297.6 (F)	410.5 (F)	109.2 (F)

Interchange Modification Report (IMR)

Table 24 provides a summary of the CORSIM estimated maximum vehicle queues for the No Build Alternative. As seen in this table, excess vehicle queuing is anticipated if no improvements are made to the I-75/Big Bend Road interchange.

Table 24 – Design Year (2045) Intersection Vehicle Queue Lengths – No Build Alternative

Big Bend Road Signalized Intersection	Movement	Available Storage (Feet)	Maximum Vehicle Queue Length (Feet)		Big Bend Road Signalized Intersection	Movement	Available Storage (Feet)	Maximum Vehicle Queue Length (Feet)	
			AM Peak	PM Peak				AM Peak	PM Peak
Covington Garden Drive	EBL	760	75	0	Northbound I-75 Ramp Terminal	EBT ¹	1,625	425	450
	EBT ¹	1,315	1,950	2,100		EBR	590	325	225
	EBR	235	100	75		WBL ²	685	4,230	4,230
	WBL	650	200	325		WBT ¹	2,305	1,550	1,550
	WBT ¹	2,505	400	350		NBL	145	300	300
	WBR	475	0	25		NBR	290	0	0
	NBL	450	175	175		EBL	600	125	100
	NBT	855	175	950		EBT ¹	2,305	725	650
	NBR	450	375	1,450		EBR	485	50	75
	SBL	50	125	100		WBL	705	175	125
East Bay High School Entrance	SBTR	50	100	100	Simmons Loop	WBT ¹	1,650	1,925	1,925
	EBLT	205	75	100		WBR	340	75	75
	EBT ¹	1,250	900	1,325		NBL	705	625	600
	WBT ¹	1,480	400	550		NBT	1,250	600	500
	WBR	165	50	25		NBR	1,250	625	550
Southbound I-75 Ramp Terminal	SBL	310	375	375	SBL	280	350	325	
	EBT ¹	1,460	775	800	SBT	325	1,025	1,025	
	EBR	765	50	75	SBR	325	1,050	1,025	
	WBL	265	275	350					
	WBT ¹	1,625	200	475					
	NBL	360	350	350					
	NBR	570	0	0					

¹The available storage lengths for through lanes on Big Bend Road are the roadway segment distance between upstream and downstream intersections.

²The left turn vehicle queue spills back into the upstream intersection and includes the westbound vehicle queue length at Simmons Loop.

6.2.1.4 Big Bend Road Arterial Roadway Segments

The projected vehicle operating speeds on Big Bend Road during the AM and PM peak hours of the design year (2045) were estimated for the No Build Alternative. **Table 25** provides a summary of the arterial operating speeds of the various roadway segments on Big Bend Road between Covington Garden Drive and Simmons Loop. The results of the arterial roadway analysis indicate that average vehicle operating speeds on eastbound and westbound Big Bend Road are projected to be less than 20 mph during both the AM and PM peak periods of the design year (2045).

Table 25 – Design Year (2045) Big Bend Road Arterial Speed and Level of Service (LOS) – No Build Alternative

Big Bend Road Arterial Roadway Segment		Free Flow Speed (mph)	AM Peak		PM Peak	
From	To		Speed (mph)	LOS ¹	Speed (mph)	LOS ¹
Eastbound						
Covington Garden Drive	East Bay High School	45	13.9	F	4.4	F
East Bay High School	Southbound I-75 Ramp Terminal	45	9.1	F	4.3	F
Southbound I-75 Ramp Terminal	Northbound I-75 Ramp Terminal	45	16.5	E	23.8	D
Northbound I-75 Ramp Terminal	Simmons Loop	45	25.4	D	26.5	D
Total			17.7	E	17.1	E

Interchange Modification Report (IMR)

Westbound						
Simmons Loop	Northbound I-75 Ramp Terminal	45	4.5	F	4.2	F
Northbound I-75 Ramp Terminal	Southbound I-75 Ramp Terminal	45	30.8	C	17.7	E
Southbound I-75 Ramp Terminal	East Bay High School	45	27.4	C	23.9	D
East Bay High School	Covington Garden Drive	45	19.2	E	17.8	E
Total			18.4	E	14.1	F

¹A direct comparison of CORSIM MOEs to HCM LOS cannot be made, but the equivalent HCM LOS derived from CORSIM is provided for reference purposes.

6.2.2 Build Alternative

The Build Alternative includes the various interchange improvements described in Section 5.2 and tolled express lanes on I-75. The following provides a summary of the operational analysis results included in **Appendix K2** for the Build Alternative under design year (2045) traffic conditions.

6.2.2.1 I-75 Basic Freeway Segments and Ramp Merge/Diverge Areas

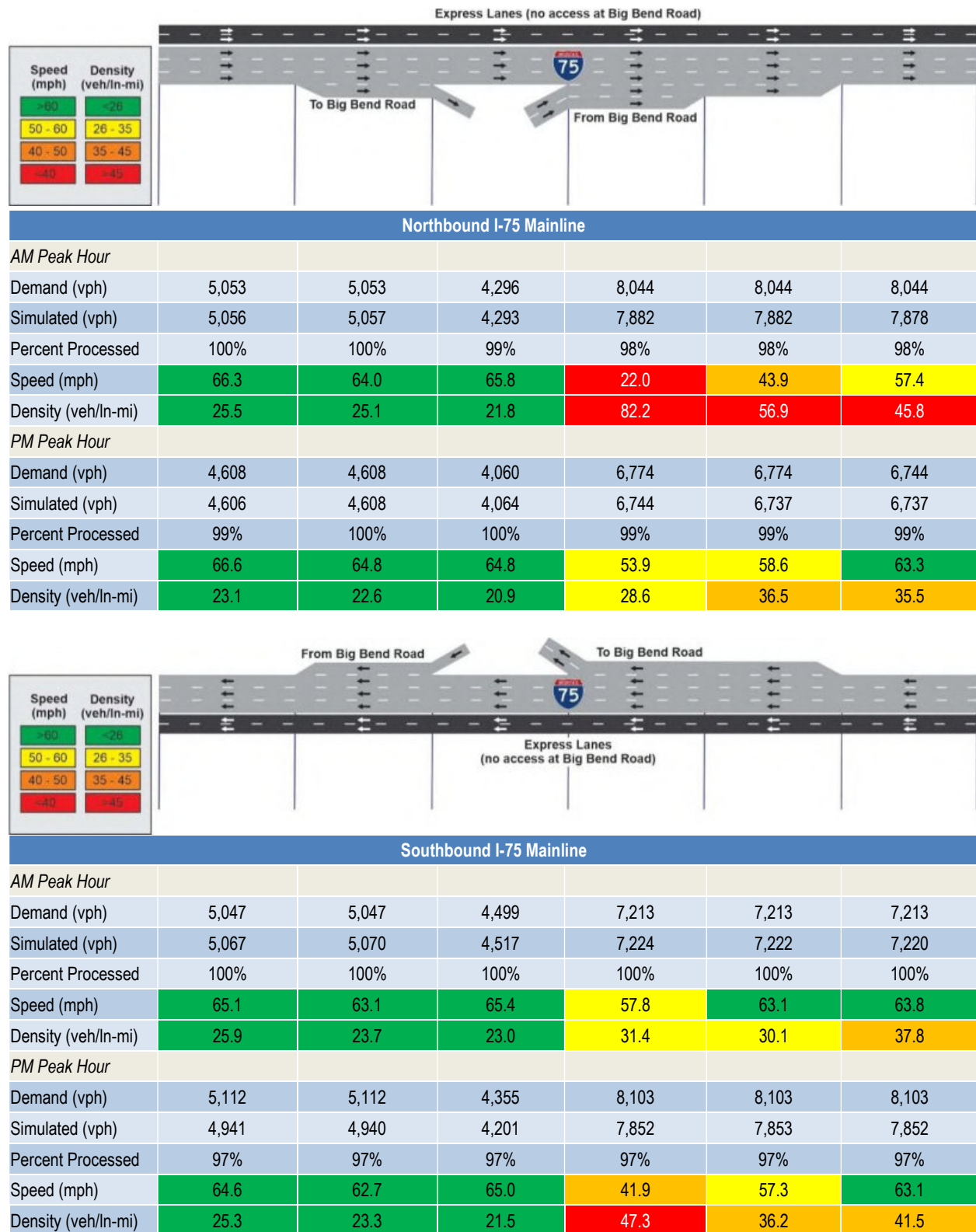
The CORSIM microsimulation results of the evaluation of I-75 basic freeway segments and ramp merge/diverge areas for the AM and PM peak hour periods are shown in **Table 26** and graphically displayed on **Figure 17**. The results of the analysis show that the northbound I-75 merge area from Big Bend Road and basic freeway segment north of Big Bend Road are projected to operate poorly during the AM peak period. Similarly, the southbound diverge area to Big Bend Road and basic freeway segment north of Big Bend Road are projected to operate poorly during the PM peak period. This outcome is likely due to the high volume of traffic (more than 3,700 vph) that is projected to either enter northbound I-75 from Big Bend Road during the morning peak period or exit southbound I-75 to access Big Bend Road during the afternoon peak period. In order to resolve the less than desirable operating conditions on I-75 north of Big Bend Road, additional roadway capacity will be required. Additional capacity on I-75 will be granted through the implementation of tolled express lanes. The preliminary analysis of the tolled express lanes shows there is reserve

Table 26 – Design Year (2045) I-75 Basic Freeway Segment and Ramp Merge / Diverge Area Vehicle Density and Level of Service (LOS) – Build Alternative

Basic Freeway Segment and Ramp Merge/Diverge Areas	Type	No. of Lanes	Time Period	Speed (mph)	Density (veh/ln-mi)	LOS ¹
Northbound I-75						
South of Big Bend Road	Basic Freeway	3	AM	65.8	25.4	C
			PM	66.2	23.0	C
Off-Ramp to Big Bend Road	Ramp Diverge	1	AM	64.0	25.1	C
			PM	64.8	22.6	C
Big Bend Road Off-Ramp to Big Bend Road On-Ramp	Basic Freeway	3	AM	65.8	21.8	C
			PM	64.8	20.9	C
On-Ramp from Big Bend Road	Ramp Merge	2	AM	22.0	82.2	F
			PM	53.9	28.6	D
North of Big Bend Road	Basic Freeway	3	AM	44.0	58.5	F
			PM	59.3	34.3	D
Southbound I-75						
North of Big Bend Road	Basic Freeway	3	AM	62.4	34.7	D
			PM	57.4	41.5	E
Off-Ramp to Big Bend Road	Ramp Diverge	2	AM	57.8	31.4	D
			PM	41.9	47.3	F
Big Bend Road Off-Ramp to Big Bend Road On-Ramp	Basic Freeway	3	AM	65.4	23.0	C
			PM	65.0	21.5	C
On-Ramp from Big Bend Road	Ramp Merge	1	AM	63.1	23.7	C
			PM	62.7	23.3	C
South of Big Bend Road	Basic Freeway	3	AM	64.6	25.3	C
			PM	64.6	24.7	C

¹A direct comparison of CORSIM MOEs to HCM LOS cannot be made, but the equivalent HCM LOS derived from CORSIM is provided for reference purposes.

Figure 17 – Design Year (2045) Build Alternative CORSIM Freeway Measures of Effectiveness (MOEs)



capacity. As such, operations of the general-purpose lanes could improve with additional usage of the express lanes. The capacity of the I-75 mainline (both general-purpose lanes and express lanes) is being thoroughly evaluated as part of the ongoing I-75 PD&E Study.

6.2.2.2 I-75 Ramps Capacity Check

Table 27 shows the design year (2045) volume-to-capacity ratios for each ramp at the I-75/Big Bend Road interchange. The results of the highway capacity check show that estimated ramp volume-to-capacity ratios are projected to be less than 0.90 for all I-75 on and off ramps during both the AM and PM peak hour time periods.

Table 27 – Design Year (2045) I-75 Ramps Capacity Check – Build Alternative

I-75 On and Off Ramp Location	No. of Lanes	Free Flow Speed	Capacity (veh/hr)	Time Period	Volume (veh/hr)	Volume to Capacity Ratio
Northbound I-75						
Off-Ramp to Big Bend Road	1	45	2,100	AM	757	0.36
				PM	548	0.26
On-Ramp from Big Bend Road	2	45	4,200	AM	3,748	0.89
				PM	2,714	0.65
Southbound I-75						
Off-Ramp to Big Bend Road	2	45	4,200	AM	2,714	0.65
				PM	3,748	0.89
On-Ramp from Big Bend Road	1	45	2,100	AM	548	0.26
				PM	757	0.36

6.2.2.3 I-75 Ramp Terminals and Big Bend Road Cross-Street Intersections

The CORSIM microsimulation results for the evaluation of the I-75/Big Bend Road ramp terminal intersections and the Big Bend Road cross-street intersections within the area of influence are shown in **Table 28**. The results of the analysis indicate that both ramp terminal intersections are projected to operate at an overall LOS C or better operations in both the AM and PM peak periods of the design year (2045).

Table 28 – Design Year (2045) Intersection Vehicle Delay and Level of Service (LOS) – Build Alternative

Big Bend Road Signalized Intersection	Time Period	Intersection Approach Vehicle Delay (sec/veh) and Level of Service (LOS) ¹				Overall Intersection Vehicle Delay and LOS ¹
		Eastbound	Westbound	Northbound	Southbound	
Covington Garden Drive	AM	29.2 (C)	27.9 (C)	45.1 (D)	80.9 (F)	33.7 (C)
	PM	31.1 (C)	29.6 (C)	42.3 (D)	87.6 (F)	34.0 (C)
Southbound I-75 Ramp Terminal	AM	22.2 (C)	28.4 (C)	23.3 (C)	17.8 (B)	23.5 (C)
	PM	25.9 (C)	34.3 (C)	18.2 (B)	15.3 (B)	24.5 (C)
Northbound I-75 Ramp Terminal	AM	3.3 (A)	3.8 (A)	78.6 (E)	--	8.0 (A)
	PM	6.6 (A)	3.7 (A)	46.3 (D)	--	7.2 (A)
Simmons Loop	AM	36.1 (D)	52.8 (D)	237.5 (F)	112.1 (F)	61.4 (E)
	PM	21.1 (C)	67.3 (E)	99.5 (F)	68.3 (E)	48.5 (D)

¹A direct comparison of CORSIM MOEs to HCM LOS cannot be made, but the equivalent HCM LOS derived from CORSIM is provided for reference purposes.

The southbound approach at the intersection of Big Bend Road and Covington Garden Drive is projected to experience elevated vehicle delay in the design year 2045. Providing a second southbound to eastbound left turn lane could improve traffic operations, but this improvement would be the responsibility of Hillsborough County.

The intersection of Big Bend Road and Simmons Loop is projected to operate at an overall LOS of E in the AM peak

period of the design year 2045. The northbound and southbound approaches are projected to experience elevated vehicle delay due to the amount of development that is proposed in the study area, and the need to provide a larger proportion of the signalized intersection's green time to service the heavier traffic volumes on Big Bend Road. The maximum number of lanes is to be provided on the northbound and southbound approaches to the Big Bend Road/Simmons Loop intersection. A reduction in the number of signal phases through the prohibition of specific turning movements or providing additional through lanes on Big Bend Road (above the three through lanes proposed in each direction), will need to be provided to achieve acceptable LOS in the design year. Since these potential improvements are not required until closer to the design year 2045, it is recommended that further traffic operational evaluations occur in later years so that the study area's transportation improvements remain consistent with the level of development occurring within the study area. If the planned development does not come to fruition by the design year 2045, then there may not be the need for additional transportation improvements as described above.

The CORSIM microsimulation results for the evaluation of vehicle queue lengths for intersections within the area of influence of the I-75/Big Bend Road interchange during both the AM and PM peak travel periods of the design year 2045 for the Build Alternative are shown in **Table 29**.

Table 29 – Design Year (2045) Intersection Vehicle Queue Lengths – Build Alternative

Big Bend Road Signalized Intersection	Movement	Available Storage (Feet)	Maximum Vehicle Queue Length (Feet)		Big Bend Road Signalized Intersection	Movement	Available Storage (Feet)	Maximum Vehicle Queue Length (Feet)	
			AM Peak	PM Peak				AM Peak	PM Peak
Covington Garden Drive	EBL	760	325	225	Northbound I-75 Ramp Terminal	EBT	1,560	250	400
	EBT ¹	1,315	600	625		WBT ¹	2,165	225	250
	EBR	235	50	50		WBR	515	0	0
	WBL	650	450	650		NBL	850	300	225
	WBT ¹	2,505	425	400		NBR	530	0	0
	WBR	475	50	25	Simmons Loop	EBL	600	350	250
	NBL	450	425	375		EBT ¹	2,165	775	625
	NBT	855	250	100		EBR	485	50	75
	NBR	450	375	300		WBL	705	750	825
	SBL	50	225	225		WBT ¹	1,650	1,350	1,425
SBTR	50	225	200	WBR		340	100	75	
Southbound I-75 Ramp Terminal	EBL	1,585	625	550		NBL	705	550	375
	EBT ¹	2,575	450	475		NBT	1,250	875	125
	EBR	645	75	100		NBR	1,250	700	200
	WBL	500	175	225		SBL	280	300	275
	WBT ¹	1,525	475	625	SBT	325	475	250	
	NBR	440	375	400	SBR	325	475	225	
	SBR	1,380	275	300					

¹The available storage lengths for through lanes on Big Bend Road are the roadway segment distance between upstream and downstream intersections.

The results of the vehicle queuing analysis shown in **Table 29** indicate that the proposed design of the modified I-75/Big Bend Road interchange will accommodate forecasted year 2045 traffic demand. With the proposed improvements, the southbound I-75 off ramp to Big Bend Road is placed on a parallel two-lane roadway that is barrier separated from the I-75. Vehicle queue lengths at both the southbound and northbound I-75 off ramps are projected to be less than 400 feet; therefore, vehicles are not anticipated to back onto the I-75 mainline.

6.2.2.4 Big Bend Road Arterial Roadway Segments

Interchange Modification Report (IMR)

The projected vehicle operating speeds on Big Bend Road during the AM and PM peak hours of the design year (2045) were estimated for the Build Alternative. **Table 30** provides a summary of the arterial operating speeds estimated for the various roadway segments on Big Bend Road between Covington Garden Drive and Simmons Loop. The results of the arterial roadway segment analysis indicate that average operating speeds on eastbound and westbound Big Bend Road are projected to be greater than 26 mph during both the AM and PM peak hours. The projected Build Alternative average speeds on Big Bend Road are substantially greater than the No Build Alternative average speeds that are projected to be less than 20 mph in both the AM and PM peak periods.

Table 30 – Design Year (2045) Big Bend Road Arterial Speed and Level of Service (LOS) – Build Alternative

Big Bend Road Arterial Roadway Segment		Free Flow Speed (mph)	AM Peak		PM Peak	
From	To		Speed (mph)	LOS ¹	Speed (mph)	LOS ¹
<u>Eastbound</u>						
Covington Garden Drive	Southbound I-75 Ramp Terminal	45	25.1	D	24.6	D
Southbound I-75 Ramp Terminal	Northbound I-75 Ramp Terminal	45	32.3	C	29.4	C
Northbound I-75 Ramp Terminal	Simmons Loop	45	24.8	D	26.6	D
Total		45	26.9	D	26.6	D
<u>Westbound</u>						
Simmons Loop	Northbound I-75 Ramp Terminal	45	34.9	B	34.0	C
Northbound I-75 Ramp Terminal	Southbound I-75 Ramp Terminal	45	21.3	D	20.1	E
Southbound I-75 Ramp Terminal	Covington Garden Drive	45	28.4	C	27.8	C
Total		45	28.8	C	28.0	C

¹A direct comparison of CORSIM MOEs to HCM LOS cannot be made, but the equivalent HCM LOS derived from CORSIM is provided for reference purposes.

6.3 Alternatives Comparison of Network MOEs

The preceding sections document key MOEs for the individual I-75 basic freeway segments, ramp merge and diverge areas, I-75 ramp terminal intersections, and arterial roadway segments on Big Bend Road for both the No Build and Build Alternatives under opening year (2025) and design year (2045) traffic conditions. To further illustrate the operational benefits of the Build Alternative, a comparison of CORSIM network wide MOEs, as shown in **Table 31**, was conducted in this IMR.

The results of the comparison between the No Build and Build Alternatives show substantial operational benefits associated with the Build Alternative. In the AM peak period of the design year (2045), this benefit is evidenced by an increase in vehicle miles traveled (VMT) of 34 percent, a reduction in travel time of 28 percent, an increase in speed of 79 percent, and a reduction in total travel delay of 66 percent. Similarly, in the PM peak period of the design year (2045), the operational benefit includes an increase in VMT of 78 percent, a reduction in travel time of 36 percent, an increase in speed of 175 percent, and a reduction in total travel delay of 76 percent.

Table 31 – Network-Wide CORSIM MOEs for Opening Year (2025) and Design Year (2045)
AM and PM Peak Hour Periods

Measure of Effectiveness (MOE)	Analysis Time Period	Opening Year (2025)			Design Year (2045)		
		No Build Alternative	Build Alternative	Difference	No Build Alternative	Build Alternative	Difference
Vehicle Miles Traveled (veh-miles)	AM	131,239	148,631	13%	158,543	212,419	34%
	PM	147,673	159,479	8%	128,123	228,448	78%
Travel Time Total (hours)	AM	6,311	3,107	-51%	6,975	5,030	-28%
	PM	7,472	3,251	-56%	8,018	5,152	-36%
Speed Average (mph)	AM	23	46	100%	24	43	79%
	PM	21	49	133%	16	44	175%
Total Travel Delay (hours)	AM	4,212	674	-84%	4,471	1,539	-66%
	PM	5,150	642	-88%	5,944	1,401	-76%

6.4 Design Vehicle Queues

A vehicle queuing analysis using the Institute of Transportation Engineer's (ITE) *Red Time Formula* was conducted for the Build Alternative to determine the suggested length of turn lanes to sufficiently store left and right turning vehicles at intersections within the influence area of the I-75/Big Bend Road interchange. Vehicle queue length estimates derived from the ITE *Red Time Formula* are typically used for the sizing of turn lanes since the analysis accounts for demand volumes. Maximum vehicle queue lengths in CORSIM can be biased by signal timing and "choke" points in the highway network that meter the amount of traffic that arrives at the downstream location for which the vehicle queues are being estimated. Evaluating the demand volumes ensures that all traffic is being accounted for in the calculation of vehicle queue lengths at an intersection location downstream of a capacity-constrained link or node in the highway network.

The higher of the AM and PM vehicle queue lengths was identified as the recommended vehicle queue length for sizing of turn lanes in the conceptual roadway design of the Build Alternative. The vehicle queue lengths of through movements were also evaluated alongside the vehicle queues estimated for the adjacent left and right turn lanes. In certain cases, the through movement vehicle queues are projected to exceed the length of the vehicle queue for the right and left turn lanes. To ensure that the through movement vehicle queue does not block left or right turning traffic from entering their respective turn bays, the entrance to the left and right turn lanes are extended back past the back of the queue of the adjacent through lane. The suggested vehicle queue lengths are shown in **Table 32** and the derivation of the *Red Time Formula* vehicle queue length estimates is provided in **Appendix L**.

Table 32 – Design Year (2045) Vehicle Queue Length Estimates – Build Alternative

Big Bend Road Signalized Intersection	Movement	No. of Lanes	Vehicle Queue Length Per Lane (Feet)		
			AM Peak	PM Peak	Recommended
Covington Garden Drive	EBL	1	325	225	575*
	EBR	1	200	225	575*
	WBL	2	425	550	550
	WBR	1	150	100	500*
	NBL	1	400	350	400
	NBR	2	500	425	500
	SBL	1	325	200	325
Southbound I-75 Ramp Terminal	EBL	2	575	400	575
	WBL	2	175	175	600*
	NBR	3	375	425	425
	SBR	2	450	500	500
Northbound I-75 Ramp Terminal	NBL	2	200	150	200
Simmons Loop	EBL	2	225	200	550*
	EBR	1	150	200	550*
	WBL	1	325	225	550*
	WBR	1	225	200	550*
	NBL	2	375	300	375
	NBR	1	200	350	350
	SBL	2	350	325	350
	SBR	1	375	350	375

*Indicates that the adjacent through movement's vehicle queue length is greater than the vehicle queue length of the turn lane. To prevent the blocking of vehicles, it is recommended that the turn lane storage length be extended past the back of the through movement's vehicle queue.

7.0 Safety Analysis

7.1 Crash Data

Historical crash data within the study area was obtained from FDOT's *Crash Analysis Reporting System (CARS)* for the five-year period from 2014 to 2018. The historical crash data included crashes that occurred on the I-75 mainline, I-75 ramps, I-75/Big Bend Road ramp terminal intersections, on Big Bend Road, and at cross streets within the area of influence. The data collected includes crash frequency, type, severity, lighting conditions (day versus night), and pavement surface conditions (wet versus dry) and are summarized in **Table 33**. Approximately 62 percent of the more than 1,107 total crashes over the five-year period were rear end crashes, which is a crash type that is related to "stop-and-go driving" conditions and is indicative of traffic congestion. Of the 1,107 total crashes, there were three fatalities, 404 crashes involving personal injury, and 700 crashes that were property damage only.

Table 33 – I-75 at Big Bend Road Interchange Crash Summary (2014 – 2018)

Category	2014	2015	2016	2017	2018	Total	Mean	Percentage
TYPE								
Angle	7	10	11	8	8	44	8.8	4.0%
Head On	2	1	3	1	2	9	1.8	0.8%
Hit Fixed Object	8	20	10	15	24	77	15.4	7.0%
Hit Non-Fixed Object	6	4	5	8	2	25	5.0	2.3%
Left Turn	8	17	15	11	16	67	13.4	6.1%
Pedestrian	0	3	1	0	1	5	1.0	0.5%
Rear End	91	139	120	156	176	682	136.4	61.6%
Run Off Road	0	0	3	1	1	5	1.0	0.5%
Sideswipe	11	20	26	30	48	135	27.0	12.2%
Single Vehicle	8	12	12	12	6	50	10.0	4.5%
Unknown	0	3	1	0	0	4	0.8	0.4%
U-Turn	1	0	0	1	2	4	0.8	0.4%
Total	142	229	207	243	286	1107	221.4	100.0%
SEVERITY								
Fatal	0	1	1	1	0	3	0.6	0.3%
Incapacitating	11	14	12	15	13	65	13.0	5.9%
Property Damage Only	79	135	139	160	187	700	140.0	63.2%
Non-Incapacitating	25	28	30	28	45	156	31.2	14.1%
Possible Injury	27	51	25	39	41	183	36.6	16.5%
Total	142	229	207	243	286	1107	221.4	100.0%
LIGHTING CONDITION								
Dark-Lighted	17	33	37	28	23	138	27.6	12.5%
Dark-Not Lighted	18	28	15	18	19	98	19.6	8.9%
Day	107	168	155	197	244	871	174.2	78.7%
Total	142	229	207	243	286	1107	221.4	100%
SURFACE CONDITION								
Dry	114	172	170	206	235	897	179.4	81.0%
Wet	28	57	37	37	51	210	42.0	19.0%
Total	142	229	207	243	286	1107	221.4	100.0%

7.2 Crash Analysis

Roadway segment and spot crash rates were calculated and compared with statewide averages for similar highway facilities throughout the State of Florida. Utilizing the information obtained from the crash data, the safety evaluation identified the needs associated with the safety of the existing facility. The highest crash locations within the influence area of the I-75/Big Bend Road interchange include the I-75 mainline connections with the loop on and off ramps to/from Big Bend Road and on Big Bend Road at Covington Garden Drive, southbound I-75 ramp terminal intersection, northbound I-75 ramp terminal intersection, and Simmons Loop.

7.2.1 Segment Crash Rates

The roadway segment crash rates for I-75 and Big Bend Road are shown in **Table 34**. The segment crash rates exclude crashes that occurred on the I-75 on and off ramps to and from Big Bend Road. The calculated segment crash rates reveal that the I-75 mainline, within the vicinity of Big Bend Road, experiences an average crash rate of 1.48 crashes per million vehicle miles traveled (MVMT), which is 1.6 times greater than the statewide average crash rate for similar interstate facilities in the State of Florida. Similarly, Big Bend Road, west of I-75, experiences an average crash rate of 7.86 crashes per MVMT, which is 2.3 times greater than the statewide average crash rate for similar four-lane divided arterial roadways.

Table 34 – Five Year (2014 – 2018) Average Roadway Segment Crash Rates

Roadway Segment			Number of Crashes	Crash Rate (MVMT) ¹	Statewide Average Crash Rate
Roadway	From	To			
I-75 (SR 93A)	South of Big Bend Road	Big Bend Road	178	1.48	0.924
	Big Bend Road	North of Big Bend Road)	229	1.47	
Big Bend Road	West of Covington Garden Drive	I-75 (SR 93A)	352	7.86	3.412
	I-75 (SR 93A)	East of Simmons Loop	261	4.65	

¹Roadway segment crash rate reported as the number of crashes per million vehicle miles traveled (MVMT).

7.2.2 Intersection Crash Rates

The intersection crash rates within the influence area of the I-75/Big Bend Road interchange are shown in **Table 35**. The intersection crash rates range from a low of 0.26 crashes per million entering vehicles (MEV) at the entrance to East Bay High School to a high of 2.80 crashes per MEV at the southbound I-75 ramp terminal intersection. The crash rate at the southbound I-75 ramp terminal intersection is 1.85 times greater than the statewide average for similar intersection types throughout the State of Florida. The higher than expected number of crashes at this location is likely due to the unique geometric characteristics associated with the I-75 loop off ramp located in the southwest quadrant of the interchange.

Table 35 – Five Year (2014 – 2018) Average Intersection Crash Rates

Big Bend Road Intersection	Number of Crashes	Crash Rate (MEV) ¹	Statewide Average Crash Rate
Covington Garden Drive	83	1.16	0.59
East Bay High School Entrance	17	0.26	0.39
Southbound I-75 (SR 93A) Ramp Terminal	252	2.80	1.51
Northbound I-75 (SR 93A) Ramp Terminal	99	1.14	1.51
Simmons Loop	162	1.93	0.39

¹Intersection crash rate reported as the number of crashes per million entering vehicles (MEV).

7.2.3 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)/FHWA KABCO (K-Fatal; A-Incapacitating injury; B-Non incapacitating injury; C-Possible injury; and O-No injury) injury classification scale. FDOT's CARS provides unit costs for calculating the cost of crashes and injuries. Based on these unit costs that are documented in Table 122.6.2 of the FDOT Design Manual (FDM), the crashes on I-75 in the five-year period from 2014-2018 resulted in an estimated economic loss of approximately \$140.7 million as shown in **Table 36**.

Table 36 – Estimated Economic Loss from Crashes (2014 – 2018)

Crash Severity	CARS Crash Cost ¹	Number of Crashes	Economic Loss
Fatal	\$10,670,000	3	\$32,010,000
Severe Injury (Incapacitating)	\$872,612	65	\$56,719,780
Moderate Injury (Non-incapacitating)	\$174,018	156	\$27,146,808
Minor Injury	\$106,215	183	\$19,437,345
Property Damage Only	\$7,700	700	\$5,390,000
Total		1,107	\$140,703,933

¹Source: Florida Department of Transportation State Safety Office's Crash Analysis Reporting (CAR) System, analysis years 2012 through 2016. Published by FDOT State Safety Office on 10/20/2018.

7.3 Quantitative Safety Analysis

A quantitative safety analysis was conducted to evaluate the highway safety benefits of implementing the Build Alternative. The *Highway Safety Manual (HSM)* provides techniques to estimate crashes for a given facility, test the effectiveness of design alternatives on crash reduction, and evaluate their economic crash benefits. The FDOT *Safety Analysis Guidebook for Project Development and Environment (PD&E) Studies* also gives guidance on performing safety analyses for studies such as this IMR.

For this quantitative safety analysis, Crash Modification Factors (CMFs) from the FHWA Crash Modification Factors Clearinghouse (www.cmfclearinghouse.org) were utilized to evaluate the safety benefits of the primary improvements proposed for the I-75/Big Bend Road interchange, as listed below:

1. Widen Big Bend Road from four lanes to six lanes from Covington Garden Drive to Simmons Loop;
2. Convert the I-75 ramp terminal intersections at Big Bend Road to highly efficient two-phase signal operation;
3. Widen the southbound I-75 off ramp to Big Bend Road from one lane to two lanes and place the off ramp on a barrier separated parallel roadway to the southbound I-75 mainline;
4. Remove the traffic signal and close the access on Big Bend Road at the Franklin Cast Bay / East Bay High School entrance;
5. Remove the existing loop ramp in southeast quadrant of the interchange and add new directional on and off ramps in the northeast and northwest quadrants of the interchange to better service the westbound Big Bend Road to northbound I-75 and southbound I-75 to westbound Big Bend Road traffic movements, respectively;
6. Widen the northbound I-75 on ramp from Big Bend Road from one to two lanes; and
7. Provide a second northbound to westbound left turn lane at the northbound I-75 ramp terminal intersection.

A summary of the safety benefits of implementing the proposed improvements of the Build Alternative is shown in **Table 37**.

Table 37 – Estimated Safety Benefit of Proposed Improvements

Description of Proposed Improvement	Annual Number of Crashes Reduced	Annual Cost of Crash Reduction
Safety Benefit Summary		
1. Big Bend Road Six-Lane Widening	20	\$2,542,080
2. I-75 Ramp Terminals Two-Phase Signal Control	8	\$1,016,832
3. Two-Lane / Barrier Separated Southbound I-75 Off Ramp	12	\$1,525,248
4. Frankland Cast Bay/East Bay High School Access and Signal Removal	2	\$254,208
5. New Directional Ramps in Northwest and Northeast Quadrants	16	\$2,033,664
6. Two-Lane Northbound I-75 On Ramp	12	\$1,525,248
7. Dual Northbound I-75 to Westbound Big Bend Road Left Turn Lanes	0	\$0
Total	70	\$8,897,280
Safety Benefit to Cost Evaluation Summary		
Total Cost of Improvements		\$74,754,656
Expected Service Life		25 years
Interest Rate		4%
Capital Recovery Factor		0.0640
Annual Cost of Improvement		\$4,784,298
Safety Benefit to Cost (B/C) Ratio		1.9

Appendix M provides the FDOT District Seven Benefit-to-Cost (B/C) Worksheets used to document the CMFs employed to determine the annual number of crashes reduced and the annual cost of the crash reduction for each of the primary transportation improvements proposed as part of the Build Alternative. The average cost per crash used in the safety B/C analysis was calculated from the estimated economic loss from crashes shown in **Table 36**. If the value for total economic loss from crashes of \$140,703,933 is divided by the number of crashes 1,107, then a cost per crash of \$127,103 is obtained. As shown in **Table 37**, a safety B/C Ratio of 1.9 was estimated for the Build Alternative. A B/C Ratio greater than 1.0 indicates that that implementing the Build Alternative is economically justifiable from a highway safety perspective.

8.0 Consistency with Other Plans/Projects

The I-75/Big Bend Road IMR is consistent with planned and ongoing projects within the study area, as listed in Section 4.2. There are no other existing IARs, either approved or pending approval, currently located within the area of influence.

9.0 Environmental Considerations

A Type I Categorical Exclusion (CE) is being prepared in conjunction with the development of this IMR. Right of way owned by Hillsborough County will be dedicated to construct the proposed Build Alternative improvements and minimal to no environmental impacts are anticipated.

9.1 Environmental Data

The FDOT's Area of Interest (AOI) Tool in the Efficient Transportation Decision Making (ETDM) process was utilized to establish a project buffer that identified pertinent environmental features within a 300-foot swath of land measured from the existing right of way. The preliminary environmental impacts of implementing the proposed Build Alternative improvements are documented in the I-75 PD&E Study Update and the Big Bend Road Widening PD&E Study. There are no substantial environmental effects related to the proposed improvements documented in this IMR.

10.0 Coordination

Table 38 provides a checklist of the coordination efforts that has occurred between Hillsborough County and FDOT to ensure that the transportation improvements proposed in the I-75/Big Bend Road IMR are consistent with local government and state transportation plans.

Table 38 – Agency and Stakeholder Coordination

Yes	No/NA	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<i>An appropriate effort of coordination will be made with appropriate proposed developments in the area. – The Hillsborough County Big Bend Road Widening PD&E Study, which was prepared concurrent to this IMR, incorporated the future developments planned within the I-75/Big Bend Road interchange’s study area. The IMR’s traffic forecasts include the estimated traffic loadings from the planned development. The adjacent cross street intersections on Big Bend Road at Covington Garden Drive and Simmons Loop will receive transportation improvements to accommodate the future growth in traffic demand. Hillsborough County has funded these side street improvements as part of the I-75/Big Bend Road widening project between Covington Garden Drive and Simmons Loop.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<i>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. – All non-interchange improvements on Big Bend Road from Covington Garden Drive to Simmons Loop have been funded by Hillsborough County and are part of the I-75/Big Bend Road interchange improvement project.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<i>Request will document whether the project requires financial or infrastructure commitments from other agencies, organizations, or private entities. The I-75/Big Bend Road interchange improvements include improvements that are both on and off the State Highway System (SHS). Hillsborough County has already allocated the funds to complete all improvements associated with this IMR.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<i>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). There are no pre-condition contingencies associated with the I-75/Big Bend Road IMR.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<i>Request will document the funding and phasing. – The I-75/Big Bend Road interchange improvements are fully funded with the year of expenditure for each Work Program Phase shown in Table 1.</i>

11.0 Design Exceptions and Variations

There are no anticipated design exceptions and variations to FDOT or FHWA policies, rules, or standards are anticipated for this project. Any design exceptions and variations identified in the development of this IMR will be processed per FDOT and FHWA Guidelines during the design phase of the project.

12.0 Conceptual Signing Plan

A conceptual signing and marking plan in accordance with FHWA guidelines was prepared for the Build Alternative and is shown in **Appendix N**. The purpose of the signing plan is to demonstrate that advanced signing will be provided to safely guide drivers entering and/or exiting the subject interchange under the proposed Build configuration. The conceptual signing plan also identifies existing signs that will need to be relocated and new signs to be installed as a result of the proposed alternative construction. The signing plan provided in the IMR is conceptual in nature and shall be subject to final design for construction.

13.0 Access Management Plan

The total number (4) of existing ramp entrances and exits on I-75 at Big Bend Road will be maintained with the Build Alternative. The access management on Big Bend Road is anticipated to be enhanced with Hillsborough County's planned removal of the traffic signal and access on Big Bend Road at East Bay High School entrance/Franklin Cast Bay. Eliminating this access would increase the signal spacing to 2,700 feet between the first signal-controlled intersection west of I-75 and the southbound I-75 ramp terminal intersection. In general, maximizing signal spacing between successive intersections will aid in minimizing the propensity for vehicle queues to spillback from a nearby signal into a ramp terminal intersection; thereby, enhancing the safety and operations of the interchange.

Although not directly related to access on I-75 or Big Bend Road, the north-oriented ramps of the Build Alternative will require the realignment of the Old Big Bend Road/Bullfrog Creek Road intersection in the northeast quadrant of the interchange. Old Big Bend Road provides a route for local trips and Hillsborough County Public School's buses to access Eisenhower Middle School and East Bay High School without entering onto Big Bend Road. Rather than severing the Old Big Bend Road connection beneath I-75, the Build Alternative provides grade separated structures to allow Old Big Bend Road to pass beneath the new north-oriented I-75 on and off ramps. This IMR documented the future traffic operations evaluation of these access management changes as part of the Build Alternative. Access management will be enhanced with the Build Alternative.

14.0 FHWA Policy Points

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

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

Policy Point 1: An operational and safety analysis has concluded that the proposed change in access does not have a significant adverse impact on the safety and operation of the Interstate facility (which includes mainline lanes, existing, new, or modified ramps, and ramp intersections with crossroad) or on the local street network based on both the current and the planned future traffic projections. The analysis should, particularly in urbanized areas, include at least the first adjacent existing or proposed interchange on either side of the proposed change in access (Title 23, Code of Federal Regulations (CFR), paragraphs 625.2(a), 655.603(d) and 771.111(f)). The crossroads and the local street network, to at least the first major intersection on either side of the proposed change in access, should be included in this analysis to the extent necessary to fully evaluate the safety and operational impacts that the proposed change in access and other transportation improvements may have on the local street network (23 CFR 625.2(a) and 655.603(d)). Requests for a proposed change in access should include a description and assessment of the impacts and ability of the proposed changes to safely and efficiently collect, distribute, and accommodate traffic on the Interstate facility, ramps, intersection of ramps with crossroad, and local street network (23 CFR 625.2(a) and 655.603(d)). Each request should also include a conceptual plan 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))

The proposed modifications to the I-75/Big Bend Road interchange will enhance the safety and traffic operations along

Big Bend Road and I-75. A significant safety concern exists on southbound I-75 at the I-75/Big Bend Road interchange. During the afternoon peak period, fast-moving (70 mph) vehicles traveling on the I-75 mainline must decelerate abruptly to negotiate a slower-moving (25 mph) loop ramp to exit I-75 onto Big Bend Road. This geometric condition causes a disproportionate number of high-speed/severe rear end vehicle crashes. The Build Alternative widens the southbound I-75 off ramp to two lanes and places traffic on a barrier-separated roadway that runs parallel to mainline I-75. This improvement will drastically reduce the number of crashes and provide a substantial increase in the amount of vehicle queue storage such that there will not be a likelihood for queue spillback to affect mainline I-75 operations.

If the southbound I-75 off ramp improvements are not implemented, vehicle operating speeds on the southbound I-75 mainline are projected to drop below 20 mph (LOS F conditions) during the PM peak period of the design year 2045. Implementing the Build Alternative will provide a substantial operational benefit on southbound I-75, as vehicle speeds would double to a speed of at least 42 mph. Moreover, the proposed interchange modifications provide for highly efficient two-phase signal operations at the ramp terminal intersections. Overall vehicle delay at the ramp terminal intersections would be reduced from failing LOS (more than 80 seconds/vehicle) to LOS C (less than 25 seconds/vehicle) operating conditions with the Build Alternative. Constructing the proposed new directional ramp in the northeast quadrant of the interchange would eliminate the severe vehicle queuing that occurs on westbound Big Bend Road during the morning peak period. The two-phase ramp terminals would also enhance safety through a reduced number of vehicles stopping, less vehicle conflict points, less complex pedestrian and bicycle crossings, and a reduction in overall traffic congestion. The proposed Build Alternative also enhances the safety of pedestrians and bicyclists with signalized crossings, high emphasis pavement markings, and sidewalks/bicycle lanes/shared-use paths that run parallel to Big Bend Road.

Due to a high volume of traffic (more than 3,700 vph) that is projected to either enter northbound I-75 from Big Bend Road during the morning peak period or exit southbound I-75 to access Big Bend Road during the afternoon peak period, less than desirable operating conditions are projected on I-75 north of Big Bend Road. Additional roadway capacity will be needed on I-75 to meet LOS targets in the design year (2045). Additional roadway capacity will be granted through the implementation of tolled express lanes on I-75 as part of the interstate modernization initiative of the TBNNext Program. The preliminary analysis in this IMR shows that there is reserve capacity in the express lanes. As such, the operations of the general-purpose lanes could improve with additional usage of the express lanes. The capacity of I-75 (both general-purpose lanes and tolled express lanes) is being thoroughly evaluated as part of the ongoing I-75 PD&E Study.

The operational results of the comparison between the No Build and Build Alternatives show substantial operational benefits associated with the Build Alternative. In the AM peak period of the design year (2045), this benefit is evidenced by an increase in vehicle miles traveled (VMT) of 34 percent, a reduction in travel time of 28 percent, an increase in speed of 79 percent, and a reduction in total travel delay of 66 percent. Similarly, in the PM peak period of the design year (2045), the operational benefit includes an increase in VMT of 78 percent, a reduction in travel time of 36 percent, an increase in speed of 175 percent, and a reduction in total travel delay of 76 percent. If the Build Alternative is not implemented, the existing levels of traffic congestion and frequency of vehicle crashes experienced by motorists today will only be further exacerbated with increasing levels of traffic volume due to growth in the south Hillsborough County area. Furthermore, significant public concern for the safety of motorists frequently voiced by residents and business owners will not be addressed, which will be of significant importance since a federal earmark was already granted specifically to provide directional on and off ramps to the antiquated interchange. Lastly, implementing the proposed Build Alternative is estimated to reduce 70 crashes per year, which equates to an annual cost savings of \$8.9 million. Comparing the annual cost of the project to the safety benefits shows a benefit-to-cost ratio of 1.9; thereby, indicating that the Build Alternative is economically justifiable.

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

The proposed modifications documented in this IMR maintain the existing full interchange configuration at the I-75/Big Bend Road interchange. The quality of traffic flow at the northbound I-75 ramp terminal intersection is enhanced with the Build Alternative by converting the westbound Big Bend Road to northbound I-75 movement from an existing single left turn lane operated under signal control to proposed dual right turn lanes operated under free flow traffic conditions. Similarly, the traffic flow at the southbound I-75 ramp terminal intersection is enhanced with the Build Alternative by converting the southbound I-75 to westbound Big Bend Road left turn movement operated under signal control to a right turn movement operated under a highly-efficient overlapping signal phase with an innovative displaced eastbound to northbound left turn design. There are no variances or design exceptions associated with the Recommended Build Alternative.

15.0 Summary and Conclusions

15.1 Summary

An IMR was prepared by FDOT District Seven, in collaboration with Hillsborough County, to document the existing and future traffic operations of the No Build Alternative and the safety and engineering operational acceptability of the Build Alternative proposed for I-75/Big Bend Road interchange. The operational analyses were conducted using FHWA's microsimulation tool, CORSIM. A three-hour AM and a three-hour PM peak period analysis was performed in this IMR to evaluate the build-up and dissipation of traffic flows associated with pre-peak, peak, and post peak hour time periods. The results of the operational analysis indicate that the existing high vehicle delays and poor LOS exhibited at the I-75/Big Bend Road interchange during AM and PM peak periods will be further exacerbated with increasing levels of traffic volume in the future. If no improvements are made by the design year (2045), the number of vehicle crashes will increase, as well as the magnitude of vehicle delays and duration of traffic congestion experienced by motorists traveling through the I-75/Big Bend Road interchange. With the implementation of the proposed roadway geometric and traffic improvements associated with the Build Alternative, it is projected that operating conditions at the I-75/Big Bend Road ramp terminal intersections will improve to meet a LOS target of D or better operations in the design year (2045). Improving the ramp terminal intersections will help facilitate the safe and efficient movement of traffic off-of and onto I-75 to/from Big Bend Road. Hillsborough County has dedicated the right of way needed to construct the proposed improvements and there are minimal to no environmental impacts associated with implementing the Recommended Build Alternative.

15.2 Conclusions

The following summarizes the key conclusions identified in this IMR:

Existing Traffic Conditions:

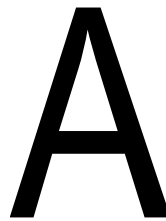
- The I-75 mainline, within the vicinity of Big Bend Road, experiences an average crash rate of 1.48 crashes per MVMT, which is 1.6 times greater than the statewide average crash rate for similar interstate facilities in the State of Florida. Similarly, Big Bend Road, west of I-75, experiences an average crash rate of 7.86 crashes per MVMT, which is 2.3 times greater than the statewide average crash rate for similar four-lane divided arterial roadways;
- Southbound I-75 and the diverge area of the southbound I-75 off ramp to Big Bend Road operate at failing LOS during the PM peak hour; and
- The northbound I-75 ramp terminal intersection on Big Bend Road currently operates at a poor LOS (LOS E or worse) in both the AM and PM peak travel periods.

Future Traffic Conditions:

- Vehicle delays, traffic congestion, and the number of vehicle crashes will increase at the I-75/Big Bend Road interchange if no improvements are made by the design year (2045);
- Both I-75 ramp terminal intersections are projected to operate at an overall LOS C or better with vehicle delays less than 25 seconds/vehicle if the Build Alternative is implemented; and
- With the Build alternative, average vehicle operating speeds on eastbound and westbound Big Bend Road

are projected to be greater than 25 mph during both the morning and afternoon peak periods. Compared to the No Build Alternative which is projected to exhibit average vehicle operating speeds on Big Bend Road of 10 mph or less, a substantial increase in operating speeds is anticipated on Big Bend Road with the Build Alternative.

- A quantitative safety analysis using HSM procedures revealed that modifying the I-75/Big Bend Road interchange to provide the proposed Build Alternative improvements is projected to reduce 70 crashes per year, which equates to an annual cost savings of \$8.9 million. Comparing this annual cost savings to the annual cost of constructing the proposed improvements indicates that the safety benefit far outweighs the cost; thereby indicating that the proposed improvements are economically justifiable.



Approved Methodology
Letter of Understanding
(MLOU)



***I-75 (SR 93A) at CR 672 (Big Bend Road)
Interchange Modification Report (IMR)***

Hillsborough County, Florida
Methodology Letter of Understanding (MLOU)

Work Program Item Segment No.: 424513-3

Florida Department of Transportation
District Seven
11201 Malcom McKinley Drive
Tampa, Florida 33612-6403



June 2019



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

Type of Request IJR IMR IOAR


Type of Process Programmatic Non-Programmatic

I-75 (SR 93A) at CR 672 (Big Bend Road) Interchange Modification Report (IMR)

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  6/25/19
Richard Moss, P.E.
FDOT District Seven Date

Interchange Review Coordinator  6/25/19
Waddah Farah Date
District Interchange Review Coordinator, District Seven

Systems Management Administrator  07/15/19
Maria Overton, P.E. Date
Systems Implementation Office – Central Office

Causseaux, Amy

From: Do Not Reply to this Email <erc.autogenerated@dot.state.fl.us>
Sent: Thursday, July 11, 2019 8:32 AM
To: Overton, Maria; Causseaux, Amy; Wadhawan, Bikram
Subject: The Comment Due Date Updated for FPID: 424513-3 and Submittal Type: INTERCHANGE ACCESS REQUEST

ERC EMAIL NOTICE:

The Comment Due Date has been updated for the following Submittal

Project FPID: 424513-3

Project Name: I-75/SR 93A @ BIG BEND ROAD FROM W OF COVINGTON TO E OF SIMMONS

Submittal Phase: FINAL

Submittal Type: INTERCHANGE ACCESS REQUEST

Submittal Description: Final MLOU for the I-75 and Big Bend Road IOAR. MLOU is revised based upon comments from ERC and signed by Richard Moss, Director of Transportation Development.

The Submittal Received Date is: 7/11/2019

Comments Due Date: 7/18/2019

Response Due Date: 7/19/2019

[Link to the Submittal in ERC](#)

If you have any questions or issues with this submittal, please contact the ERC In-house PM(s):
Waddah Farah at Waddah.Farah@dot.state.fl.us

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1.0 Project Description

Interstate 75 (I-75/SR 93A) is a major interstate highway that is part of Florida's Strategic Intermodal System (SIS); a high priority network of transportation facilities important to the state's economy and mobility. I-75 primarily runs north-south along the western portion of the State of Florida and plays a critical role in transporting people, freight, and goods safely and efficiently between South Florida (at its terminus with SR 826/Palmetto Expressway) and the rest of the United States via its entry into the State of Georgia, approximately midway between Lake City in northern Florida and City of Valdosta in southern Georgia. County Road 672 (Big Bend Road) is a four-lane divided arterial roadway that serves a dual purpose: to provide access to residential communities located in unincorporated southern Hillsborough County; and to form an east-west connection linking three primary north-south routes in the Tampa Bay Region (US 41 to the west, US 301 to the east, and I-75 approximately midway between US 41 and US 301). West of I-75, Big Bend Road is designated as a SIS Connector due to its important intermodal connection to Port Tampa Bay.

In recent years, southern Hillsborough County has experienced significant growth in residential development that has placed a strain on an interchange that was originally constructed in the 1970s when the surrounding land uses were rural in nature. As a result of this growth, the I-75/Big Bend Road interchange currently fails to operate at target Levels of Service (LOS) and exhibits a greater number of vehicle crashes than other highway facilities across the State of Florida. The need for improvement has become so acute that Hillsborough County had petitioned and received a federal earmark to assist in the funding of new north-oriented on and off ramps to/from I-75 at Big Bend Road. The Florida Department of Transportation (FDOT) District Seven, in coordination with Hillsborough County, proposes to modify the I-75/Big Bend Road interchange to provide for these new north-oriented ramps, and to also widen Big Bend Road to six lanes from Covington Gardens Drive west of I-75 to Simmons Loop Road east of I-75. The social/economic, cultural, natural, and physical impacts of implementing these improvements are currently being evaluated under two ongoing Project Development and Environment (PD&E) Studies: I-75 PD&E Study Update from north of Moccasin Wallow Road in Manatee County to south of US 301 in Hillsborough County – Work Program Item Segment Number (WPID) 419235-2; and Big Bend Road Widening PD&E Study – Hillsborough County Capital Improvement Project Number (CIP) 6965600. Both studies have been screened through FDOT's Efficient Transportation Decision Making (ETDM) process: I-75 PD&E Study – ETDM #8001 and Big Bend Road PD&E Study – ETDM #9291.

This Methodology Letter of Understanding (MLOU) documents the methodology and procedures that will be employed by the Requestor (FDOT District Seven in coordination with Hillsborough County) to evaluate the safety, operational and engineering acceptability of the improvements proposed for the I-75/Big Bend Road interchange in Hillsborough County, Florida. The MLOU is developed in accordance with the FDOT's *Interchange Access Request User's Guide (IARUG)* prepared by the Systems Implementation Office (SIO) and FDOT Topic No: 525-030-160-I (*New or Modified Interchanges*).

1.1 Purpose and Need

The purpose of this Interchange Access Request (IAR) is to identify the multimodal transportation improvements needed for the I-75/Big Bend Road interchange, that would not only provide for immediate relief to existing traffic congestion and highway safety deficiencies, but also allow for added highway capacity to support future growth and economic development. The need for this project is based on the following list of identified transportation deficiencies:

- There exists a safety problem associated with vehicles queuing on the southbound I-75 off ramp during the afternoon peak period and spilling back onto the high-speed (70-mile per hour posted speed) I-75 mainline

lanes, thereby causing a disproportionate number of severe rear end crashes;

- Motorists experience undue vehicle delay and vehicle queuing as the result of an antiquated interchange design. The lack of north-oriented ramps to/from I-75 at Big Bend Road forces traffic that would normally operate as a free flow right turn movement under a conventional diamond interchange to operate as a signal-controlled left turn movement;
- Poor traffic operations currently exist on a designated hurricane evacuation route, causing concern for the safety of motorists during an evacuation event;
- Big Bend Road is designated as both a truck route and a SIS Connector west of I-75; and is integral to providing regional truck traffic access to Port Tampa Bay. Elevated levels of traffic congestion at the I-75/Big Bend Road interchange reduce travel reliability for freight and goods movement to/from the region's largest economic engine, Port Tampa Bay;
- The poor levels of service exhibited at the subject interchange during peak travel periods do not support economic development and prosperity within the rapidly growing study area. This shortcoming will be further exacerbated with the onset of new development planned for the study area; and
- There is limited pedestrian and bicycle amenities on Big Bend Road within the vicinity of I-75. This is a concern for safety given that Eisenhower Middle School and East Bay High School produce non-motorized traffic that may conflict with passenger cars and trucks.

1.2 Project Location

The I-75/Big Bend Road interchange is in southern Hillsborough County, 5.9 miles north of SR 674 (Sun City Center Boulevard) and 4.2 miles south of Gibsonton Drive. Big Bend Road connects I-75 with US 41 (located 1.7 miles to the west) and US 301 (located 1.3 miles to the east). **Figure 1** graphically displays the location of the I-75/Big Bend Road interchange and the distances to key roadways. The northwest quadrant of the I-75/Big Bend Road interchange is occupied by the Hillsborough County Public Works Department's South Service Unit Operations maintenance facility, Eisenhower Middle School, and Eastbay High School. The northeast quadrant is occupied by the newly constructed Spurling Family YMCA and Vance Vogel Park, and can be accessed through Bullfrog Creek Road. Old Big Bend Road, located immediately north of Big Bend Road, runs parallel in the east-west direction, and connects land uses in the northwest and northeast quadrants. In the southeast quadrant, the 90-bed St. Joseph's Hospital was opened in 2015. Currently, the southwest quadrant of the interchange is vacant.

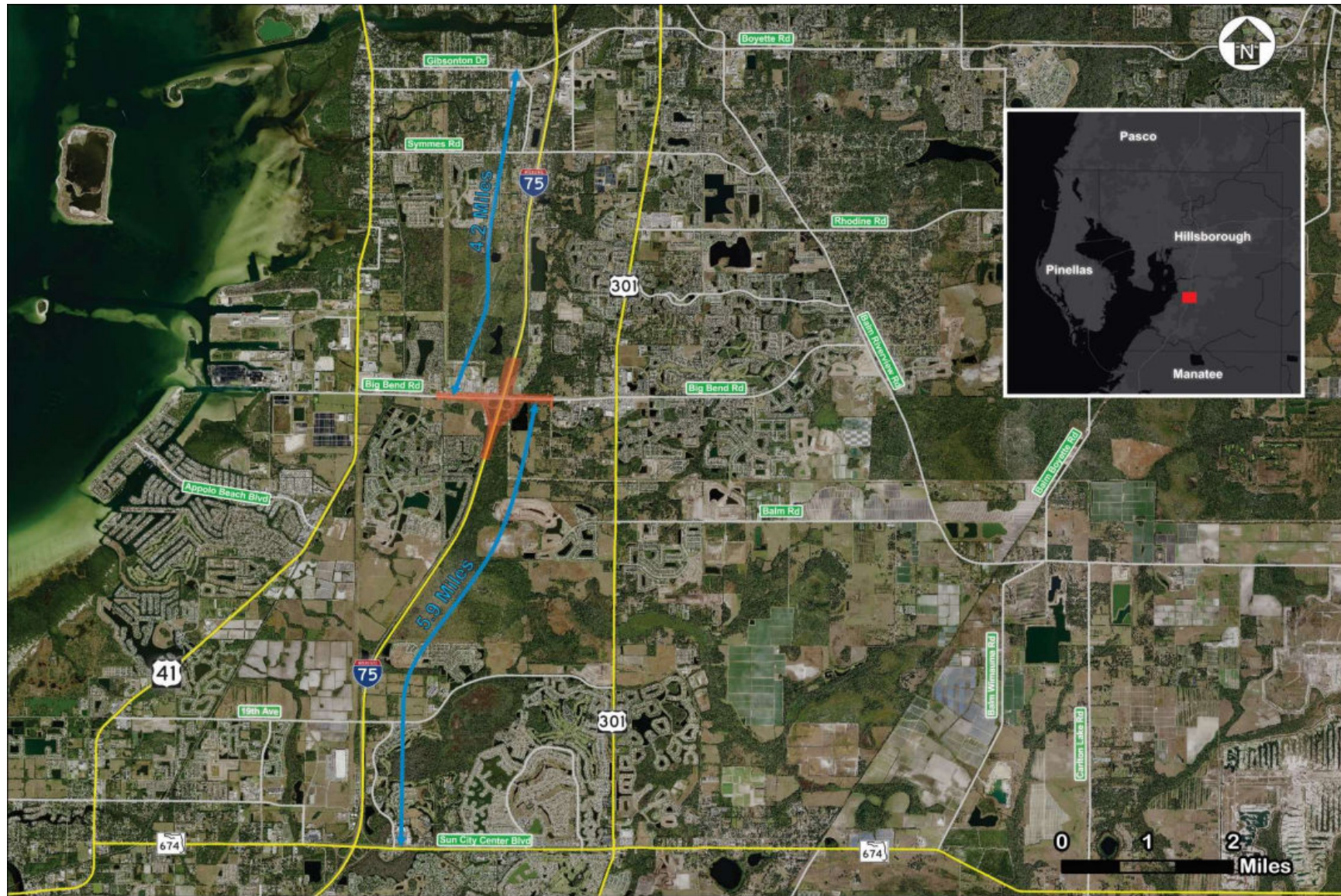
1.3 Area of Influence

For the purposes of evaluating the safety, operational and engineering acceptability of the proposed modifications to the I-75/Big Bend Road interchange, the following list of highway segments, ramp junctions, and intersections are within the area of influence:

A. Highway Segments:

- On I-75, from south of the south oriented on and off ramps at Big Bend Road to north of the north oriented on and off ramps at Big Bend Road. Since the adjacent I-75 interchanges at Sun City Center Boulevard and Gibsonton are located more than 4.2 miles away from the Big Bend Road interchange, there is no interaction in traffic flow on I-75 amongst the interchanges;
- On Big Bend Road, from Covington Gardens Drive west of I-75 to Simmons Loop Road east of I-75; and
- On Old Big Bend Road, from Covington Gardens Drive to Simmons Loop Road.

Figure 1 – Project Location



B. I-75 Ramps and Ramp Junctions

- Southbound I-75 loop off ramp to eastbound and westbound Big Bend Road;
- Eastbound and westbound Big Bend Road on ramp to southbound I-75;
- Eastbound and westbound Big Bend Road loop on ramp to northbound I-75; and
- Northbound I-75 off ramp to eastbound and westbound Big Bend Road.

C. Study Intersections:

- Big Bend Road and Covington Gardens Drive;
- Big Bend Road and East Bay High School entrance
- Big Bend Road and southbound I-75 on and off ramps;
- Big Bend Road and northbound I-75 on and off ramps;
- Big Bend Road and Simmons Loop Road; and
- Old Big Bend Road and Bullfrog Creek Road (unsignalized).

The area of influence is graphically displayed on **Figure 2**. The area along I-75 is sparsely developed, while Eisenhower Middle School, East Bay High School, and Hillsborough County Public Works South Service Unit are located along Big Bend Road west of I-75. East of I-75, Spurlino Family YMCA and St. Joseph's Hospital South are located along Big Bend Road.

1.4 Project Schedule

An Interchange Modification Report (IMR) will be prepared to document the safety, operational and engineering acceptability of the multimodal transportation improvements proposed for the I-75/Big Bend Road interchange. The proposed improvements are to be funded through local funds, and Hillsborough County will dedicate the right of way (ROW) needed to construct the improvements. Design Build will be the project delivery mechanism to design and construct the proposed improvements. A Type I Categorical Exclusion (CE) and an IMR will be completed in advance of the planned design build advertisement that is anticipated to be issued in June 2020. The following is a preliminary schedule of key milestone dates for the I-75/Big Bend Road interchange improvement project:

- Methodology Letter of Understanding (MLOU) – May 2019
- Preliminary Engineering (PE) / Concept Development Plans – May 2019
- Type I Categorical Exclusion (CE) – March 2020
- Interchange Modification Report (IMR) – March 2020
- Design Build Request for Proposals (RFP) Advertised – June 2020
- Design Build Executed – March 2021

A detailed schedule of the Tentative Five-Year FDOT Work Program (FY 2020 through FY 2024) phases and their corresponding funding source, costs, and year of expenditure are provided in **Table 1**.

Table 1 - Tentative Five-Year FDOT Work Program (FY 2020 through FY 2024)

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24
Preliminary Engineering (PE)	LF	\$5,038,325	0	0	\$739,600	0	0
Environmental Mitigation (ENV)	LF	0	\$2,695,000	0	0	0	0
Design Build	LF	0	0	0	\$57,016,145	0	0
Total:		\$5,038,325	\$2,695,000	0	\$57,755,745	0	0

Source: Florida Department of Transportation District Seven, Draft Tentative Five-Year Work Program for FY 2020 through FY 2024 (July 1, 2019 Through June 30, 2024), dated November 6, 2018.

Figure 2 – Area of Influence



2.0 Analysis Years

2.1 Traffic Forecasting

The analysis years for travel demand forecasting are as follows:

- Base Year – 2010
- Horizon Year – 2040

2.2 Traffic Operational Analysis

Traffic operational analyses will be conducted on the No Build and Build Alternatives for the following analysis years:

- Existing Year – 2019
- Opening Year – 2025
- Design Year – 2045

3.0 Alternatives

The IMR will document the future traffic operations of the No Build and Build Alternatives, as described below:

- No Build Alternative – Existing Year (2019) lane geometry and traffic control; and
- Build Alternative – Proposed lane geometry and traffic control as described in Section 1.0, below in the bulleted list, and graphically depicted on **Figures 3A – 3D**. FDOT District Seven proposes to modify the I-75/Big Bend Road interchange to alleviate existing traffic congestion, improve safety, and provide the necessary roadway capacity to allow for future growth and economic development within the study area. The improvements proposed for the I-75 interchange at Big Bend Road consists of:
 - Widening Big Bend Road from a rural four-lane typical section to an urban six-lane divided highway facility between Covington Gardens Drive and Simmons Loop Road;
 - Constructing new north-oriented on and off ramps located in the northeast and northwest quadrants of the subject interchange, respectively. The westbound Big Bend Road to northbound I-75 movement would operate freely for traffic entering onto I-75, while the southbound I-75 to westbound Big Bend movement would operate under signal control;
 - Eliminating the existing loop ramp in the southeast quadrant and dedicating the loop ramp in the southwest quadrant to service the southbound I-75 to eastbound Big Bend Road right turn movement with triple right turn lanes operated under signal control;
 - Implementing a concrete barrier wall to separate mainline I-75 through traffic with traffic exiting the southbound off ramp to Big Bend Road. This proposed improvement minimizes “friction” in traffic flow on the southbound I-75 mainline, which is caused by a heavy volume of traffic decelerating and changing lanes to exit onto Big Bend Road;
 - Employing an innovative “displaced left-turn” design in order to maximize the efficiency of signal operations on Big Bend Road at the southbound I-75 ramp terminal intersection. The displaced left turn design places left turning vehicles on the opposite side of through traffic on westbound Big Bend Road such that motorists can safely merge onto northbound I-75 unimpeded, without having to travel through a second signal as in the case of a standard diamond interchange configuration. Moreover, the new signalized ramp terminal intersection is highly efficient, with two-phase operation having multiple overlapping movements operating at the same time (i.e. signal phase 1 - eastbound and westbound through movements on Big Bend Road, and signal phase 2 – eastbound to northbound left turn, southbound to westbound right turn, westbound to southbound left turn, and northbound to eastbound right turn movements all operate concurrently).

In addition to lane geometry and traffic control features described for Big Bend Road and for the I-75 on and off ramps, it is assumed that express lanes (to be located within the I-75 median) will be constructed on I-75 by the Design Year (2045). However, this will not be the case for Opening Year (2025) in which the existing lane geometry on I-75 is assumed.

A summary comparison of the projected traffic operations of the No Build and Build Alternatives under Opening Year (2025) and Design Year (2045) traffic conditions will be provided in the I-75/Big Bend Road IMR.

Figure 3A – Proposed Lane Geometry and Traffic Control (Sheet 1 of 4: I-75/Big Bend Road Interchange – Overview)



Figure 4B – Proposed Lane Geometry and Traffic Control (Sheet 2 of 4: Big Bend Road, West of I-75 – Detail)

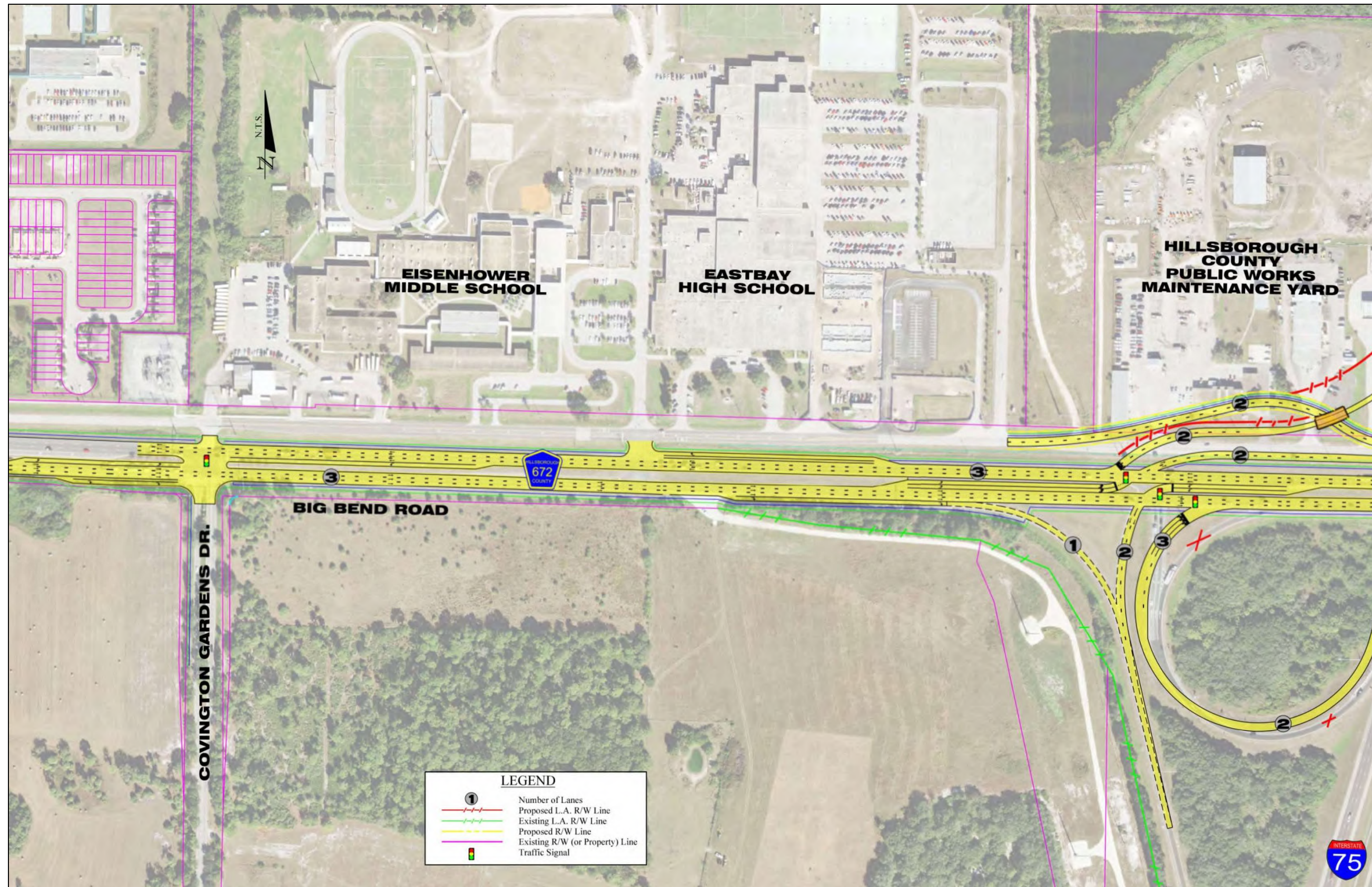




Figure 5C – Proposed Lane Geometry and Traffic Control (Sheet 3 of 4: Big Bend Road, East of I-75 – Detail)

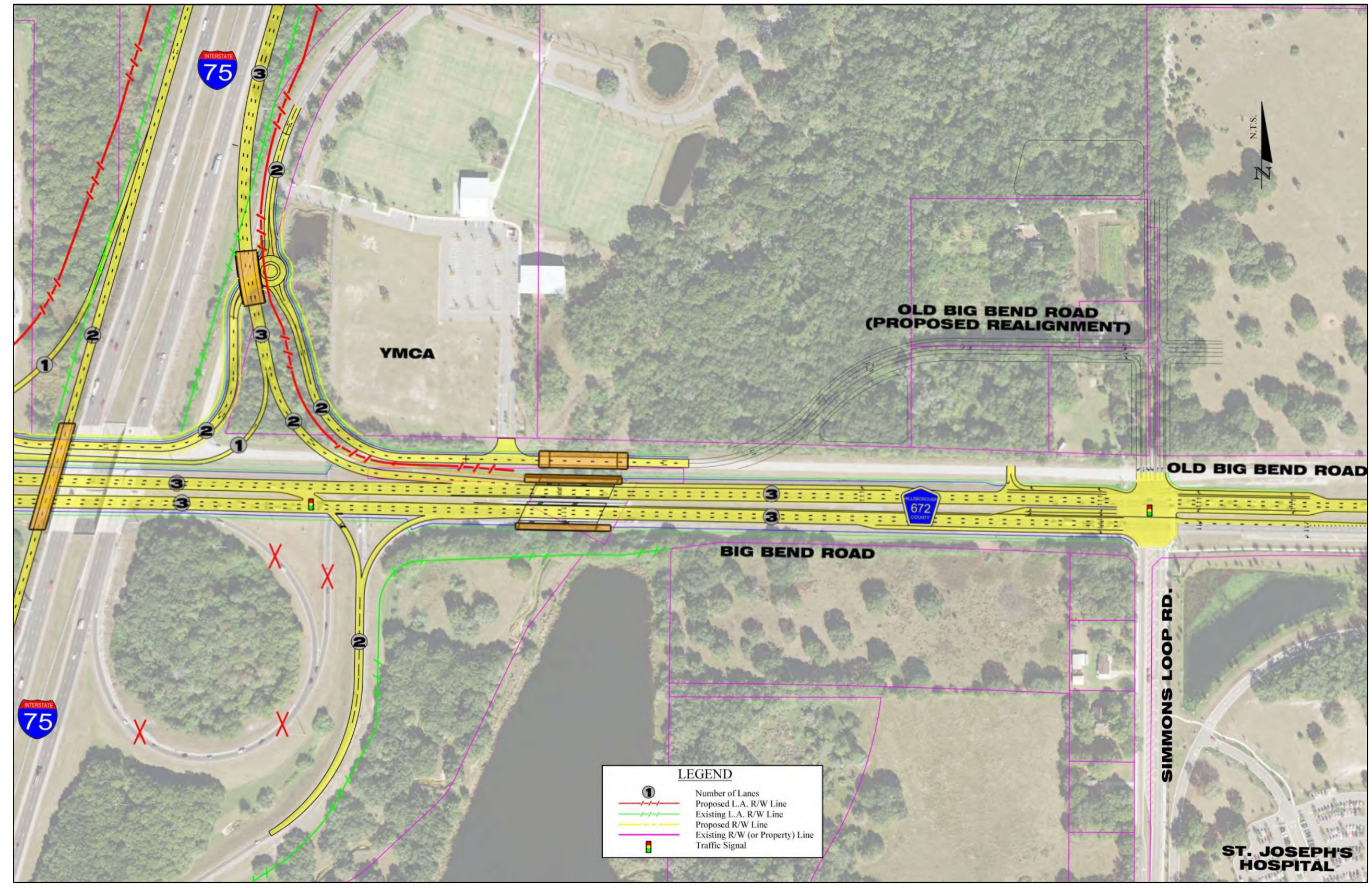


Figure 6D – Proposed Lane Geometry and Traffic Control (Sheet 4 of 4: I-75, North of Big Bend Road – Detail)



4.0 Data Collection

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

4.1 Transportation System Data

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

- **Roadway Characteristics Data** – The FDOT Transportation Data and Analytics/Geographic Information System (GIS) section's linear referencing of the Roadway Characteristics Inventory (RCI) database and FDOT Straight Line Diagrams (SLDs) will be utilized to establish roadway characteristics within the study area. Field visits will be conducted to verify roadway geometry identified from aerial imagery. The information collected will include functional classification, access class, number of lanes, length of acceleration/deceleration lanes, storage bay and taper lengths for turn lanes, extent and amount of curvature, and posted speed limits. Roadway construction or as-built plans will be obtained to verify roadway geometry.
- **Traffic Control Data** – Traffic signal timing data for AM and PM peak hours will be obtained from the maintaining agency, Hillsborough County. A field visit will be conducted to verify the signal timing and phasing information provided for the AM and PM peak hours. It is essential to confirm the signal timing information in the field, as recent projects might have altered these timings. Field visits will also be conducted to inventory stop/yield sign locations, regulatory/advisory speed limits, and guide sign locations.
- **Signing and Pavement Marking Data** – An existing sign inventory will be performed through a field visit. In addition, any special use of pavement markings and traffic control devices such as traffic delineators will be recorded.

4.2 Existing and Historical Traffic Data

Existing year (2019) traffic volumes shall be developed by applying a historical growth factor to the 2017 traffic count data collected by Adams Traffic, Inc. during the three-day period from June 6-8, 2017 as part of the traffic count program for the update of the I-75 PD&E Studies. The type and location of each count is listed in the following:

72-Hour Directional Ramp Counts (8 Locations):

- Northbound I-75 Off Ramp to Eastbound Big Bend Road;
- Northbound I-75 Off Ramp to Westbound Big Bend Road;
- Northbound I-75 On Ramp from Eastbound Big Bend Road;
- Northbound I-75 On Ramp from Westbound Big Bend Road;
- Southbound I-75 Off Ramp to Eastbound Big Bend Road;
- Southbound I-75 Off Ramp to Westbound Big Bend Road;
- Southbound I-75 On Ramp from Eastbound Big Bend Road; and
- Southbound I-75 On Ramp from Westbound Big Bend Road.

72-Hour Bi-Directional Traffic Volumes on Big Bend Road (4 Locations):

- Big Bend Road between Covington Gardens Drive and Eastbay High School entrance;
- Big Bend Road between East Bay High School entrance and Southbound I-75;

- Big Bend Road between Northbound I-75 and Simmons Loop Road; and
- Big Bend Road east of Simmons Loop Road.

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

- East Bay High School entrance north of Bend Road; and
- Simmons Loop Road south of Big Bend Road.

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

- Big Bend Road and Eastbay High School entrance;
- Southbound I-75 and Big Bend Road;
- Northbound I-75 and Big Bend Road; and
- Big Bend Road and Simmons Loop Road.

In addition to the above-listed traffic counts, recent (year 2019) traffic data was collected on Big Bend Road at the cross-street intersections of Covington Gardens Drive and Simmons Loop Road as part of the Big Bend Road Widening PD&E Study. This data will be held constant when performing a manual “smoothing” process to balance 2017 traffic flows between successive intersections on Big Bend Road, as a means of developing traffic volumes reflective of Existing Year (2019) traffic conditions. To achieve a conservative approach to this manual smoothing process, traffic volumes will be balanced to the higher of the 2017 and 2019 traffic volumes.

Annual average daily traffic (AADT) volumes for the I-75 mainline north and south of Big Bend Road will be derived from the FDOT 2018 Florida Traffic Information (FTI) Online database and a historical growth factor applied to arrive at Existing Year (2019) AADTs.

The 72-hour directional ramp counts and 72-hour bi-directional intersection approach counts shall be adjusted with appropriate seasonal factors (SF) and axle correction factors (AF) to estimate AADT volumes. The existing “raw” traffic volumes will be converted to directional design hour volumes (DDHV) by multiplying the balanced AADTs by the standard K-factor and a directional factor (D). Section 5.4 of this MLOU details the recommended K and D factors that will be used to develop existing and future DDHVs.

Existing Year (2019) AM and PM design hour turning movements shall be developed by applying existing turning movement percentages to the DDHV. A manual smoothing process shall be applied to the resulting design hour turning movement volumes in order to ensure that traffic flows balance (i.e., volume in equals volume out) between successive intersections on Big Bend Road that are not separated by access.

4.3 Land Use Data

The existing and future land uses within and directly adjacent to the I-75/Big Bend Road interchange shall be documented in the I-75/Big Bend Road IMR. Geographic Information Systems (GIS) shapefiles obtained from Hillsborough County shall be used to graphically display the existing and future land uses.

4.4 Environmental Data

The IAR will document any fatal flaw impacts associated with implementing the proposed alternative.

4.5 Planned and Programmed Projects

Several planned and programmed projects exist within the influence area of the I-75/Big Bend Road interchange or could influence the traffic characteristics within the study area. These projects are in various stages of either the FDOT Work Program or Hillsborough County CIP, and are listed in the following:

- The ongoing update of the I-75 PD&E Study from north of Moccasin Wallow Road in Manatee County to south of US 301 in Hillsborough County evaluates the need for tolled express lanes on I-75. The I-75 PD&E Study Update will incorporate the I-75/Big Bend Road IMR's Build Alternative as an existing condition when evaluating Design Year (2045) traffic conditions;
- In addition to the ongoing Hillsborough County PD&E Study that evaluates the widening of Big Bend Road to six lanes from Covington Gardens Drive to Simmons Loop Road (CIP: 69647000), Hillsborough County has initiated a PD&E Study (CIP 6965600) to evaluate the impacts of completing the six lane widening of Big Bend Road from US 41 to Covington Gardens Drive and from Simmons Loop Road to US 301. As part of this PD&E Study, a separate PLAT Study will help guide Hillsborough County in making future land use decisions along the Big Bend Road corridor;
- Hillsborough County Public Schools, in partnership with Hillsborough County Public Works, is conducting a traffic circulation study to evaluate various options for enhancing access into and out of Eisenhower Middle School and Eastbay High School to/from Big Bend Road. This study also examines on-site parking and the flow of school buses to maximize the efficiency of operations and improve school safety;
- Hillsborough County, in collaboration with FDOT through the Local Agency Program (LAP), is currently designing the four-lane extension of Apollo Beach Boulevard from US 41 to Paseo Al Mar Boulevard (WPID: 438752-1). The extension of this off-system roadway running east-west south of Big Bend Road would provide a new overpass at I-75 and could possibly reduce the number of through trips on Big Bend Road for travel between US 41 and US 301; and
- Hillsborough County will construct in 2019 a LAP project that enhances the sidewalk on the north side of Old Big Bend Road from east of Covington Gardens Drive to east of East Bay High School (WPID: 437248-1).

5.0 Travel Demand Forecasting

5.1 Selected Travel Demand Model

As discussed in Section 2.1, the TBRPM (Version 8.1 ML) will be the primary source for developing traffic projections. In order to maintain consistency with ongoing studies along the I-75 corridor, the I-75/Big Bend Road IMR's traffic forecasts will be extracted from the larger-scale I-75 PD&E Studies. The following describes the methodology and procedures that will be employed by FDOT to establish traffic projections for the I-75 PD&E Studies and the I-75/Big Bend Road IMR.

5.2 Project Forecast Development Methodology

The initial step in the development of traffic forecasts involves performing a subarea model validation of the Base Year (2010) TBRPM and development of an Origin-Destination Matrix Estimation (ODME) process (see Sections 5.3 and 5.4). The base year calibration efforts will be carried over to the Design Year (2045) TBRPM and subarea ODME models. A Model Output Conversion Factor (MOCF) will be applied to convert Peak Season Weekday Average Daily Traffic (PSWADT) obtained from the TBRPM and ODME sub area models to arrive at AADTs for Base Year 2010 and Design Year (2045). The *National Cooperative Highway Research Project (NCHRP) Report 765* will be utilized to observe the error associated with regional model-projected traffic volumes. The existing year 2017 AADTs included within the model evaluation tool will be used in the initial application of this procedure to ensure that growth rates are reasonable. The adjusted year 2045 AADTs will be balanced and evaluated using the latest 2019 traffic counts and will match the AADTs for the remaining I-75 mainline segments south and north of Big Bend Road that are to be evaluated in the I-75 PD&E Studies.

After Design Year (2045) AADTs are established, the recommended K- and D-factors for this project are to be applied to derive DDHVs. The future peak direction of traffic flow will follow existing traffic conditions. In general, the peak direction of traffic flow in the AM peak period is northbound on I-75 (to Downtown Tampa) and to I-75 from Big Bend Road, while the peak direction of traffic flow in the PM peak period is southbound on I-75 (away from Downtown Tampa) and away from I-75 on Big Bend Road. Linear interpolation between Existing Year (2019) and Design Year (2045) traffic volumes will be employed to estimate Opening Year (2025) traffic volumes.

5.3 Validation Methodology

The TBRPM Base Year (2010) model was validated at a regional level to ensure that the model replicates traffic counts within the study area. A subarea model network will be extracted from the validated regional model to further calibrate the traffic volumes and subarea trip tables. The subarea network and trip tables, along with traffic counts will provide input for the ODME process. The ODME process is intended to help refine the subarea and corridor level travel demand. The 2010 Base Year volume to count ratios will be reviewed to ensure that the I-75 mainline and Big Bend Road volumes are within targeted ranges as prescribed in Chapter 3 of the FDOT's *2014 Project Traffic Forecasting Handbook and Procedure (525-030-120)*.

5.4 Adjustment Procedures

The Base Year (2010) validation model will be checked for reasonableness and, if necessary, adjustments will be made to improve accuracy. This review will compare validation year (2010) model volumes with FDOT-recorded traffic counts in the immediate area of the I-75/Big Bend Road interchange. Locations where the counts and model volumes differ

substantially will be identified and reviewed for potential causes, such as erroneous zonal data (z-data), unreasonable network coding, or adjustments to facility-type (speed and capacity) assignments. Adjustments will be considered in the context of improving the local area assignments without compromising model-wide validation. The guidelines of the FDOT *2014 Project Traffic Forecasting Handbook and Procedure (525-030-120)* will be used as the criteria for evaluating model validity.

5.5 Traffic Factors

Utilizing the FDOT's Standard K-factor of 9.0 percent and historical traffic count information from the FDOT's *2018 Florida Traffic Information (FTI) Online* database, the recommended design traffic factors for the I-75/Big Bend Road IMR are shown in **Table 2**. These factors are consistent with the ongoing update of the I-75 PD&E Study from Moccasin Wallow Road in Manatee County to south of US 301 in Hillsborough County, and are within acceptable ranges identified in the FDOT's *2014 Project Traffic Forecasting Handbook and Procedure (525-030-120)*.

Table 2 – Recommended Design Traffic Factors

Roadway	K	D	T ₂₄	DHT	PHF	MOCF
I-75	9.0%	58.0	10.0	5.0	0.95	0.98
Big Bend Road	9.0%	58.0	6.0	3.0	0.95	0.98

Source: 2018 Florida Traffic Information (FTI) Online

6.0 Traffic Operational Analysis

6.1 Existing Area Type/Traffic Conditions

The existing area type and traffic conditions are shown in **Table 3**.

Table 3 – Existing Area Type and 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"/>

6.2 Traffic Analysis Software Used

The traffic analysis software to be used in this IMR to report existing and future LOS is shown in **Table 4**.

Table 4 – Traffic Analysis Software

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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SimTraffic	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Corsim	6.3	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" 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"/>

6.3 Calibration Methodology

The calibration methodology used for the I-75/Big Bend Road IMR will be consistent with recent studies involving similar interstate improvements in the Tampa Bay Region, and with specific calibration criteria discussed in this MLOU. The CORSIM microsimulation model will be calibrated with travel time runs and queuing data collected in the field for existing conditions. The CORSIM microsimulation model will be also calibrated to the existing year traffic counts and speeds observed in the field. A four-hour AM and a four-hour PM peak period CORSIM analysis will be conducted using 15-minute flow rates. The extended period of microsimulation analysis will demonstrate the “build-up” of traffic congestion, and the duration of traffic congestion. The evaluation of existing traffic operations will be based on the results of ten (10) runs of the AM and PM CORSIM microsimulation models using varying random seed numbers. The microsimulation will be performed consistent with guidelines provided in the Federal Highway Administration (FHWA) *Traffic Analysis Toolbox Volume III* and the FDOT 2014 *Traffic Analysis Handbook, A Reference for Planning and Operations*. I-75 ramp and mainline volumes, and all CORSIM entry volumes, will be calibrated to be within the thresholds specified below:

- Low volume links – Individual link flows < 700 vehicles/hour – Threshold is to be within 100 vehicles/hour of

field flows for more than 85% of the links;

- Medium volume links – Individual link flows between 700 vehicles/hour to 2,700 vehicles/hour – Threshold is to be within 15% of field flows for more than 85% of the links;
- High volume links – Individual link flows > 2,700 vehicles/hour – Threshold is to be within 400 vehicles/hour of field flows for more than 85% of the links and
- Sum of all link flows across the network – Threshold is to be within 5% of the sum of all link counts.

Speed will be calibrated within 15% or +or- 10 miles per hour (mph) of field measured values, and speed profiles will be prepared to document this information. Field observed vehicle queue lengths will be accurately reflected in the existing conditions CORSIM models. Visual audits will be conducted for on and off ramp vehicle queuing, vehicle weaving maneuvers, and to determine the extent of vehicle queuing at intersections. The observed traffic congestion for CORSIM links, and the location of bottlenecks for both model and field conditions, will be documented in the I-75/Big Bend Road IMR.

6.4 Selection of Measures of Effectiveness (MOE)

A target Level of Service (LOS) of “D” shall be established for the I-75/Big Bend Road interchange study area. Roadway geometric and traffic control improvements will be recommended to achieve a future LOS of D or better for each highway element within the area of influence: I-75 mainline, I-75 ramp merge and diverge areas, I-75 ramps proper, I-75/Big Bend Road ramp terminal intersections, Big Bend Road arterial roadway, and side street intersections. Measures of Effectiveness (MOEs) [i.e., density, speed, and delay] from the Highway Capacity Manual, Version 6 shall be used to estimate existing and future LOS with and without the proposed improvements.

The CORSIM node and link-based and networkwide MOEs that will be used to evaluate the operational performance of the No Build and Build Alternatives are listed as follows:

Node and Link-Based MOEs:

- Ramp terminal and cross-street intersections – demand versus simulated traffic volume, vehicle delay, and 95th percentile vehicle queue lengths for all traffic movements at each study intersection;
- Arterial roadway segments – demand versus simulated traffic volume, travel time, and average vehicle speed; and
- Freeway segments, weaving sections, ramp merge and diverge areas – demand versus simulated traffic volume, vehicle density, and vehicle speed.

Network Wide MOEs:

- Traffic volume summary including unserved traffic demand, total travel time, total travel delay, average speed, and vehicle-miles of travel.

7.0 Safety Analysis

Historical crash data within the study area will be obtained from available resources such as FDOT District Seven's *Crash Data Management System (CDMS)*, FDOT's *Crash Analysis Reporting System (CARS)*, and University of Florida's *Signal Four Analytics* database for the most recent five-year period available. A procedure of comparing crash report identification numbers will be employed to ensure that there is no duplication of crash records among the various crash databases. The historical crash data will include crashes that occurred on the I-75 mainline, I-75 ramps, I-75/Big Bend Road ramp terminal intersections, on Big Bend Road, and at cross streets within the area of influence. The data collected will include crash frequency, type, location, severity, lighting conditions (day versus night), and pavement conditions (wet versus dry). Roadway segment and spot crash rates will be calculated and compared with statewide averages for similar highway facilities throughout Florida. Monetary estimates of property damage and economic loss due to injury or a fatality will be calculated using average unit costs from the United States Department of Transportation (USDOT)/FHWA KABCO injury classification scale. Utilizing the information obtained from the crash data, the safety evaluation will identify needs associated with the safety of the existing facility. Tables and figures will be included in the I-75/Big Bend Road IMR to summarize the historical crash analysis results.

A quantitative safety analysis will be performed to estimate the safety of the Build Alternative using Safety Performance Functions (SPFs), Empirical Bayes Method, Crash Reduction Factors (CRFs) from the American Association of State Highway and Transportation Officials (AASHTO) 2010 *Highway Safety Manual*, and Crash Modification Factors (CMFs) from the *USDOT/FHWA CMF Clearinghouse*. Additionally, a benefit to cost analysis will be performed using US DOT/FHWA *Highway Safety Improvement Guidelines (HSIPG)*. The quantitative safety analysis conducted for the project will be documented in the IMR.

8.0 Consistency with Other Plans/Projects

The I-75/Big Bend Road IMR will maintain consistency with planned and ongoing projects within the study area, as listed in Section 4.5. There are no other existing IARs, either approved or pending approval, currently located within the area of influence.

9.0 Environmental Considerations

A Programmatic Type I Categorical Exclusion (PCE) will be prepared in conjunction with the development of this IMR. Key environmental findings from the PCE will be added to the IMR. Right of way owned by Hillsborough County will be dedicated to construct the proposed Build Alternative improvements and minimal to no environmental impacts are anticipated. Information concerning the status of the Environmental Approval and the permitting process will be included in the I-75/Big Bend Road IMR.

10.0 Coordination

As shown in **Table 5**, relevant coordination with all agencies and stakeholders during the process will be documented in the IMR.

Table 5 – Agency and Stakeholder Coordination

Yes	No/NA	
<input checked="" 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"/>	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"/>	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"/>	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"/>	Request will document the funding and phasing.

11.0 Anticipated Design Exceptions and Variations

At the time of preparation of this MLOU, there are no anticipated design exceptions and variations to FDOT or FHWA policies, rules, or standards are anticipated for this project. Any design exceptions and variations identified in the development of this IMR will be processed per FDOT and FHWA Guidelines.

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

12.0 Conceptual Signing Plan

A conceptual signing and marking plan in accordance with FHWA guidelines will be prepared for the Build Alternative and provided in this IMR. The purpose of the signing plan is to demonstrate that advanced signing will be provided to safely guide drivers entering and/or exiting the subject interchange under the proposed Build configuration. The conceptual signing plan will also identify existing signs that will need to be relocated or new signs to be installed as a result of the proposed alternative construction. The signing plan provided in the IMR is conceptual in nature and shall be subject to final design for construction.

13.0 Access Management Plan

The total number (4) of existing ramp entrances and exits on I-75 at Big Bend Road will be maintained with the Build Alternative. The access management on Big Bend Road is anticipated to be enhanced with Hillsborough County's planned removal of the signal-controlled East Bay High School entrance full median opening located 1,450 feet west of the southbound I-75 ramp terminal intersection. Closing this full median opening and converting into a right-in/right-out access would increase the signal spacing to 2,700 feet between the first signal-controlled intersection west of I-75 and the southbound I-75 ramp terminal intersection. In general, maximizing signal spacing between successive intersections will aid in minimizing the propensity for vehicle queues to spillback from a nearby signal into a ramp terminal intersection; thereby, enhancing the safety and operations of the interchange.

Although not directly related to access on I-75 or Big Bend Road, the north-oriented ramps of the Build Alternative will require the realignment of the Old Big Bend Road/Bullfrog Creek Road intersection in the northeast quadrant of the interchange. Old Big Bend Road provides a route for local trips and Hillsborough County Public School's buses to access Eisenhower Middle School and East Bay High School without entering onto Big Bend Road. Rather than severing the Old Big Bend Road connection beneath I-75, the Build Alternative provides grade separated structures to allow Old Big Bend Road to pass beneath the new north-oriented I-75 on and off ramps. This IMR will document the evaluation of these access management changes. Access management is anticipated to be improved with the Build Alternative.

- 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

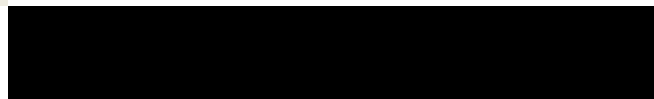
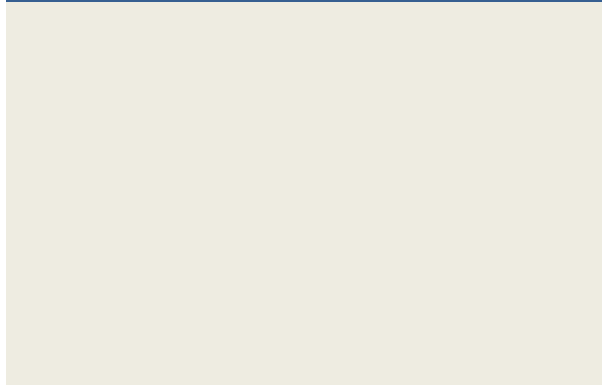
The following two FHWA Policy Criteria (dated May 22, 2017) will be specifically addressed within the IMR unless identified as not applicable:

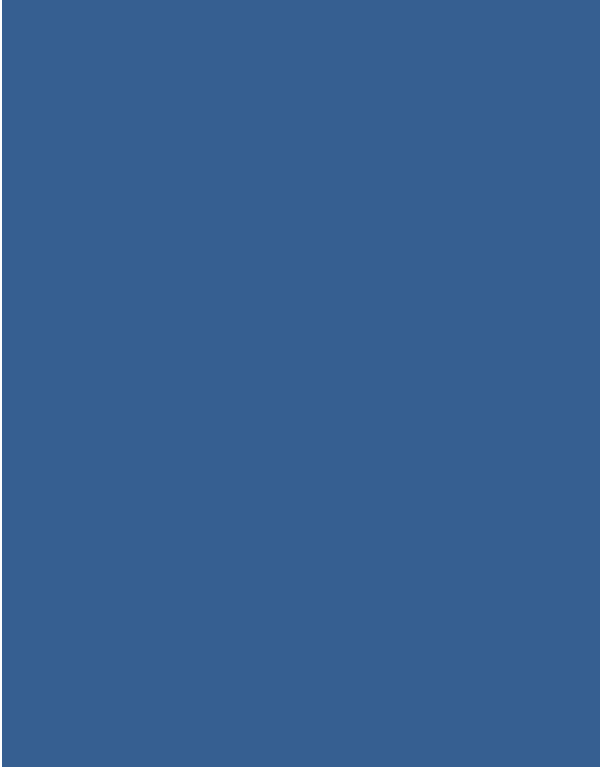
- Policy Point 1: Proposal does not adversely impact operations or safety of the existing freeway.
- Policy Point 2: A full interchange that meets or exceeds current design standards is provided.



B

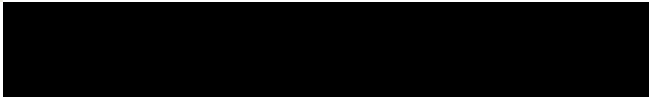
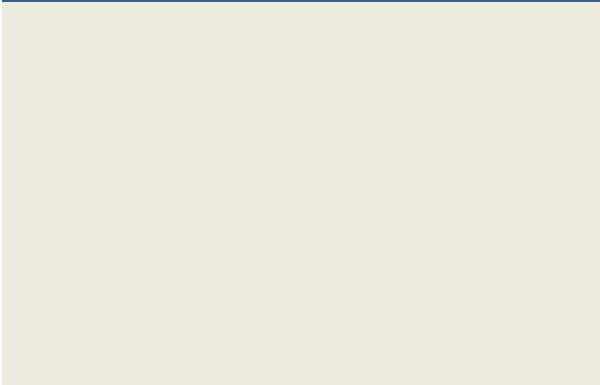
Traffic Count Data





B.1

Turning Movement Count Data



TURNING MOVEMENT COUNT: Big Bend Rd @ Covington Gardens
 EAST/WEST ST: Big Bend Rd

TIME: 7am-6pm
 NORTH/SOUTH ST: Covington Gardens / School Rea
 COUNTED BY: TM

ALL VEHICLES

START TIME	NORTHBOUND					SOUTHBOUND					NS TOTAL	EASTBOUND					WESTBOUND					EW TOTAL	GRAND TOTAL
	LEFT	THRU	RIGHT	U-TURN	TOTAL	LEFT	THRU	RIGHT	U-TURN	TOTAL		LEFT	THRU	RIGHT	U-TURN	TOTAL	LEFT	THRU	RIGHT	U-TURN	TOTAL		
7:00	31	13	123	0	167	7	5	16	1	29	196	2	215	6	0	223	18	161	0	1	180	403	599
7:15	40	16	120	0	176	2	9	13	0	24	200	1	197	9	0	207	39	167	0	2	208	415	615
7:30	28	28	92	0	148	7	12	23	0	42	190	0	201	20	0	221	55	199	0	0	254	475	665
7:45	31	3	97	0	131	4	21	14	0	39	170	0	196	24	0	220	60	194	3	0	257	477	647
Total	130	60	432	0	622	20	47	66	1	134	756	3	809	59	0	871	172	721	3	3	899	1,770	2,526
8:00	43	9	108	0	160	13	7	4	0	24	184	2	179	14	0	195	63	181	0	0	244	439	623
8:15	21	5	84	0	110	10	1	2	0	13	123	4	164	7	0	175	38	159	1	0	198	373	496
8:30	27	13	67	0	107	6	7	12	0	25	132	1	156	18	0	175	30	154	2	1	187	362	494
8:45	24	22	62	0	108	5	10	7	1	23	131	0	155	5	0	160	30	162	1	0	193	353	484
Total	115	49	321	0	485	34	25	25	1	85	570	7	654	44	0	705	161	656	4	1	822	1,527	2,097
9:00	21	7	58	0	86	7	6	10	0	23	109	1	166	2	0	169	30	232	1	0	263	432	541
9:15	15	5	59	0	79	1	1	3	0	5	84	1	168	7	0	176	21	142	3	1	167	343	427
9:30	7	1	62	0	70	4	2	2	0	8	78	0	202	8	0	210	37	141	1	0	179	389	467
9:45	12	0	65	1	78	2	1	0	0	3	81	0	203	6	0	209	23	160	3	0	186	395	476
Total	55	13	244	1	313	14	10	15	0	39	352	2	739	23	0	764	111	675	8	1	795	1,559	1,911
11:00	14	2	51	0	67	3	1	0	0	4	71	0	194	9	0	203	27	137	0	0	164	367	438
11:15	16	0	55	0	71	2	0	0	0	2	73	0	189	8	0	197	20	144	1	0	165	362	435
11:30	16	2	43	0	61	7	2	1	0	10	71	0	208	14	0	222	22	110	0	0	132	354	425
11:45	11	1	33	0	45	3	0	1	0	4	49	0	225	2	0	227	36	236	3	0	275	502	551
Total	57	5	182	0	244	15	3	2	0	20	264	0	816	33	0	849	105	627	4	0	736	1,585	1,849
12:00	7	0	47	0	54	5	4	1	0	10	64	0	238	12	0	250	53	246	3	0	302	552	616
12:15	13	1	53	0	67	6	1	0	0	7	74	0	232	8	0	240	29	208	1	0	238	478	552
12:30	9	1	53	0	63	4	1	0	0	5	68	0	184	18	0	202	44	197	1	1	243	445	513
12:45	7	0	29	0	36	3	2	0	0	5	41	0	198	4	0	202	45	189	1	0	235	437	478
Total	36	2	182	0	220	18	8	1	0	27	247	0	852	42	0	894	171	840	6	1	1,018	1,912	2,159
15:00	6	6	14	0	26	0	0	0	0	0	26	0	100	5	0	105	51	164	2	0	217	322	348
15:15	11	9	34	0	54	1	1	0	0	2	56	0	212	5	0	217	58	218	3	0	279	496	552
15:30	13	4	39	0	56	0	0	0	0	0	56	1	214	9	0	224	47	157	1	3	208	432	488
15:45	14	3	51	0	68	0	1	0	0	1	69	1	278	11	0	290	67	268	3	0	338	628	697
Total	44	22	138	0	204	1	2	0	0	3	207	2	804	30	0	836	223	807	9	3	1,042	1,878	2,085
16:00	9	4	72	0	85	0	0	0	0	0	85	1	303	23	0	327	59	184	2	1	246	573	658
16:15	16	10	42	0	68	0	0	0	0	0	68	0	216	20	0	236	91	237	0	2	330	566	634
16:30	19	5	33	0	57	1	0	0	0	1	58	0	257	9	0	266	81	215	6	0	302	568	626
16:45	16	6	31	0	53	0	0	0	0	0	53	0	248	13	0	261	75	264	2	0	341	602	655
Total	60	25	178	0	263	1	0	0	0	1	264	1	1,024	65	0	1,090	306	900	10	3	1,219	2,309	2,573
17:00	15	1	50	0	66	0	0	0	0	0	66	0	223	10	0	233	114	243	3	1	361	594	660
17:15	12	2	31	0	45	0	0	0	0	0	45	0	252	22	0	274	92	235	1	2	330	604	649
17:30	13	5	60	0	78	1	0	0	0	1	79	0	319	17	0	336	104	263	1	0	368	704	783
17:45	8	2	56	0	66	1	0	0	0	1	67	1	259	17	1	278	75	194	2	0	271	549	616
Total	48	10	197	0	255	2	0	0	0	2	257	1	1,053	66	1	1,121	385	935	7	3	1,330	2,451	2,708

Trucks - Big Bend Road @ Covington Gardens Drive

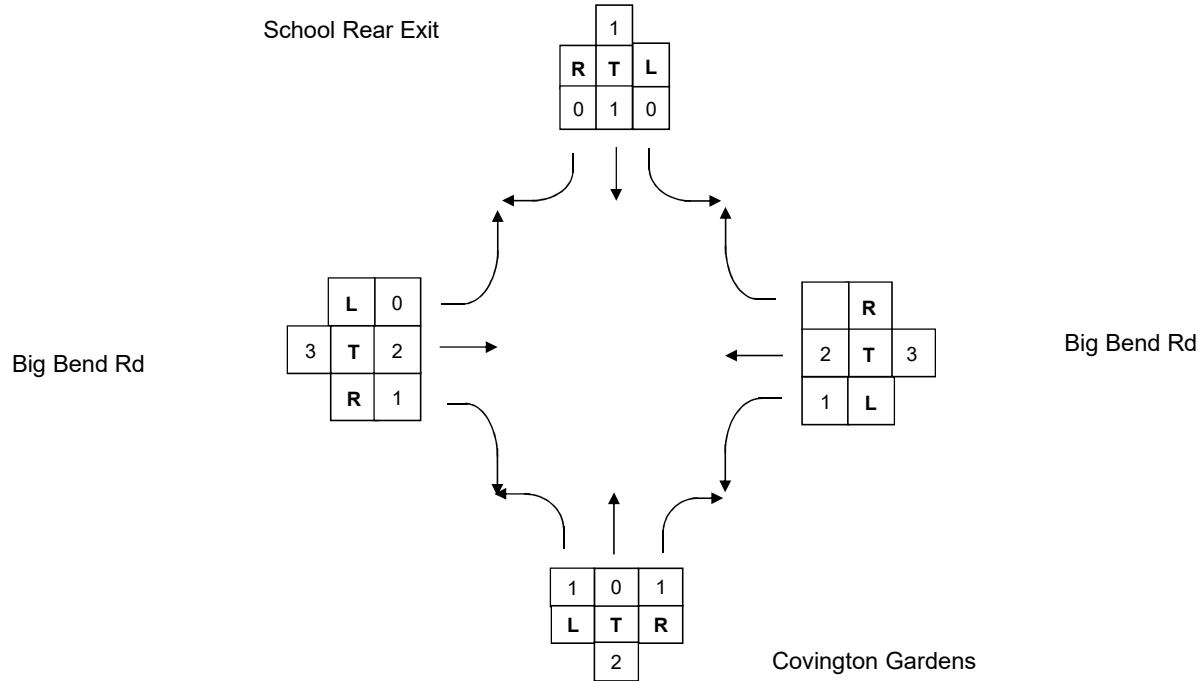
Street Name	SB (School Exit)				WB (Big Bend Rd)				NB (Covington Gardens Dr)				EB (Big Bend Rd)			
	Start Time	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	Left	Thru	Right
7:00	0	0	2	0	4	24	0	0	0	0	0	0	0	15	1	0
7:15	0	0	0	0	2	16	0	0	0	0	0	0	0	10	1	0
7:30	0	0	0	0	0	28	0	0	1	0	0	0	0	13	0	0
7:45	0	0	0	0	7	14	1	0	0	0	0	0	0	22	1	0
8:00	1	0	0	0	5	21	0	0	0	0	0	0	0	17	0	0
8:15	1	0	1	0	2	11	0	0	1	0	0	0	0	18	0	0
8:30	0	0	0	0	2	17	0	0	2	0	0	0	0	16	1	0
8:45	0	0	0	0	1	23	0	0	0	0	0	0	0	11	0	0
9:00	1	0	0	0	3	24	0	0	1	0	0	0	0	18	0	0
9:15	0	0	1	0	1	21	0	0	0	0	0	0	0	17	1	0
9:30	1	0	0	0	3	22	0	0	0	0	0	0	0	20	1	0
9:45	1	0	0	0	0	24	0	0	1	0	0	0	0	11	0	0
11:00	0	0	0	0	2	26	0	0	0	0	0	0	0	26	0	0
11:15	0	0	0	0	0	19	0	0	0	0	0	0	0	18	0	0
11:30	1	0	0	0	1	14	0	0	0	0	0	0	0	19	1	0
11:45	0	0	0	0	2	25	1	0	0	0	0	0	0	19	0	0
12:00	1	1	0	0	3	25	0	0	2	0	0	0	0	17	0	0
12:15	0	0	0	0	1	25	0	0	0	0	4	0	0	26	0	0
12:30	0	0	0	0	2	20	0	0	0	0	3	0	0	22	0	0
12:45	0	0	0	0	0	21	1	0	0	0	4	0	0	15	0	0
15:00	0	0	0	0	2	10	0	0	0	0	0	0	0	9	0	0
15:15	1	1	0	0	2	20	0	0	0	0	2	0	0	12	0	0
15:30	0	0	0	0	3	12	0	0	1	0	2	0	0	10	0	0
15:45	0	1	0	0	2	25	2	0	2	0	0	0	0	14	0	0
16:00	0	0	0	0	1	14	0	0	0	0	3	0	0	21	0	0
16:15	0	0	0	0	0	14	0	1	0	0	0	0	0	11	0	0
16:30	1	0	0	0	3	8	0	0	0	0	1	0	0	5	0	0
16:45	0	0	0	0	3	19	0	0	0	0	1	0	0	7	0	0
17:00	0	0	0	0	1	11	0	0	1	0	2	0	0	5	0	0
17:15	0	0	0	0	3	6	0	0	0	0	0	0	0	9	0	0
17:30	1	0	0	0	0	7	0	0	0	0	0	0	0	6	0	0
17:45	1	0	0	0	0	7	0	0	0	0	0	0	0	1	0	0

FLORIDA DEPARTMENT OF TRANSPORTATION

SUMMARY OF VEHICLE MOVEMENTS

SECTION: N/A CITY: Apollo Beach COUNTY: Hillsborough
 INTR ROUTE: Covington Gardens STATE ROUTE: Big Bend Rd
 OBSERVER: Video Cam2 DATE: 04/24/2018 MILEPOST:
 WEATHER: Sunny - Clear ROAD CONDITION: Dry - Good
 REMARKS:

FORM COMPLETED BY: TM DATE: 06/01/18



TIME	NORTHBOUND					SOUTHBOUND					TOTAL	EASTBOUND					WESTBOUND					TOTAL
BEGIN/END	L	T	R	U	TOT	L	T	R	U	TOT	N/S	L	T	R	U	TOT	L	T	R	U	TOT	E/W
7 - 8	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!
8 - 9	115	49	321	0	485	34	25	25	1	85	570	7	654	44	0	705	161	656	4	1	822	1,527
9 - 10	55	13	244	1	313	14	10	15	0	39	352	2	739	23	0	764	111	675	8	1	795	1,559
11 - 12	57	5	182	0	244	15	3	2	0	20	264	0	816	33	0	849	105	627	4	0	736	1,585
12 - 1	36	2	182	0	220	18	8	1	0	27	247	0	852	42	0	894	171	840	6	1	1,018	1,912
3 - 4	44	22	138	0	204	1	2	0	0	3	207	2	804	30	0	836	223	807	9	3	1,042	1,878
4 - 5	60	25	178	0	263	1	0	0	0	1	264	1	1,024	65	0	1,090	306	900	10	3	1,219	2,309
5 - 6	48	10	197	0	255	2	0	0	0	2	257	1	1,053	66	1	1,121	385	935	7	3	1,330	2,451
TOTAL	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION: N/A CITY: Apollo Beach COUNTY: Hillsborough
 INTER. ROUTE: Covington Gardens STATE ROUTE: Big Bend Rd
 OBSERVER: Video Cam2 DATE: 01/00/00

REMARKS: _____

FORM COMPLETED BY: TM

DATE: 06/01/18

School REar Exit



	7-8	8-9	9-1	11-12	12-1	3-4	4-5	5-6	Total
	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

	7-8	8-9	9-10	11-12	12-1	3-4	4-5	5-6	Total
	0	0	6	0	6				
	0	0	11	0	11				
	0	0	2	0	2				
	0	0	0	0	0				
	0	0	1	0	1				
	27	0	0	0	27				
	16	0	0	0	16				
	0	0	0	0	0				
Total	43	0	20	0	63				

Big Bend Rd

	7-8	8-9	9-10	11-12	12-1	3-4	4-5	5-6	Total
	0	0	0	0	0				
	0	0	0	0	0				
	0	0	0	0	0				
	0	0	0	0	0				
	0	0	0	0	0				
	0	0	0	0	0				
	0	0	0	0	0				
	0	0	0	0	0				
Total	0	0	0	0	0				

	7-8	8-9	9-1	11-12	12-1	3-4	4-5	5-6	Total
	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Covington Gardens Dr

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
 Weather: On/Off Rain 7:20-9am
 Comments:

File Name : SR674&EastBayHS
 Site Code : 0702903
 Start Date : 6/7/2017
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	EAST BAY HIGH SCHOOL Southbound					BIG BEND ROAD Westbound					BIG BEND ROAD Eastbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	
07:00 AM	19	0	6	0	25	1	146	10	1	158	12	299	0	311	494
07:15 AM	7	0	10	0	17	2	166	13	0	181	5	313	0	318	516
07:30 AM	9	0	5	0	14	0	169	8	1	178	9	282	0	291	483
07:45 AM	8	0	12	0	20	0	191	14	0	205	11	279	0	290	515
Total	43	0	33	0	76	3	672	45	2	722	37	1173	0	1210	2008
08:00 AM	15	0	13	0	28	1	206	8	0	215	5	246	0	251	494
08:15 AM	9	0	6	0	15	1	225	9	0	235	7	244	0	251	501
08:30 AM	10	0	12	0	22	1	191	8	1	201	5	282	0	287	510
08:45 AM	5	0	3	0	8	2	192	6	0	200	11	256	0	267	475
Total	39	0	34	0	73	5	814	31	1	851	28	1028	0	1056	1980
*** BREAK ***															
04:00 PM	19	0	24	0	43	1	290	4	0	295	3	238	0	241	579
04:15 PM	9	0	7	0	16	3	350	2	1	356	7	243	0	250	622
04:30 PM	3	0	10	0	13	4	338	7	0	349	5	276	0	281	643
04:45 PM	8	0	11	0	19	1	328	8	1	338	7	254	0	261	618
Total	39	0	52	0	91	9	1306	21	2	1338	22	1011	0	1033	2462
05:00 PM	8	0	12	1	21	2	348	12	0	362	5	287	0	292	675
05:15 PM	5	0	9	0	14	1	354	10	0	365	11	276	0	287	666
05:30 PM	11	0	14	0	25	2	309	8	1	320	12	280	0	292	637
05:45 PM	5	0	10	0	15	1	315	5	0	321	15	284	0	299	635
Total	29	0	45	1	75	6	1326	35	1	1368	43	1127	0	1170	2613
Grand Total	150	0	164	1	315	23	4118	132	6	4279	130	4339	0	4469	9063
Apprch %	47.6	0	52.1	0.3		0.5	96.2	3.1	0.1		2.9	97.1	0		
Total %	1.7	0	1.8	0	3.5	0.3	45.4	1.5	0.1	47.2	1.4	47.9	0	49.3	
Passenger Vehicles	126	0	159	1	286	0	3832	114	4	3950	117	4099	0	4216	8452
% Passenger Vehicles	84	0	97	100	90.8	0	93.1	86.4	66.7	92.3	90	94.5	0	94.3	93.3
Heavy Vehicles	24	0	5	0	29	0	286	18	2	306	4	240	0	244	579
% Heavy Vehicles	16	0	3	0	9.2	0	6.9	13.6	33.3	7.2	3.1	5.5	0	5.5	6.4
UTurns	0	0	0	0	0	23	0	0	0	23	9	0	0	9	32
% UTurns	0	0	0	0	0	100	0	0	0	0.5	6.9	0	0	0.2	0.4

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
 Weather: On/Off Rain 7:20-9am
 Comments:

File Name : SR674&EastBayHS
 Site Code : 0702903
 Start Date : 6/7/2017
 Page No : 2

Start Time	EAST BAY HIGH SCHOOL Southbound					BIG BEND ROAD Westbound					BIG BEND ROAD Eastbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	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 07:45 AM															
07:45 AM	8	0	12	0	20	0	191	14	0	205	11	279	0	290	515
08:00 AM	15	0	13	0	28	1	206	8	0	215	5	246	0	251	494
08:15 AM	9	0	6	0	15	1	225	9	0	235	7	244	0	251	501
08:30 AM	10	0	12	0	22	1	191	8	1	201	5	282	0	287	510
Total Volume	42	0	43	0	85	3	813	39	1	856	28	1051	0	1079	2020
% App. Total	49.4	0	50.6	0		0.4	95	4.6	0.1		2.6	97.4	0		
PHF	.700	.000	.827	.000	.759	.750	.903	.696	.250	.911	.636	.932	.000	.930	.981
Passenger Vehicles	29	0	39	0	68	0	694	26	0	720	25	953	0	978	1766
% Passenger Vehicles	69.0	0	90.7	0	80.0	0	85.4	66.7	0	84.1	89.3	90.7	0	90.6	87.4
Heavy Vehicles	13	0	4	0	17	0	119	13	1	133	0	98	0	98	248
% Heavy Vehicles	31.0	0	9.3	0	20.0	0	14.6	33.3	100	15.5	0	9.3	0	9.1	12.3
UTurns	0	0	0	0	0	3	0	0	0	3	3	0	0	3	6
% UTurns	0	0	0	0	0	100	0	0	0	0.4	10.7	0	0	0.3	0.3

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					07:45 AM					07:00 AM			
+0 mins.	8	0	12	0	20	0	191	14	0	205	12	299	0	311
+15 mins.	15	0	13	0	28	1	206	8	0	215	5	313	0	318
+30 mins.	9	0	6	0	15	1	225	9	0	235	9	282	0	291
+45 mins.	10	0	12	0	22	1	191	8	1	201	11	279	0	290
Total Volume	42	0	43	0	85	3	813	39	1	856	37	1173	0	1210
% App. Total	49.4	0	50.6	0		0.4	95	4.6	0.1		3.1	96.9	0	
PHF	.700	.000	.827	.000	.759	.750	.903	.696	.250	.911	.771	.937	.000	.951
Passenger Vehicles	29	0	39	0	68	0	694	26	0	720	35	1091	0	1126
% Passenger Vehicles	69	0	90.7	0	80	0	85.4	66.7	0	84.1	94.6	93	0	93.1
Heavy Vehicles	13	0	4	0	17	0	119	13	1	133	0	82	0	82
% Heavy Vehicles	31	0	9.3	0	20	0	14.6	33.3	100	15.5	0	7	0	6.8
UTurns	0	0	0	0	0	3	0	0	0	3	2	0	0	2
% UTurns	0	0	0	0	0	100	0	0	0	0.4	5.4	0	0	0.2

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	8	0	12	1	21	2	348	12	0	362	5	287	0	292	675
05:15 PM	5	0	9	0	14	1	354	10	0	365	11	276	0	287	666
05:30 PM	11	0	14	0	25	2	309	8	1	320	12	280	0	292	637
05:45 PM	5	0	10	0	15	1	315	5	0	321	15	284	0	299	635
Total Volume	29	0	45	1	75	6	1326	35	1	1368	43	1127	0	1170	2613
% App. Total	38.7	0	60	1.3		0.4	96.9	2.6	0.1		3.7	96.3	0		
PHF	.659	.000	.804	.250	.750	.750	.936	.729	.250	.937	.717	.982	.000	.978	.968
Passenger Vehicles	28	0	45	1	74	0	1293	35	1	1329	39	1101	0	1140	2543
% Passenger Vehicles	96.6	0	100	100	98.7	0	97.5	100	100	97.1	90.7	97.7	0	97.4	97.3
Heavy Vehicles	1	0	0	0	1	0	33	0	0	33	0	26	0	26	60
% Heavy Vehicles	3.4	0	0	0	1.3	0	2.5	0	0	2.4	0	2.3	0	2.2	2.3
UTurns	0	0	0	0	0	6	0	0	0	6	4	0	0	4	10

Intersection Turning Movement Count

% UTurns | 0 0 0 0 0 | 100 0 0 0 0.4 | 9.3 0 0 0.3 | 0.4

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM					04:30 PM					05:00 PM			
+0 mins.	19	0	24	0	43	4	338	7	0	349	5	287	0	292
+15 mins.	9	0	7	0	16	1	328	8	1	338	11	276	0	287
+30 mins.	3	0	10	0	13	2	348	12	0	362	12	280	0	292
+45 mins.	8	0	11	0	19	1	354	10	0	365	15	284	0	299
Total Volume	39	0	52	0	91	8	1368	37	1	1414	43	1127	0	1170
% App. Total	42.9	0	57.1	0		0.6	96.7	2.6	0.1		3.7	96.3	0	
PHF	.513	.000	.542	.000	.529	.500	.966	.771	.250	.968	.717	.982	.000	.978
Passenger Vehicles	38	0	52	0	90	0	1331	37	1	1369	39	1101	0	1140
% Passenger Vehicles	97.4	0	100	0	98.9	0	97.3	100	100	96.8	90.7	97.7	0	97.4
Heavy Vehicles	1	0	0	0	1	0	37	0	0	37	0	26	0	26
% Heavy Vehicles	2.6	0	0	0	1.1	0	2.7	0	0	2.6	0	2.3	0	2.2
UTurns	0	0	0	0	0	8	0	0	0	8	4	0	0	4
% UTurns	0	0	0	0	0	100	0	0	0	0.6	9.3	0	0	0.3

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
 Weather: On/Off Rain 7:20-9am
 Comments:

File Name : SR674&EastBayHS
 Site Code : 0702903
 Start Date : 6/7/2017
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	EAST BAY HIGH SCHOOL Southbound					BIG BEND ROAD Westbound					BIG BEND ROAD Eastbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	
07:00 AM	13	0	6	0	19	0	124	9	1	134	12	277	0	289	442
07:15 AM	7	0	9	0	16	0	146	13	0	159	5	296	0	301	476
07:30 AM	8	0	5	0	13	0	146	6	0	152	8	263	0	271	436
07:45 AM	6	0	12	0	18	0	160	6	0	166	10	255	0	265	449
Total	34	0	32	0	66	0	576	34	1	611	35	1091	0	1126	1803
08:00 AM	13	0	12	0	25	0	175	6	0	181	5	222	0	227	433
08:15 AM	6	0	6	0	12	0	203	7	0	210	6	225	0	231	453
08:30 AM	4	0	9	0	13	0	156	7	0	163	4	251	0	255	431
08:45 AM	3	0	3	0	6	0	161	4	0	165	7	234	0	241	412
Total	26	0	30	0	56	0	695	24	0	719	22	932	0	954	1729
*** BREAK ***															
04:00 PM	19	0	24	0	43	0	280	4	0	284	3	229	0	232	559
04:15 PM	8	0	7	0	15	0	339	2	1	342	6	233	0	239	596
04:30 PM	3	0	10	0	13	0	332	7	0	339	5	266	0	271	623
04:45 PM	8	0	11	0	19	0	317	8	1	326	7	247	0	254	599
Total	38	0	52	0	90	0	1268	21	2	1291	21	975	0	996	2377
05:00 PM	8	0	12	1	21	0	333	12	0	345	5	279	0	284	650
05:15 PM	5	0	9	0	14	0	349	10	0	359	9	267	0	276	649
05:30 PM	11	0	14	0	25	0	305	8	1	314	10	275	0	285	624
05:45 PM	4	0	10	0	14	0	306	5	0	311	15	280	0	295	620
Total	28	0	45	1	74	0	1293	35	1	1329	39	1101	0	1140	2543
Grand Total	126	0	159	1	286	0	3832	114	4	3950	117	4099	0	4216	8452
Apprch %	44.1	0	55.6	0.3		0	97	2.9	0.1		2.8	97.2	0		
Total %	1.5	0	1.9	0	3.4	0	45.3	1.3	0	46.7	1.4	48.5	0	49.9	

Start Time	EAST BAY HIGH SCHOOL Southbound					BIG BEND ROAD Westbound					BIG BEND ROAD Eastbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	
07:00 AM	13	0	6	0	19	0	124	9	1	134	12	277	0	289	442
07:15 AM	7	0	9	0	16	0	146	13	0	159	5	296	0	301	476
07:30 AM	8	0	5	0	13	0	146	6	0	152	8	263	0	271	436
07:45 AM	6	0	12	0	18	0	160	6	0	166	10	255	0	265	449
Total Volume	34	0	32	0	66	0	576	34	1	611	35	1091	0	1126	1803
% App. Total	51.5	0	48.5	0		0	94.3	5.6	0.2		3.1	96.9	0		
PHF	.654	.000	.667	.000	.868	.000	.900	.654	.250	.920	.729	.921	.000	.935	.947

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: Riverview/Hillsborough
 Weather: On/Off Rain 7:20-9am
 Comments:

File Name : SR674&EastBayHS
 Site Code : 0702903
 Start Date : 6/7/2017
 Page No : 2

Start Time	EAST BAY HIGH SCHOOL Southbound					BIG BEND ROAD Westbound					BIG BEND ROAD Eastbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	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:															
	07:15 AM					07:45 AM					07:00 AM				
+0 mins.	7	0	9	0	16	0	160	6	0	166	12	277	0	289	
+15 mins.	8	0	5	0	13	0	175	6	0	181	5	296	0	301	
+30 mins.	6	0	12	0	18	0	203	7	0	210	8	263	0	271	
+45 mins.	13	0	12	0	25	0	156	7	0	163	10	255	0	265	
Total Volume	34	0	38	0	72	0	694	26	0	720	35	1091	0	1126	
% App. Total	47.2	0	52.8	0		0	96.4	3.6	0		3.1	96.9	0		
PHF	.654	.000	.792	.000	.720	.000	.855	.929	.000	.857	.729	.921	.000	.935	
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	8	0	12	1	21	0	333	12	0	345	5	279	0	284	650
05:15 PM	5	0	9	0	14	0	349	10	0	359	9	267	0	276	649
05:30 PM	11	0	14	0	25	0	305	8	1	314	10	275	0	285	624
05:45 PM	4	0	10	0	14	0	306	5	0	311	15	280	0	295	620
Total Volume	28	0	45	1	74	0	1293	35	1	1329	39	1101	0	1140	2543
% App. Total	37.8	0	60.8	1.4		0	97.3	2.6	0.1		3.4	96.6	0		
PHF	.636	.000	.804	.250	.740	.000	.926	.729	.250	.925	.650	.983	.000	.966	.978
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	04:00 PM					04:30 PM					05:00 PM				
+0 mins.	19	0	24	0	43	0	332	7	0	339	5	279	0	284	
+15 mins.	8	0	7	0	15	0	317	8	1	326	9	267	0	276	
+30 mins.	3	0	10	0	13	0	333	12	0	345	10	275	0	285	
+45 mins.	8	0	11	0	19	0	349	10	0	359	15	280	0	295	
Total Volume	38	0	52	0	90	0	1331	37	1	1369	39	1101	0	1140	
% App. Total	42.2	0	57.8	0		0	97.2	2.7	0.1		3.4	96.6	0		
PHF	.500	.000	.542	.000	.523	.000	.953	.771	.250	.953	.650	.983	.000	.966	

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
 Weather: On/Off Rain 7:20-9am
 Comments:

File Name : SR674&EastBayHS
 Site Code : 0702903
 Start Date : 6/7/2017
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	EAST BAY HIGH SCHOOL Southbound					BIG BEND ROAD Westbound					BIG BEND ROAD Eastbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	
07:00 AM	6	0	0	0	6	0	22	1	0	23	0	22	0	22	51
07:15 AM	0	0	1	0	1	0	20	0	0	20	0	17	0	17	38
07:30 AM	1	0	0	0	1	0	23	2	1	26	0	19	0	19	46
07:45 AM	2	0	0	0	2	0	31	8	0	39	0	24	0	24	65
Total	9	0	1	0	10	0	96	11	1	108	0	82	0	82	200
08:00 AM	2	0	1	0	3	0	31	2	0	33	0	24	0	24	60
08:15 AM	3	0	0	0	3	0	22	2	0	24	0	19	0	19	46
08:30 AM	6	0	3	0	9	0	35	1	1	37	0	31	0	31	77
08:45 AM	2	0	0	0	2	0	31	2	0	33	4	22	0	26	61
Total	13	0	4	0	17	0	119	7	1	127	4	96	0	100	244

*** BREAK ***

04:00 PM	0	0	0	0	0	0	10	0	0	10	0	9	0	9	19
04:15 PM	1	0	0	0	1	0	11	0	0	11	0	10	0	10	22
04:30 PM	0	0	0	0	0	0	6	0	0	6	0	10	0	10	16
04:45 PM	0	0	0	0	0	0	11	0	0	11	0	7	0	7	18
Total	1	0	0	0	1	0	38	0	0	38	0	36	0	36	75
05:00 PM	0	0	0	0	0	0	15	0	0	15	0	8	0	8	23
05:15 PM	0	0	0	0	0	0	5	0	0	5	0	9	0	9	14
05:30 PM	0	0	0	0	0	0	4	0	0	4	0	5	0	5	9
05:45 PM	1	0	0	0	1	0	9	0	0	9	0	4	0	4	14
Total	1	0	0	0	1	0	33	0	0	33	0	26	0	26	60
Grand Total	24	0	5	0	29	0	286	18	2	306	4	240	0	244	579
Apprch %	82.8	0	17.2	0		0	93.5	5.9	0.7		1.6	98.4	0		
Total %	4.1	0	0.9	0	5	0	49.4	3.1	0.3	52.8	0.7	41.5	0	42.1	

Start Time	EAST BAY HIGH SCHOOL Southbound					BIG BEND ROAD Westbound					BIG BEND ROAD Eastbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	
07:45 AM	2	0	0	0	2	0	31	8	0	39	0	24	0	24	65
08:00 AM	2	0	1	0	3	0	31	2	0	33	0	24	0	24	60
08:15 AM	3	0	0	0	3	0	22	2	0	24	0	19	0	19	46
08:30 AM	6	0	3	0	9	0	35	1	1	37	0	31	0	31	77
Total Volume	13	0	4	0	17	0	119	13	1	133	0	98	0	98	248
% App. Total	76.5	0	23.5	0		0	89.5	9.8	0.8		0	100	0		
PHF	.542	.000	.333	.000	.472	.000	.850	.406	.250	.853	.000	.790	.000	.790	.805

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

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
 Weather: On/Off Rain 7:20-9am
 Comments:

File Name : SR674&EastBayHS
 Site Code : 0702903
 Start Date : 6/7/2017
 Page No : 2

	EAST BAY HIGH SCHOOL Southbound					BIG BEND ROAD Westbound					BIG BEND ROAD Eastbound				Int. Total
	Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	
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					07:45 AM					08:00 AM				
+0 mins.	2	0	0	0	2	0	31	8	0	39	0	24	0	24	
+15 mins.	2	0	1	0	3	0	31	2	0	33	0	19	0	19	
+30 mins.	3	0	0	0	3	0	22	2	0	24	0	31	0	31	
+45 mins.	6	0	3	0	9	0	35	1	1	37	4	22	0	26	
Total Volume	13	0	4	0	17	0	119	13	1	133	4	96	0	100	
% App. Total	76.5	0	23.5	0		0	89.5	9.8	0.8		4	96	0		
PHF	.542	.000	.333	.000	.472	.000	.850	.406	.250	.853	.250	.774	.000	.806	
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	1	0	0	0	1	0	11	0	0	11	0	10	0	10	22
04:30 PM	0	0	0	0	0	0	6	0	0	6	0	10	0	10	16
04:45 PM	0	0	0	0	0	0	11	0	0	11	0	7	0	7	18
05:00 PM	0	0	0	0	0	0	15	0	0	15	0	8	0	8	23
Total Volume	1	0	0	0	1	0	43	0	0	43	0	35	0	35	79
% App. Total	100	0	0	0		0	100	0	0		0	100	0		
PHF	.250	.000	.000	.000	.250	.000	.717	.000	.000	.717	.000	.875	.000	.875	.859
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					04:00 PM				
+0 mins.	0	0	0	0	0	0	11	0	0	11	0	9	0	9	
+15 mins.	1	0	0	0	1	0	6	0	0	6	0	10	0	10	
+30 mins.	0	0	0	0	0	0	11	0	0	11	0	10	0	10	
+45 mins.	0	0	0	0	0	0	15	0	0	15	0	7	0	7	
Total Volume	1	0	0	0	1	0	43	0	0	43	0	36	0	36	
% App. Total	100	0	0	0		0	100	0	0		0	100	0		
PHF	.250	.000	.000	.000	.250	.000	.717	.000	.000	.717	.000	.900	.000	.900	

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
 Weather: On/Off Rain 7:20-9am
 Comments:

File Name : SR674&EastBayHS
 Site Code : 0702903
 Start Date : 6/7/2017
 Page No : 1

Groups Printed- UTurns

Start Time	EAST BAY HIGH SCHOOL Southbound					BIG BEND ROAD Westbound					BIG BEND ROAD Eastbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1
07:15 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	3	0	0	0	3	2	0	0	2	5
08:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1
08:15 AM	0	0	0	0	0	1	0	0	0	1	1	0	0	1	2
08:30 AM	0	0	0	0	0	1	0	0	0	1	1	0	0	1	2
08:45 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	2
Total	0	0	0	0	0	5	0	0	0	5	2	0	0	2	7

*** BREAK ***

04:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1
04:15 PM	0	0	0	0	0	3	0	0	0	3	1	0	0	1	4
04:30 PM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	4
04:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	9	0	0	0	9	1	0	0	1	10
05:00 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	2
05:15 PM	0	0	0	0	0	1	0	0	0	1	2	0	0	2	3
05:30 PM	0	0	0	0	0	2	0	0	0	2	2	0	0	2	4
05:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	6	0	0	0	6	4	0	0	4	10
Grand Total	0	0	0	0	0	23	0	0	0	23	9	0	0	9	32
Apprch %	0	0	0	0	0	100	0	0	0	100	100	0	0	100	
Total %	0	0	0	0	0	71.9	0	0	0	71.9	28.1	0	0	28.1	

Start Time	EAST BAY HIGH SCHOOL Southbound					BIG BEND ROAD Westbound					BIG BEND ROAD Eastbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	
08:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1
08:15 AM	0	0	0	0	0	1	0	0	0	1	1	0	0	1	2
08:30 AM	0	0	0	0	0	1	0	0	0	1	1	0	0	1	2
08:45 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	2
Total Volume	0	0	0	0	0	5	0	0	0	5	2	0	0	2	7
% App. Total	0	0	0	0	0	100	0	0	0	100	100	0	0	100	
PHF	.000	.000	.000	.000	.000	.625	.000	.000	.000	.625	.500	.000	.000	.500	.875

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

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
 Weather: On/Off Rain 7:20-9am
 Comments:

File Name : SR674&EastBayHS
 Site Code : 0702903
 Start Date : 6/7/2017
 Page No : 2

Start Time	EAST BAY HIGH SCHOOL Southbound					BIG BEND ROAD Westbound					BIG BEND ROAD Eastbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	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					08:00 AM					07:30 AM				
+0 mins.	0	0	0	0	0	1	0	0	0	1	1	0	0	1	
+15 mins.	0	0	0	0	0	1	0	0	0	1	1	0	0	1	
+30 mins.	0	0	0	0	0	1	0	0	0	1	0	0	0	0	
+45 mins.	0	0	0	0	0	2	0	0	0	2	1	0	0	1	
Total Volume	0	0	0	0	0	5	0	0	0	5	3	0	0	3	
% App. Total	0	0	0	0	0	100	0	0	0	100	100	0	0	100	
PHF	.000	.000	.000	.000	.000	.625	.000	.000	.000	.625	.750	.000	.000	.750	
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	3	0	0	0	3	1	0	0	1	4
04:30 PM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	4
04:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1
05:00 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	2
Total Volume	0	0	0	0	0	10	0	0	0	10	1	0	0	1	11
% App. Total	0	0	0	0	0	100	0	0	0	100	100	0	0	100	
PHF	.000	.000	.000	.000	.000	.625	.000	.000	.000	.625	.250	.000	.000	.250	.688
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					04:45 PM				
+0 mins.	0	0	0	0	0	3	0	0	0	3	0	0	0	0	
+15 mins.	0	0	0	0	0	4	0	0	0	4	0	0	0	0	
+30 mins.	0	0	0	0	0	1	0	0	0	1	2	0	0	2	
+45 mins.	0	0	0	0	0	2	0	0	0	2	2	0	0	2	
Total Volume	0	0	0	0	0	10	0	0	0	10	4	0	0	4	
% App. Total	0	0	0	0	0	100	0	0	0	100	100	0	0	100	
PHF	.000	.000	.000	.000	.000	.625	.000	.000	.000	.625	.500	.000	.000	.500	

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
 Weather: Rain 7:20-7:45
 Comments:

File Name : BigBend&SimmonsLoopAM
 Site Code : 0702903
 Start Date : 6/8/2017
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	3	513	0	516	30	0	2	5	37	0	166	11	1	178	731
07:15 AM	1	470	0	471	32	0	1	2	35	0	195	22	0	217	723
07:30 AM	1	471	0	472	41	0	1	2	44	0	208	17	0	225	741
07:45 AM	1	507	0	508	33	0	1	3	37	0	228	11	0	239	784
Total	6	1961	0	1967	136	0	5	12	153	0	797	61	1	859	2979
08:00 AM	4	509	0	513	30	0	0	2	32	0	238	17	0	255	800
08:15 AM	2	452	0	454	17	0	0	2	19	0	258	14	0	272	745
08:30 AM	2	378	0	380	17	0	1	1	19	1	257	13	2	273	672
08:45 AM	2	315	0	317	18	0	0	3	21	0	202	18	1	221	559
Total	10	1654	0	1664	82	0	1	8	91	1	955	62	3	1021	2776
Grand Total	16	3615	0	3631	218	0	6	20	244	1	1752	123	4	1880	5755
Apprch %	0.4	99.6	0		89.3	0	2.5	8.2		0.1	93.2	6.5	0.2		
Total %	0.3	62.8	0	63.1	3.8	0	0.1	0.3	4.2	0	30.4	2.1	0.1	32.7	
Passenger Vehicles	10	3444	0	3454	210	0	5	20	235	0	1560	121	4	1685	5374
% Passenger Vehicles	62.5	95.3	0	95.1	96.3	0	83.3	100	96.3	0	89	98.4	100	89.6	93.4
Heavy Vehicles	1	171	0	172	5	0	1	0	6	0	192	2	0	194	372
% Heavy Vehicles	6.2	4.7	0	4.7	2.3	0	16.7	0	2.5	0	11	1.6	0	10.3	6.5
UTurns	5	0	0	5	3	0	0	0	3	1	0	0	0	1	9
% UTurns	31.2	0	0	0.1	1.4	0	0	0	1.2	100	0	0	0	0.1	0.2

Start Time	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					Int. Total
	Left	Thru	Right	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 07:30 AM															
07:30 AM	1	471	0	472	41	0	1	2	44	0	208	17	0	225	741
07:45 AM	1	507	0	508	33	0	1	3	37	0	228	11	0	239	784
08:00 AM	4	509	0	513	30	0	0	2	32	0	238	17	0	255	800
08:15 AM	2	452	0	454	17	0	0	2	19	0	258	14	0	272	745
Total Volume	8	1939	0	1947	121	0	2	9	132	0	932	59	0	991	3070
% App. Total	0.4	99.6	0		91.7	0	1.5	6.8		0	94	6	0		
PHF	.500	.952	.000	.949	.738	.000	.500	.750	.750	.000	.903	.868	.000	.911	.959
Passenger Vehicles	4	1848	0	1852	116	0	2	9	127	0	839	58	0	897	2876
% Passenger Vehicles	50.0	95.3	0	95.1	95.9	0	100	100	96.2	0	90.0	98.3	0	90.5	93.7
Heavy Vehicles	0	91	0	91	3	0	0	0	3	0	93	1	0	94	188
% Heavy Vehicles	0	4.7	0	4.7	2.5	0	0	0	2.3	0	10.0	1.7	0	9.5	6.1
UTurns	4	0	0	4	2	0	0	0	2	0	0	0	0	0	6
% UTurns	50.0	0	0	0.2	1.7	0	0	0	1.5	0	0	0	0	0	0.2

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
 Weather: Rain 7:20-7:45
 Comments:

File Name : BigBend&SimmonsLoopAM
 Site Code : 0702903
 Start Date : 6/8/2017
 Page No : 2

Start Time	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					Int. Total
	Left	Thru	Right	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				07:00 AM					07:45 AM					
+0 mins.	3	513	0	516	30	0	2	5	37	0	228	11	0	239	
+15 mins.	1	470	0	471	32	0	1	2	35	0	238	17	0	255	
+30 mins.	1	471	0	472	41	0	1	2	44	0	258	14	0	272	
+45 mins.	1	507	0	508	33	0	1	3	37	1	257	13	2	273	
Total Volume	6	1961	0	1967	136	0	5	12	153	1	981	55	2	1039	
% App. Total	0.3	99.7	0		88.9	0	3.3	7.8		0.1	94.4	5.3	0.2		
PHF	.500	.956	.000	.953	.829	.000	.625	.600	.869	.250	.951	.809	.250	.951	
Passenger Vehicles	5	1878	0	1883	131	0	4	12	147	0	877	53	2	932	
% Passenger Vehicles	83.3	95.8	0	95.7	96.3	0	80	100	96.1	0	89.4	96.4	100	89.7	
Heavy Vehicles	0	83	0	83	2	0	1	0	3	0	104	2	0	106	
% Heavy Vehicles	0	4.2	0	4.2	1.5	0	20	0	2	0	10.6	3.6	0	10.2	
UTurns	1	0	0	1	3	0	0	0	3	1	0	0	0	1	
% UTurns	16.7	0	0	0.1	2.2	0	0	0	2	100	0	0	0	0.1	

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
 Weather: Rain 7:20-7:45
 Comments:

File Name : BigBend&SimmonsLoopAM
 Site Code : 0702903
 Start Date : 6/8/2017
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	2	500	0	502	29	0	1	5	35	0	148	11	1	160	697
07:15 AM	1	455	0	456	32	0	1	2	35	0	162	22	0	184	675
07:30 AM	1	442	0	443	39	0	1	2	42	0	188	17	0	205	690
07:45 AM	1	481	0	482	31	0	1	3	35	0	203	10	0	213	730
Total	5	1878	0	1883	131	0	4	12	147	0	701	60	1	762	2792
08:00 AM	1	490	0	491	29	0	0	2	31	0	211	17	0	228	750
08:15 AM	1	435	0	436	17	0	0	2	19	0	237	14	0	251	706
08:30 AM	2	349	0	351	16	0	1	1	18	0	226	12	2	240	609
08:45 AM	1	292	0	293	17	0	0	3	20	0	185	18	1	204	517
Total	5	1566	0	1571	79	0	1	8	88	0	859	61	3	923	2582
Grand Total	10	3444	0	3454	210	0	5	20	235	0	1560	121	4	1685	5374
Apprch %	0.3	99.7	0		89.4	0	2.1	8.5		0	92.6	7.2	0.2		
Total %	0.2	64.1	0	64.3	3.9	0	0.1	0.4	4.4	0	29	2.3	0.1	31.4	

Start Time	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:30 AM	1	442	0	443	39	0	1	2	42	0	188	17	0	205	690
07:45 AM	1	481	0	482	31	0	1	3	35	0	203	10	0	213	730
08:00 AM	1	490	0	491	29	0	0	2	31	0	211	17	0	228	750
08:15 AM	1	435	0	436	17	0	0	2	19	0	237	14	0	251	706
Total Volume	4	1848	0	1852	116	0	2	9	127	0	839	58	0	897	2876
% App. Total	0.2	99.8	0		91.3	0	1.6	7.1		0	93.5	6.5	0		
PHF	1.00	.943	.000	.943	.744	.000	.500	.750	.756	.000	.885	.853	.000	.893	.959

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

	07:00 AM				07:00 AM				07:45 AM					
+0 mins.	2	500	0	502	29	0	1	5	35	0	203	10	0	213
+15 mins.	1	455	0	456	32	0	1	2	35	0	211	17	0	228
+30 mins.	1	442	0	443	39	0	1	2	42	0	237	14	0	251
+45 mins.	1	481	0	482	31	0	1	3	35	0	226	12	2	240
Total Volume	5	1878	0	1883	131	0	4	12	147	0	877	53	2	932
% App. Total	0.3	99.7	0		89.1	0	2.7	8.2		0	94.1	5.7	0.2	
PHF	.625	.939	.000	.938	.840	.000	1.000	.600	.875	.000	.925	.779	.250	.928

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
 Weather: Rain 7:20-7:45
 Comments:

File Name : BigBend&SimmonsLoopAM
 Site Code : 0702903
 Start Date : 6/8/2017
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	0	13	0	13	0	0	1	0	1	0	18	0	0	18	32
07:15 AM	0	15	0	15	0	0	0	0	0	0	33	0	0	33	48
07:30 AM	0	29	0	29	1	0	0	0	1	0	20	0	0	20	50
07:45 AM	0	26	0	26	1	0	0	0	1	0	25	1	0	26	53
Total	0	83	0	83	2	0	1	0	3	0	96	1	0	97	183
08:00 AM	0	19	0	19	1	0	0	0	1	0	27	0	0	27	47
08:15 AM	0	17	0	17	0	0	0	0	0	0	21	0	0	21	38
08:30 AM	0	29	0	29	1	0	0	0	1	0	31	1	0	32	62
08:45 AM	1	23	0	24	1	0	0	0	1	0	17	0	0	17	42
Total	1	88	0	89	3	0	0	0	3	0	96	1	0	97	189
Grand Total	1	171	0	172	5	0	1	0	6	0	192	2	0	194	372
Apprch %	0.6	99.4	0		83.3	0	16.7	0		0	99	1	0		
Total %	0.3	46	0	46.2	1.3	0	0.3	0	1.6	0	51.6	0.5	0	52.2	

Start Time	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:45 AM	0	26	0	26	1	0	0	0	1	0	25	1	0	26	53
08:00 AM	0	19	0	19	1	0	0	0	1	0	27	0	0	27	47
08:15 AM	0	17	0	17	0	0	0	0	0	0	21	0	0	21	38
08:30 AM	0	29	0	29	1	0	0	0	1	0	31	1	0	32	62
Total Volume	0	91	0	91	3	0	0	0	3	0	104	2	0	106	200
% App. Total	0	100	0		100	0	0	0		0	98.1	1.9	0		
PHF	.000	.784	.000	.784	.750	.000	.000	.000	.750	.000	.839	.500	.000	.828	.806

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				07:00 AM				07:15 AM					
+0 mins.	0	29	0	29	0	0	1	0	1	0	33	0	0	33
+15 mins.	0	26	0	26	0	0	0	0	0	0	20	0	0	20
+30 mins.	0	19	0	19	1	0	0	0	1	0	25	1	0	26
+45 mins.	0	17	0	17	1	0	0	0	1	0	27	0	0	27
Total Volume	0	91	0	91	2	0	1	0	3	0	105	1	0	106
% App. Total	0	100	0		66.7	0	33.3	0		0	99.1	0.9	0	
PHF	.000	.784	.000	.784	.500	.000	.250	.000	.750	.000	.795	.250	.000	.803

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
 Weather: Rain 7:20-7:45
 Comments:

File Name : BigBend&SimmonsLoopAM
 Site Code : 0702903
 Start Date : 6/8/2017
 Page No : 1

Groups Printed- UTurns

Start Time	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	1	0	0	1	1	0	0	0	1	0	0	0	0	0	2
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	1	0	0	0	1	0	0	0	0	0	1
07:45 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total	1	0	0	1	3	0	0	0	3	0	0	0	0	0	4
08:00 AM	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
08:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	0	0	4	0	0	0	0	0	1	0	0	0	1	5
Grand Total	5	0	0	5	3	0	0	0	3	1	0	0	0	1	9
Apprch %	100	0	0		100	0	0	0		100	0	0	0		
Total %	55.6	0	0	55.6	33.3	0	0	0	33.3	11.1	0	0	0	11.1	

Start Time	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:30 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
07:45 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
08:00 AM	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
08:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Volume	4	0	0	4	2	0	0	0	2	0	0	0	0	0	6
% App. Total	100	0	0		100	0	0	0		0	0	0	0		
PHF	.333	.000	.000	.333	.500	.000	.000	.000	.500	.000	.000	.000	.000	.000	.500

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				07:00 AM				07:45 AM					
+0 mins.	0	0	0	0	1	0	0	0	1	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	3	0	0	3	1	0	0	0	1	0	0	0	0	
+45 mins.	1	0	0	1	1	0	0	0	1	1	0	0	1	
Total Volume	4	0	0	4	3	0	0	0	3	1	0	0	1	
% App. Total	100	0	0		100	0	0	0		100	0	0		
PHF	.333	.000	.000	.333	.750	.000	.000	.000	.750	.250	.000	.000	.000	.250

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
 Weather: On/Off Light Sprinkle
 Comments:

File Name : BigBend&SimmonsLoopPM
 Site Code : 0702903
 Start Date : 6/6/2017
 Page No : 2

Start Time	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					Int. Total
	Left	Thru	Right	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 Each Approach Begins at:															
	04:30 PM				04:15 PM					05:00 PM					
+0 mins.	4	261	0	265	21	0	3	9	33	0	482	41	0	523	
+15 mins.	3	274	0	277	14	0	0	8	22	0	534	51	3	588	
+30 mins.	5	260	0	265	11	0	1	6	18	0	578	47	2	627	
+45 mins.	7	276	0	283	34	0	2	7	43	0	482	67	1	550	
Total Volume	19	1071	0	1090	80	0	6	30	116	0	2076	206	6	2288	
% App. Total	1.7	98.3	0		69	0	5.2	25.9		0	90.7	9	0.3		
PHF	.679	.970	.000	.963	.588	.000	.500	.833	.674	.000	.898	.769	.500	.912	
Passenger Vehicles	17	1010	0	1027	79	0	6	30	115	0	2042	204	6	2252	
% Passenger Vehicles	89.5	94.3	0	94.2	98.8	0	100	100	99.1	0	98.4	99	100	98.4	
Heavy Vehicles	0	61	0	61	0	0	0	0	0	0	34	2	0	36	
% Heavy Vehicles	0	5.7	0	5.6	0	0	0	0	0	0	1.6	1	0	1.6	
UTurns	2	0	0	2	1	0	0	0	1	0	0	0	0	0	
% UTurns	10.5	0	0	0.2	1.2	0	0	0	0.9	0	0	0	0	0	

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
 Weather: On/Off Light Sprinkle
 Comments:

File Name : BigBend&SimmonsLoopPM
 Site Code : 0702903
 Start Date : 6/6/2017
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
04:00 PM	3	214	0	217	16	0	2	6	24	0	385	30	1	416	657
04:15 PM	2	203	0	205	20	0	3	9	32	0	428	34	0	462	699
04:30 PM	3	249	0	252	14	0	0	8	22	0	480	46	0	526	800
04:45 PM	3	252	0	255	11	0	1	6	18	0	467	55	2	524	797
Total	11	918	0	929	61	0	6	29	96	0	1760	165	3	1928	2953
05:00 PM	5	249	0	254	34	0	2	7	43	0	477	41	0	518	815
05:15 PM	6	260	0	266	9	0	2	3	14	0	525	49	3	577	857
05:30 PM	1	238	0	239	26	0	1	7	34	0	569	47	2	618	891
05:45 PM	1	256	0	257	6	0	4	7	17	0	471	67	1	539	813
Total	13	1003	0	1016	75	0	9	24	108	0	2042	204	6	2252	3376
Grand Total	24	1921	0	1945	136	0	15	53	204	0	3802	369	9	4180	6329
Apprch %	1.2	98.8	0		66.7	0	7.4	26		0	91	8.8	0.2		
Total %	0.4	30.4	0	30.7	2.1	0	0.2	0.8	3.2	0	60.1	5.8	0.1	66	

Start Time	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
05:00 PM	5	249	0	254	34	0	2	7	43	0	477	41	0	518	815
05:15 PM	6	260	0	266	9	0	2	3	14	0	525	49	3	577	857
05:30 PM	1	238	0	239	26	0	1	7	34	0	569	47	2	618	891
05:45 PM	1	256	0	257	6	0	4	7	17	0	471	67	1	539	813
Total Volume	13	1003	0	1016	75	0	9	24	108	0	2042	204	6	2252	3376
% App. Total	1.3	98.7	0		69.4	0	8.3	22.2		0	90.7	9.1	0.3		
PHF	.542	.964	.000	.955	.551	.000	.563	.857	.628	.000	.897	.761	.500	.911	.947

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				04:15 PM				05:00 PM					
+0 mins.	3	249	0	252	20	0	3	9	32	0	477	41	0	518
+15 mins.	3	252	0	255	14	0	0	8	22	0	525	49	3	577
+30 mins.	5	249	0	254	11	0	1	6	18	0	569	47	2	618
+45 mins.	6	260	0	266	34	0	2	7	43	0	471	67	1	539
Total Volume	17	1010	0	1027	79	0	6	30	115	0	2042	204	6	2252
% App. Total	1.7	98.3	0		68.7	0	5.2	26.1		0	90.7	9.1	0.3	
PHF	.708	.971	.000	.965	.581	.000	.500	.833	.669	.000	.897	.761	.500	.911

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
 Weather: On/Off Light Sprinkle
 Comments:

File Name : BigBend&SimmonsLoopPM
 Site Code : 0702903
 Start Date : 6/6/2017
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
04:00 PM	0	19	0	19	0	0	0	0	0	0	12	0	0	12	31
04:15 PM	1	12	0	13	0	0	0	0	0	0	9	0	0	9	22
04:30 PM	0	12	0	12	0	0	0	0	0	0	9	0	0	9	21
04:45 PM	0	22	0	22	0	0	0	0	0	0	13	0	0	13	35
Total	1	65	0	66	0	0	0	0	0	0	43	0	0	43	109
05:00 PM	0	11	0	11	0	0	0	0	0	0	5	0	0	5	16
05:15 PM	0	16	0	16	0	0	0	1	1	0	9	2	0	11	28
05:30 PM	0	8	0	8	1	0	0	0	1	0	9	0	0	9	18
05:45 PM	0	11	0	11	1	0	0	0	1	0	11	0	0	11	23
Total	0	46	0	46	2	0	0	1	3	0	34	2	0	36	85
Grand Total	1	111	0	112	2	0	0	1	3	0	77	2	0	79	194
Apprch %	0.9	99.1	0		66.7	0	0	33.3		0	97.5	2.5	0		
Total %	0.5	57.2	0	57.7	1	0	0	0.5	1.5	0	39.7	1	0	40.7	

Start Time	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
04:00 PM	0	19	0	19	0	0	0	0	0	0	12	0	0	12	31
04:15 PM	1	12	0	13	0	0	0	0	0	0	9	0	0	9	22
04:30 PM	0	12	0	12	0	0	0	0	0	0	9	0	0	9	21
04:45 PM	0	22	0	22	0	0	0	0	0	0	13	0	0	13	35
Total Volume	1	65	0	66	0	0	0	0	0	0	43	0	0	43	109
% App. Total	1.5	98.5	0		0	0	0	0		0	100	0	0		
PHF	.250	.739	.000	.750	.000	.000	.000	.000	.000	.000	.827	.000	.000	.827	.779

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					
+0 mins.	0	19	0	19	0	0	0	0	0	0	12	0	0	12
+15 mins.	1	12	0	13	0	0	0	1	1	0	9	0	0	9
+30 mins.	0	12	0	12	1	0	0	0	1	0	9	0	0	9
+45 mins.	0	22	0	22	1	0	0	0	1	0	13	0	0	13
Total Volume	1	65	0	66	2	0	0	1	3	0	43	0	0	43
% App. Total	1.5	98.5	0		66.7	0	0	33.3		0	100	0	0	
PHF	.250	.739	.000	.750	.500	.000	.000	.250	.750	.000	.827	.000	.000	.827

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
 Weather: On/Off Light Sprinkle
 Comments:

File Name : BigBend&SimmonsLoopPM
 Site Code : 0702903
 Start Date : 6/6/2017
 Page No : 1

Groups Printed- UTurns

Start Time	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:30 PM	1	0	0	1	0	0	0	0	0	1	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	1	0	0	0	1	1	0	0	0	1	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Grand Total	3	0	0	3	1	0	0	0	1	1	0	0	0	1	5
Apprch %	100	0	0		100	0	0	0		100	0	0	0		
Total %	60	0	0	60	20	0	0	0	20	20	0	0	0	20	

Start Time	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:30 PM	1	0	0	1	0	0	0	0	0	1	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	1	0	0	0	1	1	0	0	0	1	3
% App. Total	100	0	0		100	0	0	0		100	0	0	0		
PHF	.250	.000	.000	.250	.250	.000	.000	.000	.250	.250	.000	.000	.000	.250	.375

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				04:00 PM			
+0 mins.	1	0	0	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	1	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	1	0	0	0
+45 mins.	1	0	0	1	0	0	0	0	0	0	0	0
Total Volume	2	0	0	2	1	0	0	0	1	0	0	0
% App. Total	100	0	0		100	0	0	0	100	0	0	0
PHF	.500	.000	.000	.500	.250	.000	.000	.000	.250	.000	.000	.000

Intersection Pedestrian & Bicycle Count

Date: 6/6/17-PM & 6/8/17-AM

Day: Tues & Thurs

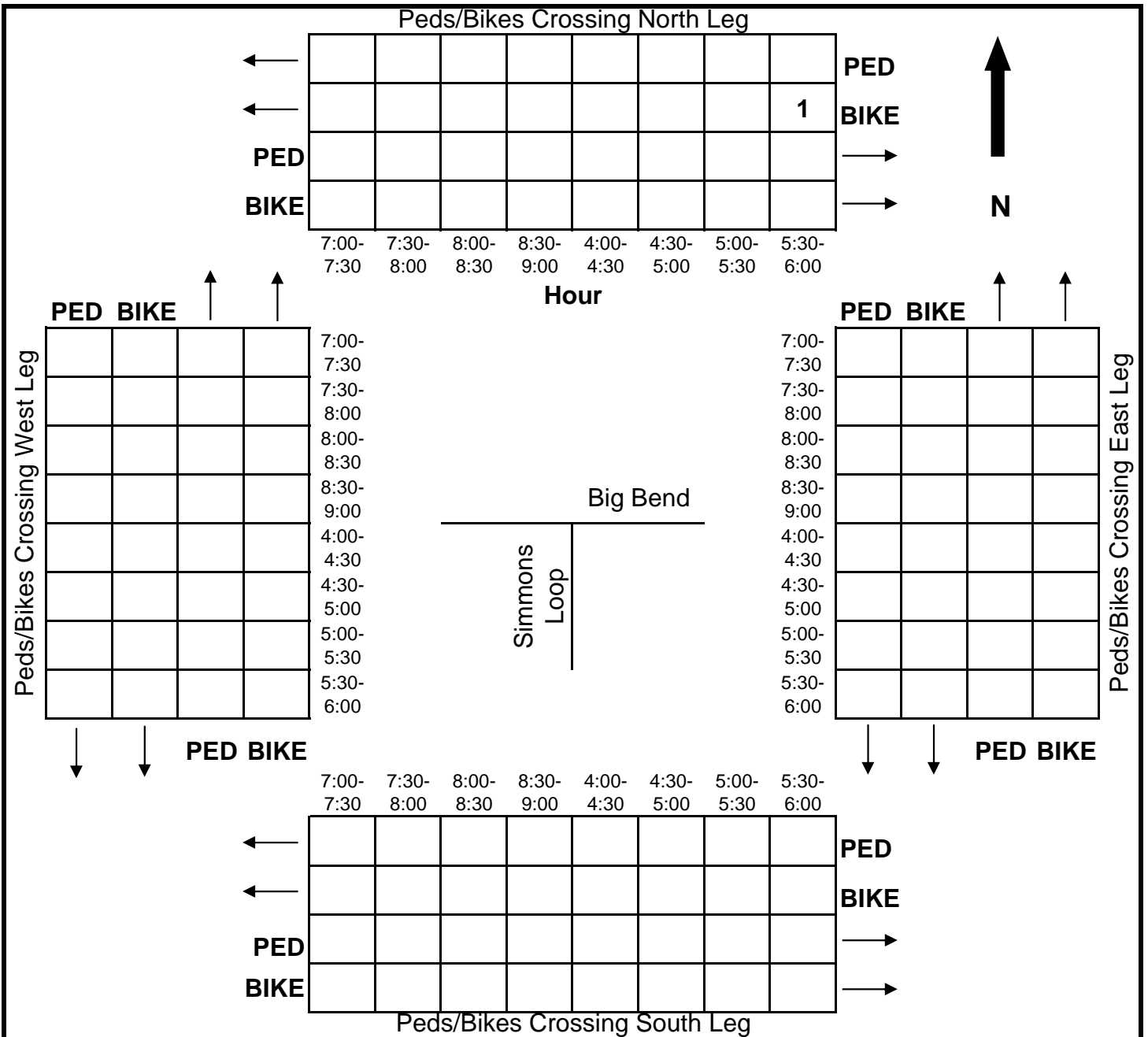
Count Times: 7-9am & 4-6pm

Weather: Rain 7:20-7:45am

Intersection: Big Bend Road at Simmons Loop On/Off Sprinkle in

Comments: Afternoon

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





B.2

Daily Traffic Count Data

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2018 HISTORICAL AADT REPORT

COUNTY: 10 - HILLSBOROUGH

SITE: 0143 - SR 93A/I-75, SOUTH OF CR 672/BIG BEND ROAD

YEAR	AADT		DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	89000	C	N 44500	S 44500	9.00	57.40	10.50
2017	89500	F	N 45000	S 44500	9.00	55.50	10.50
2016	91500	C	N 46000	S 45500	9.00	57.00	10.50
2015	96500	C	N 48500	S 48000	9.00	56.20	11.60
2014	81000	C	N 40500	S 40500	9.00	56.20	11.60
2013	68000	C	N 34500	S 33500	9.00	58.40	14.30
2012	64500	C	N 32500	S 32000	9.00	58.30	12.80
2011	65000	C	N 33500	S 31500	9.00	56.80	12.80
2010	65000	C	N 31500	S 33500	8.92	54.78	12.80
2009	67000	C	N 33500	S 33500	8.51	54.06	15.40
2008	62500	C	N 30500	S 32000	8.99	55.49	16.40
2007	71500	C	N 36000	S 35500	8.56	52.31	16.20
2006	69000	C	N 34500	S 34500	8.75	52.50	17.20
2005	54500	C	N 28000	S 26500	8.50	56.40	9.90
2004	71500	S	N 34500	S 37000	8.40	54.40	10.80
2003	67000	F	N 32500	S 34500	8.40	54.20	10.80

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

COUNTY: 10
 STATION: 0143
 DESCRIPTION: SR 93A/I-75, SOUTH OF CR 672/BIG BEND ROAD
 START DATE: 10/23/2018
 START TIME: 0000

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	
0000	102	94	102	83	381	149	148	130	134	561	942
0100	75	93	61	81	310	121	112	104	123	460	770
0200	79	89	81	103	352	105	111	90	120	426	778
0300	105	104	100	96	405	106	158	164	125	553	958
0400	119	130	179	250	678	172	195	209	237	813	1491
0500	288	361	425	479	1553	272	330	390	591	1583	3136
0600	601	731	799	850	2981	718	915	965	932	3530	6511
0700	930	1014	871	807	3622	889	1007	940	864	3700	7322
0800	817	823	646	784	3070	901	841	802	865	3409	6479
0900	792	761	721	742	3016	705	707	689	745	2846	5862
1000	699	720	784	757	2960	662	689	735	755	2841	5801
1100	780	816	748	782	3126	761	743	727	683	2914	6040
1200	769	781	798	788	3136	716	784	762	733	2995	6131
1300	727	736	749	742	2954	710	714	735	744	2903	5857
1400	756	812	868	885	3321	726	717	780	720	2943	6264
1500	868	889	990	927	3674	710	779	764	890	3143	6817
1600	995	996	965	988	3944	881	887	866	796	3430	7374
1700	1044	1038	987	913	3982	826	805	770	815	3216	7198
1800	850	841	697	632	3020	699	739	769	772	2979	5999
1900	527	494	489	351	1861	691	543	514	454	2202	4063
2000	421	343	306	284	1354	452	486	417	427	1782	3136
2100	264	283	274	227	1048	353	310	292	279	1234	2282
2200	209	195	166	129	699	292	267	262	234	1055	1754
2300	152	159	150	119	580	203	169	175	163	710	1290
24-HOUR TOTALS:	52027					52228					104255

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	645	3665	645	3768	645	7433
P.M.	1645	4057	1545	3524	1545	7407
DAILY	1645	4057	630	3793	645	7433

COUNTY: 10
 STATION: 0143
 DESCRIPTION: SR 93A/I-75, SOUTH OF CR 672/BIG BEND ROAD
 START DATE: 10/24/2018
 START TIME: 0000

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	
0000	92	128	124	84	428	163	155	151	129	598	1026
0100	100	75	97	61	333	150	124	98	95	467	800
0200	66	95	74	96	331	110	123	115	159	507	838
0300	101	89	117	118	425	124	138	125	135	522	947
0400	117	151	220	226	714	164	192	230	233	819	1533
0500	297	394	437	457	1585	263	346	527	541	1677	3262
0600	603	777	790	838	3008	675	896	994	939	3504	6512
0700	942	1014	969	854	3779	955	1014	891	917	3777	7556
0800	781	808	831	808	3228	895	950	829	850	3524	6752
0900	731	745	773	752	3001	816	798	790	716	3120	6121
1000	852	817	785	802	3256	753	721	715	754	2943	6199
1100	817	725	785	781	3108	759	777	713	714	2963	6071
1200	851	779	788	745	3163	742	765	755	725	2987	6150
1300	699	792	806	761	3058	726	798	703	774	3001	6059
1400	807	836	853	869	3365	811	734	807	757	3109	6474
1500	844	950	976	992	3762	742	787	778	760	3067	6829
1600	1023	973	977	973	3946	770	775	901	912	3358	7304
1700	1011	993	939	961	3904	959	841	797	893	3490	7394
1800	881	861	721	660	3123	835	811	836	647	3129	6252
1900	581	539	465	439	2024	622	597	593	561	2373	4397
2000	435	402	383	346	1566	542	450	434	365	1791	3357
2100	342	285	284	264	1175	389	312	287	295	1283	2458
2200	211	206	203	167	787	290	311	288	269	1158	1945
2300	171	179	124	117	591	226	200	173	167	766	1357
24-HOUR TOTALS:	53660					53933					107593

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	700	3779	645	3799	645	7562
P.M.	1545	3965	1630	3613	1630	7567
DAILY	1545	3965	630	3902	1630	7567

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2018 HISTORICAL AADT REPORT

COUNTY: 10 - HILLSBOROUGH

SITE: 0144 - SR 93A/I-75, NORTH OF SR 672/BIG BEND ROAD

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	116500	S	N 57500		S 59000	9.00	57.40	8.60
2017	117500	F	N 58000		S 59500	9.00	55.50	8.60
2016	120500	C	N 59500		S 61000	9.00	57.00	8.60
2015	123500	C	N 62500		S 61000	9.00	56.20	9.30
2014	102500	C	N 51500		S 51000	9.00	56.20	9.80
2013	98000	C	N 48500		S 49500	9.00	58.40	8.80
2012	88000	C	N 44500		S 43500	9.00	58.30	11.40
2011	90500	C	N 45500		S 45000	9.00	56.80	11.80
2010	87000	C	N 43500		S 43500	8.92	54.78	12.60
2009	89000	C	N 43500		S 45500	8.51	54.06	11.50
2008	91000	C	N 46000		S 45000	8.99	55.49	11.50
2007	93500	C	N 47000		S 46500	8.56	52.31	14.30
2006	89500	C	N 45500		S 44000	8.75	52.50	15.40
2005	62000	C	N 32000		S 30000	8.50	56.40	9.90
2004	72000	S	N 40000		S 32000	8.90	70.10	14.40
2003	67500	F	N 37500		S 30000	8.60	55.80	14.40

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
 2018 HISTORICAL AADT REPORT

COUNTY: 10 - HILLSBOROUGH

SITE: 2706 - RP, CR672/BIG BEND RD TO SB SR93A/I-75

YEAR	AADT	DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	5400 S		0	0	9.00	99.90	5.70
2017	5200 F		0	0	9.00	99.90	7.90
2016	5100 C	S	5100	0	9.00	99.90	6.80
2015	3900 S		0	0	9.00	99.90	6.90
2014	3900 F				9.00	99.90	9.10
2013	3900 C	S	3900	0	9.00	99.90	7.20
2012	3400 S		0	0	9.00	99.90	6.60
2011	3400 F		0	0	9.00	99.90	5.60
2010	3400 C	S	3400	0	9.51	99.99	9.60
2009	3400 C	S	3400	0	9.54	99.99	8.40
2008	3400 C	S	3400	0	9.13	99.99	9.10
2007	3300 C	S	3300	0	9.52	99.99	8.90

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

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

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2018 HISTORICAL AADT REPORT

COUNTY: 10 - HILLSBOROUGH

SITE: 2707 - RP, NB SR93A/I-75 TO CR672/BIG BEND RD

YEAR	AADT	DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	5600 S		0	0	9.00	99.90	5.70
2017	5400 F		0	0	9.00	99.90	7.90
2016	5200 C	N	5200	0	9.00	99.90	6.80
2015	3900 S		0	0	9.00	99.90	6.90
2014	3900 F				9.00	99.90	9.10
2013	3900 C	N	3900	0	9.00	99.90	7.20
2012	3600 S		0	0	9.00	99.90	6.60
2011	3600 F		0	0	9.00	99.90	5.60
2010	3600 C	N	3600	0	9.51	99.99	9.60
2009	3300 C	N	3300	0	9.54	99.99	8.40
2008	3500 C	N	3500	0	9.13	99.99	9.10
2007	3200 C	N	3200	0	9.52	99.99	8.90

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

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 10 - HILLSBOROUGH

SITE: 2708 - RP, SB SR93A/I-75 TO CR672/BIG BEND RD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	19500 S	0	0	9.00	99.90	5.70
2017	19000 F	0	0	9.00	99.90	7.90
2016	18500 C	S 18500	0	9.00	99.90	6.80
2015	17000 S	0	0	9.00	99.90	6.90
2014	17000 F			9.00	99.90	9.10
2013	17000 C	S 17000	0	9.00	99.90	7.20
2012	15000 S	0	0	9.00	99.90	6.60
2011	15000 F	0	0	9.00	99.90	5.60
2010	15000 C	S 15000	0	9.51	99.99	9.60
2009	16000 C	S 16000	0	9.54	99.99	8.40
2008	17500 C	S 17500	0	9.13	99.99	9.10
2007	15500 C	S 15500	0	9.52	99.99	8.90

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

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 10 - HILLSBOROUGH

SITE: 2709 - RP, CR672/BIG BEND RD TO NB SR93A/I-75

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	18000 S	0	0	9.00	99.90	5.70
2017	17500 F	0	0	9.00	99.90	7.90
2016	17000 C	N 17000	0	9.00	99.90	6.80
2015	16000 S	0	0	9.00	99.90	6.90
2014	16000 F	0	0	9.00	99.90	9.10
2013	16000 C	N 16000	0	9.00	99.90	7.20
2012	15000 S	0	0	9.00	99.90	6.60
2011	15000 F	0	0	9.00	99.90	5.60
2010	15000 C	N 15000	0	9.51	99.99	9.60
2009	14500 C	N 14500	0	9.54	99.99	8.40
2008	19000 C	N 19000	0	9.13	99.99	9.10
2007	16000 C	N 16000	0	9.52	99.99	8.90

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

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

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2018 HISTORICAL AADT REPORT

COUNTY: 10 - HILLSBOROUGH

SITE: 5734 - BIG BEND RD, W OF I-75 (HPMS)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	29000 X	0	0	9.00	59.70	2.10
2017	28000 X	0	0	9.00	59.60	4.40
2016	27000 E	0	0	9.00	57.00	2.10
2015	26500 E	0	0	9.00	56.80	3.80
2014	26500 E			9.00	58.60	3.20
2013	26500 S	E 13500	W 13000	9.00	58.20	6.20
2012	26500 F	E 13500	W 13000	9.00	59.00	6.20
2011	26500 C	E 13500	W 13000	9.00	57.20	6.20
2010	25000 F	E 12500	W 12500	9.51	56.00	6.50
2009	25500 C	E 13000	W 12500	9.54	55.72	6.50
2008	25500 C	E 13500	W 12000	9.13	55.29	11.50

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

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

Station Name: Big Bend Rd @ Covington Gardens Dr

Description: Big Bend rd - Westbound

City: Apollo Beach

County: Hillsborough

Start Date/Time: 04/24/2018 00:00

End Date/Time: 04/25/2018 00:00

Date: 04/24/2018		Station Name: Big Bend Rd - Westbound											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	32	18	21	13	22	48	144	207	253	225	239	246	
30	34	22	17	11	21	73	207	311	230	221	216	222	
45	26	16	15	15	33	98	217	283	269	233	241	292	
00	22	21	13	17	51	143	242	339	284	237	254	311	
Hr Total	114	77	66	56	127	362	810	1140	1036	916	950	1071	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	256	242	299	264	327	361	288	241	213	170	107	57	
30	267	288	309	359	326	385	332	249	211	170	103	45	
45	277	273	242	310	388	325	275	284	205	150	85	36	
00	259	267	294	329	375	278	272	206	195	138	69	54	
Hr Total	1059	1070	1144	1262	1416	1349	1167	980	824	628	364	192	
24 Hour Total :			18180										
AM Peak Hour Begins :			AM Peak Volume :				AM Peak Hour Factor :						
PM Peak Hour Begins :			PM Peak Volume :				PM Peak Hour Factor :						

Station Name: Big Bend Rd @ Covington Gardens Dr
Description: Big Bend Rd - Eastbound
City: Apollo Beach
County: Hillsborough
Start Date/Time: 04/24/2018
End Date/Time: 04/25/2018 00:00

Date: 04/24/2018		Station Name: Big Bend Rd - Eastbound												
End Time	00	01	02	03	04	05	06	07	08	09	10	11		
15	19	13	16	10	25	55	177	216	212	182	219	203		
30	19	21	16	14	33	66	234	221	176	232	219	257		
45	8	15	20	15	34	100	284	267	165	228	212	231		
00	15	17	12	21	40	136	231	224	175	202	217	270		
Hr Total	61	66	64	60	132	357	926	928	728	844	867	961		
End Time	12	13	14	15	16	17	18	19	20	21	22	23		
15	247	220	270	283	271	363	279	166	151	126	81	51		
30	257	245	239	251	242	317	290	190	126	94	57	39		
45	207	250	251	364	259	334	214	152	141	84	59	41		
00	249	228	229	278	260	304	196	159	102	67	34	38		
Hr Total	960	943	989	1176	1032	1318	979	667	520	371	231	169		
24 Hour Total :			15349											
AM Peak Hour Begins :			6:15		AM Peak Volume :			965		AM Peak Hour Factor :			0.85	
PM Peak Hour Begins :			17:00		PM Peak Volume :			1318		PM Peak Hour Factor :			0.91	

Station Name: Big Bend Rd @ covington Gardens Dr
Description: Covington Gardens Dr - Northbound
City: Apollo Beach
County: Hillsborough
Start Date/Time: 04/24/2018 00:00
End Date/Time: 04/25/2018 00:00

Date: 04/24/2018		Station Name: Covington Gardens Dr - Northbound												
End Time	00	01	02	03	04	05	06	07	08	09	10	11		
15	4	0	4	1	10	25	79	166	140	81	72	80		
30	3	3	1	2	13	26	119	146	99	72	61	69		
45	5	1	4	4	12	45	155	149	122	78	59	51		
00	0	1	4	4	19	53	177	148	92	66	57	48		
Hr Total	12	5	13	11	54	149	530	609	453	297	249	248		
End Time	12	13	14	15	16	17	18	19	20	21	22	23		
15	69	70	54	73	80	78	75	48	42	22	10	10		
30	75	43	94	74	61	78	90	54	44	39	10	8		
45	51	61	101	94	87	87	65	34	31	21	10	7		
00	51	67	57	71	51	95	66	43	35	22	12	4		
Hr Total	246	241	306	312	279	338	296	179	152	104	42	29		
24 Hour Total :			5154											
AM Peak Hour Begins :			6:30		AM Peak Volume :			644		AM Peak Hour Factor :			0.91	
PM Peak Hour Begins :			17:30		PM Peak Volume :			347		PM Peak Hour Factor :			0.86	

Station Name: Big Bend Rd @ Covington Gardens Dr
Description: School Exit Southbound
City: Apollo Beach
County: Hillsborough
Start Date/Time: 04/24/2018 00:00
End Date/Time: 04/25/2018 00:00

Date: 04/24/2018		Station Name: School Exit - Southbound													
End Time	00	01	02	03	04	05	06	07	08	09	10	11			
15	0	0	0	0	0	0	5	7	64	28	14	15	8		
30	0	2	2	0	0	0	3	21	66	39	18	9	18		
45	0	3	0	0	0	1	3	12	67	51	12	10	14		
00	0	0	0	0	0	4	16	54	44	46	7	6	23		
Hr Total	0	5	2	0	0	5	27	94	241	164	51	40	63		
End Time	12	13	14	15	16	17	18	19	20	21	22	23			
15	16	10	20	58	31	21	25	17	16	11	6	0	0		
30	13	7	18	29	82	21	22	14	4	11	2	0	0		
45	16	24	20	25	33	28	24	11	11	8	2	0	0		
00	13	21	19	14	17	19	9	24	13	5	5	2	2		
Hr Total	58	62	77	126	163	89	80	66	44	35	15	2	2		
24 Hour Total :			1509												
AM Peak Hour Begins :			6:45			AM Peak Volume :			251			AM Peak Hour Factor :			0.94
PM Peak Hour Begins :			16:00			PM Peak Volume :			163			PM Peak Hour Factor :			0.5

Volume Count Report

Start Date: June 6, 2017	Start Time: 00:00	Station: 0
Stop Date: June 6, 2017	Stop Time: 24:00	ID: 0
City: Riverview	County: Hillsborough	
Location: Big Bend Rd west of East Bay HS D/W		

Eastbound Volume for Lane 1

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	28	14	18	10	31	61	224	288	323	283	296	262
30	27	30	18	29	41	99	240	330	298	307	267	246
45	29	26	15	25	62	107	277	300	292	271	266	303
00	21	22	20	19	46	153	316	308	276	259	266	300
Hr Total	105	92	71	83	180	420	1,057	1,226	1,189	1,120	1,095	1,111

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	278	273	257	263	235	292	296	210	149	98	80	58
30	261	263	247	273	255	283	279	184	147	116	69	48
45	271	250	248	280	257	303	243	152	149	105	54	45
00	260	246	213	210	255	236	169	166	148	98	71	40
Hr Total	1,070	1,032	965	1,026	1,002	1,114	987	712	593	417	274	191

24 Hour Total:	17,132	AM Peak Volume:	1,261	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	7:15	PM Peak Volume:	1,133	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	16:45				

Westbound Volume for Lane 2

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	37	24	18	26	26	49	101	187	239	189	223	222
30	56	23	22	19	33	77	152	214	237	189	223	216
45	27	31	12	18	38	71	195	227	219	233	220	232
00	32	17	12	19	45	111	201	214	223	225	215	225
Hr Total	152	95	64	82	142	308	649	842	918	836	881	895

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	248	235	223	233	291	333	301	282	212	154	120	79
30	271	240	261	258	261	335	290	221	208	189	99	63
45	249	236	239	234	330	325	268	198	158	153	84	43
00	250	238	250	288	322	283	238	191	166	103	52	57
Hr Total	1,018	949	973	1,013	1,204	1,276	1,097	892	744	599	355	242

24 Hour Total:	16,226	AM Peak Volume:	993	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	11:45	PM Peak Volume:	1,320	PM Peak Hour Factor:	0.99
PM Peak Hour begins:	16:30				

Total Volume for All Lanes

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	65	38	36	36	57	110	325	475	562	472	519	484
30	83	53	40	48	74	176	392	544	535	496	490	462
45	56	57	27	43	100	178	472	527	511	504	486	535
00	53	39	32	38	91	264	517	522	499	484	481	525
Hr Total	257	187	135	165	322	728	1,706	2,068	2,107	1,956	1,976	2,006

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	526	508	480	496	526	625	597	492	361	252	200	137
30	532	503	508	531	516	618	569	405	355	305	168	111
45	520	486	487	514	587	628	511	350	307	258	138	88
00	510	484	463	498	577	519	407	357	314	201	123	97
Hr Total	2,088	1,981	1,938	2,039	2,206	2,390	2,084	1,604	1,337	1,016	629	433

24 Hour Total:	33,358	AM Peak Volume:	2,155	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	7:15	PM Peak Volume:	2,448	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	16:45				

Volume Count Report

Start Date: June 7, 2017	Start Time: 00:00	Station: 0
Stop Date: June 7, 2017	Stop Time: 24:00	ID: 0
City: Riverview	County: Hillsborough	
Location: Big Bend Rd west of East Bay HS D/W		

Eastbound Volume for Lane 1

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	32	18	14	27	21	59	188	340	283	246	285	234
30	26	16	17	19	31	85	255	336	268	234	267	271
45	34	24	16	25	58	102	295	305	317	275	246	251
00	19	27	14	27	76	136	282	313	290	262	223	254
Hr Total	111	85	61	98	186	382	1,020	1,294	1,158	1,017	1,021	1,010

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	278	235	227	236	253	310	304	215	152	125	82	56
30	243	250	193	239	238	301	269	172	150	122	66	39
45	254	227	221	292	304	304	251	169	144	107	91	47
00	216	220	247	249	240	283	208	153	128	98	73	43
Hr Total	991	932	888	1,016	1,035	1,198	1,032	709	574	452	312	185

24 Hour Total:	16,767	AM Peak Volume:	1,294	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	7:00	PM Peak Volume:	1,198	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	17:00				

Westbound Volume for Lane 2

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	52	31	26	22	17	40	113	178	275	228	197	196
30	34	28	16	27	33	62	119	200	260	181	226	169
45	27	30	20	20	44	84	198	200	230	254	189	200
00	30	23	25	22	42	108	237	227	216	245	205	214
Hr Total	143	112	87	91	136	294	667	805	981	908	817	779

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	222	244	230	265	300	352	323	239	206	175	120	69
30	211	188	237	263	354	381	294	198	202	167	100	47
45	243	242	250	253	346	340	254	248	154	173	82	61
00	235	232	246	266	340	282	245	201	150	125	82	66
Hr Total	911	906	963	1,047	1,340	1,355	1,116	886	712	640	384	243

24 Hour Total:	16,323	AM Peak Volume:	992	AM Peak Hour Factor:	0.90
AM Peak Hour begins:	7:45	PM Peak Volume:	1,419	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	16:30				

Total Volume for All Lanes

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	84	49	40	49	38	99	301	518	558	474	482	430
30	60	44	33	46	64	147	374	536	528	415	493	440
45	61	54	36	45	102	186	493	505	547	529	435	451
00	49	50	39	49	118	244	519	540	506	507	428	468
Hr Total	254	197	148	189	322	676	1,687	2,099	2,139	1,925	1,838	1,789

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	500	479	457	501	553	662	627	454	358	300	202	125
30	454	438	430	502	592	682	563	370	352	289	166	86
45	497	469	471	545	650	644	505	417	298	280	173	108
00	451	452	493	515	580	565	453	354	278	223	155	109
Hr Total	1,902	1,838	1,851	2,063	2,375	2,553	2,148	1,595	1,286	1,092	696	428

24 Hour Total:	33,090	AM Peak Volume:	2,173	AM Peak Hour Factor:	0.97
AM Peak Hour begins:	7:45	PM Peak Volume:	2,574	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	16:30				

Volume Count Report

Start Date: June 8, 2017	Start Time: 00:00	Station: 0
Stop Date: June 8, 2017	Stop Time: 24:00	ID: 0
City: Riverview	County: Hillsborough	
Location: Big Bend Rd west of East Bay HS D/W		

Eastbound Volume for Lane 1

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	45	21	27	22	26	54	240	341	277	325	250	266
30	43	22	20	28	35	101	228	289	270	322	267	301
45	26	30	16	19	41	93	295	290	318	274	261	283
00	23	34	16	11	50	144	257	272	241	256	281	304
Hr Total	137	107	79	80	152	392	1,020	1,192	1,106	1,177	1,059	1,154

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	276	247	261	275	284	300	281	222	159	150	98	55
30	291	263	286	268	254	301	282	189	139	142	68	51
45	308	240	285	293	301	293	227	169	141	126	87	67
00	291	235	239	246	298	339	223	158	142	87	75	41
Hr Total	1,166	985	1,071	1,082	1,137	1,233	1,013	738	581	505	328	214

24 Hour Total:	17,708	AM Peak Volume:	1,206	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	8:30	PM Peak Volume:	1,233	PM Peak Hour Factor:	0.91
PM Peak Hour begins:	17:00				

Westbound Volume for Lane 2

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	52	29	19	24	18	44	123	185	266	204	182	283
30	56	29	19	13	29	72	129	187	307	192	213	263
45	35	31	18	13	30	81	208	207	225	229	264	239
00	32	19	20	17	36	88	176	269	210	236	335	232
Hr Total	175	108	76	67	113	285	636	848	1,008	861	994	1,017

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	264	269	279	269	287	359	316	260	210	179	128	100
30	248	265	271	265	315	313	315	224	203	177	137	72
45	287	260	282	289	320	341	271	245	215	166	92	83
00	277	244	255	309	305	290	258	186	225	121	95	48
Hr Total	1,076	1,038	1,087	1,132	1,227	1,303	1,160	915	853	643	452	303

24 Hour Total:	17,377	AM Peak Volume:	1,145	AM Peak Hour Factor:	0.85
AM Peak Hour begins:	10:30	PM Peak Volume:	1,318	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	16:45				

Total Volume for All Lanes

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	97	50	46	46	44	98	363	526	543	529	432	549
30	99	51	39	41	64	173	357	476	577	514	480	564
45	61	61	34	32	71	174	503	497	543	503	525	522
00	55	53	36	28	86	232	433	541	451	492	616	536
Hr Total	312	215	155	147	265	677	1,656	2,040	2,114	2,038	2,053	2,171

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	540	516	540	544	571	659	597	482	369	329	226	155
30	539	528	557	533	569	614	597	413	342	319	205	123
45	595	500	567	582	621	634	498	414	356	292	179	150
00	568	479	494	555	603	629	481	344	367	208	170	89
Hr Total	2,242	2,023	2,158	2,214	2,364	2,536	2,173	1,653	1,434	1,148	780	517

24 Hour Total:	35,085	AM Peak Volume:	2,254	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	10:30	PM Peak Volume:	2,536	PM Peak Hour Factor:	0.96
PM Peak Hour begins:	17:00				

Volume Count Report

3-Day Average

Start Date: June 6, 2017	Start Time: 00:00	Station: 0
Stop Date: June 8, 2017	Stop Time: 24:00	ID: 0
City: Riverview	County: Hillsborough	
Location: Big Bend Rd west of East Bay HS D/W		

Eastbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	35	18	20	20	26	58	217	323	294	285	277	254
30	32	23	18	25	36	95	241	318	279	288	267	273
45	30	27	16	23	54	101	289	298	309	273	258	279
00	21	28	17	19	57	144	285	298	269	259	257	286
Hr Total	118	95	70	87	173	398	1,032	1,237	1,151	1,105	1,058	1,092

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	277	252	248	258	257	301	294	216	153	124	87	56
30	265	259	242	260	249	295	277	182	145	127	68	46
45	278	239	251	288	287	300	240	163	145	113	77	53
00	256	234	233	235	264	286	200	159	139	94	73	41
Hr Total	1,076	983	975	1,041	1,058	1,182	1,011	720	583	458	305	197

24 Hour Total:	17,202			
AM Peak Hour begins:	7:00	AM Peak Volume:	1,237	AM Peak Hour Factor: 0.96
PM Peak Hour begins:	17:00	PM Peak Volume:	1,182	PM Peak Hour Factor: 0.98

Westbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	47	28	21	24	20	44	112	183	260	207	201	234
30	49	27	19	20	32	70	133	200	268	187	221	216
45	30	31	17	17	37	79	200	211	225	239	224	224
00	31	20	19	19	41	102	205	237	216	235	252	224
Hr Total	157	105	76	80	130	296	651	832	969	868	897	897

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	245	249	244	256	293	348	313	260	209	169	123	83
30	243	231	256	262	310	343	300	214	204	178	112	61
45	260	246	257	259	332	335	264	230	176	164	86	62
00	254	238	250	288	322	285	247	193	180	116	76	57
Hr Total	1,002	964	1,008	1,064	1,257	1,311	1,124	898	770	627	397	263

24 Hour Total:	16,642			
AM Peak Hour begins:	7:45	AM Peak Volume:	989	AM Peak Hour Factor: 0.92
PM Peak Hour begins:	16:45	PM Peak Volume:	1,349	PM Peak Hour Factor: 0.97

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	82	46	41	44	46	102	330	506	554	492	478	488
30	81	49	37	45	67	165	374	519	547	475	488	489
45	59	57	32	40	91	179	489	510	534	512	482	503
00	52	47	36	38	98	247	490	534	485	494	508	510
Hr Total	274	200	146	167	303	694	1,683	2,069	2,120	1,973	1,956	1,989

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	522	501	492	514	550	649	607	476	363	294	209	139
30	508	490	498	522	559	638	576	396	350	304	180	107
45	537	485	508	547	619	635	505	394	320	277	163	115
00	510	472	483	523	587	571	447	352	320	211	149	98
Hr Total	2,077	1,947	1,982	2,105	2,315	2,493	2,135	1,617	1,352	1,085	702	459

24 Hour Total:	33,844			
AM Peak Hour begins:	7:45	AM Peak Volume:	2,169	AM Peak Hour Factor: 0.98
PM Peak Hour begins:	16:45	PM Peak Volume:	2,509	PM Peak Hour Factor: 0.97

Volume Count Report

Start Date: June 6, 2017	Start Time: 00:00	Station: 0
Stop Date: June 6, 2017	Stop Time: 24:00	ID: 0
City: Riverview	County: Hillsborough	
Location: East Bay HS D/W north of Big Bend Rd		

Northbound Volume for Lane 1

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	1	0	0	1	12	26	27	15	11	19
30	1	0	0	0	0	2	11	17	14	15	9	7
45	1	0	1	0	1	6	12	14	4	10	14	13
00	1	2	0	1	4	12	26	30	15	15	13	17
Hr Total	4	3	2	1	5	21	61	87	60	55	47	56

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	16	6	17	14	15	13	15	8	9	6	6	5
30	12	11	17	18	19	17	19	6	12	3	3	3
45	26	10	10	19	17	15	16	12	3	6	2	1
00	9	7	15	6	24	15	9	3	1	5	2	3
Hr Total	63	34	59	57	75	60	59	29	25	20	13	12

24 Hour Total:	908	AM Peak Volume:	88	AM Peak Hour Factor:	0.73
AM Peak Hour begins:	7:15	PM Peak Volume:	75	PM Peak Hour Factor:	0.78
PM Peak Hour begins:	16:00				

Southbound Volume for Lane 2

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	0	0	2	1	1	2	22	26	15	13	13
30	4	0	1	1	0	3	6	22	26	10	13	11
45	1	0	0	0	0	1	7	32	15	12	10	10
00	0	0	2	2	4	7	20	22	12	17	12	13
Hr Total	8	0	3	5	5	12	35	98	79	54	48	47

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	19	16	10	9	35	18	16	11	5	4	5	5
30	21	10	17	6	27	25	11	11	9	2	1	6
45	14	15	17	18	26	27	17	9	5	6	4	3
00	11	8	10	18	18	12	11	8	2	11	3	4
Hr Total	65	49	54	51	106	82	55	39	21	23	13	18

24 Hour Total:	970	AM Peak Volume:	106	AM Peak Hour Factor:	0.83
AM Peak Hour begins:	7:30	PM Peak Volume:	106	PM Peak Hour Factor:	0.76
PM Peak Hour begins:	15:45				

Total Volume for All Lanes

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	1	1	2	1	2	14	48	53	30	24	32
30	5	0	1	1	0	5	17	39	40	25	22	18
45	2	0	1	0	1	7	19	46	19	22	24	23
00	1	2	2	3	8	19	46	52	27	32	25	30
Hr Total	12	3	5	6	10	33	96	185	139	109	95	103

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	35	22	27	23	50	31	31	19	14	10	11	10
30	33	21	34	24	46	42	30	17	21	5	4	9
45	40	25	27	37	43	42	33	21	8	12	6	4
00	20	15	25	24	42	27	20	11	3	16	5	7
Hr Total	128	83	113	108	181	142	114	68	46	43	26	30

24 Hour Total:	1,878	AM Peak Volume:	191	AM Peak Hour Factor:	0.90
AM Peak Hour begins:	7:30	PM Peak Volume:	181	PM Peak Hour Factor:	0.91
PM Peak Hour begins:	16:00				

Volume Count Report

Start Date: June 7, 2017	Start Time: 00:00	Station: 0
Stop Date: June 7, 2017	Stop Time: 24:00	ID: 0
City: Riverview	County: Hillsborough	
Location: East Bay HS D/W north of Big Bend Rd		

Northbound Volume for Lane 1

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	0	0	0	4	7	27	16	19	15	10
30	0	0	0	1	0	5	14	18	20	10	8	14
45	5	0	0	1	1	4	19	21	18	20	11	7
00	2	0	0	1	3	9	18	34	20	13	8	6
Hr Total	9	0	0	3	4	22	58	100	74	62	42	37

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	16	15	2	8	10	19	26	14	5	2	2	5
30	12	9	12	20	7	19	17	10	12	5	2	4
45	8	9	9	17	14	22	16	6	3	2	11	3
00	16	13	14	18	17	20	9	8	8	6	9	1
Hr Total	52	46	37	63	48	80	68	38	28	15	24	13

24 Hour Total:	923	AM Peak Volume:	100	AM Peak Hour Factor:	0.74
AM Peak Hour begins:	7:00	PM Peak Volume:	87	PM Peak Hour Factor:	0.84
PM Peak Hour begins:	17:15				

Southbound Volume for Lane 2

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	0	1	6	27	31	16	11	9
30	1	1	0	1	0	3	9	20	23	20	13	17
45	6	2	0	0	1	3	11	17	32	23	10	3
00	1	0	0	3	2	1	18	29	13	7	5	9
Hr Total	9	3	0	4	3	8	44	93	99	66	39	38

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	12	5	13	7	47	21	23	11	8	10	2	4
30	17	6	7	18	18	17	19	9	11	5	1	2
45	8	16	12	15	16	26	13	13	4	4	1	2
00	14	11	7	14	21	16	8	11	7	4	5	2
Hr Total	51	38	39	54	102	80	63	44	30	23	9	10

24 Hour Total:	949	AM Peak Volume:	115	AM Peak Hour Factor:	0.90
AM Peak Hour begins:	7:45	PM Peak Volume:	102	PM Peak Hour Factor:	0.54
PM Peak Hour begins:	16:00				

Total Volume for All Lanes

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	0	0	0	0	5	13	54	47	35	26	19
30	1	1	0	2	0	8	23	38	43	30	21	31
45	11	2	0	1	2	7	30	38	50	43	21	10
00	3	0	0	4	5	10	36	63	33	20	13	15
Hr Total	18	3	0	7	7	30	102	193	173	128	81	75

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	28	20	15	15	57	40	49	25	13	12	4	9
30	29	15	19	38	25	36	36	19	23	10	3	6
45	16	25	21	32	30	48	29	19	7	6	12	5
00	30	24	21	32	38	36	17	19	15	10	14	3
Hr Total	103	84	76	117	150	160	131	82	58	38	33	23

24 Hour Total:	1,872	AM Peak Volume:	203	AM Peak Hour Factor:	0.81
AM Peak Hour begins:	7:45	PM Peak Volume:	169	PM Peak Hour Factor:	0.86
PM Peak Hour begins:	17:15				

Volume Count Report

Start Date: June 8, 2017	Start Time: 00:00	Station: 0
Stop Date: June 8, 2017	Stop Time: 24:00	ID: 0
City: Riverview	County: Hillsborough	
Location: East Bay HS D/W north of Big Bend Rd		

Northbound Volume for Lane 1

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	1	0	0	1	13	33	28	15	17	15
30	3	2	0	0	0	4	11	24	23	25	18	15
45	1	1	1	0	3	4	18	25	20	11	19	16
00	0	0	0	0	4	9	14	27	14	13	36	24
Hr Total	4	3	2	0	7	18	56	109	85	64	90	70

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	26	14	22	21	23	23	31	18	13	7	2	1
30	24	28	17	20	14	22	35	12	3	3	2	0
45	23	18	12	22	15	26	18	6	9	3	2	4
00	20	16	19	15	24	27	24	5	12	6	1	2
Hr Total	93	76	70	78	76	98	108	41	37	19	7	7

24 Hour Total:	1,218	AM Peak Volume:	109	AM Peak Hour Factor:	0.83
AM Peak Hour begins:	7:00	PM Peak Volume:	119	PM Peak Hour Factor:	0.85
PM Peak Hour begins:	17:30				

Southbound Volume for Lane 2

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	0	0	0	1	2	2	21	31	20	17	19
30	4	2	0	2	0	5	4	12	17	19	13	20
45	0	2	0	0	0	1	14	32	14	18	12	23
00	1	1	0	1	1	1	14	31	30	14	13	23
Hr Total	8	5	0	3	2	9	34	96	92	71	55	85

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	24	21	18	6	39	17	24	16	16	13	4	3
30	34	33	13	8	14	14	16	6	29	7	3	1
45	10	22	23	26	12	25	21	8	11	2	7	4
00	7	9	13	22	23	11	13	7	18	3	5	1
Hr Total	75	85	67	62	88	67	74	37	74	25	19	9

24 Hour Total:	1,142	AM Peak Volume:	111	AM Peak Hour Factor:	0.87
AM Peak Hour begins:	7:30	PM Peak Volume:	101	PM Peak Hour Factor:	0.65
PM Peak Hour begins:	15:30				

Total Volume for All Lanes

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	0	1	0	1	3	15	54	59	35	34	34
30	7	4	0	2	0	9	15	36	40	44	31	35
45	1	3	1	0	3	5	32	57	34	29	31	39
00	1	1	0	1	5	10	28	58	44	27	49	47
Hr Total	12	8	2	3	9	27	90	205	177	135	145	155

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	50	35	40	27	62	40	55	34	29	20	6	4
30	58	61	30	28	28	36	51	18	32	10	5	1
45	33	40	35	48	27	51	39	14	20	5	9	8
00	27	25	32	37	47	38	37	12	30	9	6	3
Hr Total	168	161	137	140	164	165	182	78	111	44	26	16

24 Hour Total:	2,360	AM Peak Volume:	214	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	7:30	PM Peak Volume:	195	PM Peak Hour Factor:	0.89
PM Peak Hour begins:	17:30				

Volume Count Report

3-Day Average

Start Date: June 6, 2017	Start Time: 00:00	Station: 0
Stop Date: June 8, 2017	Stop Time: 24:00	ID: 0
City: Riverview	County: Hillsborough	
Location: East Bay HS D/W north of Big Bend Rd		

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	1	0	0	2	11	29	24	16	14	15
30	1	1	0	0	0	4	12	20	19	17	12	12
45	2	0	1	0	2	5	16	20	14	14	15	12
00	1	1	0	1	4	10	19	30	16	14	19	16
Hr Total	6	2	1	1	5	20	58	99	73	60	60	54

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	19	12	14	14	16	18	24	13	9	5	3	4
30	16	16	15	19	13	19	24	9	9	4	2	2
45	19	12	10	19	15	21	17	8	5	4	5	3
00	15	12	16	13	22	21	14	5	7	6	4	2
Hr Total	69	52	55	66	66	79	78	36	30	18	15	11

24 Hour Total:	1,016			
AM Peak Hour begins:	7:00	AM Peak Volume:	99	AM Peak Hour Factor: 0.81
PM Peak Hour begins:	17:30	PM Peak Volume:	89	PM Peak Hour Factor: 0.93

Southbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	0	1	1	1	3	23	29	17	14	14
30	3	1	0	1	0	4	6	18	22	16	13	16
45	2	1	0	0	0	2	11	27	20	18	11	12
00	1	0	1	2	2	3	17	27	18	13	10	15
Hr Total	8	3	1	4	3	10	38	96	90	64	47	57

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	18	14	14	7	40	19	21	13	10	9	4	4
30	24	16	12	11	20	19	15	9	16	5	2	3
45	11	18	17	20	18	26	17	10	7	4	4	3
00	11	9	10	18	21	13	11	9	9	6	4	2
Hr Total	64	57	53	56	99	76	64	40	42	24	14	12

24 Hour Total:	1,020			
AM Peak Hour begins:	7:30	AM Peak Volume:	106	AM Peak Hour Factor: 0.90
PM Peak Hour begins:	16:00	PM Peak Volume:	99	PM Peak Hour Factor: 0.61

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	0	1	1	1	3	14	52	53	33	28	28
30	4	2	0	2	0	7	18	38	41	33	25	28
45	5	2	1	0	2	6	27	47	34	31	25	24
00	2	1	1	3	6	13	37	58	35	26	29	31
Hr Total	14	5	2	5	9	30	96	194	163	124	107	111

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	38	26	27	22	56	37	45	26	19	14	7	8
30	40	32	28	30	33	38	39	18	25	8	4	5
45	30	30	28	39	33	47	34	18	12	8	9	6
00	26	21	26	31	42	34	25	14	16	12	8	4
Hr Total	133	109	109	122	165	156	142	76	72	42	28	23

24 Hour Total:	2,037			
AM Peak Hour begins:	7:30	AM Peak Volume:	199	AM Peak Hour Factor: 0.86
PM Peak Hour begins:	16:00	PM Peak Volume:	165	PM Peak Hour Factor: 0.73

Volume Count Report

Start Date: June 6, 2017	Start Time: 00:00	Station: 0
Stop Date: June 6, 2017	Stop Time: 24:00	ID: 0
City: Riverview	County: Hillsborough	
Location: Big Bend Rd between East Bay HS D/W & I-75 SB Ramps		

Eastbound Volume for Lane 1

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	29	13	19	12	31	60	216	308	341	287	314	264
30	29	30	16	28	39	99	237	344	304	315	278	264
45	24	26	17	29	66	110	279	315	306	272	259	299
00	30	19	18	19	48	151	312	316	311	280	288	292
Hr Total	112	88	70	88	184	420	1,044	1,283	1,262	1,154	1,139	1,119

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	287	269	246	260	248	295	307	207	150	108	79	54
30	273	256	254	257	255	294	240	188	153	110	69	51
45	259	259	252	278	256	298	264	162	139	112	59	41
00	271	261	207	227	251	242	171	165	147	99	69	41
Hr Total	1,090	1,045	959	1,022	1,010	1,129	982	722	589	429	276	187

24 Hour Total:	17,403	AM Peak Volume:	1,316	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	7:15	PM Peak Volume:	1,141	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	17:15				

Westbound Volume for Lane 2

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	41	23	17	23	23	53	110	95	206	186	205	240
30	55	32	21	20	35	84	169	123	201	189	240	195
45	27	28	12	19	48	94	106	189	192	219	229	228
00	36	21	14	23	53	118	107	221	209	186	265	257
Hr Total	159	104	64	85	159	349	492	628	808	780	939	920

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	262	236	230	239	276	357	280	273	215	163	111	78
30	269	242	261	264	304	329	285	208	211	182	93	56
45	244	232	249	269	301	310	275	201	164	152	82	38
00	259	244	258	292	344	303	242	195	153	105	58	54
Hr Total	1,034	954	998	1,064	1,225	1,299	1,082	877	743	602	344	226

24 Hour Total:	15,935	AM Peak Volume:	1,032	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	11:45	PM Peak Volume:	1,340	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	16:45				

Total Volume for All Lanes

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	70	36	36	35	54	113	326	403	547	473	519	504
30	84	62	37	48	74	183	406	467	505	504	518	459
45	51	54	29	48	114	204	385	504	498	491	488	527
00	66	40	32	42	101	269	419	537	520	466	553	549
Hr Total	271	192	134	173	343	769	1,536	1,911	2,070	1,934	2,078	2,039

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	549	505	476	499	524	652	587	480	365	271	190	132
30	542	498	515	521	559	623	525	396	364	292	162	107
45	503	491	501	547	557	608	539	363	303	264	141	79
00	530	505	465	519	595	545	413	360	300	204	127	95
Hr Total	2,124	1,999	1,957	2,086	2,235	2,428	2,064	1,599	1,332	1,031	620	413

24 Hour Total:	33,338	AM Peak Volume:	2,167	AM Peak Hour Factor:	0.99
AM Peak Hour begins:	11:30	PM Peak Volume:	2,478	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	16:45				

Volume Count Report

Start Date: June 7, 2017	Start Time: 00:00	Station: 0
Stop Date: June 7, 2017	Stop Time: 24:00	ID: 0
City: Riverview	County: Hillsborough	
Location: Big Bend Rd between East Bay HS D/W & I-75 SB Ramps		

Eastbound Volume for Lane 1

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	35	18	15	26	23	57	195	342	288	257	277	219
30	29	15	16	21	24	93	244	340	277	233	236	276
45	32	28	17	22	63	98	276	308	336	281	225	261
00	22	27	16	31	73	128	292	327	292	270	211	254
Hr Total	118	88	64	100	183	376	1,007	1,317	1,193	1,041	949	1,010

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	274	234	225	241	257	291	300	204	160	118	77	56
30	246	254	190	237	254	285	264	172	138	113	71	39
45	261	230	220	286	281	293	256	163	151	108	81	44
00	219	223	240	242	267	278	211	166	128	99	75	45
Hr Total	1,000	941	875	1,006	1,059	1,147	1,031	705	577	438	304	184

24 Hour Total:	16,713	AM Peak Volume:	1,317	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	7:00	PM Peak Volume:	1,156	PM Peak Hour Factor:	0.96
PM Peak Hour begins:	17:15				

Westbound Volume for Lane 2

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	55	30	27	21	27	41	124	182	253	231	204	214
30	31	28	17	27	23	61	129	203	262	187	234	177
45	26	29	20	23	48	92	223	209	226	244	206	228
00	30	21	24	22	41	110	225	254	238	255	236	222
Hr Total	142	108	88	93	139	304	701	848	979	917	880	841

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	221	248	241	253	301	386	304	231	195	176	107	67
30	225	206	257	271	365	346	283	197	205	162	101	46
45	247	247	249	262	341	331	261	254	145	168	89	62
00	240	245	262	269	335	310	236	195	148	133	82	73
Hr Total	933	946	1,009	1,055	1,342	1,373	1,084	877	693	639	379	248

24 Hour Total:	16,618	AM Peak Volume:	995	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	7:45	PM Peak Volume:	1,427	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	16:15				

Total Volume for All Lanes

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	90	48	42	47	50	98	319	524	541	488	481	433
30	60	43	33	48	47	154	373	543	539	420	470	453
45	58	57	37	45	111	190	499	517	562	525	431	489
00	52	48	40	53	114	238	517	581	530	525	447	476
Hr Total	260	196	152	193	322	680	1,708	2,165	2,172	1,958	1,829	1,851

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	495	482	466	494	558	677	604	435	355	294	184	123
30	471	460	447	508	619	631	547	369	343	275	172	85
45	508	477	469	548	622	624	517	417	296	276	170	106
00	459	468	502	511	602	588	447	361	276	232	157	118
Hr Total	1,933	1,887	1,884	2,061	2,401	2,520	2,115	1,582	1,270	1,077	683	432

24 Hour Total:	33,331	AM Peak Volume:	2,223	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	7:45	PM Peak Volume:	2,534	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	16:45				

Volume Count Report

Start Date: June 8, 2017	Start Time: 00:00	Station: 0
Stop Date: June 8, 2017	Stop Time: 24:00	ID: 0
City: Riverview	County: Hillsborough	
Location: Big Bend Rd between East Bay HS D/W & I-75 SB Ramps		

Eastbound Volume for Lane 1

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	45	23	28	22	27	55	231	325	272	295	249	278
30	42	23	20	26	34	33	226	289	267	336	263	276
45	27	27	13	24	39	92	304	294	301	280	255	294
00	22	34	18	10	52	134	254	278	266	266	260	296
Hr Total	136	107	79	82	152	314	1,015	1,186	1,106	1,177	1,027	1,144

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	266	260	247	271	275	275	218	214	162	140	91	57
30	306	262	273	246	232	308	246	179	137	135	68	53
45	295	252	269	276	270	257	228	160	130	126	87	64
00	286	234	223	218	276	295	209	140	145	89	70	45
Hr Total	1,153	1,008	1,012	1,011	1,053	1,135	901	693	574	490	316	219

24 Hour Total:	17,090	AM Peak Volume:	1,198	AM Peak Hour Factor:	0.89
AM Peak Hour begins:	8:30	PM Peak Volume:	1,153	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	12:00				

Westbound Volume for Lane 2

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	44	29	20	26	17	43	137	198	273	193	186	291
30	57	34	17	14	30	76	132	194	312	194	230	264
45	34	24	20	14	33	84	214	227	253	242	326	240
00	31	19	17	14	41	97	184	286	209	249	332	264
Hr Total	166	106	74	68	121	300	667	905	1,047	878	1,074	1,059

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	265	281	296	288	280	363	315	267	199	172	130	89
30	255	258	276	285	322	326	320	209	198	190	137	70
45	293	253	280	291	307	348	261	242	231	154	96	86
00	296	265	251	294	327	281	267	198	196	116	95	48
Hr Total	1,109	1,057	1,103	1,158	1,236	1,318	1,163	916	824	632	458	293

24 Hour Total:	17,732	AM Peak Volume:	1,213	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	10:30	PM Peak Volume:	1,364	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	16:45				

Total Volume for All Lanes

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	89	52	48	48	44	98	368	523	545	488	435	569
30	99	57	37	40	64	109	358	483	579	530	493	540
45	61	51	33	38	72	176	518	521	554	522	581	534
00	53	53	35	24	93	231	438	564	475	515	592	560
Hr Total	302	213	153	150	273	614	1,682	2,091	2,153	2,055	2,101	2,203

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	531	541	543	559	555	638	533	481	361	312	221	146
30	561	520	549	531	554	634	566	388	335	325	205	123
45	588	505	549	567	577	605	489	402	361	280	183	150
00	582	499	474	512	603	576	476	338	341	205	165	93
Hr Total	2,262	2,065	2,115	2,169	2,289	2,453	2,064	1,609	1,398	1,122	774	512

24 Hour Total:	34,822	AM Peak Volume:	2,282	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	10:30	PM Peak Volume:	2,480	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	16:45				

Volume Count Report

3-Day Average

Start Date: June 6, 2017	Start Time: 00:00	Station: 0
Stop Date: June 8, 2017	Stop Time: 24:00	ID: 0
City: Riverview	County: Hillsborough	
Location: Big Bend Rd between East Bay HS D/W & I-75 SB Ramps		

Eastbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	36	18	21	20	27	57	214	325	300	280	280	254
30	33	23	17	25	32	75	236	324	283	295	259	272
45	28	27	16	25	56	100	286	306	314	278	246	285
00	25	27	17	20	58	138	286	307	290	272	253	281
Hr Total	122	94	71	90	173	370	1,022	1,262	1,187	1,124	1,038	1,091

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	276	254	239	257	260	287	275	208	157	122	82	56
30	275	257	239	247	247	296	250	180	143	119	69	48
45	272	247	247	280	269	283	249	162	140	115	76	50
00	259	239	223	229	265	272	197	157	140	96	71	44
Hr Total	1,081	998	949	1,013	1,041	1,137	971	707	580	452	299	197

24 Hour Total:	17,069			
AM Peak Hour begins:	7:00	AM Peak Volume:	1,262	AM Peak Hour Factor: 0.97
PM Peak Hour begins:	17:00	PM Peak Volume:	1,137	PM Peak Hour Factor: 0.96

Westbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	47	27	21	23	22	46	124	158	244	203	198	248
30	48	31	18	20	29	74	143	173	258	190	235	212
45	29	27	17	19	43	90	181	208	224	235	254	232
00	32	20	18	20	45	108	172	254	219	230	278	248
Hr Total	156	106	75	82	140	318	620	794	945	858	964	940

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	249	255	256	260	286	369	300	257	203	170	116	78
30	250	235	265	273	330	334	296	205	205	178	110	57
45	261	244	259	274	316	330	266	232	180	158	89	62
00	265	251	257	285	335	298	248	196	166	118	78	58
Hr Total	1,025	986	1,037	1,092	1,268	1,330	1,110	890	753	624	394	256

24 Hour Total:	16,762			
AM Peak Hour begins:	10:15	AM Peak Volume:	1,014	AM Peak Hour Factor: 0.91
PM Peak Hour begins:	16:45	PM Peak Volume:	1,367	PM Peak Hour Factor: 0.93

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	83	45	42	43	49	103	338	483	544	483	478	502
30	81	54	36	45	62	149	379	498	541	485	494	484
45	57	54	33	44	99	190	467	514	538	513	500	517
00	57	47	36	40	103	246	458	561	508	502	531	528
Hr Total	278	200	146	172	313	688	1,642	2,056	2,132	1,982	2,003	2,031

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	525	509	495	517	546	656	575	465	360	292	198	134
30	525	493	504	520	577	629	546	384	347	297	180	105
45	533	491	506	554	585	612	515	394	320	273	165	112
00	524	491	480	514	600	570	445	353	306	214	150	102
Hr Total	2,106	1,984	1,985	2,105	2,308	2,467	2,081	1,597	1,333	1,077	692	452

24 Hour Total:	33,830			
AM Peak Hour begins:	7:45	AM Peak Volume:	2,184	AM Peak Hour Factor: 0.97
PM Peak Hour begins:	16:45	PM Peak Volume:	2,497	PM Peak Hour Factor: 0.95

Volume Count Report

Start Date: June 6, 2017	Start Time: 00:00	Station: 0
Stop Date: June 6, 2017	Stop Time: 24:00	ID: 0
City: Riverview	County: Hillsborough	
Location: I-75 SB Off Ramp to Big Bend Rd EB		

Southbound Volume for Lane 1

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	36	25	16	17	14	24	60	81	110	121	102	108
30	33	20	8	13	25	13	66	115	96	102	87	108
45	34	20	15	22	13	38	84	117	108	119	88	113
00	26	13	10	15	19	43	100	112	100	123	102	121
Hr Total	129	78	49	67	71	118	310	425	414	465	379	450

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	127	110	118	149	224	267	243	198	141	128	82	70
30	131	126	129	158	249	290	327	183	139	103	82	69
45	136	136	158	199	281	289	268	149	134	135	85	53
00	140	153	141	198	292	314	215	143	97	104	62	55
Hr Total	534	525	546	704	1,046	1,160	1,053	673	511	470	311	247

24 Hour Total:	10,735	AM Peak Volume:	515	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	11:45	PM Peak Volume:	1,173	PM Peak Hour Factor:	0.90
PM Peak Hour begins:	17:30				

N/A

Tuesday, June 06, 2017

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

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

24 Hour Total:	0	AM Peak 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, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	36	25	16	17	14	24	60	81	110	121	102	108
30	33	20	8	13	25	13	66	115	96	102	87	108
45	34	20	15	22	13	38	84	117	108	119	88	113
00	26	13	10	15	19	43	100	112	100	123	102	121
Hr Total	129	78	49	67	71	118	310	425	414	465	379	450

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	127	110	118	149	224	267	243	198	141	128	82	70
30	131	126	129	158	249	290	327	183	139	103	82	69
45	136	136	158	199	281	289	268	149	134	135	85	53
00	140	153	141	198	292	314	215	143	97	104	62	55
Hr Total	534	525	546	704	1,046	1,160	1,053	673	511	470	311	247

24 Hour Total:	10,735	AM Peak Volume:	515	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	11:45	PM Peak Volume:	1,173	PM Peak Hour Factor:	0.90
PM Peak Hour begins:	17:30				

Volume Count Report

Start Date: June 7, 2017	Start Time: 00:00	Station: 0
Stop Date: June 7, 2017	Stop Time: 24:00	ID: 0
City: Riverview	County: Hillsborough	
Location: I-75 SB Off Ramp to Big Bend Rd EB		

Southbound Volume for Lane 1

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	40	18	22	14	18	31	63	113	104	98	78	97
30	51	22	11	12	18	20	56	91	97	92	87	98
45	32	25	17	13	18	34	96	115	85	84	97	114
00	19	12	14	6	19	38	114	127	126	99	108	107
Hr Total	142	77	64	45	73	123	329	446	412	373	370	416

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	139	122	123	153	206	311	292	215	151	129	88	61
30	131	120	150	152	239	330	261	186	145	155	92	53
45	114	140	142	168	259	344	245	158	142	132	69	53
00	121	139	158	217	310	322	213	164	147	110	60	33
Hr Total	505	521	573	690	1,014	1,307	1,011	723	585	526	309	200

24 Hour Total:	10,834	AM Peak Volume:	491	AM Peak Hour Factor:	0.88
AM Peak Hour begins:	11:30	PM Peak Volume:	1,307	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	17:00				

N/A

Wednesday, June 07, 2017

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

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

24 Hour Total:	0	AM Peak 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, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	40	18	22	14	18	31	63	113	104	98	78	97
30	51	22	11	12	18	20	56	91	97	92	87	98
45	32	25	17	13	18	34	96	115	85	84	97	114
00	19	12	14	6	19	38	114	127	126	99	108	107
Hr Total	142	77	64	45	73	123	329	446	412	373	370	416

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	139	122	123	153	206	311	292	215	151	129	88	61
30	131	120	150	152	239	330	261	186	145	155	92	53
45	114	140	142	168	259	344	245	158	142	132	69	53
00	121	139	158	217	310	322	213	164	147	110	60	33
Hr Total	505	521	573	690	1,014	1,307	1,011	723	585	526	309	200

24 Hour Total:	10,834	AM Peak Volume:	491	AM Peak Hour Factor:	0.88
AM Peak Hour begins:	11:30	PM Peak Volume:	1,307	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	17:00				

Volume Count Report

Start Date:	June 8, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 8, 2017	Stop Time:	24:00	ID:	0
City:	Riverview	County:	Hillsborough		
Location	I-75 SB Off Ramp to Big Bend Rd EB				

Southbound Volume for Lane 1

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	50	23	14	13	12	9	54	108	85	101	97	121
30	44	17	25	8	15	27	71	121	100	106	90	106
45	41	16	11	6	17	40	119	108	96	135	102	111
00	33	17	17	17	35	41	125	97	89	115	101	133
Hr Total	168	73	67	44	79	117	369	434	370	457	390	471

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	107	127	140	154	206	319	289	191	156	170	115	57
30	121	133	149	183	280	335	295	202	162	149	107	62
45	109	155	152	218	282	305	264	186	149	138	70	62
00	149	144	175	200	315	335	211	176	134	136	57	59
Hr Total	486	559	616	755	1,083	1,294	1,059	755	601	593	349	240

24 Hour Total:	11,429	AM Peak Volume:	473	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	6:30	PM Peak Volume:	1,294	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	17:00				

N/A

Thursday, June 08, 2017

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

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

24 Hour Total:	0	AM Peak 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, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	50	23	14	13	12	9	54	108	85	101	97	121
30	44	17	25	8	15	27	71	121	100	106	90	106
45	41	16	11	6	17	40	119	108	96	135	102	111
00	33	17	17	17	35	41	125	97	89	115	101	133
Hr Total	168	73	67	44	79	117	369	434	370	457	390	471

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	107	127	140	154	206	319	289	191	156	170	115	57
30	121	133	149	183	280	335	295	202	162	149	107	62
45	109	155	152	218	282	305	264	186	149	138	70	62
00	149	144	175	200	315	335	211	176	134	136	57	59
Hr Total	486	559	616	755	1,083	1,294	1,059	755	601	593	349	240

24 Hour Total:	11,429	AM Peak Volume:	473	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	6:30	PM Peak Volume:	1,294	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	17:00				

Volume Count Report 3-Day Average

Start Date: June 6, 2017	Start Time: 00:00	Station: 0
Stop Date: June 8, 2017	Stop Time: 24:00	ID: 0
City: Riverview	County: Hillsborough	
Location: I-75 SB Off Ramp to Big Bend Rd EB		

Southbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	42	22	17	15	15	21	59	101	100	107	92	109
30	43	20	15	11	19	20	64	109	98	100	88	104
45	36	20	14	14	16	37	100	113	96	113	96	113
00	26	14	14	13	24	41	113	112	105	112	104	120
Hr Total	146	76	60	52	74	119	336	435	399	432	380	446

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	124	120	127	152	212	299	275	201	149	142	95	63
30	128	126	143	164	256	318	294	190	149	136	94	61
45	120	144	151	195	274	313	259	164	142	135	75	56
00	137	145	158	205	306	324	213	161	126	117	60	49
Hr Total	508	535	578	716	1,048	1,254	1,041	717	566	530	323	229

24 Hour Total:	10,999		
AM Peak Hour begins:	11:45	AM Peak Volume: 492	AM Peak Hour Factor: 0.96
PM Peak Hour begins:	17:00	PM Peak Volume: 1,254	PM Peak Hour Factor: 0.97

N/A

3-Day Average

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

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

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

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	42	22	17	15	15	21	59	101	100	107	92	109
30	43	20	15	11	19	20	64	109	98	100	88	104
45	36	20	14	14	16	37	100	113	96	113	96	113
00	26	14	14	13	24	41	113	112	105	112	104	120
Hr Total	146	76	60	52	74	119	336	435	399	432	380	446

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	124	120	127	152	212	299	275	201	149	142	95	63
30	128	126	143	164	256	318	294	190	149	136	94	61
45	120	144	151	195	274	313	259	164	142	135	75	56
00	137	145	158	205	306	324	213	161	126	117	60	49
Hr Total	508	535	578	716	1,048	1,254	1,041	717	566	530	323	229

24 Hour Total:	10,999		
AM Peak Hour begins:	11:45	AM Peak Volume: 492	AM Peak Hour Factor: 0.96
PM Peak Hour begins:	17:00	PM Peak Volume: 1,254	PM Peak Hour Factor: 0.97

Volume Count Report

Start Date: June 6, 2017	Start Time: 00:00	Station: 0
Stop Date: June 6, 2017	Stop Time: 24:00	ID: 0
City: Riverview	County: Hillsborough	
Location: I-75 SB Off Ramp to Big Bend Rd WB		

Southbound Volume for Lane 1

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	5	15	7	5	11	28	79	87	58	49	60
30	18	5	3	8	6	23	69	58	76	77	59	68
45	10	9	1	2	13	29	81	66	68	68	79	70
00	13	8	2	9	14	43	46	74	68	77	74	97
Hr Total	55	27	21	26	38	106	224	277	299	280	261	295

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	74	87	76	78	119	170	122	100	84	62	50	29
30	85	69	96	108	157	170	131	81	97	89	42	26
45	90	85	98	98	129	168	132	69	55	51	15	21
00	47	75	94	150	143	135	94	75	70	39	15	9
Hr Total	296	316	364	434	548	643	479	325	306	241	122	85

24 Hour Total:	6,068	AM Peak Volume:	346	AM Peak Hour Factor:	0.89
AM Peak Hour begins:	11:45	PM Peak Volume:	651	PM Peak Hour Factor:	0.96
PM Peak Hour begins:	16:45				

N/A

Tuesday, June 06, 2017

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

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

24 Hour Total:	0	AM Peak 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, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	5	15	7	5	11	28	79	87	58	49	60
30	18	5	3	8	6	23	69	58	76	77	59	68
45	10	9	1	2	13	29	81	66	68	68	79	70
00	13	8	2	9	14	43	46	74	68	77	74	97
Hr Total	55	27	21	26	38	106	224	277	299	280	261	295

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	74	87	76	78	119	170	122	100	84	62	50	29
30	85	69	96	108	157	170	131	81	97	89	42	26
45	90	85	98	98	129	168	132	69	55	51	15	21
00	47	75	94	150	143	135	94	75	70	39	15	9
Hr Total	296	316	364	434	548	643	479	325	306	241	122	85

24 Hour Total:	6,068	AM Peak Volume:	346	AM Peak Hour Factor:	0.89
AM Peak Hour begins:	11:45	PM Peak Volume:	651	PM Peak Hour Factor:	0.96
PM Peak Hour begins:	16:45				

Volume Count Report

Start Date:	June 7, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 7, 2017	Stop Time:	24:00	ID:	0
City:	Riverview	County:	Hillsborough		
Location	I-75 SB Off Ramp to Big Bend Rd WB				

Southbound Volume for Lane 1

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	11	5	4	9	10	37	51	71	60	58	57
30	7	7	6	3	8	13	67	87	102	49	73	57
45	9	9	4	7	12	24	82	75	75	64	60	65
00	6	8	10	10	12	50	68	89	83	85	56	65
Hr Total	32	35	25	24	41	97	254	302	331	258	247	244

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	81	68	92	93	144	188	122	68	78	78	26	21
30	72	69	74	117	143	162	140	100	74	80	35	16
45	97	66	87	70	167	151	82	97	76	69	32	21
00	75	69	118	129	167	147	119	78	58	50	36	22
Hr Total	325	272	371	409	621	648	463	343	286	277	129	80

24 Hour Total:	6,114	AM Peak Volume:	337	AM Peak Hour Factor:	0.83
AM Peak Hour begins:	7:30	PM Peak Volume:	684	PM Peak Hour Factor:	0.91
PM Peak Hour begins:	16:30				

N/A

Wednesday, June 07, 2017

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

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

24 Hour Total:	0	AM Peak 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, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	11	5	4	9	10	37	51	71	60	58	57
30	7	7	6	3	8	13	67	87	102	49	73	57
45	9	9	4	7	12	24	82	75	75	64	60	65
00	6	8	10	10	12	50	68	89	83	85	56	65
Hr Total	32	35	25	24	41	97	254	302	331	258	247	244

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	81	68	92	93	144	188	122	68	78	78	26	21
30	72	69	74	117	143	162	140	100	74	80	35	16
45	97	66	87	70	167	151	82	97	76	69	32	21
00	75	69	118	129	167	147	119	78	58	50	36	22
Hr Total	325	272	371	409	621	648	463	343	286	277	129	80

24 Hour Total:	6,114	AM Peak Volume:	337	AM Peak Hour Factor:	0.83
AM Peak Hour begins:	7:30	PM Peak Volume:	684	PM Peak Hour Factor:	0.91
PM Peak Hour begins:	16:30				

Volume Count Report

Start Date: June 8, 2017	Start Time: 00:00	Station: 0
Stop Date: June 8, 2017	Stop Time: 24:00	ID: 0
City: Riverview	County: Hillsborough	
Location: I-75 SB Off Ramp to Big Bend Rd WB		

Southbound Volume for Lane 1

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	9	9	3	7	12	43	72	89	63	43	79
30	36	11	2	6	6	16	61	75	90	58	75	73
45	7	2	6	3	11	23	79	68	76	77	76	60
00	11	8	7	5	15	43	62	83	56	72	96	95
Hr Total	61	30	24	17	39	94	245	298	311	270	290	307

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	71	81	108	101	138	179	173	102	79	65	51	39
30	89	90	68	128	137	141	120	90	83	64	55	31
45	77	61	104	108	157	172	100	64	73	59	26	22
00	89	112	103	140	174	126	115	87	92	45	30	22
Hr Total	326	344	383	477	606	618	508	343	327	233	162	114

24 Hour Total:	6,427	AM Peak Volume:	338	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	7:45	PM Peak Volume:	666	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	16:45				

N/A

Thursday, June 08, 2017

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

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

24 Hour Total:	0	AM Peak 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, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	9	9	3	7	12	43	72	89	63	43	79
30	36	11	2	6	6	16	61	75	90	58	75	73
45	7	2	6	3	11	23	79	68	76	77	76	60
00	11	8	7	5	15	43	62	83	56	72	96	95
Hr Total	61	30	24	17	39	94	245	298	311	270	290	307

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	71	81	108	101	138	179	173	102	79	65	51	39
30	89	90	68	128	137	141	120	90	83	64	55	31
45	77	61	104	108	157	172	100	64	73	59	26	22
00	89	112	103	140	174	126	115	87	92	45	30	22
Hr Total	326	344	383	477	606	618	508	343	327	233	162	114

24 Hour Total:	6,427	AM Peak Volume:	338	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	7:45	PM Peak Volume:	666	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	16:45				

Volume Count Report

3-Day Average

Start Date:	June 6, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 8, 2017	Stop Time:	24:00	ID:	0
City:	Riverview	County:	Hillsborough		
Location	I-75 SB Off Ramp to Big Bend Rd WB				

Southbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	8	10	5	7	11	36	67	82	60	50	65
30	20	8	4	6	7	17	66	73	89	61	69	66
45	9	7	4	4	12	25	81	70	73	70	72	65
00	10	8	6	8	14	45	59	82	69	78	75	86
Hr Total	49	31	23	22	39	99	241	292	314	269	266	282

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	75	79	92	91	134	179	139	90	80	68	42	30
30	82	76	79	118	146	158	130	90	85	78	44	24
45	88	71	96	92	151	164	105	77	68	60	24	21
00	70	85	105	140	161	136	109	80	73	45	27	18
Hr Total	316	311	373	440	592	636	483	337	306	250	138	93

24 Hour Total:	6,203				
AM Peak Hour begins:	11:45	AM Peak Volume:	331	AM Peak Hour Factor:	0.94
PM Peak Hour begins:	16:45	PM Peak Volume:	662	PM Peak Hour Factor:	0.92

N/A

3-Day Average

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

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

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

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	8	10	5	7	11	36	67	82	60	50	65
30	20	8	4	6	7	17	66	73	89	61	69	66
45	9	7	4	4	12	25	81	70	73	70	72	65
00	10	8	6	8	14	45	59	82	69	78	75	86
Hr Total	49	31	23	22	39	99	241	292	314	269	266	282

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	75	79	92	91	134	179	139	90	80	68	42	30
30	82	76	79	118	146	158	130	90	85	78	44	24
45	88	71	96	92	151	164	105	77	68	60	24	21
00	70	85	105	140	161	136	109	80	73	45	27	18
Hr Total	316	311	373	440	592	636	483	337	306	250	138	93

24 Hour Total:	6,203				
AM Peak Hour begins:	11:45	AM Peak Volume:	331	AM Peak Hour Factor:	0.94
PM Peak Hour begins:	16:45	PM Peak Volume:	662	PM Peak Hour Factor:	0.92

Volume Count Report

Start Date: June 6, 2017	Start Time: 00:00	Station: 0
Stop Date: June 6, 2017	Stop Time: 24:00	ID: 0
City: Riverview	County: Hillsborough	
Location: I-75 SB On Ramp from Big Bend Rd EB		

Southbound Volume for Lane 1

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	1	0	7	5	37	39	28	32	25	11
30	1	1	0	0	9	13	35	42	41	25	19	25
45	3	5	1	4	13	10	47	42	34	21	13	19
00	2	4	1	1	9	21	55	42	38	19	18	21
Hr Total	7	11	3	5	38	49	174	165	141	97	75	76

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	24	14	11	19	27	23	25	13	3	9	7	1
30	28	16	18	23	23	23	18	24	13	8	5	0
45	20	16	24	24	22	36	28	11	3	9	4	2
00	18	26	21	26	21	24	12	9	7	7	6	1
Hr Total	90	72	74	92	93	106	83	57	26	33	22	4

24 Hour Total:	1,593	AM Peak Volume:	183	AM Peak Hour Factor:	0.83
AM Peak Hour begins:	6:30	PM Peak Volume:	108	PM Peak Hour Factor:	0.75
PM Peak Hour begins:	17:15				

N/A

Tuesday, June 06, 2017

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

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

24 Hour Total:	0	AM Peak 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, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	1	0	7	5	37	39	28	32	25	11
30	1	1	0	0	9	13	35	42	41	25	19	25
45	3	5	1	4	13	10	47	42	34	21	13	19
00	2	4	1	1	9	21	55	42	38	19	18	21
Hr Total	7	11	3	5	38	49	174	165	141	97	75	76

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	24	14	11	19	27	23	25	13	3	9	7	1
30	28	16	18	23	23	23	18	24	13	8	5	0
45	20	16	24	24	22	36	28	11	3	9	4	2
00	18	26	21	26	21	24	12	9	7	7	6	1
Hr Total	90	72	74	92	93	106	83	57	26	33	22	4

24 Hour Total:	1,593	AM Peak Volume:	183	AM Peak Hour Factor:	0.83
AM Peak Hour begins:	6:30	PM Peak Volume:	108	PM Peak Hour Factor:	0.75
PM Peak Hour begins:	17:15				

Volume Count Report

Start Date: June 7, 2017	Start Time: 00:00	Station: 0
Stop Date: June 7, 2017	Stop Time: 24:00	ID: 0
City: Riverview	County: Hillsborough	
Location: I-75 SB On Ramp from Big Bend Rd EB		

Southbound Volume for Lane 1

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	3	2	5	1	12	37	48	35	18	21	23
30	2	2	3	1	2	10	32	47	31	24	30	26
45	4	2	0	2	9	22	51	38	42	28	22	28
00	0	4	0	4	8	13	47	36	30	25	22	25
Hr Total	10	11	5	12	20	57	167	169	138	95	95	102

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	35	18	13	21	21	26	22	15	9	3	4	3
30	22	20	20	14	18	38	20	16	10	2	3	0
45	17	15	21	24	28	23	16	14	9	3	10	5
00	16	18	29	20	21	19	17	8	6	4	7	2
Hr Total	90	71	83	79	88	106	75	53	34	12	24	10

24 Hour Total:	1,606	AM Peak Volume:	193	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	6:30	PM Peak Volume:	113	PM Peak Hour Factor:	0.74
PM Peak Hour begins:	16:30				

N/A

Wednesday, June 07, 2017

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

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

24 Hour Total:	0	AM Peak 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, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	3	2	5	1	12	37	48	35	18	21	23
30	2	2	3	1	2	10	32	47	31	24	30	26
45	4	2	0	2	9	22	51	38	42	28	22	28
00	0	4	0	4	8	13	47	36	30	25	22	25
Hr Total	10	11	5	12	20	57	167	169	138	95	95	102

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	35	18	13	21	21	26	22	15	9	3	4	3
30	22	20	20	14	18	38	20	16	10	2	3	0
45	17	15	21	24	28	23	16	14	9	3	10	5
00	16	18	29	20	21	19	17	8	6	4	7	2
Hr Total	90	71	83	79	88	106	75	53	34	12	24	10

24 Hour Total:	1,606	AM Peak Volume:	193	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	6:30	PM Peak Volume:	113	PM Peak Hour Factor:	0.74
PM Peak Hour begins:	16:30				

Volume Count Report

Start Date: June 8, 2017	Start Time: 00:00	Station: 0
Stop Date: June 8, 2017	Stop Time: 24:00	ID: 0
City: Riverview	County: Hillsborough	
Location: I-75 SB On Ramp from Big Bend Rd EB		

Southbound Volume for Lane 1

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	2	0	2	4	12	46	42	35	32	39	21
30	2	1	0	3	2	9	34	43	33	28	28	17
45	0	0	1	0	7	12	55	38	37	29	30	34
00	2	4	1	1	4	20	43	53	29	30	24	29
Hr Total	7	7	2	6	17	53	178	176	134	119	121	101

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	37	26	20	22	26	34	24	12	9	9	5	4
30	16	23	19	28	21	21	31	4	17	7	4	1
45	24	30	29	26	27	25	15	8	12	3	4	4
00	27	29	11	18	30	23	17	4	6	7	5	8
Hr Total	104	108	79	94	104	103	87	28	44	26	18	17

24 Hour Total:	1,733	AM Peak Volume:	183	AM Peak Hour Factor:	0.83
AM Peak Hour begins:	6:30	PM Peak Volume:	112	PM Peak Hour Factor:	0.82
PM Peak Hour begins:	16:15				

N/A

Thursday, June 08, 2017

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

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

24 Hour Total:	0	AM Peak 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, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	2	0	2	4	12	46	42	35	32	39	21
30	2	1	0	3	2	9	34	43	33	28	28	17
45	0	0	1	0	7	12	55	38	37	29	30	34
00	2	4	1	1	4	20	43	53	29	30	24	29
Hr Total	7	7	2	6	17	53	178	176	134	119	121	101

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	37	26	20	22	26	34	24	12	9	9	5	4
30	16	23	19	28	21	21	31	4	17	7	4	1
45	24	30	29	26	27	25	15	8	12	3	4	4
00	27	29	11	18	30	23	17	4	6	7	5	8
Hr Total	104	108	79	94	104	103	87	28	44	26	18	17

24 Hour Total:	1,733	AM Peak Volume:	183	AM Peak Hour Factor:	0.83
AM Peak Hour begins:	6:30	PM Peak Volume:	112	PM Peak Hour Factor:	0.82
PM Peak Hour begins:	16:15				

Volume Count Report 3-Day Average

Start Date: June 6, 2017	Start Time: 00:00	Station: 0
Stop Date: June 8, 2017	Stop Time: 24:00	ID: 0
City: Riverview	County: Hillsborough	
Location: I-75 SB On Ramp from Big Bend Rd EB		

Southbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	2	1	2	4	10	40	43	33	27	28	18
30	2	1	1	1	4	11	34	44	35	26	26	23
45	2	2	1	2	10	15	51	39	38	26	22	27
00	1	4	1	2	7	18	48	44	32	25	21	25
Hr Total	8	10	3	8	25	53	173	170	138	104	97	93

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	32	19	15	21	25	28	24	13	7	7	5	3
30	22	20	19	22	21	27	23	15	13	6	4	0
45	20	20	25	25	26	28	20	11	8	5	6	4
00	20	24	20	21	24	22	15	7	6	6	6	4
Hr Total	95	84	79	88	95	105	82	46	35	24	21	10

24 Hour Total:	1,644			
AM Peak Hour begins:	6:30	AM Peak Volume:	186	AM Peak Hour Factor: 0.91
PM Peak Hour begins:	16:45	PM Peak Volume:	107	PM Peak Hour Factor: 0.96

N/A

3-Day Average

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

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

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

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	2	1	2	4	10	40	43	33	27	28	18
30	2	1	1	1	4	11	34	44	35	26	26	23
45	2	2	1	2	10	15	51	39	38	26	22	27
00	1	4	1	2	7	18	48	44	32	25	21	25
Hr Total	8	10	3	8	25	53	173	170	138	104	97	93

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	32	19	15	21	25	28	24	13	7	7	5	3
30	22	20	19	22	21	27	23	15	13	6	4	0
45	20	20	25	25	26	28	20	11	8	5	6	4
00	20	24	20	21	24	22	15	7	6	6	6	4
Hr Total	95	84	79	88	95	105	82	46	35	24	21	10

24 Hour Total:	1,644			
AM Peak Hour begins:	6:30	AM Peak Volume:	186	AM Peak Hour Factor: 0.91
PM Peak Hour begins:	16:45	PM Peak Volume:	107	PM Peak Hour Factor: 0.96

Volume Count Report

Start Date: June 6, 2017	Start Time: 00:00	Station: 0
Stop Date: June 6, 2017	Stop Time: 24:00	ID: 0
City: Riverview	County: Hillsborough	
Location: I-75 SB On Ramp from Big Bend Rd WB		

Southbound Volume for Lane 1

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	5	4	9	4	16	56	90	60	41	53	25
30	0	2	5	4	10	36	64	102	80	48	49	35
45	8	0	4	2	11	29	100	117	73	44	41	33
00	6	1	2	2	8	40	86	91	49	43	42	34
Hr Total	19	8	15	17	33	121	306	400	262	176	185	127

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	34	38	47	35	34	36	42	34	16	17	15	5
30	43	43	38	35	37	48	39	28	16	27	6	12
45	33	23	39	46	37	34	27	20	19	26	15	2
00	35	47	36	35	39	44	21	17	27	12	10	7
Hr Total	145	151	160	151	147	162	129	99	78	82	46	26

24 Hour Total:	3,045	AM Peak Volume:	400	AM Peak Hour Factor:	0.85
AM Peak Hour begins:	7:00	PM Peak Volume:	171	PM Peak Hour Factor:	0.91
PM Peak Hour begins:	13:45				

N/A

Tuesday, June 06, 2017

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

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

24 Hour Total:	0	AM Peak 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, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	5	4	9	4	16	56	90	60	41	53	25
30	0	2	5	4	10	36	64	102	80	48	49	35
45	8	0	4	2	11	29	100	117	73	44	41	33
00	6	1	2	2	8	40	86	91	49	43	42	34
Hr Total	19	8	15	17	33	121	306	400	262	176	185	127

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	34	38	47	35	34	36	42	34	16	17	15	5
30	43	43	38	35	37	48	39	28	16	27	6	12
45	33	23	39	46	37	34	27	20	19	26	15	2
00	35	47	36	35	39	44	21	17	27	12	10	7
Hr Total	145	151	160	151	147	162	129	99	78	82	46	26

24 Hour Total:	3,045	AM Peak Volume:	400	AM Peak Hour Factor:	0.85
AM Peak Hour begins:	7:00	PM Peak Volume:	171	PM Peak Hour Factor:	0.91
PM Peak Hour begins:	13:45				

Volume Count Report

Start Date: June 7, 2017	Start Time: 00:00	Station: 0
Stop Date: June 7, 2017	Stop Time: 24:00	ID: 0
City: Riverview	County: Hillsborough	
Location: I-75 SB On Ramp from Big Bend Rd WB		

Southbound Volume for Lane 1

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	4	4	5	4	17	51	75	74	44	39	33
30	4	4	0	5	7	29	64	103	69	33	33	36
45	3	4	8	2	6	30	83	92	61	47	40	40
00	2	3	2	3	12	40	115	70	70	36	35	29
Hr Total	14	15	14	15	29	116	313	340	274	160	147	138

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	33	28	46	35	31	45	47	26	23	24	15	8
30	31	30	26	41	30	43	43	32	23	19	13	7
45	31	35	37	31	46	42	31	28	19	22	14	8
00	46	40	31	33	45	40	24	26	18	12	19	4
Hr Total	141	133	140	140	152	170	145	112	83	77	61	27

24 Hour Total:	2,956	AM Peak Volume:	385	AM Peak Hour Factor:	0.84
AM Peak Hour begins:	6:45	PM Peak Volume:	179	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	16:30				

N/A

Wednesday, June 07, 2017

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

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

24 Hour Total:	0	AM Peak 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, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	4	4	5	4	17	51	75	74	44	39	33
30	4	4	0	5	7	29	64	103	69	33	33	36
45	3	4	8	2	6	30	83	92	61	47	40	40
00	2	3	2	3	12	40	115	70	70	36	35	29
Hr Total	14	15	14	15	29	116	313	340	274	160	147	138

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	33	28	46	35	31	45	47	26	23	24	15	8
30	31	30	26	41	30	43	43	32	23	19	13	7
45	31	35	37	31	46	42	31	28	19	22	14	8
00	46	40	31	33	45	40	24	26	18	12	19	4
Hr Total	141	133	140	140	152	170	145	112	83	77	61	27

24 Hour Total:	2,956	AM Peak Volume:	385	AM Peak Hour Factor:	0.84
AM Peak Hour begins:	6:45	PM Peak Volume:	179	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	16:30				

Volume Count Report

Start Date: June 8, 2017	Start Time: 00:00	Station: 0
Stop Date: June 8, 2017	Stop Time: 24:00	ID: 0
City: Riverview	County: Hillsborough	
Location: I-75 SB On Ramp from Big Bend Rd WB		

Southbound Volume for Lane 1

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	3	2	7	6	19	45	88	63	48	58	45
30	8	3	2	1	3	24	68	95	82	51	38	41
45	2	2	5	3	4	36	87	93	55	47	47	54
00	5	2	5	8	17	35	104	75	69	49	37	47
Hr Total	26	10	14	19	30	114	304	351	269	195	180	187

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	27	49	52	67	43	47	45	27	20	14	10	10
30	45	53	49	38	39	40	42	30	22	19	8	10
45	45	74	55	45	46	50	26	26	31	17	14	8
00	33	50	46	47	33	40	38	25	27	15	16	7
Hr Total	150	226	202	197	161	177	151	108	100	65	48	35

24 Hour Total:	3,319	AM Peak Volume:	380	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	6:45	PM Peak Volume:	229	PM Peak Hour Factor:	0.77
PM Peak Hour begins:	13:15				

N/A

Thursday, June 08, 2017

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

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

24 Hour Total:	0	AM Peak 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, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	3	2	7	6	19	45	88	63	48	58	45
30	8	3	2	1	3	24	68	95	82	51	38	41
45	2	2	5	3	4	36	87	93	55	47	47	54
00	5	2	5	8	17	35	104	75	69	49	37	47
Hr Total	26	10	14	19	30	114	304	351	269	195	180	187

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	27	49	52	67	43	47	45	27	20	14	10	10
30	45	53	49	38	39	40	42	30	22	19	8	10
45	45	74	55	45	46	50	26	26	31	17	14	8
00	33	50	46	47	33	40	38	25	27	15	16	7
Hr Total	150	226	202	197	161	177	151	108	100	65	48	35

24 Hour Total:	3,319	AM Peak Volume:	380	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	6:45	PM Peak Volume:	229	PM Peak Hour Factor:	0.77
PM Peak Hour begins:	13:15				

Volume Count Report 3-Day Average

Start Date: June 6, 2017	Start Time: 00:00	Station: 0
Stop Date: June 8, 2017	Stop Time: 24:00	ID: 0
City: Riverview	County: Hillsborough	
Location: I-75 SB On Ramp from Big Bend Rd WB		

Southbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	4	3	7	5	17	51	84	66	44	50	34
30	4	3	2	3	7	30	65	100	77	44	40	37
45	4	2	6	2	7	32	90	101	63	46	43	42
00	4	2	3	4	12	38	102	79	63	43	38	37
Hr Total	20	11	14	17	31	117	308	364	268	177	171	151

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	31	38	48	46	36	43	45	29	20	18	13	8
30	40	42	38	38	35	44	41	30	20	22	9	10
45	36	44	44	41	43	42	28	25	23	22	14	6
00	38	46	38	38	39	41	28	23	24	13	15	6
Hr Total	145	170	167	163	153	170	142	106	87	75	52	29

24 Hour Total:	3,107			
AM Peak Hour begins:	6:45	AM Peak Volume:	387	AM Peak Hour Factor: 0.95
PM Peak Hour begins:	13:15	PM Peak Volume:	180	PM Peak Hour Factor: 0.93

N/A

3-Day Average

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

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

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

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	4	3	7	5	17	51	84	66	44	50	34
30	4	3	2	3	7	30	65	100	77	44	40	37
45	4	2	6	2	7	32	90	101	63	46	43	42
00	4	2	3	4	12	38	102	79	63	43	38	37
Hr Total	20	11	14	17	31	117	308	364	268	177	171	151

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	31	38	48	46	36	43	45	29	20	18	13	8
30	40	42	38	38	35	44	41	30	20	22	9	10
45	36	44	44	41	43	42	28	25	23	22	14	6
00	38	46	38	38	39	41	28	23	24	13	15	6
Hr Total	145	170	167	163	153	170	142	106	87	75	52	29

24 Hour Total:	3,107			
AM Peak Hour begins:	6:45	AM Peak Volume:	387	AM Peak Hour Factor: 0.95
PM Peak Hour begins:	13:15	PM Peak Volume:	180	PM Peak Hour Factor: 0.93

Volume Count Report

Start Date: June 6, 2017	Start Time: 00:00	Station: 0
Stop Date: June 6, 2017	Stop Time: 24:00	ID: 0
City: Riverview	County: Hillsborough	
Location: I-75 NB Off Ramp to Big Bend Rd EB		

Northbound Volume for Lane 1

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	6	1	2	4	9	17	31	30	41	36	29
30	1	5	2	1	2	9	25	39	37	45	31	48
45	7	3	9	5	6	15	33	45	47	48	25	44
00	2	1	4	5	10	12	35	45	45	35	38	37
Hr Total	17	15	16	13	22	45	110	160	159	169	130	158

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	33	35	54	71	104	100	62	67	41	24	28	21
30	35	42	65	82	61	75	84	56	46	20	34	19
45	55	48	37	73	88	110	95	56	41	31	26	22
00	49	55	64	67	91	77	69	35	30	29	9	20
Hr Total	172	180	220	293	344	362	310	214	158	104	97	82

24 Hour Total:	3,550	AM Peak Volume:	179	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	8:45	PM Peak Volume:	376	PM Peak Hour Factor:	0.85
PM Peak Hour begins:	16:45				

N/A

Tuesday, June 06, 2017

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

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

24 Hour Total:	0	AM Peak 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, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	6	1	2	4	9	17	31	30	41	36	29
30	1	5	2	1	2	9	25	39	37	45	31	48
45	7	3	9	5	6	15	33	45	47	48	25	44
00	2	1	4	5	10	12	35	45	45	35	38	37
Hr Total	17	15	16	13	22	45	110	160	159	169	130	158

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	33	35	54	71	104	100	62	67	41	24	28	21
30	35	42	65	82	61	75	84	56	46	20	34	19
45	55	48	37	73	88	110	95	56	41	31	26	22
00	49	55	64	67	91	77	69	35	30	29	9	20
Hr Total	172	180	220	293	344	362	310	214	158	104	97	82

24 Hour Total:	3,550	AM Peak Volume:	179	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	8:45	PM Peak Volume:	376	PM Peak Hour Factor:	0.85
PM Peak Hour begins:	16:45				

Volume Count Report

Start Date: June 7, 2017	Start Time: 00:00	Station: 0
Stop Date: June 7, 2017	Stop Time: 24:00	ID: 0
City: Riverview	County: Hillsborough	
Location: I-75 NB Off Ramp to Big Bend Rd EB		

Northbound Volume for Lane 1

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	8	2	1	1	4	14	34	29	45	30	49
30	6	1	2	1	7	14	24	43	46	38	38	43
45	5	6	6	6	3	11	31	52	38	40	32	56
00	4	5	8	7	9	12	32	62	36	45	54	53
Hr Total	19	20	18	15	20	41	101	191	149	168	154	201

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	38	53	33	59	82	107	88	55	44	29	18	23
30	39	52	47	49	62	122	100	44	40	31	22	15
45	63	57	47	57	84	135	56	32	33	36	25	11
00	50	64	57	67	93	112	63	40	37	26	20	11
Hr Total	190	226	184	232	321	476	307	171	154	122	85	60

24 Hour Total:	3,625	AM Peak Volume:	202	AM Peak Hour Factor:	0.90
AM Peak Hour begins:	10:45	PM Peak Volume:	476	PM Peak Hour Factor:	0.88
PM Peak Hour begins:	17:00				

N/A

Wednesday, June 07, 2017

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

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

24 Hour Total:	0	AM Peak 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, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	8	2	1	1	4	14	34	29	45	30	49
30	6	1	2	1	7	14	24	43	46	38	38	43
45	5	6	6	6	3	11	31	52	38	40	32	56
00	4	5	8	7	9	12	32	62	36	45	54	53
Hr Total	19	20	18	15	20	41	101	191	149	168	154	201

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	38	53	33	59	82	107	88	55	44	29	18	23
30	39	52	47	49	62	122	100	44	40	31	22	15
45	63	57	47	57	84	135	56	32	33	36	25	11
00	50	64	57	67	93	112	63	40	37	26	20	11
Hr Total	190	226	184	232	321	476	307	171	154	122	85	60

24 Hour Total:	3,625	AM Peak Volume:	202	AM Peak Hour Factor:	0.90
AM Peak Hour begins:	10:45	PM Peak Volume:	476	PM Peak Hour Factor:	0.88
PM Peak Hour begins:	17:00				

Volume Count Report

Start Date: June 8, 2017	Start Time: 00:00	Station: 0
Stop Date: June 8, 2017	Stop Time: 24:00	ID: 0
City: Riverview	County: Hillsborough	
Location: I-75 NB Off Ramp to Big Bend Rd EB		

Northbound Volume for Lane 1

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	6	5	4	1	8	17	23	65	38	21	100
30	7	3	2	3	8	9	23	40	102	35	59	84
45	7	3	6	8	6	11	38	54	39	31	204	53
00	10	7	1	10	12	17	27	79	33	35	187	55
Hr Total	32	19	14	25	27	45	105	196	239	139	471	292

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	50	63	66	61	94	89	113	41	37	37	22	18
30	45	55	60	56	84	130	105	45	36	33	22	13
45	56	39	68	65	110	117	74	54	39	34	30	21
00	60	81	44	88	92	108	72	55	40	32	23	11
Hr Total	211	238	238	270	380	444	364	195	152	136	97	63

24 Hour Total:	4,392	AM Peak Volume:	575	AM Peak Hour Factor:	0.70
AM Peak Hour begins:	10:30	PM Peak Volume:	468	PM Peak Hour Factor:	0.90
PM Peak Hour begins:	17:15				

N/A

Thursday, June 08, 2017

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

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

24 Hour Total:	0	AM Peak 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, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	6	5	4	1	8	17	23	65	38	21	100
30	7	3	2	3	8	9	23	40	102	35	59	84
45	7	3	6	8	6	11	38	54	39	31	204	53
00	10	7	1	10	12	17	27	79	33	35	187	55
Hr Total	32	19	14	25	27	45	105	196	239	139	471	292

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	50	63	66	61	94	89	113	41	37	37	22	18
30	45	55	60	56	84	130	105	45	36	33	22	13
45	56	39	68	65	110	117	74	54	39	34	30	21
00	60	81	44	88	92	108	72	55	40	32	23	11
Hr Total	211	238	238	270	380	444	364	195	152	136	97	63

24 Hour Total:	4,392	AM Peak Volume:	575	AM Peak Hour Factor:	0.70
AM Peak Hour begins:	10:30	PM Peak Volume:	468	PM Peak Hour Factor:	0.90
PM Peak Hour begins:	17:15				

Volume Count Report 3-Day Average

Start Date: June 6, 2017	Start Time: 00:00	Station: 0
Stop Date: June 8, 2017	Stop Time: 24:00	ID: 0
City: Riverview	County: Hillsborough	
Location: I-75 NB Off Ramp to Big Bend Rd EB		

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	7	3	2	2	7	16	29	41	41	29	59
30	5	3	2	2	6	11	24	41	62	39	43	58
45	6	4	7	6	5	12	34	50	41	40	87	51
00	5	4	4	7	10	14	31	62	38	38	93	48
Hr Total	23	18	16	18	23	44	105	182	182	159	252	217

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	40	50	51	64	93	99	88	54	41	30	23	21
30	40	50	57	62	69	109	96	48	41	28	26	16
45	58	48	51	65	94	121	75	47	38	34	27	18
00	53	67	55	74	92	99	68	43	36	29	17	14
Hr Total	191	215	214	265	348	427	327	193	155	121	93	68

24 Hour Total:	3,856	AM Peak Volume:	298	AM Peak Hour Factor:	0.80
AM Peak Hour begins:	10:30	PM Peak Volume:	427	PM Peak Hour Factor:	0.89
PM Peak Hour begins:	17:00				

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 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

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	7	3	2	2	7	16	29	41	41	29	59
30	5	3	2	2	6	11	24	41	62	39	43	58
45	6	4	7	6	5	12	34	50	41	40	87	51
00	5	4	4	7	10	14	31	62	38	38	93	48
Hr Total	23	18	16	18	23	44	105	182	182	159	252	217

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	40	50	51	64	93	99	88	54	41	30	23	21
30	40	50	57	62	69	109	96	48	41	28	26	16
45	58	48	51	65	94	121	75	47	38	34	27	18
00	53	67	55	74	92	99	68	43	36	29	17	14
Hr Total	191	215	214	265	348	427	327	193	155	121	93	68

24 Hour Total:	3,856	AM Peak Volume:	298	AM Peak Hour Factor:	0.80
AM Peak Hour begins:	10:30	PM Peak Volume:	427	PM Peak Hour Factor:	0.89
PM Peak Hour begins:	17:00				

Volume Count Report

Start Date: June 6, 2017	Start Time: 00:00	Station: 0
Stop Date: June 6, 2017	Stop Time: 24:00	ID: 0
City: Riverview	County: Hillsborough	
Location: I-75 NB Off Ramp to Big Bend Rd WB		

Northbound Volume for Lane 1

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	0	4	1	1	3	19	13	14	20	12
30	4	1	1	2	1	7	11	12	14	11	14	17
45	5	0	0	1	2	14	11	17	18	20	18	14
00	0	0	1	0	2	7	23	16	17	16	21	27
Hr Total	9	2	2	7	6	29	48	64	62	61	73	70

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	21	26	21	16	9	20	22	21	13	8	3	3
30	19	13	27	17	22	14	14	3	14	3	1	2
45	14	13	9	13	26	8	18	14	8	8	2	2
00	24	18	11	26	24	13	13	15	10	4	9	1
Hr Total	78	70	68	72	81	55	67	53	45	23	15	8

24 Hour Total:	1,068	AM Peak Volume:	81	AM Peak Hour Factor:	0.75
AM Peak Hour begins:	11:30	PM Peak Volume:	92	PM Peak Hour Factor:	0.88
PM Peak Hour begins:	16:15				

N/A

Tuesday, June 06, 2017

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

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

24 Hour Total:	0	AM Peak 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, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	0	4	1	1	3	19	13	14	20	12
30	4	1	1	2	1	7	11	12	14	11	14	17
45	5	0	0	1	2	14	11	17	18	20	18	14
00	0	0	1	0	2	7	23	16	17	16	21	27
Hr Total	9	2	2	7	6	29	48	64	62	61	73	70

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	21	26	21	16	9	20	22	21	13	8	3	3
30	19	13	27	17	22	14	14	3	14	3	1	2
45	14	13	9	13	26	8	18	14	8	8	2	2
00	24	18	11	26	24	13	13	15	10	4	9	1
Hr Total	78	70	68	72	81	55	67	53	45	23	15	8

24 Hour Total:	1,068	AM Peak Volume:	81	AM Peak Hour Factor:	0.75
AM Peak Hour begins:	11:30	PM Peak Volume:	92	PM Peak Hour Factor:	0.88
PM Peak Hour begins:	16:15				

Volume Count Report

Start Date:	June 7, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 7, 2017	Stop Time:	24:00	ID:	0
City:	Riverview	County:	Hillsborough		
Location	I-75 NB Off Ramp to Big Bend Rd WB				

Northbound Volume for Lane 1

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	0	4	1	3	7	17	18	8	14	10
30	1	1	2	1	1	10	8	11	8	12	14	4
45	1	0	0	0	1	8	9	13	17	16	8	13
00	0	1	1	0	2	5	15	12	15	16	8	15
Hr Total	3	3	3	5	5	26	39	53	58	52	44	42

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	8	15	21	32	27	26	25	16	15	9	5	0
30	22	17	16	33	32	31	22	20	10	3	4	2
45	10	11	18	19	40	14	22	10	5	1	4	6
00	13	5	20	24	39	34	19	22	13	2	11	4
Hr Total	53	48	75	108	138	105	88	68	43	15	24	12

24 Hour Total:	1,110	AM Peak Volume:	60	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	9:30	PM Peak Volume:	138	PM Peak Hour Factor:	0.86
PM Peak Hour begins:	16:00				

N/A

Wednesday, June 07, 2017

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

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

24 Hour Total:	0	AM Peak 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, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	0	4	1	3	7	17	18	8	14	10
30	1	1	2	1	1	10	8	11	8	12	14	4
45	1	0	0	0	1	8	9	13	17	16	8	13
00	0	1	1	0	2	5	15	12	15	16	8	15
Hr Total	3	3	3	5	5	26	39	53	58	52	44	42

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	8	15	21	32	27	26	25	16	15	9	5	0
30	22	17	16	33	32	31	22	20	10	3	4	2
45	10	11	18	19	40	14	22	10	5	1	4	6
00	13	5	20	24	39	34	19	22	13	2	11	4
Hr Total	53	48	75	108	138	105	88	68	43	15	24	12

24 Hour Total:	1,110	AM Peak Volume:	60	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	9:30	PM Peak Volume:	138	PM Peak Hour Factor:	0.86
PM Peak Hour begins:	16:00				

Volume Count Report

Start Date: June 8, 2017	Start Time: 00:00	Station: 0
Stop Date: June 8, 2017	Stop Time: 24:00	ID: 0
City: Riverview	County: Hillsborough	
Location: I-75 NB Off Ramp to Big Bend Rd WB		

Northbound Volume for Lane 1

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	2	0	4	0	4	6	16	16	15	9	35
30	6	0	1	1	1	6	6	20	12	17	20	26
45	1	2	0	0	0	9	9	10	14	22	41	32
00	2	0	0	0	1	6	13	10	7	16	98	21
Hr Total	10	4	1	5	2	25	34	56	49	70	168	114

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	25	28	35	26	27	35	34	23	14	9	12	3
30	35	28	22	29	16	29	25	18	14	14	3	5
45	13	21	21	28	25	32	21	13	15	7	2	2
00	36	18	22	29	27	24	24	17	7	9	3	0
Hr Total	109	95	100	112	95	120	104	71	50	39	20	10

24 Hour Total:	1,463	AM Peak Volume:	200	AM Peak Hour Factor:	0.51
AM Peak Hour begins:	10:30	PM Peak Volume:	123	PM Peak Hour Factor:	0.88
PM Peak Hour begins:	16:45				

N/A

Thursday, June 08, 2017

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

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

24 Hour Total:	0	AM Peak 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, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	2	0	4	0	4	6	16	16	15	9	35
30	6	0	1	1	1	6	6	20	12	17	20	26
45	1	2	0	0	0	9	9	10	14	22	41	32
00	2	0	0	0	1	6	13	10	7	16	98	21
Hr Total	10	4	1	5	2	25	34	56	49	70	168	114

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	25	28	35	26	27	35	34	23	14	9	12	3
30	35	28	22	29	16	29	25	18	14	14	3	5
45	13	21	21	28	25	32	21	13	15	7	2	2
00	36	18	22	29	27	24	24	17	7	9	3	0
Hr Total	109	95	100	112	95	120	104	71	50	39	20	10

24 Hour Total:	1,463	AM Peak Volume:	200	AM Peak Hour Factor:	0.51
AM Peak Hour begins:	10:30	PM Peak Volume:	123	PM Peak Hour Factor:	0.88
PM Peak Hour begins:	16:45				

Volume Count Report

3-Day Average

Start Date: June 6, 2017	Start Time: 00:00	Station: 0
Stop Date: June 8, 2017	Stop Time: 24:00	ID: 0
City: Riverview	County: Hillsborough	
Location: I-75 NB Off Ramp to Big Bend Rd WB		

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	0	4	1	3	5	17	16	12	14	19
30	4	1	1	1	1	8	8	14	11	13	16	16
45	2	1	0	0	1	10	10	13	16	19	22	20
00	1	0	1	0	2	6	17	13	13	16	42	21
Hr Total	7	3	2	6	4	27	40	58	56	61	95	75

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	18	23	26	25	21	27	27	20	14	9	7	2
30	25	19	22	26	23	25	20	14	13	7	3	3
45	12	15	16	20	30	18	20	12	9	5	3	3
00	24	14	18	26	30	24	19	18	10	5	8	2
Hr Total	80	71	81	97	105	93	86	64	46	26	20	10

24 Hour Total:	1,214	AM Peak Volume:	100	AM Peak Hour Factor:	0.59
AM Peak Hour begins:	10:15	PM Peak Volume:	112	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	16:30				

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 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

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	0	4	1	3	5	17	16	12	14	19
30	4	1	1	1	1	8	8	14	11	13	16	16
45	2	1	0	0	1	10	10	13	16	19	22	20
00	1	0	1	0	2	6	17	13	13	16	42	21
Hr Total	7	3	2	6	4	27	40	58	56	61	95	75

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	18	23	26	25	21	27	27	20	14	9	7	2
30	25	19	22	26	23	25	20	14	13	7	3	3
45	12	15	16	20	30	18	20	12	9	5	3	3
00	24	14	18	26	30	24	19	18	10	5	8	2
Hr Total	80	71	81	97	105	93	86	64	46	26	20	10

24 Hour Total:	1,214	AM Peak Volume:	100	AM Peak Hour Factor:	0.59
AM Peak Hour begins:	10:15	PM Peak Volume:	112	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	16:30				

Volume Count Report

Start Date: June 6, 2017	Start Time: 00:00	Station: 0
Stop Date: June 6, 2017	Stop Time: 24:00	ID: 0
City: Riverview	County: Hillsborough	
Location: I-75 NB On Ramp from Big Bend Rd EB		

Northbound Volume for Lane 1

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	12	5	9	10	29	164	232	187	114	127	122
30	13	13	9	6	18	55	160	239	208	157	123	91
45	9	8	7	18	31	72	201	261	189	142	115	119
00	11	8	4	13	22	88	177	219	125	117	121	125
Hr Total	46	41	25	46	81	244	702	951	709	530	486	457

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	109	128	98	132	103	100	97	83	50	30	21	18
30	93	120	112	118	116	85	76	67	41	35	18	20
45	108	104	103	154	100	101	95	60	40	37	15	18
00	120	103	118	91	95	86	55	62	48	34	25	13
Hr Total	430	455	431	495	414	372	323	272	179	136	79	69

24 Hour Total:	7,973	AM Peak Volume:	951	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	7:00	PM Peak Volume:	522	PM Peak Hour Factor:	0.85
PM Peak Hour begins:	14:45				

N/A

Tuesday, June 06, 2017

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

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

24 Hour Total:	0	AM Peak 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, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	12	5	9	10	29	164	232	187	114	127	122
30	13	13	9	6	18	55	160	239	208	157	123	91
45	9	8	7	18	31	72	201	261	189	142	115	119
00	11	8	4	13	22	88	177	219	125	117	121	125
Hr Total	46	41	25	46	81	244	702	951	709	530	486	457

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	109	128	98	132	103	100	97	83	50	30	21	18
30	93	120	112	118	116	85	76	67	41	35	18	20
45	108	104	103	154	100	101	95	60	40	37	15	18
00	120	103	118	91	95	86	55	62	48	34	25	13
Hr Total	430	455	431	495	414	372	323	272	179	136	79	69

24 Hour Total:	7,973	AM Peak Volume:	951	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	7:00	PM Peak Volume:	522	PM Peak Hour Factor:	0.85
PM Peak Hour begins:	14:45				

Volume Count Report

Start Date: June 7, 2017	Start Time: 00:00	Station: 0
Stop Date: June 7, 2017	Stop Time: 24:00	ID: 0
City: Riverview	County: Hillsborough	
Location: I-75 NB On Ramp from Big Bend Rd EB		

Northbound Volume for Lane 1

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	6	6	6	6	35	127	201	262	165	123	107
30	6	1	1	8	19	48	181	241	244	148	136	137
45	7	4	7	10	28	62	198	271	225	173	104	118
00	5	6	6	11	37	69	191	214	146	118	100	119
Hr Total	33	17	20	35	90	214	697	927	877	604	463	481

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	149	86	107	89	114	112	109	85	44	47	28	21
30	96	146	78	126	94	105	107	64	51	34	23	19
45	143	123	87	113	112	115	101	54	39	39	19	17
00	94	114	88	122	95	101	73	67	46	28	27	19
Hr Total	482	469	360	450	415	433	390	270	180	148	97	76

24 Hour Total:	8,228	AM Peak Volume:	991	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	7:30	PM Peak Volume:	490	PM Peak Hour Factor:	0.84
PM Peak Hour begins:	13:15				

N/A

Wednesday, June 07, 2017

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

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

24 Hour Total:	0	AM Peak 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, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	6	6	6	6	35	127	201	262	165	123	107
30	6	1	1	8	19	48	181	241	244	148	136	137
45	7	4	7	10	28	62	198	271	225	173	104	118
00	5	6	6	11	37	69	191	214	146	118	100	119
Hr Total	33	17	20	35	90	214	697	927	877	604	463	481

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	149	86	107	89	114	112	109	85	44	47	28	21
30	96	146	78	126	94	105	107	64	51	34	23	19
45	143	123	87	113	112	115	101	54	39	39	19	17
00	94	114	88	122	95	101	73	67	46	28	27	19
Hr Total	482	469	360	450	415	433	390	270	180	148	97	76

24 Hour Total:	8,228	AM Peak Volume:	991	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	7:30	PM Peak Volume:	490	PM Peak Hour Factor:	0.84
PM Peak Hour begins:	13:15				

Volume Count Report

Start Date: June 8, 2017	Start Time: 00:00	Station: 0
Stop Date: June 8, 2017	Stop Time: 24:00	ID: 0
City: Riverview	County: Hillsborough	
Location: I-75 NB On Ramp from Big Bend Rd EB		

Northbound Volume for Lane 1

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	8	15	12	8	27	140	194	201	152	121	78
30	11	9	8	10	24	69	146	220	190	167	113	96
45	7	13	4	15	19	90	170	286	149	155	69	106
00	7	11	5	4	24	104	189	207	141	125	56	99
Hr Total	35	41	32	41	75	290	645	907	681	599	359	379

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	110	90	106	107	131	119	77	92	59	36	33	18
30	100	119	128	98	120	134	100	82	43	67	29	22
45	92	98	127	139	111	104	93	57	38	42	33	28
00	116	84	116	97	117	118	65	54	46	30	23	11
Hr Total	418	391	477	441	479	475	335	285	186	175	118	79

24 Hour Total:	7,943	AM Peak Volume:	914	AM Peak Hour Factor:	0.80
AM Peak Hour begins:	7:15	PM Peak Volume:	487	PM Peak Hour Factor:	0.88
PM Peak Hour begins:	15:30				

N/A

Thursday, June 08, 2017

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

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

24 Hour Total:	0	AM Peak 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, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	8	15	12	8	27	140	194	201	152	121	78
30	11	9	8	10	24	69	146	220	190	167	113	96
45	7	13	4	15	19	90	170	286	149	155	69	106
00	7	11	5	4	24	104	189	207	141	125	56	99
Hr Total	35	41	32	41	75	290	645	907	681	599	359	379

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	110	90	106	107	131	119	77	92	59	36	33	18
30	100	119	128	98	120	134	100	82	43	67	29	22
45	92	98	127	139	111	104	93	57	38	42	33	28
00	116	84	116	97	117	118	65	54	46	30	23	11
Hr Total	418	391	477	441	479	475	335	285	186	175	118	79

24 Hour Total:	7,943	AM Peak Volume:	914	AM Peak Hour Factor:	0.80
AM Peak Hour begins:	7:15	PM Peak Volume:	487	PM Peak Hour Factor:	0.88
PM Peak Hour begins:	15:30				

Volume Count Report 3-Day Average

Start Date: June 6, 2017	Start Time: 00:00	Station: 0
Stop Date: June 8, 2017	Stop Time: 24:00	ID: 0
City: Riverview	County: Hillsborough	
Location: I-75 NB On Ramp from Big Bend Rd EB		

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	9	9	9	8	30	144	209	217	144	124	102
30	10	8	6	8	20	57	162	233	214	157	124	108
45	8	8	6	14	26	75	190	273	188	157	96	114
00	8	8	5	9	28	87	186	213	137	120	92	114
Hr Total	38	33	26	41	82	249	681	928	756	578	436	439

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	123	101	104	109	116	110	94	87	51	38	27	19
30	96	128	106	114	110	108	94	71	45	45	23	20
45	114	108	106	135	108	107	96	57	39	39	22	21
00	110	100	107	103	102	102	64	61	47	31	25	14
Hr Total	443	438	423	462	436	427	349	276	182	153	98	75

24 Hour Total:	8,048				
AM Peak Hour begins:	7:15	AM Peak Volume:	936	AM Peak Hour Factor:	0.86
PM Peak Hour begins:	15:15	PM Peak Volume:	469	PM Peak Hour Factor:	0.87

N/A

3-Day Average

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

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

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

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	9	9	9	8	30	144	209	217	144	124	102
30	10	8	6	8	20	57	162	233	214	157	124	108
45	8	8	6	14	26	75	190	273	188	157	96	114
00	8	8	5	9	28	87	186	213	137	120	92	114
Hr Total	38	33	26	41	82	249	681	928	756	578	436	439

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	123	101	104	109	116	110	94	87	51	38	27	19
30	96	128	106	114	110	108	94	71	45	45	23	20
45	114	108	106	135	108	107	96	57	39	39	22	21
00	110	100	107	103	102	102	64	61	47	31	25	14
Hr Total	443	438	423	462	436	427	349	276	182	153	98	75

24 Hour Total:	8,048				
AM Peak Hour begins:	7:15	AM Peak Volume:	936	AM Peak Hour Factor:	0.86
PM Peak Hour begins:	15:15	PM Peak Volume:	469	PM Peak Hour Factor:	0.87

Volume Count Report

Start Date: June 6, 2017	Start Time: 00:00	Station: 0
Stop Date: June 6, 2017	Stop Time: 24:00	ID: 0
City: Riverview	County: Hillsborough	
Location: I-75 NB On Ramp from Big Bend Rd WB		

Northbound Volume for Lane 1

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	29	9	7	21	34	64	260	302	296	163	163	150
30	15	14	9	18	39	119	281	330	293	170	157	118
45	26	16	15	16	58	163	328	332	206	166	142	145
00	12	9	12	26	52	176	290	310	199	155	127	126
Hr Total	82	48	43	81	183	522	1,159	1,274	994	654	589	539

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	118	142	131	132	95	117	98	79	73	50	50	22
30	139	134	129	107	120	91	98	101	62	52	39	25
45	119	142	145	122	97	97	79	75	64	37	43	25
00	106	112	134	87	94	112	68	60	47	34	24	13
Hr Total	482	530	539	448	406	417	343	315	246	173	156	85

24 Hour Total:	10,308	AM Peak Volume:	1,274	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	7:00	PM Peak Volume:	540	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	14:15				

N/A

Tuesday, June 06, 2017

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

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

24 Hour Total:	0	AM Peak 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, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	29	9	7	21	34	64	260	302	296	163	163	150
30	15	14	9	18	39	119	281	330	293	170	157	118
45	26	16	15	16	58	163	328	332	206	166	142	145
00	12	9	12	26	52	176	290	310	199	155	127	126
Hr Total	82	48	43	81	183	522	1,159	1,274	994	654	589	539

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	118	142	131	132	95	117	98	79	73	50	50	22
30	139	134	129	107	120	91	98	101	62	52	39	25
45	119	142	145	122	97	97	79	75	64	37	43	25
00	106	112	134	87	94	112	68	60	47	34	24	13
Hr Total	482	530	539	448	406	417	343	315	246	173	156	85

24 Hour Total:	10,308	AM Peak Volume:	1,274	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	7:00	PM Peak Volume:	540	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	14:15				

Volume Count Report

Start Date: June 7, 2017	Start Time: 00:00	Station: 0
Stop Date: June 7, 2017	Stop Time: 24:00	ID: 0
City: Riverview	County: Hillsborough	
Location: I-75 NB On Ramp from Big Bend Rd WB		

Northbound Volume for Lane 1

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	16	9	17	25	75	249	326	268	169	161	139
30	17	7	12	33	31	108	296	308	287	158	127	136
45	20	7	13	36	52	154	307	285	215	149	113	112
00	16	11	12	22	50	188	298	289	181	122	101	108
Hr Total	65	41	46	108	158	525	1,150	1,208	951	598	502	495

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	129	125	106	113	121	126	104	110	64	46	44	22
30	123	130	128	115	107	98	109	82	66	50	42	25
45	132	118	107	114	92	96	126	81	65	42	45	19
00	97	104	110	92	99	107	98	74	52	51	31	25
Hr Total	481	477	451	434	419	427	437	347	247	189	162	91

24 Hour Total:	10,009	AM Peak Volume:	1,239	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	6:30	PM Peak Volume:	484	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	12:30				

N/A

Wednesday, June 07, 2017

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

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

24 Hour Total:	0	AM Peak 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, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	16	9	17	25	75	249	326	268	169	161	139
30	17	7	12	33	31	108	296	308	287	158	127	136
45	20	7	13	36	52	154	307	285	215	149	113	112
00	16	11	12	22	50	188	298	289	181	122	101	108
Hr Total	65	41	46	108	158	525	1,150	1,208	951	598	502	495

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	129	125	106	113	121	126	104	110	64	46	44	22
30	123	130	128	115	107	98	109	82	66	50	42	25
45	132	118	107	114	92	96	126	81	65	42	45	19
00	97	104	110	92	99	107	98	74	52	51	31	25
Hr Total	481	477	451	434	419	427	437	347	247	189	162	91

24 Hour Total:	10,009	AM Peak Volume:	1,239	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	6:30	PM Peak Volume:	484	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	12:30				

Volume Count Report

Start Date: June 8, 2017	Start Time: 00:00	Station: 0
Stop Date: June 8, 2017	Stop Time: 24:00	ID: 0
City: Riverview	County: Hillsborough	
Location: I-75 NB On Ramp from Big Bend Rd WB		

Northbound Volume for Lane 1

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	25	12	6	22	23	75	236	328	258	181	160	103
30	16	22	11	22	31	112	302	287	260	168	136	106
45	17	11	7	23	58	139	311	300	192	163	63	96
00	11	8	14	30	56	167	307	317	210	168	71	131
Hr Total	69	53	38	97	168	493	1,156	1,232	920	680	430	436

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	151	144	180	194	119	120	98	92	91	50	41	25
30	136	150	198	195	111	95	105	90	79	51	50	30
45	152	149	179	0	116	103	119	100	69	54	44	30
00	164	138	226	133	104	125	117	84	56	45	28	22
Hr Total	603	581	783	522	450	443	439	366	295	200	163	107

24 Hour Total:	10,724	AM Peak Volume:	1,248	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	6:15	PM Peak Volume:	797	PM Peak Hour Factor:	0.88
PM Peak Hour begins:	14:15				

N/A

Thursday, June 08, 2017

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

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

24 Hour Total:	0	AM Peak 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, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	25	12	6	22	23	75	236	328	258	181	160	103
30	16	22	11	22	31	112	302	287	260	168	136	106
45	17	11	7	23	58	139	311	300	192	163	63	96
00	11	8	14	30	56	167	307	317	210	168	71	131
Hr Total	69	53	38	97	168	493	1,156	1,232	920	680	430	436

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	151	144	180	194	119	120	98	92	91	50	41	25
30	136	150	198	195	111	95	105	90	79	51	50	30
45	152	149	179	0	116	103	119	100	69	54	44	30
00	164	138	226	133	104	125	117	84	56	45	28	22
Hr Total	603	581	783	522	450	443	439	366	295	200	163	107

24 Hour Total:	10,724	AM Peak Volume:	1,248	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	6:15	PM Peak Volume:	797	PM Peak Hour Factor:	0.88
PM Peak Hour begins:	14:15				

Volume Count Report

3-Day Average

Start Date: June 6, 2017	Start Time: 00:00	Station: 0
Stop Date: June 8, 2017	Stop Time: 24:00	ID: 0
City: Riverview	County: Hillsborough	
Location: I-75 NB On Ramp from Big Bend Rd WB		

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	22	12	7	20	27	71	248	319	274	171	161	131
30	16	14	11	24	34	113	293	308	280	165	140	120
45	21	11	12	25	56	152	315	306	204	159	106	118
00	13	9	13	26	53	177	298	305	197	148	100	122
Hr Total	72	47	42	95	170	513	1,155	1,238	955	644	507	490

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	133	137	139	146	112	121	100	94	76	49	45	23
30	133	138	152	139	113	95	104	91	69	51	44	27
45	134	136	144	118	102	99	108	85	66	44	44	25
00	122	118	157	104	99	115	94	73	52	43	28	20
Hr Total	522	529	591	507	425	429	406	343	263	187	160	94

24 Hour Total:	10,386			
AM Peak Hour begins:	6:30	AM Peak Volume:	1,241	AM Peak Hour Factor: 0.97
PM Peak Hour begins:	14:15	PM Peak Volume:	598	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	AM Peak Hour Factor: #DIV/0!
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	22	12	7	20	27	71	248	319	274	171	161	131
30	16	14	11	24	34	113	293	308	280	165	140	120
45	21	11	12	25	56	152	315	306	204	159	106	118
00	13	9	13	26	53	177	298	305	197	148	100	122
Hr Total	72	47	42	95	170	513	1,155	1,238	955	644	507	490

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	133	137	139	146	112	121	100	94	76	49	45	23
30	133	138	152	139	113	95	104	91	69	51	44	27
45	134	136	144	118	102	99	108	85	66	44	44	25
00	122	118	157	104	99	115	94	73	52	43	28	20
Hr Total	522	529	591	507	425	429	406	343	263	187	160	94

24 Hour Total:	10,386			
AM Peak Hour begins:	6:30	AM Peak Volume:	1,241	AM Peak Hour Factor: 0.97
PM Peak Hour begins:	14:15	PM Peak Volume:	598	PM Peak Hour Factor: 0.95

Volume Count Report

Start Date: June 6, 2017	Start Time: 00:00	Station: 0
Stop Date: June 6, 2017	Stop Time: 24:00	ID: 0
City: Riverview	County: Hillsborough	
Location: Big Bend Rd west of Simmons Loop		

Eastbound Volume for Lane 1

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	55	37	29	24	30	59	99	180	234	270	294	278
30	51	39	19	29	43	46	129	190	228	276	254	291
45	55	35	32	34	38	75	156	240	279	281	255	294
00	42	25	28	26	48	86	205	254	265	291	274	300
Hr Total	203	136	108	113	159	266	589	864	1,006	1,118	1,077	1,163

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	301	321	303	314	434	492	470	370	278	211	157	122
30	309	305	324	364	429	535	541	333	273	181	148	121
45	331	311	297	362	515	552	521	281	282	233	154	93
00	328	325	297	393	505	519	373	281	214	182	109	104
Hr Total	1,269	1,262	1,221	1,433	1,883	2,098	1,905	1,265	1,047	807	568	440

24 Hour Total:	22,000	AM Peak Volume:	1,241	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	11:45	PM Peak Volume:	2,098	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	17:00				

Westbound Volume for Lane 2

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	59	23	19	43	56	118	366	689	536	289	342	303
30	43	36	25	31	68	198	445	680	518	350	339	278
45	45	31	27	31	93	234	577	665	402	345	309	313
00	34	22	25	44	83	275	618	605	356	317	306	258
Hr Total	181	112	96	149	300	825	2,006	2,639	1,812	1,301	1,296	1,152

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	303	311	299	293	279	322	293	245	190	157	120	68
30	342	316	312	288	257	282	236	227	176	164	90	61
45	303	302	278	277	269	265	220	186	164	138	101	47
00	291	301	313	248	297	265	208	181	142	98	64	50
Hr Total	1,239	1,230	1,202	1,106	1,102	1,134	957	839	672	557	375	226

24 Hour Total:	22,508	AM Peak Volume:	2,652	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	6:45	PM Peak Volume:	1,247	PM Peak Hour Factor:	0.91
PM Peak Hour begins:	12:15				

Total Volume for All Lanes

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	114	60	48	67	86	177	465	869	770	559	636	581
30	94	75	44	60	111	244	574	870	746	626	593	569
45	100	66	59	65	131	309	733	905	681	626	564	607
00	76	47	53	70	131	361	823	859	621	608	580	558
Hr Total	384	248	204	262	459	1,091	2,595	3,503	2,818	2,419	2,373	2,315

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	604	632	602	607	713	814	763	615	468	368	277	190
30	651	621	636	652	686	817	777	560	449	345	238	182
45	634	613	575	639	784	817	741	467	446	371	255	140
00	619	626	610	641	802	784	581	462	356	280	173	154
Hr Total	2,508	2,492	2,423	2,539	2,985	3,232	2,862	2,104	1,719	1,364	943	666

24 Hour Total:	44,508	AM Peak Volume:	3,503	AM Peak Hour Factor:	0.97
AM Peak Hour begins:	7:00	PM Peak Volume:	3,250	PM Peak Hour Factor:	0.99
PM Peak Hour begins:	16:45				

Volume Count Report

Start Date: June 7, 2017	Start Time: 00:00	Station: 0
Stop Date: June 7, 2017	Stop Time: 24:00	ID: 0
City: Riverview	County: Hillsborough	
Location: Big Bend Rd west of Simmons Loop		

Eastbound Volume for Lane 1

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	55	30	28	28	33	48	102	210	235	229	230	202
30	80	35	29	27	31	61	132	216	236	239	244	244
45	61	49	23	27	39	60	169	226	234	241	259	304
00	42	33	38	30	51	83	209	263	275	286	252	272
Hr Total	238	147	118	112	154	252	612	915	980	995	985	1,022

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	281	287	257	312	433	534	513	373	288	237	155	114
30	311	296	299	322	412	602	575	327	278	250	165	86
45	296	307	322	344	504	612	424	268	260	232	137	86
00	279	318	323	400	539	600	383	293	266	193	124	69
Hr Total	1,167	1,208	1,201	1,378	1,888	2,348	1,895	1,261	1,092	912	581	355

24 Hour Total:	21,816	AM Peak Volume:	1,168	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	11:30	PM Peak Volume:	2,348	PM Peak Hour Factor:	0.96
PM Peak Hour begins:	17:00				

Westbound Volume for Lane 2

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	53	35	31	33	38	121	352	563	545	324	319	286
30	42	29	21	59	49	168	440	567	533	296	276	271
45	41	31	30	51	88	233	545	582	376	348	274	287
00	37	23	29	39	88	291	553	548	396	303	255	273
Hr Total	173	118	111	182	263	813	1,890	2,260	1,850	1,271	1,124	1,117

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	272	288	291	275	292	308	312	239	188	153	125	67
30	271	284	297	283	296	290	276	196	181	143	108	57
45	299	287	259	287	285	283	254	233	160	138	106	58
00	286	280	279	238	316	290	234	200	144	137	81	66
Hr Total	1,128	1,139	1,126	1,083	1,189	1,171	1,076	868	673	571	420	248

24 Hour Total:	21,864	AM Peak Volume:	2,265	AM Peak Hour Factor:	0.97
AM Peak Hour begins:	6:45	PM Peak Volume:	1,205	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	16:15				

Total Volume for All Lanes

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	108	65	59	61	71	169	454	773	780	553	549	488
30	122	64	50	86	80	229	572	783	769	535	520	515
45	102	80	53	78	127	293	714	808	610	589	533	591
00	79	56	67	69	139	374	762	811	671	589	507	545
Hr Total	411	265	229	294	417	1,065	2,502	3,175	2,830	2,266	2,109	2,139

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	553	575	548	587	725	842	825	612	476	390	280	181
30	582	580	596	605	708	892	851	523	459	393	273	143
45	595	594	581	631	789	895	678	501	420	370	243	144
00	565	598	602	638	855	890	617	493	410	330	205	135
Hr Total	2,295	2,347	2,327	2,461	3,077	3,519	2,971	2,129	1,765	1,483	1,001	603

24 Hour Total:	43,680	AM Peak Volume:	3,182	AM Peak Hour Factor:	0.98
AM Peak Hour begins:	7:15	PM Peak Volume:	3,519	PM Peak Hour Factor:	0.98
PM Peak Hour begins:	17:00				

Volume Count Report

Start Date: June 8, 2017	Start Time: 00:00	Station: 0
Stop Date: June 8, 2017	Stop Time: 24:00	ID: 0
City: Riverview	County: Hillsborough	
Location: Big Bend Rd west of Simmons Loop		

Eastbound Volume for Lane 1

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	86	32	29	27	31	36	105	184	249	256	244	401
30	82	38	39	23	29	56	130	238	279	274	251	374
45	71	36	21	24	36	71	208	228	267	303	468	337
00	59	39	31	26	65	73	203	233	243	268	445	356
Hr Total	298	145	120	100	161	236	646	883	1,038	1,101	1,408	1,468

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	291	349	340	341	444	527	541	371	304	286	177	108
30	345	338	352	349	474	625	585	367	277	267	181	110
45	345	306	355	410	515	607	480	345	260	239	144	115
00	349	358	331	412	575	556	369	310	265	227	116	92
Hr Total	1,330	1,351	1,378	1,512	2,008	2,315	1,975	1,393	1,106	1,019	618	425

24 Hour Total:	24,034	AM Peak Volume:	1,688	AM Peak Hour Factor:	0.90
AM Peak Hour begins:	10:30	PM Peak Volume:	2,334	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	16:45				

Westbound Volume for Lane 2

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	57	28	19	40	34	113	371	589	563	339	317	304
30	48	49	19	29	50	190	425	558	560	334	305	297
45	33	29	24	39	80	234	536	643	427	348	303	281
00	34	17	29	45	90	248	502	627	392	346	272	301
Hr Total	172	123	91	153	254	785	1,834	2,417	1,942	1,367	1,197	1,183

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	320	333	341	362	285	331	277	253	197	155	109	77
30	309	314	351	322	310	311	290	227	191	164	131	70
45	380	338	336	322	310	300	258	250	228	152	114	84
00	343	313	302	284	279	255	271	200	189	110	93	52
Hr Total	1,352	1,298	1,330	1,290	1,184	1,197	1,096	930	805	581	447	283

24 Hour Total:	23,311	AM Peak Volume:	2,417	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	7:00	PM Peak Volume:	1,370	PM Peak Hour Factor:	0.90
PM Peak Hour begins:	12:30				

Total Volume for All Lanes

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	143	60	48	67	65	149	476	773	812	595	561	705
30	130	87	58	52	79	246	555	796	839	608	556	671
45	104	65	45	63	116	305	744	871	694	651	771	618
00	93	56	60	71	155	321	705	860	635	614	717	657
Hr Total	470	268	211	253	415	1,021	2,480	3,300	2,980	2,468	2,605	2,651

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	611	682	681	703	729	858	818	624	501	441	286	185
30	654	652	703	671	784	936	875	594	468	431	312	180
45	725	644	691	732	825	907	738	595	488	391	258	199
00	692	671	633	696	854	811	640	510	454	337	209	144
Hr Total	2,682	2,649	2,708	2,802	3,192	3,512	3,071	2,323	1,911	1,600	1,065	708

24 Hour Total:	47,345	AM Peak Volume:	3,382	AM Peak Hour Factor:	0.97
AM Peak Hour begins:	7:30	PM Peak Volume:	3,555	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	16:45				

Volume Count Report

3-Day Average

Start Date: June 6, 2017	Start Time: 00:00	Station: 0
Stop Date: June 8, 2017	Stop Time: 24:00	ID: 0
City: Riverview	County: Hillsborough	
Location: Big Bend Rd west of Simmons Loop		

Eastbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	65	33	29	26	31	48	102	191	239	252	256	294
30	71	37	29	26	34	54	130	215	248	263	250	303
45	62	40	25	28	38	69	178	231	260	275	327	312
00	48	32	32	27	55	81	206	250	261	282	324	309
Hr Total	246	143	115	108	158	251	616	887	1,008	1,071	1,157	1,218

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	291	319	300	322	437	518	508	371	290	245	163	115
30	322	313	325	345	438	587	567	342	276	233	165	106
45	324	308	325	372	511	590	475	298	267	235	145	98
00	319	334	317	402	540	558	375	295	248	201	116	88
Hr Total	1,255	1,274	1,267	1,441	1,926	2,254	1,925	1,306	1,082	913	589	407

24 Hour Total:	22,617				
AM Peak Hour begins:	10:30	AM Peak Volume:	1,248	AM Peak Hour Factor:	0.95
PM Peak Hour begins:	17:00	PM Peak Volume:	2,254	PM Peak Hour Factor:	0.95

Westbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	56	29	23	39	43	117	363	614	548	317	326	298
30	44	38	22	40	56	185	437	602	537	327	307	282
45	40	30	27	40	87	234	553	630	402	347	295	294
00	35	21	28	43	87	271	558	593	381	322	278	277
Hr Total	175	118	99	161	272	808	1,910	2,439	1,868	1,313	1,206	1,151

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	298	311	310	310	285	320	294	246	192	155	118	71
30	307	305	320	298	288	294	267	217	183	157	110	63
45	327	309	291	295	288	283	244	223	184	143	107	63
00	307	298	298	257	297	270	238	194	158	115	79	56
Hr Total	1,240	1,222	1,219	1,160	1,158	1,167	1,043	879	717	570	414	252

24 Hour Total:	22,561				
AM Peak Hour begins:	7:00	AM Peak Volume:	2,439	AM Peak Hour Factor:	0.97
PM Peak Hour begins:	12:15	PM Peak Volume:	1,252	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	122	62	52	65	74	165	465	805	787	569	582	591
30	115	75	51	66	90	240	567	816	785	590	556	585
45	102	70	52	69	125	302	730	861	662	622	623	605
00	83	53	60	70	142	352	763	843	642	604	601	587
Hr Total	422	260	215	270	430	1,059	2,526	3,326	2,876	2,384	2,362	2,368

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	589	630	610	632	722	838	802	617	482	400	281	185
30	629	618	645	643	726	882	834	559	459	390	274	168
45	651	617	616	667	799	873	719	521	451	377	252	161
00	625	632	615	658	837	828	613	488	407	316	196	144
Hr Total	2,495	2,496	2,486	2,601	3,085	3,421	2,968	2,185	1,798	1,482	1,003	659

24 Hour Total:	45,178				
AM Peak Hour begins:	7:00	AM Peak Volume:	3,326	AM Peak Hour Factor:	0.97
PM Peak Hour begins:	16:45	PM Peak Volume:	3,430	PM Peak Hour Factor:	0.97

Volume Count Report

Start Date: June 6, 2017	Start Time: 00:00	Station: 0
Stop Date: June 6, 2017	Stop Time: 24:00	ID: 0
City: Riverview	County: Hillsborough	
Location: Simmons Loop south of Big Bend Rd		

Northbound Volume for Lane 1

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	2	1	4	3	4	21	36	18	21	22	21
30	2	1	2	2	3	8	24	48	19	33	18	23
45	9	4	3	1	1	15	35	35	17	27	18	16
00	0	3	2	1	7	14	41	39	21	19	22	17
Hr Total	14	10	8	8	14	41	121	158	75	100	80	77

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	30	15	20	20	27	42	12	25	18	24	11	6
30	27	24	14	39	29	16	17	28	7	11	9	3
45	26	15	22	25	19	34	11	15	10	22	4	8
00	8	26	33	34	21	20	14	9	18	6	5	3
Hr Total	91	80	89	118	96	112	54	77	53	63	29	20

24 Hour Total:	1,588	AM Peak Volume:	160	AM Peak Hour Factor:	0.83
AM Peak Hour begins:	6:30	PM Peak Volume:	125	PM Peak Hour Factor:	0.80
PM Peak Hour begins:	15:15				

Southbound Volume for Lane 2

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	3	3	1	4	4	10	17	20	19	24	20
30	6	1	3	2	2	4	20	22	20	20	21	18
45	4	6	3	3	5	6	20	23	34	20	17	31
00	1	3	1	5	1	16	36	34	29	15	19	28
Hr Total	15	13	10	11	12	30	86	96	103	74	81	97

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	38	30	25	36	36	51	41	45	23	14	7	5
30	19	22	33	36	39	58	55	41	22	14	10	7
45	24	32	28	50	42	47	47	20	21	27	15	5
00	30	37	23	42	55	72	33	21	13	14	5	6
Hr Total	111	121	109	164	172	228	176	127	79	69	37	23

24 Hour Total:	2,044	AM Peak Volume:	116	AM Peak Hour Factor:	0.76
AM Peak Hour begins:	11:30	PM Peak Volume:	228	PM Peak Hour Factor:	0.79
PM Peak Hour begins:	17:00				

Total Volume for All Lanes

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	5	4	5	7	8	31	53	38	40	46	41
30	8	2	5	4	5	12	44	70	39	53	39	41
45	13	10	6	4	6	21	55	58	51	47	35	47
00	1	6	3	6	8	30	77	73	50	34	41	45
Hr Total	29	23	18	19	26	71	207	254	178	174	161	174

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	68	45	45	56	63	93	53	70	41	38	18	11
30	46	46	47	75	68	74	72	69	29	25	19	10
45	50	47	50	75	61	81	58	35	31	49	19	13
00	38	63	56	76	76	92	47	30	31	20	10	9
Hr Total	202	201	198	282	268	340	230	204	132	132	66	43

24 Hour Total:	3,632	AM Peak Volume:	258	AM Peak Hour Factor:	0.84
AM Peak Hour begins:	6:45	PM Peak Volume:	340	PM Peak Hour Factor:	0.91
PM Peak Hour begins:	17:00				

Volume Count Report

Start Date: June 7, 2017	Start Time: 00:00	Station: 0
Stop Date: June 7, 2017	Stop Time: 24:00	ID: 0
City: Riverview	County: Hillsborough	
Location: Simmons Loop south of Big Bend Rd		

Northbound Volume for Lane 1

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	1	0	3	0	1	10	44	31	13	20	23
30	6	3	4	5	1	12	20	47	23	20	14	23
45	7	7	4	1	3	10	34	39	26	9	17	12
00	2	0	2	4	2	14	29	31	35	23	29	19
Hr Total	20	11	10	13	6	37	93	161	115	65	80	77

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	10	19	18	17	20	28	20	24	17	14	9	9
30	28	16	29	25	23	21	20	18	9	10	6	3
45	20	21	24	39	26	23	16	21	14	4	4	9
00	12	27	20	31	25	18	20	12	8	13	5	3
Hr Total	70	83	91	112	94	90	76	75	48	41	24	24

24 Hour Total:	1,516	AM Peak Volume:	161	AM Peak Hour Factor:	0.86
AM Peak Hour begins:	7:00	PM Peak Volume:	115	PM Peak Hour Factor:	0.74
PM Peak Hour begins:	15:15				

Southbound Volume for Lane 2

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	3	3	0	4	3	14	16	19	15	27	14
30	7	3	2	2	1	6	16	20	27	26	23	24
45	2	3	1	2	3	6	24	23	30	25	29	19
00	3	3	3	1	2	12	33	23	22	21	17	25
Hr Total	21	12	9	5	10	27	87	82	98	87	96	82

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	21	28	28	32	37	45	61	27	25	18	19	3
30	23	26	28	33	36	55	58	22	20	17	8	6
45	29	32	29	36	40	59	50	24	19	25	10	6
00	28	27	33	34	61	73	31	29	24	22	13	4
Hr Total	101	113	118	135	174	232	200	102	88	82	50	19

24 Hour Total:	2,030	AM Peak Volume:	100	AM Peak Hour Factor:	0.86
AM Peak Hour begins:	9:45	PM Peak Volume:	251	PM Peak Hour Factor:	0.86
PM Peak Hour begins:	17:30				

Total Volume for All Lanes

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	4	3	3	4	4	24	60	50	28	47	37
30	13	6	6	7	2	18	36	67	50	46	37	47
45	9	10	5	3	6	16	58	62	56	34	46	31
00	5	3	5	5	4	26	62	54	57	44	46	44
Hr Total	41	23	19	18	16	64	180	243	213	152	176	159

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	31	47	46	49	57	73	81	51	42	32	28	12
30	51	42	57	58	59	76	78	40	29	27	14	9
45	49	53	53	75	66	82	66	45	33	29	14	15
00	40	54	53	65	86	91	51	41	32	35	18	7
Hr Total	171	196	209	247	268	322	276	177	136	123	74	43

24 Hour Total:	3,546	AM Peak Volume:	251	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	6:45	PM Peak Volume:	332	PM Peak Hour Factor:	0.91
PM Peak Hour begins:	17:30				

Volume Count Report

Start Date: June 8, 2017	Start Time: 00:00	Station: 0
Stop Date: June 8, 2017	Stop Time: 24:00	ID: 0
City: Riverview	County: Hillsborough	
Location: Simmons Loop south of Big Bend Rd		

Northbound Volume for Lane 1

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	2	1	3	2	5	13	37	26	14	27	26
30	3	8	2	1	2	8	17	39	20	17	28	17
45	4	4	2	1	3	9	37	42	19	22	33	16
00	4	5	3	3	4	9	37	39	19	30	21	17
Hr Total	18	19	8	8	11	31	104	157	84	83	109	76

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	23	23	19	28	26	39	21	24	33	17	12	10
30	14	21	24	27	31	19	21	16	18	13	10	7
45	21	23	34	36	36	21	20	16	17	10	15	8
00	23	20	31	26	31	23	20	26	9	9	5	6
Hr Total	81	87	108	117	124	102	82	82	77	49	42	31

24 Hour Total:	1,690	AM Peak Volume:	157	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	7:00	PM Peak Volume:	137	PM Peak Hour Factor:	0.88
PM Peak Hour begins:	16:15				

Southbound Volume for Lane 2

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	5	0	1	1	2	12	15	20	30	20	28
30	5	5	2	1	0	5	16	21	16	27	23	28
45	2	3	1	2	1	7	28	23	19	31	16	26
00	8	0	3	2	1	9	30	12	23	21	43	26
Hr Total	19	13	6	6	3	23	86	71	78	109	102	108

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	19	22	34	30	54	57	59	36	30	30	8	11
30	26	32	28	30	39	61	55	30	23	23	14	6
45	22	29	19	38	55	80	55	29	26	18	18	7
00	25	36	30	40	74	59	37	18	23	23	12	3
Hr Total	92	119	111	138	222	257	206	113	102	94	52	27

24 Hour Total:	2,157	AM Peak Volume:	125	AM Peak Hour Factor:	0.73
AM Peak Hour begins:	10:45	PM Peak Volume:	272	PM Peak Hour Factor:	0.85
PM Peak Hour begins:	16:45				

Total Volume for All Lanes

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	7	1	4	3	7	25	52	46	44	47	54
30	8	13	4	2	2	13	33	60	36	44	51	45
45	6	7	3	3	4	16	65	65	38	53	49	42
00	12	5	6	5	5	18	67	51	42	51	64	43
Hr Total	37	32	14	14	14	54	190	228	162	192	211	184

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	42	45	53	58	80	96	80	60	63	47	20	21
30	40	53	52	57	70	80	76	46	41	36	24	13
45	43	52	53	74	91	101	75	45	43	28	33	15
00	48	56	61	66	105	82	57	44	32	32	17	9
Hr Total	173	206	219	255	346	359	288	195	179	143	94	58

24 Hour Total:	3,847	AM Peak Volume:	244	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	6:30	PM Peak Volume:	382	PM Peak Hour Factor:	0.91
PM Peak Hour begins:	16:45				

Volume Count Report

3-Day Average

Start Date: June 6, 2017	Start Time: 00:00	Station: 0
Stop Date: June 8, 2017	Stop Time: 24:00	ID: 0
City: Riverview	County: Hillsborough	
Location: Simmons Loop south of Big Bend Rd		

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	2	1	3	2	3	15	39	25	16	23	23
30	4	4	3	3	2	9	20	45	21	23	20	21
45	7	5	3	1	2	11	35	39	21	19	23	15
00	2	3	2	3	4	12	36	36	25	24	24	18
Hr Total	17	13	9	10	10	36	106	159	91	83	90	77

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	21	19	19	22	24	36	18	24	23	18	11	8
30	23	20	22	30	28	19	19	21	11	11	8	4
45	22	20	27	33	27	26	16	17	14	12	8	8
00	14	24	28	30	26	20	18	16	12	9	5	4
Hr Total	81	83	96	116	105	101	71	78	59	51	32	25

24 Hour Total:	1,598			
AM Peak Hour begins:	7:00	AM Peak Volume:	159	AM Peak Hour Factor: 0.89
PM Peak Hour begins:	15:15	PM Peak Volume:	118	PM Peak Hour Factor: 0.89

Southbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	4	2	1	3	3	12	16	20	21	24	21
30	6	3	2	2	1	5	17	21	21	24	22	23
45	3	4	2	2	3	6	24	23	28	25	21	25
00	4	2	2	3	1	12	33	23	25	19	26	26
Hr Total	18	13	8	7	8	27	86	83	93	90	93	96

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	26	27	29	33	42	51	54	36	26	21	11	6
30	23	27	30	33	38	58	56	31	22	18	11	6
45	25	31	25	41	46	62	51	24	22	23	14	6
00	28	33	29	39	63	68	34	23	20	20	10	4
Hr Total	101	118	113	146	189	239	194	114	90	82	46	23

24 Hour Total:	2,077			
AM Peak Hour begins:	11:15	AM Peak Volume:	101	AM Peak Hour Factor: 0.96
PM Peak Hour begins:	17:15	PM Peak Volume:	242	PM Peak Hour Factor: 0.89

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	5	3	4	5	6	27	55	45	37	47	44
30	10	7	5	4	3	14	38	66	42	48	42	44
45	9	9	5	3	5	18	59	62	48	45	43	40
00	6	5	5	5	6	25	69	59	50	43	50	44
Hr Total	36	26	17	17	19	63	192	242	184	173	183	172

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	47	46	48	54	67	87	71	60	49	39	22	15
30	46	47	52	63	66	77	75	52	33	29	19	11
45	47	51	52	75	73	88	66	42	36	35	22	14
00	42	58	57	69	89	88	52	38	32	29	15	8
Hr Total	182	201	209	261	294	340	265	192	149	133	78	48

24 Hour Total:	3,675			
AM Peak Hour begins:	6:45	AM Peak Volume:	251	AM Peak Hour Factor: 0.91
PM Peak Hour begins:	16:45	PM Peak Volume:	341	PM Peak Hour Factor: 0.96

Volume Count Report

Start Date: June 6, 2017	Start Time: 00:00	Station: 0
Stop Date: June 6, 2017	Stop Time: 24:00	ID: 0
City: Riverview	County: Hillsborough	
Location: Big Bend Rd east of Simmons Loop		

Eastbound Volume for Lane 1

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	56	34	28	24	29	58	80	159	219	249	267	261
30	47	39	17	26	38	46	109	182	210	265	245	257
45	51	33	28	35	38	73	139	216	251	265	249	281
00	38	24	31	22	49	74	169	224	241	294	253	283
Hr Total	192	130	104	107	154	251	497	781	921	1,073	1,014	1,082

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	269	296	282	294	416	472	419	344	264	195	152	118
30	291	298	301	337	394	466	489	307	263	169	145	115
45	315	283	274	326	454	512	496	264	256	210	143	92
00	299	306	289	374	453	498	336	253	208	176	105	102
Hr Total	1,174	1,183	1,146	1,331	1,717	1,948	1,740	1,168	991	750	545	427

24 Hour Total:	20,426	AM Peak Volume:	1,158	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	11:45	PM Peak Volume:	1,948	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	17:00				

Westbound Volume for Lane 2

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	58	24	21	39	57	126	365	567	473	294	329	296
30	43	37	28	32	59	192	448	599	480	344	334	280
45	35	29	25	32	91	240	516	622	373	317	312	303
00	34	17	24	48	78	265	501	486	344	334	301	264
Hr Total	170	107	98	151	285	823	1,830	2,274	1,670	1,289	1,276	1,143

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	321	311	325	305	259	281	267	255	187	140	111	64
30	323	320	291	258	234	289	237	195	187	159	92	62
45	292	298	295	279	265	253	243	198	154	129	98	42
00	313	284	289	252	300	259	187	167	138	103	62	54
Hr Total	1,249	1,213	1,200	1,094	1,058	1,082	934	815	666	531	363	222

24 Hour Total:	21,543	AM Peak Volume:	2,289	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	6:45	PM Peak Volume:	1,249	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	114	58	49	63	86	184	445	726	692	543	596	557
30	90	76	45	58	97	238	557	781	690	609	579	537
45	86	62	53	67	129	313	655	838	624	582	561	584
00	72	41	55	70	127	339	670	710	585	628	554	547
Hr Total	362	237	202	258	439	1,074	2,327	3,055	2,591	2,362	2,290	2,225

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	590	607	607	599	675	753	686	599	451	335	263	182
30	614	618	592	595	628	755	726	502	450	328	237	177
45	607	581	569	605	719	765	739	462	410	339	241	134
00	612	590	578	626	753	757	523	420	346	279	167	156
Hr Total	2,423	2,396	2,346	2,425	2,775	3,030	2,674	1,983	1,657	1,281	908	649

24 Hour Total:	41,969	AM Peak Volume:	3,055	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	7:00	PM Peak Volume:	3,030	PM Peak Hour Factor:	0.99
PM Peak Hour begins:	17:00				

Volume Count Report

Start Date: June 7, 2017	Start Time: 00:00	Station: 0
Stop Date: June 7, 2017	Stop Time: 24:00	ID: 0
City: Riverview	County: Hillsborough	
Location: Big Bend Rd east of Simmons Loop		

Eastbound Volume for Lane 1

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	56	32	26	28	30	47	85	199	220	224	222	233
30	76	32	28	27	31	55	124	198	221	224	217	242
45	64	46	21	24	38	57	146	202	214	221	233	290
00	38	30	40	30	50	68	175	245	267	271	282	252
Hr Total	234	140	115	109	149	227	530	844	922	940	954	1,017

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	254	275	241	284	400	485	443	322	267	209	137	115
30	311	272	288	307	374	503	496	307	240	219	145	76
45	275	288	290	315	420	530	377	246	243	209	132	84
00	264	305	308	366	464	523	352	258	241	176	107	66
Hr Total	1,104	1,140	1,127	1,272	1,658	2,041	1,668	1,133	991	813	521	341

24 Hour Total:	19,990	AM Peak Volume:	1,107	AM Peak Hour Factor:	0.89
AM Peak Hour begins:	11:30	PM Peak Volume:	2,041	PM Peak Hour Factor:	0.96
PM Peak Hour begins:	17:00				

Westbound Volume for Lane 2

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	54	37	31	35	41	125	360	532	586	324	309	273
30	39	26	22	57	49	164	438	492	457	295	273	255
45	37	25	27	46	86	236	521	572	355	372	291	273
00	37	21	28	37	91	295	512	604	363	298	241	269
Hr Total	167	109	108	175	267	820	1,831	2,200	1,761	1,289	1,114	1,070

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	263	311	295	287	295	281	297	233	196	144	124	68
30	271	283	295	269	281	287	269	184	159	143	103	54
45	290	271	253	281	276	272	267	225	166	135	109	52
00	289	272	276	216	299	271	225	199	143	136	66	71
Hr Total	1,113	1,137	1,119	1,053	1,151	1,111	1,058	841	664	558	402	245

24 Hour Total:	21,363	AM Peak Volume:	2,254	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	7:15	PM Peak Volume:	1,173	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	12:30				

Total Volume for All Lanes

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	110	69	57	63	71	172	445	731	806	548	531	506
30	115	58	50	84	80	219	562	690	678	519	490	497
45	101	71	48	70	124	293	667	774	569	593	524	563
00	75	51	68	67	141	363	687	849	630	569	523	521
Hr Total	401	249	223	284	416	1,047	2,361	3,044	2,683	2,229	2,068	2,087

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	517	586	536	571	695	766	740	555	463	353	261	183
30	582	555	583	576	655	790	765	491	399	362	248	130
45	565	559	543	596	696	802	644	471	409	344	241	136
00	553	577	584	582	763	794	577	457	384	312	173	137
Hr Total	2,217	2,277	2,246	2,325	2,809	3,152	2,726	1,974	1,655	1,371	923	586

24 Hour Total:	41,353	AM Peak Volume:	3,119	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	7:15	PM Peak Volume:	3,152	PM Peak Hour Factor:	0.98
PM Peak Hour begins:	17:00				

Volume Count Report

Start Date: June 8, 2017	Start Time: 00:00	Station: 0
Stop Date: June 8, 2017	Stop Time: 24:00	ID: 0
City: Riverview	County: Hillsborough	
Location: Big Bend Rd east of Simmons Loop		

Eastbound Volume for Lane 1

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	82	28	28	29	29	39	89	176	238	238	231	371
30	81	33	36	24	30	56	115	214	264	243	239	326
45	69	34	19	24	36	61	177	225	251	289	410	301
00	54	39	29	25	61	69	178	225	212	247	480	318
Hr Total	286	134	112	102	156	225	559	840	965	1,017	1,360	1,316

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	256	326	285	290	344	426	465	326	261	246	174	99
30	309	299	295	290	379	475	514	317	259	243	164	93
45	305	267	306	344	405	482	422	295	228	215	142	120
00	326	306	295	337	463	482	346	290	236	212	104	85
Hr Total	1,196	1,198	1,181	1,261	1,591	1,865	1,747	1,228	984	916	584	397

24 Hour Total:	21,220	AM Peak Volume:	1,587	AM Peak Hour Factor:	0.83
AM Peak Hour begins:	10:30	PM Peak Volume:	1,943	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	17:30				

Westbound Volume for Lane 2

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	55	33	18	38	35	121	234	464	605	377	295	296
30	46	42	20	30	46	184	302	529	561	313	316	298
45	31	25	23	39	81	230	363	528	437	303	270	277
00	35	15	29	44	86	229	465	623	447	350	291	322
Hr Total	167	115	90	151	248	764	1,364	2,144	2,050	1,343	1,172	1,193

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	312	315	359	323	301	319	258	247	185	163	110	68
30	309	320	329	328	272	288	282	220	168	155	130	72
45	374	334	329	302	295	290	271	236	223	151	105	71
00	345	294	292	283	296	253	255	189	177	117	96	49
Hr Total	1,340	1,263	1,309	1,236	1,164	1,150	1,066	892	753	586	441	260

24 Hour Total:	22,261	AM Peak Volume:	2,317	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	7:30	PM Peak Volume:	1,354	PM Peak Hour Factor:	0.91
PM Peak Hour begins:	12:30				

Total Volume for All Lanes

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	137	61	46	67	64	160	323	640	843	615	526	667
30	127	75	56	54	76	240	417	743	825	556	555	624
45	100	59	42	63	117	291	540	753	688	592	680	578
00	89	54	58	69	147	298	643	848	659	597	771	640
Hr Total	453	249	202	253	404	989	1,923	2,984	3,015	2,360	2,532	2,509

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	568	641	644	613	645	745	723	573	446	409	284	167
30	618	619	624	618	651	763	796	537	427	398	294	165
45	679	601	635	646	700	772	693	531	451	366	247	191
00	671	600	587	620	759	735	601	479	413	329	200	134
Hr Total	2,536	2,461	2,490	2,497	2,755	3,015	2,813	2,120	1,737	1,502	1,025	657

24 Hour Total:	43,481	AM Peak Volume:	3,269	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	7:30	PM Peak Volume:	3,039	PM Peak Hour Factor:	0.98
PM Peak Hour begins:	16:45				

Volume Count Report

3-Day Average

Start Date: June 6, 2017	Start Time: 00:00	Station: 0
Stop Date: June 8, 2017	Stop Time: 24:00	ID: 0
City: Riverview	County: Hillsborough	
Location: Big Bend Rd east of Simmons Loop		

Eastbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	65	31	27	27	29	48	85	178	226	237	240	288
30	68	35	27	26	33	52	116	198	232	244	234	275
45	61	38	23	28	37	64	154	214	239	258	297	291
00	43	31	33	26	53	70	174	231	240	271	338	284
Hr Total	237	135	110	106	153	234	529	822	936	1,010	1,109	1,138

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	260	299	269	289	387	461	442	331	264	217	154	111
30	304	290	295	311	382	481	500	310	254	210	151	95
45	298	279	290	328	426	508	432	268	242	211	139	99
00	296	306	297	359	460	501	345	267	228	188	105	84
Hr Total	1,158	1,174	1,151	1,288	1,655	1,951	1,718	1,176	989	826	550	388

24 Hour Total:	20,545				
AM Peak Hour begins:	10:30	AM Peak Volume:	1,199	AM Peak Hour Factor:	0.89
PM Peak Hour begins:	17:00	PM Peak Volume:	1,951	PM Peak Hour Factor:	0.96

Westbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	56	31	23	37	44	124	320	521	555	332	311	288
30	43	35	23	40	51	180	396	540	499	317	308	278
45	34	26	25	39	86	235	467	574	388	331	291	284
00	35	18	27	43	85	263	493	571	385	327	278	285
Hr Total	168	110	99	159	267	802	1,675	2,206	1,827	1,307	1,187	1,135

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	299	312	326	305	285	294	274	245	189	149	115	67
30	301	308	305	285	262	288	263	200	171	152	108	63
45	319	301	292	287	279	272	260	220	181	138	104	55
00	316	283	286	250	298	261	222	185	153	119	75	58
Hr Total	1,234	1,204	1,209	1,128	1,124	1,114	1,019	849	694	558	402	242

24 Hour Total:	21,722				
AM Peak Hour begins:	7:15	AM Peak Volume:	2,240	AM Peak Hour Factor:	0.98
PM Peak Hour begins:	12:30	PM Peak Volume:	1,254	PM Peak Hour Factor:	0.98

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	120	63	51	64	74	172	404	699	780	569	551	577
30	111	70	50	65	84	232	512	738	731	561	541	553
45	96	64	48	67	123	299	621	788	627	589	588	575
00	79	49	60	69	138	333	667	802	625	598	616	569
Hr Total	405	245	209	265	420	1,037	2,204	3,028	2,763	2,317	2,297	2,274

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	558	611	596	594	672	755	716	576	453	366	269	177
30	605	597	600	596	645	769	762	510	425	363	260	157
45	617	580	582	616	705	780	692	488	423	350	243	154
00	612	589	583	609	758	762	567	452	381	307	180	142
Hr Total	2,392	2,378	2,361	2,416	2,780	3,066	2,738	2,026	1,683	1,385	952	631

24 Hour Total:	42,268				
AM Peak Hour begins:	7:15	AM Peak Volume:	3,109	AM Peak Hour Factor:	0.97
PM Peak Hour begins:	17:00	PM Peak Volume:	3,066	PM Peak Hour Factor:	0.98

B.3

I-75 PD&E Study Existing Traffic Volumes



I-75 PD&E Study Existing Traffic Development Memorandum
From south of US 301 to north of Bruce B. Downs Blvd.
Hillsborough County, Florida
FPID No. 419235-3-22-01



TO: David Winkle, AICP
Florida Department of Transportation, District Seven

FROM: Gary Kleker, P.E., Senior Transportation Engineer
WSP USA

DATE: August 2, 2018

PURPOSE: Existing Traffic Development

The purpose of this technical memorandum is to document the procedures and methodology used for the development of the existing (2017) AM and PM peak hour volumes, as well as the annual average daily traffic volumes (AADTs) for the I-75 PD&E study from south of US 301 to north of Bruce B. Downs Boulevard. In addition, for consistency purposes the existing traffic volumes were also developed for five (5) additional interchanges outside the study limits described in the Scope of Services for Task Work Order Number 14. Existing traffic volumes were developed for the PD&E study to the south, which includes the I-75 interchanges of SR 674 (Sun City Center Boulevard), Big Bend Road and Gibsonton Drive. Existing traffic volumes were also developed for two additional interchanges along I-4, US 301 and Mango Road. The AADTs and existing (2017) AM and PM peak hour volumes for the extended study area are shown in **Figures 1** through **10**.

The following procedures and methodologies were used in developing the 2017 AADTs and AM and PM peak hour traffic volumes:

- The development of the 2017 existing traffic volumes utilized two traffic data sources. The I-75 and I-4 mainline traffic counts and some ramp traffic counts were obtained from the 2016 FDOT FTI database. Traffic counts used from this database were typically counted in March or October, 2016. Ramp traffic counts, ramp terminal intersections, and adjacent intersections were obtained from the Adams Traffic count program conducted in May and June, 2017.
- The axle factors and the seasonal factors used to adjust the raw machine counts were obtained from 2016 FDOT FTI database. Depending on when and where the machine counts were collected, the axle adjustment factors and seasonal factors were applied for the specific roadway. The Hillsborough County area wide axle adjustment factor was used for all the roadways which are not specified in the 2016 Weekly Axle Factor Category report. **Table 1** below is used to summarize the weekly axle factors adopted in the study. Similarly, 2016 Hillsborough county wide seasonal factors were used for all the roadways in the study area except for I-4 and I-75 which are specified in 2016 Peak Season Factor Category Report. All the factors are included in **Appendix A**.

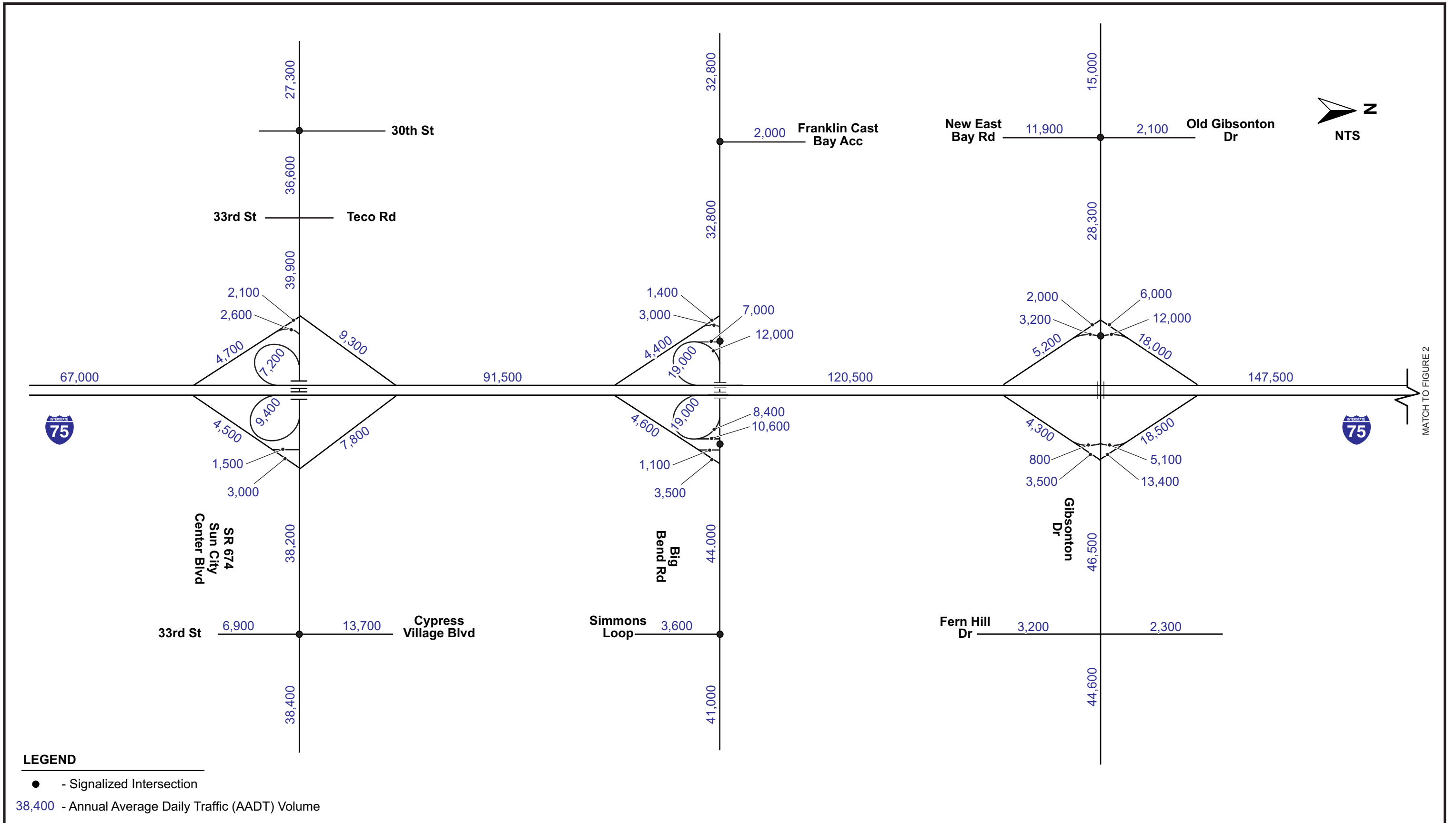
Table 1 Axle Factors

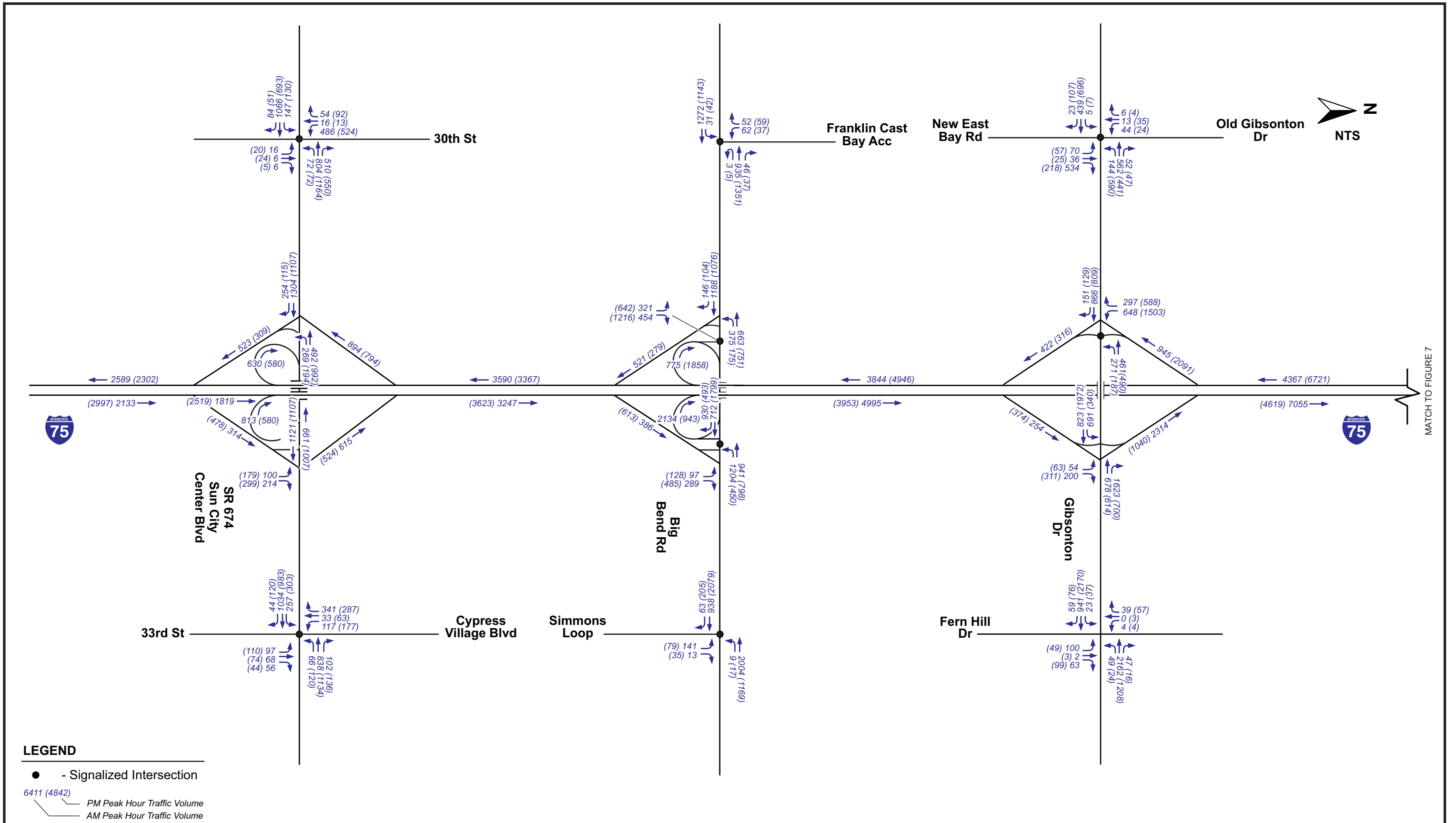
Roadways	Axle Factor
Hillsborough County Wide	0.94
I-75, Manatee - US 301	0.91
I-75, US 301 - SR 582 (Fowler Avenue)	0.93
I-75, SR 582 (Fowler Avenue) - Pasco County	0.93
I-4, I-275 - I-75	0.94
I-4, I-75 - Polk	0.91
US 301, I-75 - I-4	0.96
SR 60, US 301 - Lakewood	0.96

Source: 2016 Weekly Axle Factor Category report from FDOT Florida Traffic Online (2016)

- The K and D factors for I-75 and I-4 mainlines and ramps are recommended be obtained from the 2016 FDOT FTI database since the 2017 traffic count program for this study does not include the freeway mainlines and some of the ramps. The D Factor is usually based on a five-year average of historical count data for permanent count stations on the freeway. For I-75 between Bruce B. Downs Blvd and Sun City Center Blvd, the only telemetered traffic monitoring site (TTMS #109953) which is located south of US 301 only provides historical AADTs for 2016 and 2017. The average D Factor is $(59.4+57.0)/2=58.2$, which is within the acceptable range (50.4 - 61.2) for urban freeway per the FDOT Traffic Forecasting Handbook. The K and D factors for all the count stations on the cross roads were calculated and included in **Appendix B**.
- To develop the peak hour turning movement volumes at the intersections, the preferred District 7 methodology was used of applying the turning movement percentages to the approach counts (average three day peak hour of entire intersection – from the 72-hour machine counts).
- Once the initial existing traffic volumes were developed, because of utilizing two different databases which had traffic counts conducted at different time periods of the year, a significant amount of balancing and smoothing had to be performed, to obtain the right magnitude of traffic volumes and to also insure that the traffic volumes were balanced from interchange to interchange along I-75 and I-4 and from intersection to intersection along the cross roads.
- For the I-75 and I-4 mainline peak hour traffic counts, four days (two days in March, 2016 and two days in October, 2016) of peak hour counts were available from the FDOT FTI Synopsis reports (i.e. 24- hour count data) to develop the existing peak hour traffic volumes. Typically, when balancing and smoothing the traffic counts, the existing peak hour traffic volumes that were developed were in the range of the higher peak hour traffic counts to present a worst-case scenario.
- There was a hierarchy that was followed in developing the existing traffic volumes. The magnitude, balancing and consistency of the I-75 mainline peak hour traffic volumes and annual average daily traffic volumes (highest priority), obtained from the FDOT's FTI database, were maintained by adjusting the ramp volumes whenever necessary. The magnitude, balancing and consistency of the ramp volumes (2nd highest priority) obtained from the Adams Traffic counts were maintained by adjusting the cross-street traffic counts whenever necessary.
- For input into the existing condition CORSIM models, two additional hours of traffic volumes in each peak period will be developed by applying ratios to the AM and PM peak hour volumes depicted on **Figures 1**

through **10**. Traffic volumes of the two adjacent hours (the pre-peak and post-peak hours to the peak hour) obtained from the 2016 FDOT FTI Synopsis reports will be reviewed and analyzed and a common ratio will be determined for each hour to be applied to each of the balanced peak hour volumes. In addition, traffic volumes in 15-minute intervals will also be developed at all the entry nodes in the network for each analysis hour using the same methodology for input into the CORSIM to ensure the existing models replicate the variations of traffic in the field.





EXISTING (2017) AM/PM PEAK HOUR VOLUMES

Appendix A
2016 Axle Factors and Seasonal Factors

2016 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 10 - HILLSBOROUGH

WEEK	DATES	1000 HILLSBOROUGH - COUNTY WID	1001 HILLSBOROUGH RURAL	1002 HILLSBOROUGH URBAN	1003 I75, MANATEE-US301
1	01/01/2016 - 01/02/2016	0.94	0.89	0.96	0.91
2	01/03/2016 - 01/09/2016	0.95	0.89	0.96	0.91
3	01/10/2016 - 01/16/2016	0.95	0.89	0.96	0.91
4	01/17/2016 - 01/23/2016	0.95	0.89	0.96	0.91
5	01/24/2016 - 01/30/2016	0.95	0.89	0.96	0.91
6	01/31/2016 - 02/06/2016	0.94	0.89	0.96	0.91
7	02/07/2016 - 02/13/2016	0.94	0.89	0.96	0.91
8	02/14/2016 - 02/20/2016	0.94	0.89	0.96	0.91
9	02/21/2016 - 02/27/2016	0.94	0.89	0.96	0.91
10	02/28/2016 - 03/05/2016	0.94	0.89	0.96	0.91
11	03/06/2016 - 03/12/2016	0.94	0.89	0.96	0.91
12	03/13/2016 - 03/19/2016	0.94	0.89	0.96	0.91
13	03/20/2016 - 03/26/2016	0.94	0.89	0.96	0.91
14	03/27/2016 - 04/02/2016	0.94	0.89	0.96	0.91
15	04/03/2016 - 04/09/2016	0.94	0.89	0.96	0.91
16	04/10/2016 - 04/16/2016	0.94	0.89	0.96	0.91
17	04/17/2016 - 04/23/2016	0.94	0.89	0.96	0.91
18	04/24/2016 - 04/30/2016	0.94	0.89	0.96	0.91
19	05/01/2016 - 05/07/2016	0.94	0.89	0.96	0.91
20	05/08/2016 - 05/14/2016	0.94	0.89	0.96	0.91
21	05/15/2016 - 05/21/2016	0.94	0.89	0.96	0.91
22	05/22/2016 - 05/28/2016	0.94	0.89	0.96	0.91
23	05/29/2016 - 06/04/2016	0.94	0.89	0.96	0.91
24	06/05/2016 - 06/11/2016	0.94	0.89	0.96	0.91
25	06/12/2016 - 06/18/2016	0.94	0.89	0.96	0.91
26	06/19/2016 - 06/25/2016	0.94	0.89	0.96	0.91
27	06/26/2016 - 07/02/2016	0.94	0.89	0.96	0.91
28	07/03/2016 - 07/09/2016	0.93	0.89	0.96	0.91
29	07/10/2016 - 07/16/2016	0.93	0.89	0.96	0.91
30	07/17/2016 - 07/23/2016	0.93	0.89	0.96	0.91
31	07/24/2016 - 07/30/2016	0.93	0.89	0.96	0.91
32	07/31/2016 - 08/06/2016	0.93	0.89	0.96	0.91
33	08/07/2016 - 08/13/2016	0.93	0.89	0.96	0.91
34	08/14/2016 - 08/20/2016	0.93	0.89	0.96	0.91
35	08/21/2016 - 08/27/2016	0.94	0.89	0.96	0.91
36	08/28/2016 - 09/03/2016	0.94	0.89	0.96	0.91
37	09/04/2016 - 09/10/2016	0.95	0.89	0.96	0.91
38	09/11/2016 - 09/17/2016	0.95	0.89	0.96	0.91
39	09/18/2016 - 09/24/2016	0.95	0.89	0.96	0.91
40	09/25/2016 - 10/01/2016	0.95	0.89	0.96	0.91
41	10/02/2016 - 10/08/2016	0.95	0.89	0.96	0.91
42	10/09/2016 - 10/15/2016	0.95	0.89	0.96	0.91
43	10/16/2016 - 10/22/2016	0.95	0.89	0.96	0.91
44	10/23/2016 - 10/29/2016	0.95	0.89	0.96	0.91
45	10/30/2016 - 11/05/2016	0.94	0.89	0.96	0.91
46	11/06/2016 - 11/12/2016	0.94	0.89	0.96	0.91
47	11/13/2016 - 11/19/2016	0.94	0.89	0.96	0.91
48	11/20/2016 - 11/26/2016	0.94	0.89	0.96	0.91
49	11/27/2016 - 12/03/2016	0.94	0.89	0.96	0.91
50	12/04/2016 - 12/10/2016	0.94	0.89	0.96	0.91
51	12/11/2016 - 12/17/2016	0.94	0.89	0.96	0.91
52	12/18/2016 - 12/24/2016	0.95	0.89	0.96	0.91
53	12/25/2016 - 12/31/2016	0.95	0.89	0.96	0.91

2016 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 1000 HILLSBOROUGH COUNTYWIDE

WEEK	DATES	SF	MOCF: 0.97 PSCF
1	01/01/2016 - 01/02/2016	1.01	1.04
2	01/03/2016 - 01/09/2016	1.03	1.06
3	01/10/2016 - 01/16/2016	1.06	1.09
4	01/17/2016 - 01/23/2016	1.04	1.07
5	01/24/2016 - 01/30/2016	1.02	1.05
6	01/31/2016 - 02/06/2016	1.00	1.03
* 7	02/07/2016 - 02/13/2016	0.99	1.02
* 8	02/14/2016 - 02/20/2016	0.97	1.00
* 9	02/21/2016 - 02/27/2016	0.97	1.00
*10	02/28/2016 - 03/05/2016	0.96	0.99
*11	03/06/2016 - 03/12/2016	0.96	0.99
*12	03/13/2016 - 03/19/2016	0.96	0.99
*13	03/20/2016 - 03/26/2016	0.96	0.99
*14	03/27/2016 - 04/02/2016	0.97	1.00
*15	04/03/2016 - 04/09/2016	0.98	1.01
*16	04/10/2016 - 04/16/2016	0.98	1.01
*17	04/17/2016 - 04/23/2016	0.99	1.02
*18	04/24/2016 - 04/30/2016	0.99	1.02
*19	05/01/2016 - 05/07/2016	0.99	1.02
20	05/08/2016 - 05/14/2016	1.00	1.03
21	05/15/2016 - 05/21/2016	1.00	1.03
22	05/22/2016 - 05/28/2016	1.01	1.04
23	05/29/2016 - 06/04/2016	1.02	1.05
24	06/05/2016 - 06/11/2016	1.03	1.06
25	06/12/2016 - 06/18/2016	1.03	1.06
26	06/19/2016 - 06/25/2016	1.04	1.07
27	06/26/2016 - 07/02/2016	1.05	1.08
28	07/03/2016 - 07/09/2016	1.05	1.08
29	07/10/2016 - 07/16/2016	1.06	1.09
30	07/17/2016 - 07/23/2016	1.05	1.08
31	07/24/2016 - 07/30/2016	1.04	1.07
32	07/31/2016 - 08/06/2016	1.04	1.07
33	08/07/2016 - 08/13/2016	1.03	1.06
34	08/14/2016 - 08/20/2016	1.02	1.05
35	08/21/2016 - 08/27/2016	1.02	1.05
36	08/28/2016 - 09/03/2016	1.02	1.05
37	09/04/2016 - 09/10/2016	1.02	1.05
38	09/11/2016 - 09/17/2016	1.02	1.05
39	09/18/2016 - 09/24/2016	1.01	1.04
40	09/25/2016 - 10/01/2016	1.00	1.03
41	10/02/2016 - 10/08/2016	0.99	1.02
42	10/09/2016 - 10/15/2016	0.97	1.00
43	10/16/2016 - 10/22/2016	0.98	1.01
44	10/23/2016 - 10/29/2016	0.98	1.01
45	10/30/2016 - 11/05/2016	0.99	1.02
46	11/06/2016 - 11/12/2016	0.99	1.02
47	11/13/2016 - 11/19/2016	0.99	1.02
48	11/20/2016 - 11/26/2016	1.00	1.03
49	11/27/2016 - 12/03/2016	1.00	1.03
50	12/04/2016 - 12/10/2016	1.00	1.03
51	12/11/2016 - 12/17/2016	1.01	1.04
52	12/18/2016 - 12/24/2016	1.03	1.06
53	12/25/2016 - 12/31/2016	1.06	1.09

* PEAK SEASON

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2016 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 1075 HILLSBOROUGH I75

WEEK	DATES	SF	MOCF: 0.98 PSCF
1	01/01/2016 - 01/02/2016	1.00	1.02
2	01/03/2016 - 01/09/2016	1.05	1.07
3	01/10/2016 - 01/16/2016	1.10	1.12
4	01/17/2016 - 01/23/2016	1.08	1.10
5	01/24/2016 - 01/30/2016	1.06	1.08
6	01/31/2016 - 02/06/2016	1.04	1.06
7	02/07/2016 - 02/13/2016	1.02	1.04
8	02/14/2016 - 02/20/2016	1.00	1.02
9	02/21/2016 - 02/27/2016	1.00	1.02
10	02/28/2016 - 03/05/2016	1.00	1.02
11	03/06/2016 - 03/12/2016	0.99	1.01
12	03/13/2016 - 03/19/2016	0.99	1.01
13	03/20/2016 - 03/26/2016	0.99	1.01
14	03/27/2016 - 04/02/2016	1.00	1.02
15	04/03/2016 - 04/09/2016	1.00	1.02
16	04/10/2016 - 04/16/2016	1.00	1.02
17	04/17/2016 - 04/23/2016	1.00	1.02
18	04/24/2016 - 04/30/2016	1.00	1.02
19	05/01/2016 - 05/07/2016	1.00	1.02
20	05/08/2016 - 05/14/2016	1.00	1.02
21	05/15/2016 - 05/21/2016	1.00	1.02
22	05/22/2016 - 05/28/2016	1.00	1.02
23	05/29/2016 - 06/04/2016	1.00	1.02
24	06/05/2016 - 06/11/2016	1.00	1.02
25	06/12/2016 - 06/18/2016	1.00	1.02
26	06/19/2016 - 06/25/2016	1.01	1.03
27	06/26/2016 - 07/02/2016	1.01	1.03
28	07/03/2016 - 07/09/2016	1.02	1.04
29	07/10/2016 - 07/16/2016	1.02	1.04
30	07/17/2016 - 07/23/2016	1.01	1.03
31	07/24/2016 - 07/30/2016	1.00	1.02
32	07/31/2016 - 08/06/2016	1.00	1.02
*33	08/07/2016 - 08/13/2016	0.99	1.01
*34	08/14/2016 - 08/20/2016	0.98	1.00
*35	08/21/2016 - 08/27/2016	0.98	1.00
*36	08/28/2016 - 09/03/2016	0.99	1.01
*37	09/04/2016 - 09/10/2016	0.99	1.01
*38	09/11/2016 - 09/17/2016	0.99	1.01
*39	09/18/2016 - 09/24/2016	0.98	1.00
*40	09/25/2016 - 10/01/2016	0.98	1.00
*41	10/02/2016 - 10/08/2016	0.97	0.99
*42	10/09/2016 - 10/15/2016	0.96	0.98
*43	10/16/2016 - 10/22/2016	0.97	0.99
*44	10/23/2016 - 10/29/2016	0.98	1.00
*45	10/30/2016 - 11/05/2016	0.99	1.01
46	11/06/2016 - 11/12/2016	1.00	1.02
47	11/13/2016 - 11/19/2016	1.01	1.03
48	11/20/2016 - 11/26/2016	1.01	1.03
49	11/27/2016 - 12/03/2016	1.01	1.03
50	12/04/2016 - 12/10/2016	1.00	1.02
51	12/11/2016 - 12/17/2016	1.00	1.02
52	12/18/2016 - 12/24/2016	1.05	1.07
53	12/25/2016 - 12/31/2016	1.10	1.12

* PEAK SEASON

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Appendix B
Estimated 2017 K and D Factors

Big Bend Rd between East Bay HS D/W & I-75 SB Ramps
Traffic Characteristics Estimates

ESTIMATED K (Peak/Daily)

Measured Day	Peak Hour	Raw Daily Count	Pk Hr Count	Peak to Daily Ratio
Tue 6/6/2017	4:45:00 PM	33338	2478	7.43%
Wed 6/7/2017	4:45:00 PM	33331	2534	7.60%
Thur 6/8/2017	4:45:00 PM	34822	2480	7.12%
Average		Estimated K=		7.38%

ESTIMATED D

Measured Day	Peak Hour	Peak Hour Count			D
		EB + WB	EB	WB	
Tue 6/6/2017	4:45:00 PM	2478	1138	1340	54.08%
Wed 6/7/2017	4:45:00 PM	2534	1136	1398	55.17%
Thur 6/8/2017	4:45:00 PM	2480	1116	1364	55.00%
Average		Estimated D =			54.75%

Big Bend Rd East of Simmons Loop
Traffic Characteristics Estimates

ESTIMATED K (Peak/Daily)

Measured Day	Peak Hour	Raw Daily Count	Pk Hr Count	Peak to Daily Ratio
Tue 6/6/2017	7:00:00 AM	41969	3055	7.28%
Wed 6/7/2017	5:00:00 PM	41353	3152	7.62%
Thur 6/8/2017	7:30:00 AM	43481	3269	7.52%
Average		Estimated K=		7.47%

ESTIMATED D

Measured Day	Peak Hour	Peak Hour Count			D
		EB + WB	EB	WB	
Tue 6/6/2017	7:00:00 AM	3055	781	2274	74.44%
Wed 6/7/2017	5:00:00 PM	3152	2041	1111	64.75%
Thur 6/8/2017	7:30:00 AM	3269	952	2317	70.88%
Average		Estimated D =			70.02%

Big Bend Rd West of East Bay HS D/W
Traffic Characteristics Estimates

ESTIMATED K (Peak/Daily)

Measured Day	Peak Hour	Raw Daily Count	Pk Hr Count	Peak to Daily Ratio
Tue 6/6/2017	4:45:00 PM	33358	2448	7.34%
Wed 6/7/2017	4:30:00 PM	33090	2574	7.78%
Thur 6/8/2017	5:00:00 PM	35085	2536	7.23%
Average		Estimated K=		7.45%

ESTIMATED D

Measured Day	Peak Hour	Peak Hour Count			D
		EB + WB	EB	WB	
Tue 6/6/2017	4:45:00 PM	2448	1133	1315	53.72%
Wed 6/7/2017	4:30:00 PM	2574	1155	1419	55.13%
Thur 6/8/2017	5:00:00 PM	2536	1233	1303	51.38%
Average		Estimated D =			53.41%

Big Bend Rd West of Simmons Loop
Traffic Characteristics Estimates

ESTIMATED K (Peak/Daily)

Measured Day	Peak Hour	Raw Daily Count	Pk Hr Count	Peak to Daily Ratio
Tue 6/6/2017	7:00:00 AM	44508	3503	7.87%
Wed 6/7/2017	5:00:00 PM	43680	3519	8.06%
Thur 6/8/2017	4:45:00 PM	47345	3555	7.51%
Average		Estimated K=		7.81%

ESTIMATED D

Measured Day	Peak Hour	Peak Hour Count			D
		EB + WB	EB	WB	
Tue 6/6/2017	7:00:00 AM	3503	864	2639	75.34%
Wed 6/7/2017	5:00:00 PM	3519	2348	1171	66.72%
Thur 6/8/2017	4:45:00 PM	3555	2334	1221	65.65%
Average		Estimated D =			69.24%

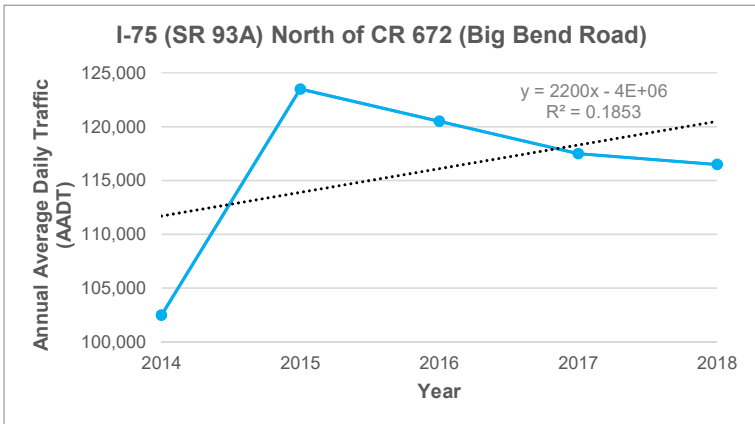
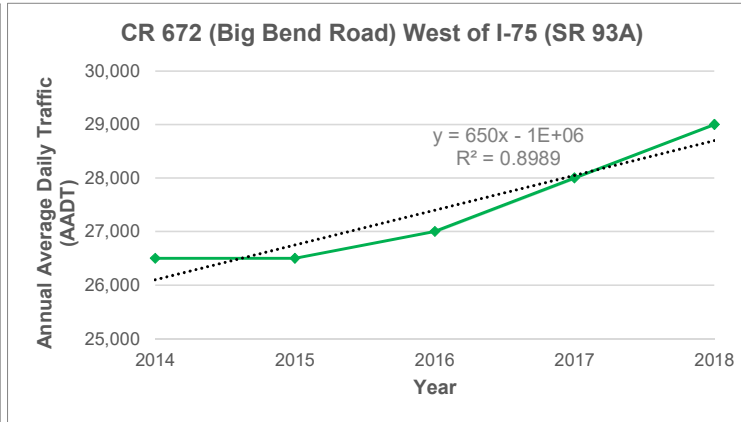
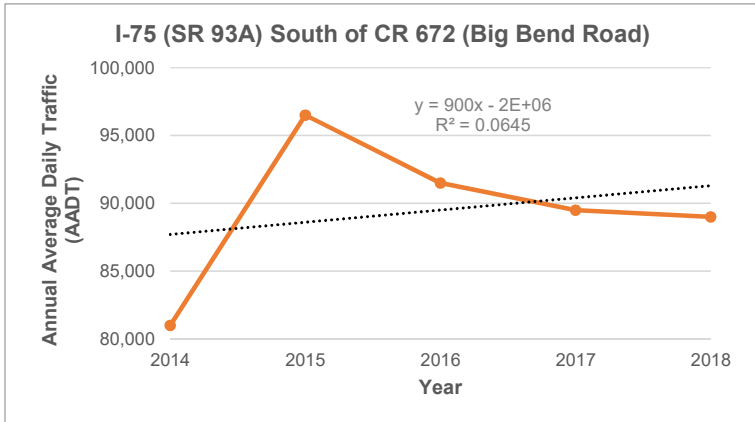




C

Historical Growth Rates



On Roadway	Location	FDOT Count Station No.	Year					5-Year Linear Trend Growth Rate	Linear Trend Analysis	
			2014	2015	2016	2017	2018		2014	2018
I-75 (SR 93A)	South of CR 672 (Big Bend Road)	0143	81,000	96,500	91,500	89,500	89,000	1.03%	87,700	91,300
	North of CR 672 (Big Bend Road)	0144	102,500	123,500	120,500	117,500	116,500	1.97%	111,700	120,500
CR 672 (Big Bend Road)	West of I-75 (SR 93A)	5734	26,500	26,500	27,000	28,000	29,000	2.49%	26,100	28,700
Average 5-Year Linear Trend Growth Rate							1.83%			
Average 5-Year Linear Trend Growth Rate (Rounded)							2.0%			





D

I-75 PD&E CORSIM Calibration

**American Consulting Professionals, LLC
American Consulting Engineers of Florida, LLC**

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Wesley Chapel, Florida 33544
Tel 813.435.2600 • Fax 813.435.2601
american@acp-fl.com • www.acp-americas.com

MEMORANDUM

Date: April 15, 2020

Subject: I-75 PD&E Study Traffic Update for Express Lanes: From north of Moccasin Wallow Road in Manatee County to south of US 301 in Hillsborough County

Financial Project Identification Number (FPID): 419235-2-22-01

CORSIM Existing Network Model Calibration

American Project No: 5127392.014

The existing network was coded using CORSIM (TSIS) 6.3 to analyze the existing conditions for the study network. FHWA Traffic Analysis Toolbox Volume IV: Guidelines for Applying Traffic Microsimulation Modeling Software (FHWA, 2007) and 2014 FDOT Traffic Analysis Handbook was used as a guide. The I-75 PD&E Study (FPN: 201032-1-22-01) for Manatee/Sarasota County previously documented the future transportation needs of the Moccasin Wallow Road interchange, and it is for that reason that the interchange is not included in this update. The previous calibrated and validated existing network from the I-75 Project Development & Environment Study from Moccasin Wallow Road (CR 6) to South of US Highway 301 (SR 43) dated 2010, WPI Segment No. 419235-2, was used as the base network. This model calibration was conducted on in addition to the calibration conducted as a part of the previous study. The traffic setting that was coded and input prior to running the simulation included the following primary components:

- *Updates related to the geometrics of each roadway component along each of the three I-75 study interchanges at SR 674, Big Bend Road and Gibsonton Drive;*
- *Traffic volumes entering/exiting the roadway system;*
- *Turning movements (included in **Appendix A**);*
- *Traffic control devices (e.g., traffic signals, yield signs, stop signs);*
- *Existing signal timings at signalized intersections as obtained from Hillsborough County (included in **Appendix B**)*
- *Design hour truck percentages (included in **Appendix A**)*

The existing traffic volume inputs for the AM and PM peak to the CORSIM model are based on the Existing Year 2017 AM and PM Peak Hour Traffic Volumes shown in **Appendix A**. Three hour AM and PM peak period analysis was conducted. The percentages of traffic beyond the peak hour were determined based on the existing traffic counts and were provided by WSP for consistency purposes with the northern project from south of US 301 to north of Bruce B. Downs Boulevard (FPID No. 419235-3-22-01). These microsimulation percentage distributions of traffic over extended AM and PM peak periods have also been included in **Appendix C**.

Existing conditions model calibration has been conducted based on the field observations and travel time data collection conducted by Adams Traffic, Inc between October 19, 2017 and November 9, 2017. These data used for calibration purposes are included in **Appendix D**.

For calibration of the existing CORSIM model, visual audits were conducted through field observations on January 17, 2018 for AM peak (6:30 am – 8:30 am) and January 18, 2018 for PM peak (4:00 pm – 6 pm). Focus for this calibration effort was along the interstate I-75.

For calibrating the CORSIM model, the following adjustments have been made to the existing models:

AM Model

The following adjustments were made to the previously calibrated PM CORSIM model.

Adjustment of Local Calibration Parameters

For calibration of the bottlenecks and replicate field conditions, a few local calibration parameters were adjusted as listed below:

- The free flow speed for the ramp link 318 – 7002 from I-75 SB to Gibsonton Drive was changed to 45 mph from 55 mph; for the link 7002 – 480 was changed to 40 mph from 45 mph; and, for links 480 – 479 and 479 – 478 were changed to 35 mph from 45 mph to represent field conditions.
- The free flow speed for the ramp link 340 – 7006 from I-75 SB to Big Bend Road was changed to 25 mph from 35 mph; for the link 7006 – 449 was changed to 25 mph from 35 mph; and, for link 449 – 448 was changed to 25 mph from 30 mph to represent field conditions and queuing of this ramp as observed in the field.

- The signal timing settings were updated to be consistent with the signal timing plan and the split table from Hillsborough County (**Appendix B**).
- In order to replicate the field conditions of outside lane being congested and slowed down upstream of the SB off ramp gore to Gibsonton Drive as observed by FDOT during August 28, 2018 and September 4 and 5, 2018, the car-following sensitivity multiplier has been modified on the following links:
 - 316 – 318 180%
 - 314 – 316 165%
 - 312 – 314 165%
 - 311 – 312 150%
 - 310 – 311 135%

In the adjusted AM CORSIM model, the following extensive queues of the study network that were observed in the field was verified.

- Extensive queues were observed for westbound right turn movement along Gibsonton Drive at I-75 NB Ramps extending almost to the upstream intersection at Mathog Road
- Extensive queues were observed for eastbound left turn movement along Gibsonton Drive at I-75 NB Ramps extending to the upstream intersection at I-75 SB Ramps
- Back up observed along Fern Hill Drive
- Extensive queues were observed for westbound left turn along Big Bend Road onto I-75 NB On Ramp
- Queues were observed for eastbound right turn traveling onto northbound on loop ramp along Big Bend Road

PM Model

The following adjustments were made to the previously calibrated PM CORSIM model.

Adjustment of Local Calibration Parameters

For calibration of the bottlenecks and replicate field conditions, a few local calibration parameters were adjusted as listed below:

- The free flow speed for the ramp link 318 – 7002 from I-75 SB to Gibsonton Drive was changed to 45 mph from 55 mph; for the link 7002 – 480 was changed to 40 mph from 45 mph; and, for links 480 – 479 and 479 – 478 were changed to 35 mph from 45 mph to represent field conditions.
- The free flow speed for the ramp link 340 – 7006 from I-75 SB to Big Bend Road was changed to 25 mph from 35 mph; for the link 7006 – 449 was changed to 25 mph from 35 mph; and, for link 449 – 448 was changed to 25 mph from 30 mph to represent field conditions and queuing of this ramp as observed in the field.
- The signal timing settings were updated to be consistent with the signal timing plan and the split table from Hillsborough County (**Appendix B**).
- In order to replicate the field conditions of outside lane being congested and slowed down upstream of the SB off ramp gore to Gibsonton Drive as observed by FDOT during August 28, 2018 and September 4 and 5, 2018, the car-following sensitivity multiplier has been modified on the following links:
 - 316 – 318 180%
 - 314 – 316 165%
 - 312 – 314 165%
 - 311 – 312 150%
 - 310 – 311 135%

In the adjusted PM CORSIM model, the following traffic flow that was observed in the field was verified.

- Heavy I-75 SB traffic (primarily the outside lane) between Gibsonton Drive and Big Bend Road that slows down specially approaching Gibsonton Drive exit and Big Bend Road exit predominantly because of the heavy SB off ramp traffic volume.

The CORSIM models were run with 10 distinct random seeds for both AM and PM. The average 10-run results for AM and PM were summarized to evaluate the CORSIM model performance.

The Measures of Effectiveness (MOE) used for the purpose of calibration of the existing model are volume throughput and speeds for the I-75 freeway segments. These variable outputs from the model were compared to the actual traffic volumes and the field measured speed data. The speed data used for calibration purposes was based on field travel time runs conducted between October 19, 2017 and

November 9, 2017. Adams Traffic performed six travel time runs along I-75 in each direction within the study limits (included in **Appendix D**). The calibration acceptance targets were focused on the interstate system including I-75 freeway segments and the ramps. The Geoffrey E. Havers (GEH) Statistic is used as the volume calibration criteria. The GEH calibration targets are GEH Statistic for individual link flows less than 5 for more than 85% of the cases. The MOE comparison tables for the CORSIM model calibration are provided in **Appendix E**; the GEH values that do not meet the calibration criteria are highlighted in red. The CORSIM results meet the MOE calibration targets as shown in the tables below.

MOE Acceptance Target for Interstate 75 for Existing Year 2017 AM Peak

MOE Criteria	Calibration Acceptance Targets	Percent of Model Output that met the Acceptance Targets*
Individual Link Flows	GEH < 5 for > 85% of the cases	Met for 89% of cases
Field Measured Speeds	Within +/- 10 mph of field-measured flow for >85% of cases	Met for 100% of cases

MOE Acceptance Target for Interstate 75 for Existing Year 2015 PM Peak

MOE Criteria	Calibration Acceptance Targets	Percent of Model Output that met the Acceptance Targets*
Individual Link Flows	GEH < 5 for > 85% of the cases	Met for 100% of cases
Field Measured Speeds	Within +/- 10 mph of field-measured flow for >85% of cases	Met for 100% of cases

*: I-75 freeway segments.

APPENDICES

- APPENDIX A – EXISTING YEAR 2017 TRAFFIC VOLUMES AND DESIGN HOUR TRUCK PERCENTAGES
- APPENDIX B – EXISTING SIGNAL TIMINGS FROM HILLSBOROUGH COUNTY
- APPENDIX C – MICROSIMULATION DISTRIBUTION OF TRAFFIC OVER EXTENDED PEAK PERIODS
- APPENDIX D – TRAVEL TIME DATA
- APPENDIX E – CORSIM MEASURES OF EFFECTIVENESS (MOE) COMPARISON TABLES

APPENDIX A

EXISTING YEAR 2017 TRAFFIC VOLUMES

AND

DESIGN HOUR TRUCK PERCENTAGES



I-75 PD&E Study

From south of US 301 to north of Bruce B. Downs Blvd.
Hillsborough County, Florida
FPID No. 419235-3-22-01



TO: Kirk Bogen, PE
FDOT Project Manager

FROM: Gary Kleker, PE
WSP Senior Transportation Engineer
Hongyan Gao, PE
WSP Transportation Engineer

DATE: November 30, 2017

PURPOSE: Responses to Comments for the Development of Existing Traffic Volumes

WSP USA is in receipt of comments provided by the Florida Department of Transportation (FDOT) dated October 20, 2017 in regards to the I-75 PD&E Existing Traffic Volumes and Methodology Memorandum. The responses to comments are presented below.

Comment 1: Please provide the axle adjustment factors and the seasonal adjustment factors used to adjust the machine counts.

Response:

The axle factors and the season factors used to adjust the raw machine counts were obtained from 2016 FDOT FTI database. The count program for the entire study area was conducted by the Adams Traffic Tuesday through Thursday from May 2, 2017 to June 29, 2017. Depending on when and where the machine counts were collected, the axle adjustment factors and seasonal factors were applied for the specific roadway. The Hillsborough County area wide axle adjustment factor was used for all the roadways which are not specified in the 2016 Weekly Axle Factor Category report. The table below is used to summarize the weekly axle factors adopted in the study. Similarly, 2016 Hillsborough county wide seasonal factors were used for all the roadways in the study area except for I-4 and I-75 which are specified in 2016 Peak Season Factor Category Report. All the factors are included in Appendix A.

Roadways	Axle Factor
Hillsborough County Wide	0.94
I-75, Manatee - US 301	0.91
I-75, US 301 - SR 582 (Fowler)	0.93
I-75, SR 582 (Fowler) - Pasco County	0.93
I-4, I-275 - I-75	0.94
I-4, I-75 - Polk	0.91
US 301, I-75 - I-4	0.96
SR 60, US 301 - Lakewood	0.96

Source: 2016 Weekly Axle Factor Category report from FDOT Florida Traffic Online (2016)

Comment 2: Please provide the K factor and development of the D factors.

Response:

The K and D factors for I-75 and I-4 mainlines and ramps are recommended be obtained from the 2016 FDOT FTI database since the 2017 traffic count program for this study does not include the freeway mainlines and some of the ramps. The K and D factors for all the count stations on the cross roads were calculated and included in Appendix B.

Comment 3: Were 2016 counts grown to the year 2017? Please provide additional documentation.

Response:

All traffic volumes represent 2017 conditions. The 2016 FTI I-75 and I-4 mainline traffic counts were adjusted to merge with the 2017 traffic count program. This process included smoothing and balancing the traffic counts from interchange to interchange in addition to the cross roads. During this process the traffic counts were adjusted to represent the higher of traffic counts if multiple counts were available offering a more conservative approach and thus representing 2017 conditions. The 2017 traffic counts were always defaulted to especially since a significant amount of 2016 traffic counts from the FTI database were estimated from previous traffic counts and were not actual traffic counts.

Comment 4: Please provide the spreadsheet used to develop traffic volumes (AADT and peak hour – AM & PM).

Response:

Both AADTs and peak hour volumes were calculated and adjusted manually to obtain the appropriate magnitude of traffic volumes and to also insure that the traffic volumes were balanced from interchange to interchange along I-75 and I-4 and from intersection to intersection along the cross roads. To merge the two traffic count databases together, apply all the adjustment factors, perform the smoothing and balancing process, required a significant amount of iterations, which would be difficult and very complicated to document through a spreadsheet.

Comment 5: Has this methodology been coordinated with American?

Response:

Americans have been involved in several meetings where the methodology was discussed with the Department. Meeting minutes were sent to all the attendees.

Comment 6: When comparing the AADT for the study area to the Florida Traffic Online information, the following discrepancy was noticed:

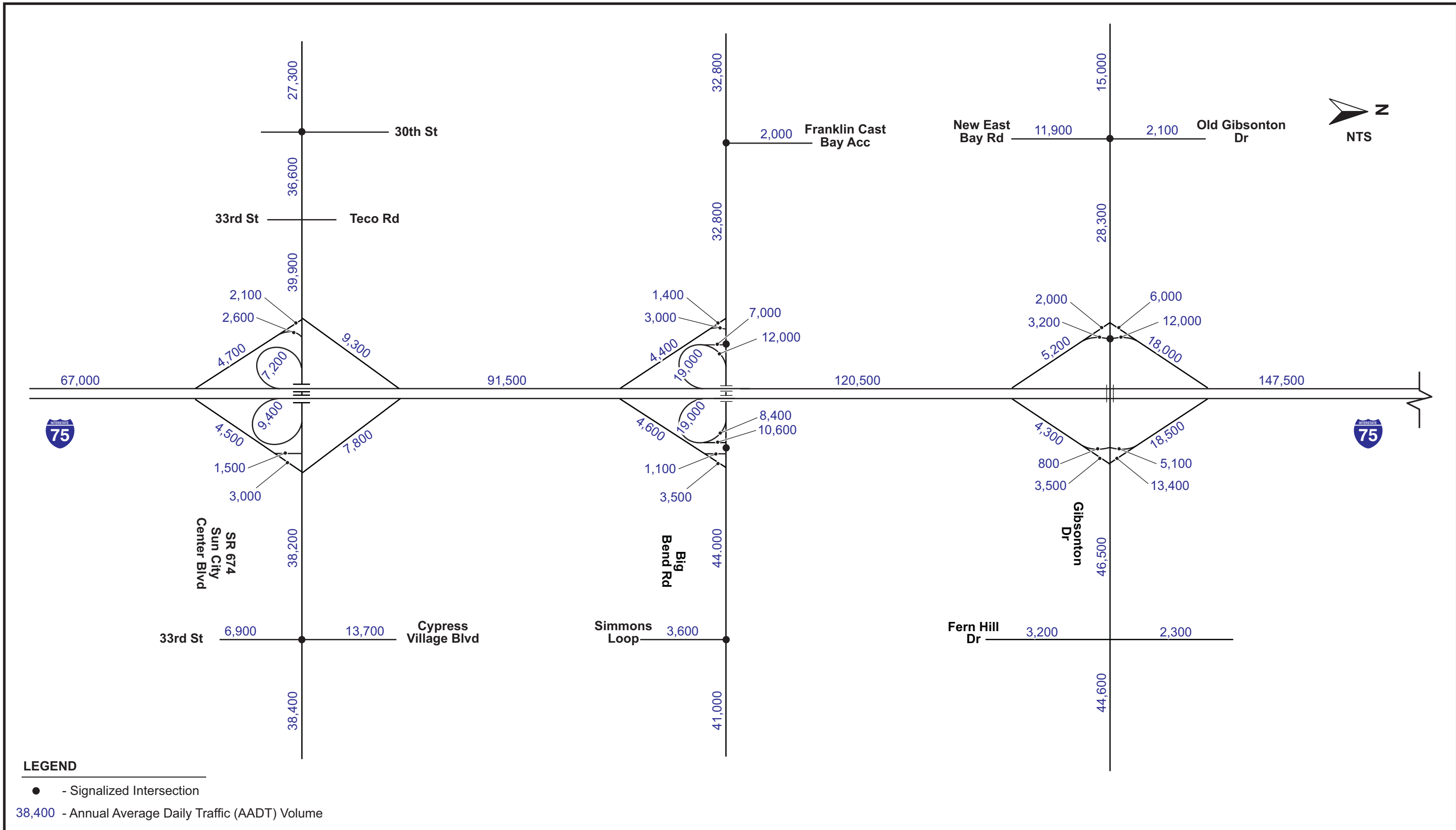
- a. The AADT for the Ramp, EB Frontage Road (I-4) to EB Hillsborough Avenue is shown as 4,100 and the FDOT traffic online is showing 7,600.
- b. The ADDT for the Ramp, WB Hillsborough Avenue to WB Frontage Road (I-4) is shown as 4,000 and the FDOT traffic online is showing 7,100.

Response:

The 4100 and 4000 AADTs for the ramps connecting Hillsborough Avenue and I-4 Frontage Road east of US 301 were developed as a result of using 2016 AADT for I-4 mainline at the western section end of the study area. According to the raw counts provided by Adams Traffic, the adjusted AADTs are revised to be

- a. The AADT for the Ramp, EB Frontage Road (I-4) to EB Hillsborough Avenue is 8500.
- b. The ADDT for the Ramp, WB Hillsborough Avenue to WB Frontage Road (I-4) is 7700.

The revised AADTs and existing (2017) AM and PM peak hour volumes for the study area are shown in Figures 1 to 10.



Appendix A - A
2016 Axle Factors and Seasonal Factors

2016 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 10 - HILLSBOROUGH

WEEK	DATES	1000 HILLSBOROUGH - COUNTY WID	1001 HILLSBOROUGH RURAL	1002 HILLSBOROUGH URBAN	1003 I75, MANATEE-US301
1	01/01/2016 - 01/02/2016	0.94	0.89	0.96	0.91
2	01/03/2016 - 01/09/2016	0.95	0.89	0.96	0.91
3	01/10/2016 - 01/16/2016	0.95	0.89	0.96	0.91
4	01/17/2016 - 01/23/2016	0.95	0.89	0.96	0.91
5	01/24/2016 - 01/30/2016	0.95	0.89	0.96	0.91
6	01/31/2016 - 02/06/2016	0.94	0.89	0.96	0.91
7	02/07/2016 - 02/13/2016	0.94	0.89	0.96	0.91
8	02/14/2016 - 02/20/2016	0.94	0.89	0.96	0.91
9	02/21/2016 - 02/27/2016	0.94	0.89	0.96	0.91
10	02/28/2016 - 03/05/2016	0.94	0.89	0.96	0.91
11	03/06/2016 - 03/12/2016	0.94	0.89	0.96	0.91
12	03/13/2016 - 03/19/2016	0.94	0.89	0.96	0.91
13	03/20/2016 - 03/26/2016	0.94	0.89	0.96	0.91
14	03/27/2016 - 04/02/2016	0.94	0.89	0.96	0.91
15	04/03/2016 - 04/09/2016	0.94	0.89	0.96	0.91
16	04/10/2016 - 04/16/2016	0.94	0.89	0.96	0.91
17	04/17/2016 - 04/23/2016	0.94	0.89	0.96	0.91
18	04/24/2016 - 04/30/2016	0.94	0.89	0.96	0.91
19	05/01/2016 - 05/07/2016	0.94	0.89	0.96	0.91
20	05/08/2016 - 05/14/2016	0.94	0.89	0.96	0.91
21	05/15/2016 - 05/21/2016	0.94	0.89	0.96	0.91
22	05/22/2016 - 05/28/2016	0.94	0.89	0.96	0.91
23	05/29/2016 - 06/04/2016	0.94	0.89	0.96	0.91
24	06/05/2016 - 06/11/2016	0.94	0.89	0.96	0.91
25	06/12/2016 - 06/18/2016	0.94	0.89	0.96	0.91
26	06/19/2016 - 06/25/2016	0.94	0.89	0.96	0.91
27	06/26/2016 - 07/02/2016	0.94	0.89	0.96	0.91
28	07/03/2016 - 07/09/2016	0.93	0.89	0.96	0.91
29	07/10/2016 - 07/16/2016	0.93	0.89	0.96	0.91
30	07/17/2016 - 07/23/2016	0.93	0.89	0.96	0.91
31	07/24/2016 - 07/30/2016	0.93	0.89	0.96	0.91
32	07/31/2016 - 08/06/2016	0.93	0.89	0.96	0.91
33	08/07/2016 - 08/13/2016	0.93	0.89	0.96	0.91
34	08/14/2016 - 08/20/2016	0.93	0.89	0.96	0.91
35	08/21/2016 - 08/27/2016	0.94	0.89	0.96	0.91
36	08/28/2016 - 09/03/2016	0.94	0.89	0.96	0.91
37	09/04/2016 - 09/10/2016	0.95	0.89	0.96	0.91
38	09/11/2016 - 09/17/2016	0.95	0.89	0.96	0.91
39	09/18/2016 - 09/24/2016	0.95	0.89	0.96	0.91
40	09/25/2016 - 10/01/2016	0.95	0.89	0.96	0.91
41	10/02/2016 - 10/08/2016	0.95	0.89	0.96	0.91
42	10/09/2016 - 10/15/2016	0.95	0.89	0.96	0.91
43	10/16/2016 - 10/22/2016	0.95	0.89	0.96	0.91
44	10/23/2016 - 10/29/2016	0.95	0.89	0.96	0.91
45	10/30/2016 - 11/05/2016	0.94	0.89	0.96	0.91
46	11/06/2016 - 11/12/2016	0.94	0.89	0.96	0.91
47	11/13/2016 - 11/19/2016	0.94	0.89	0.96	0.91
48	11/20/2016 - 11/26/2016	0.94	0.89	0.96	0.91
49	11/27/2016 - 12/03/2016	0.94	0.89	0.96	0.91
50	12/04/2016 - 12/10/2016	0.94	0.89	0.96	0.91
51	12/11/2016 - 12/17/2016	0.94	0.89	0.96	0.91
52	12/18/2016 - 12/24/2016	0.95	0.89	0.96	0.91
53	12/25/2016 - 12/31/2016	0.95	0.89	0.96	0.91

2016 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 10 - HILLSBOROUGH

WEEK	DATES	1004 I75, US301 - SR582	1005 I75, SR582 - PASCO C	1007 I275, PINELLAS-I4	1009 SR569/599, SR618-US92
1	01/01/2016 - 01/02/2016	0.93	0.93	0.98	0.97
2	01/03/2016 - 01/09/2016	0.93	0.93	0.98	0.97
3	01/10/2016 - 01/16/2016	0.93	0.93	0.98	0.97
4	01/17/2016 - 01/23/2016	0.93	0.93	0.98	0.97
5	01/24/2016 - 01/30/2016	0.93	0.93	0.98	0.97
6	01/31/2016 - 02/06/2016	0.93	0.93	0.98	0.97
7	02/07/2016 - 02/13/2016	0.93	0.93	0.98	0.97
8	02/14/2016 - 02/20/2016	0.93	0.93	0.98	0.97
9	02/21/2016 - 02/27/2016	0.93	0.93	0.98	0.97
10	02/28/2016 - 03/05/2016	0.93	0.93	0.98	0.97
11	03/06/2016 - 03/12/2016	0.93	0.93	0.98	0.97
12	03/13/2016 - 03/19/2016	0.93	0.93	0.98	0.97
13	03/20/2016 - 03/26/2016	0.93	0.93	0.98	0.97
14	03/27/2016 - 04/02/2016	0.93	0.93	0.98	0.97
15	04/03/2016 - 04/09/2016	0.93	0.93	0.98	0.97
16	04/10/2016 - 04/16/2016	0.93	0.93	0.98	0.97
17	04/17/2016 - 04/23/2016	0.93	0.93	0.98	0.97
18	04/24/2016 - 04/30/2016	0.93	0.93	0.98	0.97
19	05/01/2016 - 05/07/2016	0.93	0.93	0.98	0.97
20	05/08/2016 - 05/14/2016	0.93	0.93	0.98	0.97
21	05/15/2016 - 05/21/2016	0.93	0.93	0.98	0.97
22	05/22/2016 - 05/28/2016	0.93	0.93	0.98	0.97
23	05/29/2016 - 06/04/2016	0.93	0.93	0.98	0.97
24	06/05/2016 - 06/11/2016	0.93	0.93	0.98	0.97
25	06/12/2016 - 06/18/2016	0.93	0.93	0.98	0.97
26	06/19/2016 - 06/25/2016	0.93	0.93	0.98	0.97
27	06/26/2016 - 07/02/2016	0.93	0.93	0.98	0.97
28	07/03/2016 - 07/09/2016	0.93	0.93	0.98	0.97
29	07/10/2016 - 07/16/2016	0.93	0.93	0.98	0.97
30	07/17/2016 - 07/23/2016	0.93	0.93	0.98	0.97
31	07/24/2016 - 07/30/2016	0.93	0.93	0.98	0.97
32	07/31/2016 - 08/06/2016	0.93	0.93	0.98	0.97
33	08/07/2016 - 08/13/2016	0.93	0.93	0.98	0.97
34	08/14/2016 - 08/20/2016	0.93	0.93	0.98	0.97
35	08/21/2016 - 08/27/2016	0.93	0.93	0.98	0.97
36	08/28/2016 - 09/03/2016	0.93	0.93	0.98	0.97
37	09/04/2016 - 09/10/2016	0.93	0.93	0.98	0.97
38	09/11/2016 - 09/17/2016	0.93	0.93	0.98	0.97
39	09/18/2016 - 09/24/2016	0.93	0.93	0.98	0.97
40	09/25/2016 - 10/01/2016	0.93	0.93	0.98	0.97
41	10/02/2016 - 10/08/2016	0.93	0.93	0.98	0.97
42	10/09/2016 - 10/15/2016	0.93	0.93	0.98	0.97
43	10/16/2016 - 10/22/2016	0.93	0.93	0.98	0.97
44	10/23/2016 - 10/29/2016	0.93	0.93	0.98	0.97
45	10/30/2016 - 11/05/2016	0.93	0.93	0.98	0.97
46	11/06/2016 - 11/12/2016	0.93	0.93	0.98	0.97
47	11/13/2016 - 11/19/2016	0.93	0.93	0.98	0.97
48	11/20/2016 - 11/26/2016	0.93	0.93	0.98	0.97
49	11/27/2016 - 12/03/2016	0.93	0.93	0.98	0.97
50	12/04/2016 - 12/10/2016	0.93	0.93	0.98	0.97
51	12/11/2016 - 12/17/2016	0.93	0.93	0.98	0.97
52	12/18/2016 - 12/24/2016	0.93	0.93	0.98	0.97
53	12/25/2016 - 12/31/2016	0.93	0.93	0.98	0.97

2016 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 10 - HILLSBOROUGH

WEEK	DATES	1014 US301, CR672 - I75	1015 US301, I75 - I-4	1016 SR685 (NB) , SR60-SR574	1017 SR685, SR574 - SR580
1	01/01/2016 - 01/02/2016	0.94	0.96	1.00	0.99
2	01/03/2016 - 01/09/2016	0.94	0.96	1.00	0.99
3	01/10/2016 - 01/16/2016	0.94	0.96	1.00	0.99
4	01/17/2016 - 01/23/2016	0.94	0.96	1.00	0.99
5	01/24/2016 - 01/30/2016	0.94	0.96	1.00	0.99
6	01/31/2016 - 02/06/2016	0.94	0.96	1.00	0.99
7	02/07/2016 - 02/13/2016	0.94	0.96	1.00	0.99
8	02/14/2016 - 02/20/2016	0.94	0.96	1.00	0.99
9	02/21/2016 - 02/27/2016	0.94	0.96	1.00	0.99
10	02/28/2016 - 03/05/2016	0.94	0.96	1.00	0.99
11	03/06/2016 - 03/12/2016	0.94	0.96	1.00	0.99
12	03/13/2016 - 03/19/2016	0.94	0.96	1.00	0.99
13	03/20/2016 - 03/26/2016	0.94	0.96	1.00	0.99
14	03/27/2016 - 04/02/2016	0.94	0.96	1.00	0.99
15	04/03/2016 - 04/09/2016	0.94	0.96	1.00	0.99
16	04/10/2016 - 04/16/2016	0.94	0.96	1.00	0.99
17	04/17/2016 - 04/23/2016	0.94	0.96	1.00	0.99
18	04/24/2016 - 04/30/2016	0.94	0.96	1.00	0.99
19	05/01/2016 - 05/07/2016	0.94	0.96	1.00	0.99
20	05/08/2016 - 05/14/2016	0.94	0.96	1.00	0.99
21	05/15/2016 - 05/21/2016	0.94	0.96	1.00	0.99
22	05/22/2016 - 05/28/2016	0.94	0.96	1.00	0.99
23	05/29/2016 - 06/04/2016	0.94	0.96	1.00	0.99
24	06/05/2016 - 06/11/2016	0.94	0.96	1.00	0.99
25	06/12/2016 - 06/18/2016	0.94	0.96	1.00	0.99
26	06/19/2016 - 06/25/2016	0.94	0.96	1.00	0.99
27	06/26/2016 - 07/02/2016	0.94	0.96	1.00	0.99
28	07/03/2016 - 07/09/2016	0.94	0.96	1.00	0.99
29	07/10/2016 - 07/16/2016	0.94	0.96	1.00	0.99
30	07/17/2016 - 07/23/2016	0.94	0.96	1.00	0.99
31	07/24/2016 - 07/30/2016	0.94	0.96	1.00	0.99
32	07/31/2016 - 08/06/2016	0.94	0.96	1.00	0.99
33	08/07/2016 - 08/13/2016	0.94	0.96	1.00	0.99
34	08/14/2016 - 08/20/2016	0.94	0.96	1.00	0.99
35	08/21/2016 - 08/27/2016	0.94	0.96	1.00	0.99
36	08/28/2016 - 09/03/2016	0.94	0.96	1.00	0.99
37	09/04/2016 - 09/10/2016	0.94	0.96	1.00	0.99
38	09/11/2016 - 09/17/2016	0.94	0.96	1.00	0.99
39	09/18/2016 - 09/24/2016	0.94	0.96	1.00	0.99
40	09/25/2016 - 10/01/2016	0.94	0.96	1.00	0.99
41	10/02/2016 - 10/08/2016	0.94	0.96	1.00	0.99
42	10/09/2016 - 10/15/2016	0.94	0.96	1.00	0.99
43	10/16/2016 - 10/22/2016	0.94	0.96	1.00	0.99
44	10/23/2016 - 10/29/2016	0.94	0.96	1.00	0.99
45	10/30/2016 - 11/05/2016	0.94	0.96	1.00	0.99
46	11/06/2016 - 11/12/2016	0.94	0.96	1.00	0.99
47	11/13/2016 - 11/19/2016	0.94	0.96	1.00	0.99
48	11/20/2016 - 11/26/2016	0.94	0.96	1.00	0.99
49	11/27/2016 - 12/03/2016	0.94	0.96	1.00	0.99
50	12/04/2016 - 12/10/2016	0.94	0.96	1.00	0.99
51	12/11/2016 - 12/17/2016	0.94	0.96	1.00	0.99
52	12/18/2016 - 12/24/2016	0.94	0.96	1.00	0.99
53	12/25/2016 - 12/31/2016	0.94	0.96	1.00	0.99

2016 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 10 - HILLSBOROUGH

WEEK	DATES	SR60, SR585 - US301	1038 1039 SR60, US301-LAKEWOOD	1040 SR60, LKWOOD- POLK	1041 SR674, US41 - US301
1	01/01/2016 - 01/02/2016	0.96	0.98	0.96	0.97
2	01/03/2016 - 01/09/2016	0.96	0.98	0.96	0.97
3	01/10/2016 - 01/16/2016	0.96	0.98	0.96	0.97
4	01/17/2016 - 01/23/2016	0.96	0.98	0.96	0.97
5	01/24/2016 - 01/30/2016	0.96	0.98	0.96	0.97
6	01/31/2016 - 02/06/2016	0.96	0.98	0.96	0.97
7	02/07/2016 - 02/13/2016	0.96	0.98	0.96	0.97
8	02/14/2016 - 02/20/2016	0.96	0.98	0.96	0.97
9	02/21/2016 - 02/27/2016	0.96	0.98	0.96	0.97
10	02/28/2016 - 03/05/2016	0.96	0.98	0.96	0.97
11	03/06/2016 - 03/12/2016	0.96	0.98	0.96	0.97
12	03/13/2016 - 03/19/2016	0.96	0.98	0.96	0.97
13	03/20/2016 - 03/26/2016	0.96	0.98	0.96	0.97
14	03/27/2016 - 04/02/2016	0.96	0.98	0.96	0.97
15	04/03/2016 - 04/09/2016	0.96	0.98	0.96	0.97
16	04/10/2016 - 04/16/2016	0.96	0.98	0.96	0.97
17	04/17/2016 - 04/23/2016	0.96	0.98	0.96	0.97
18	04/24/2016 - 04/30/2016	0.96	0.98	0.96	0.97
19	05/01/2016 - 05/07/2016	0.96	0.98	0.96	0.97
20	05/08/2016 - 05/14/2016	0.96	0.98	0.96	0.97
21	05/15/2016 - 05/21/2016	0.96	0.98	0.96	0.97
22	05/22/2016 - 05/28/2016	0.96	0.98	0.96	0.97
23	05/29/2016 - 06/04/2016	0.96	0.98	0.96	0.97
24	06/05/2016 - 06/11/2016	0.95	0.98	0.96	0.97
25	06/12/2016 - 06/18/2016	0.95	0.98	0.96	0.97
26	06/19/2016 - 06/25/2016	0.95	0.98	0.96	0.97
27	06/26/2016 - 07/02/2016	0.96	0.98	0.96	0.97
28	07/03/2016 - 07/09/2016	0.96	0.98	0.96	0.97
29	07/10/2016 - 07/16/2016	0.96	0.98	0.96	0.97
30	07/17/2016 - 07/23/2016	0.96	0.98	0.96	0.97
31	07/24/2016 - 07/30/2016	0.96	0.98	0.96	0.97
32	07/31/2016 - 08/06/2016	0.96	0.98	0.96	0.97
33	08/07/2016 - 08/13/2016	0.96	0.98	0.96	0.97
34	08/14/2016 - 08/20/2016	0.96	0.98	0.96	0.97
35	08/21/2016 - 08/27/2016	0.96	0.98	0.96	0.97
36	08/28/2016 - 09/03/2016	0.96	0.98	0.96	0.97
37	09/04/2016 - 09/10/2016	0.96	0.98	0.96	0.97
38	09/11/2016 - 09/17/2016	0.96	0.98	0.96	0.97
39	09/18/2016 - 09/24/2016	0.96	0.98	0.96	0.97
40	09/25/2016 - 10/01/2016	0.96	0.98	0.96	0.97
41	10/02/2016 - 10/08/2016	0.96	0.98	0.96	0.97
42	10/09/2016 - 10/15/2016	0.96	0.98	0.96	0.97
43	10/16/2016 - 10/22/2016	0.96	0.98	0.96	0.97
44	10/23/2016 - 10/29/2016	0.96	0.98	0.96	0.97
45	10/30/2016 - 11/05/2016	0.96	0.98	0.96	0.97
46	11/06/2016 - 11/12/2016	0.96	0.98	0.96	0.97
47	11/13/2016 - 11/19/2016	0.96	0.98	0.96	0.97
48	11/20/2016 - 11/26/2016	0.96	0.98	0.96	0.97
49	11/27/2016 - 12/03/2016	0.96	0.98	0.96	0.97
50	12/04/2016 - 12/10/2016	0.96	0.98	0.96	0.97
51	12/11/2016 - 12/17/2016	0.96	0.98	0.96	0.97
52	12/18/2016 - 12/24/2016	0.96	0.98	0.96	0.97
53	12/25/2016 - 12/31/2016	0.96	0.98	0.96	0.97

2016 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 10 - HILLSBOROUGH

WEEK	DATES	1079 I-275, SR580 - PASCO	1080 I-4, I-275 - I-75	1081 I-4, I-75 - POLK	1082 US301, HARNEY-PASCO
1	01/01/2016 - 01/02/2016	0.96	0.94	0.92	0.95
2	01/03/2016 - 01/09/2016	0.96	0.94	0.92	0.95
3	01/10/2016 - 01/16/2016	0.96	0.94	0.92	0.95
4	01/17/2016 - 01/23/2016	0.96	0.94	0.92	0.95
5	01/24/2016 - 01/30/2016	0.96	0.94	0.92	0.95
6	01/31/2016 - 02/06/2016	0.96	0.94	0.92	0.95
7	02/07/2016 - 02/13/2016	0.96	0.94	0.92	0.95
8	02/14/2016 - 02/20/2016	0.96	0.94	0.92	0.95
9	02/21/2016 - 02/27/2016	0.96	0.94	0.92	0.95
10	02/28/2016 - 03/05/2016	0.96	0.94	0.92	0.95
11	03/06/2016 - 03/12/2016	0.96	0.94	0.91	0.95
12	03/13/2016 - 03/19/2016	0.96	0.94	0.91	0.95
13	03/20/2016 - 03/26/2016	0.96	0.94	0.91	0.95
14	03/27/2016 - 04/02/2016	0.96	0.94	0.91	0.95
15	04/03/2016 - 04/09/2016	0.96	0.94	0.91	0.95
16	04/10/2016 - 04/16/2016	0.96	0.94	0.91	0.95
17	04/17/2016 - 04/23/2016	0.96	0.94	0.91	0.95
18	04/24/2016 - 04/30/2016	0.96	0.94	0.91	0.95
19	05/01/2016 - 05/07/2016	0.96	0.94	0.92	0.95
20	05/08/2016 - 05/14/2016	0.96	0.94	0.92	0.95
21	05/15/2016 - 05/21/2016	0.96	0.94	0.92	0.95
22	05/22/2016 - 05/28/2016	0.96	0.94	0.92	0.95
23	05/29/2016 - 06/04/2016	0.96	0.94	0.92	0.95
24	06/05/2016 - 06/11/2016	0.96	0.94	0.91	0.95
25	06/12/2016 - 06/18/2016	0.96	0.94	0.91	0.95
26	06/19/2016 - 06/25/2016	0.96	0.94	0.91	0.95
27	06/26/2016 - 07/02/2016	0.96	0.94	0.92	0.95
28	07/03/2016 - 07/09/2016	0.96	0.94	0.92	0.95
29	07/10/2016 - 07/16/2016	0.96	0.94	0.92	0.95
30	07/17/2016 - 07/23/2016	0.96	0.94	0.92	0.95
31	07/24/2016 - 07/30/2016	0.96	0.94	0.92	0.95
32	07/31/2016 - 08/06/2016	0.96	0.94	0.91	0.95
33	08/07/2016 - 08/13/2016	0.96	0.94	0.91	0.95
34	08/14/2016 - 08/20/2016	0.96	0.94	0.91	0.95
35	08/21/2016 - 08/27/2016	0.96	0.94	0.91	0.95
36	08/28/2016 - 09/03/2016	0.96	0.94	0.91	0.95
37	09/04/2016 - 09/10/2016	0.96	0.94	0.91	0.95
38	09/11/2016 - 09/17/2016	0.96	0.94	0.91	0.95
39	09/18/2016 - 09/24/2016	0.96	0.94	0.91	0.95
40	09/25/2016 - 10/01/2016	0.96	0.94	0.91	0.95
41	10/02/2016 - 10/08/2016	0.96	0.94	0.91	0.95
42	10/09/2016 - 10/15/2016	0.96	0.94	0.91	0.95
43	10/16/2016 - 10/22/2016	0.96	0.94	0.91	0.95
44	10/23/2016 - 10/29/2016	0.96	0.94	0.91	0.95
45	10/30/2016 - 11/05/2016	0.96	0.94	0.90	0.95
46	11/06/2016 - 11/12/2016	0.96	0.94	0.90	0.95
47	11/13/2016 - 11/19/2016	0.96	0.94	0.90	0.95
48	11/20/2016 - 11/26/2016	0.96	0.94	0.91	0.95
49	11/27/2016 - 12/03/2016	0.96	0.94	0.91	0.95
50	12/04/2016 - 12/10/2016	0.96	0.94	0.92	0.95
51	12/11/2016 - 12/17/2016	0.96	0.94	0.92	0.95
52	12/18/2016 - 12/24/2016	0.96	0.94	0.92	0.95
53	12/25/2016 - 12/31/2016	0.96	0.94	0.92	0.95

2016 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 1000 HILLSBOROUGH COUNTYWIDE

WEEK	DATES	SF	MOCF: 0.97 PSCF
1	01/01/2016 - 01/02/2016	1.01	1.04
2	01/03/2016 - 01/09/2016	1.03	1.06
3	01/10/2016 - 01/16/2016	1.06	1.09
4	01/17/2016 - 01/23/2016	1.04	1.07
5	01/24/2016 - 01/30/2016	1.02	1.05
6	01/31/2016 - 02/06/2016	1.00	1.03
* 7	02/07/2016 - 02/13/2016	0.99	1.02
* 8	02/14/2016 - 02/20/2016	0.97	1.00
* 9	02/21/2016 - 02/27/2016	0.97	1.00
*10	02/28/2016 - 03/05/2016	0.96	0.99
*11	03/06/2016 - 03/12/2016	0.96	0.99
*12	03/13/2016 - 03/19/2016	0.96	0.99
*13	03/20/2016 - 03/26/2016	0.96	0.99
*14	03/27/2016 - 04/02/2016	0.97	1.00
*15	04/03/2016 - 04/09/2016	0.98	1.01
*16	04/10/2016 - 04/16/2016	0.98	1.01
*17	04/17/2016 - 04/23/2016	0.99	1.02
*18	04/24/2016 - 04/30/2016	0.99	1.02
*19	05/01/2016 - 05/07/2016	0.99	1.02
20	05/08/2016 - 05/14/2016	1.00	1.03
21	05/15/2016 - 05/21/2016	1.00	1.03
22	05/22/2016 - 05/28/2016	1.01	1.04
23	05/29/2016 - 06/04/2016	1.02	1.05
24	06/05/2016 - 06/11/2016	1.03	1.06
25	06/12/2016 - 06/18/2016	1.03	1.06
26	06/19/2016 - 06/25/2016	1.04	1.07
27	06/26/2016 - 07/02/2016	1.05	1.08
28	07/03/2016 - 07/09/2016	1.05	1.08
29	07/10/2016 - 07/16/2016	1.06	1.09
30	07/17/2016 - 07/23/2016	1.05	1.08
31	07/24/2016 - 07/30/2016	1.04	1.07
32	07/31/2016 - 08/06/2016	1.04	1.07
33	08/07/2016 - 08/13/2016	1.03	1.06
34	08/14/2016 - 08/20/2016	1.02	1.05
35	08/21/2016 - 08/27/2016	1.02	1.05
36	08/28/2016 - 09/03/2016	1.02	1.05
37	09/04/2016 - 09/10/2016	1.02	1.05
38	09/11/2016 - 09/17/2016	1.02	1.05
39	09/18/2016 - 09/24/2016	1.01	1.04
40	09/25/2016 - 10/01/2016	1.00	1.03
41	10/02/2016 - 10/08/2016	0.99	1.02
42	10/09/2016 - 10/15/2016	0.97	1.00
43	10/16/2016 - 10/22/2016	0.98	1.01
44	10/23/2016 - 10/29/2016	0.98	1.01
45	10/30/2016 - 11/05/2016	0.99	1.02
46	11/06/2016 - 11/12/2016	0.99	1.02
47	11/13/2016 - 11/19/2016	0.99	1.02
48	11/20/2016 - 11/26/2016	1.00	1.03
49	11/27/2016 - 12/03/2016	1.00	1.03
50	12/04/2016 - 12/10/2016	1.00	1.03
51	12/11/2016 - 12/17/2016	1.01	1.04
52	12/18/2016 - 12/24/2016	1.03	1.06
53	12/25/2016 - 12/31/2016	1.06	1.09

* PEAK SEASON

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2016 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 1004 HILLSBOROUGH I4

WEEK	DATES	SF	MOCF: 0.95 PSCF
1	01/01/2016 - 01/02/2016	1.02	1.07
2	01/03/2016 - 01/09/2016	1.03	1.08
3	01/10/2016 - 01/16/2016	1.03	1.08
4	01/17/2016 - 01/23/2016	1.01	1.06
5	01/24/2016 - 01/30/2016	1.00	1.05
* 6	01/31/2016 - 02/06/2016	0.98	1.03
* 7	02/07/2016 - 02/13/2016	0.96	1.01
* 8	02/14/2016 - 02/20/2016	0.95	1.00
* 9	02/21/2016 - 02/27/2016	0.94	0.99
*10	02/28/2016 - 03/05/2016	0.93	0.98
*11	03/06/2016 - 03/12/2016	0.92	0.97
*12	03/13/2016 - 03/19/2016	0.91	0.96
*13	03/20/2016 - 03/26/2016	0.92	0.97
*14	03/27/2016 - 04/02/2016	0.94	0.99
*15	04/03/2016 - 04/09/2016	0.95	1.00
*16	04/10/2016 - 04/16/2016	0.97	1.02
*17	04/17/2016 - 04/23/2016	0.98	1.03
*18	04/24/2016 - 04/30/2016	0.98	1.03
19	05/01/2016 - 05/07/2016	0.99	1.04
20	05/08/2016 - 05/14/2016	0.99	1.04
21	05/15/2016 - 05/21/2016	1.00	1.05
22	05/22/2016 - 05/28/2016	1.01	1.06
23	05/29/2016 - 06/04/2016	1.02	1.07
24	06/05/2016 - 06/11/2016	1.03	1.08
25	06/12/2016 - 06/18/2016	1.05	1.11
26	06/19/2016 - 06/25/2016	1.04	1.09
27	06/26/2016 - 07/02/2016	1.04	1.09
28	07/03/2016 - 07/09/2016	1.04	1.09
29	07/10/2016 - 07/16/2016	1.04	1.09
30	07/17/2016 - 07/23/2016	1.04	1.09
31	07/24/2016 - 07/30/2016	1.04	1.09
32	07/31/2016 - 08/06/2016	1.04	1.09
33	08/07/2016 - 08/13/2016	1.04	1.09
34	08/14/2016 - 08/20/2016	1.04	1.09
35	08/21/2016 - 08/27/2016	1.04	1.09
36	08/28/2016 - 09/03/2016	1.04	1.09
37	09/04/2016 - 09/10/2016	1.04	1.09
38	09/11/2016 - 09/17/2016	1.05	1.11
39	09/18/2016 - 09/24/2016	1.04	1.09
40	09/25/2016 - 10/01/2016	1.03	1.08
41	10/02/2016 - 10/08/2016	1.02	1.07
42	10/09/2016 - 10/15/2016	1.01	1.06
43	10/16/2016 - 10/22/2016	1.01	1.06
44	10/23/2016 - 10/29/2016	1.01	1.06
45	10/30/2016 - 11/05/2016	1.01	1.06
46	11/06/2016 - 11/12/2016	1.01	1.06
47	11/13/2016 - 11/19/2016	1.02	1.07
48	11/20/2016 - 11/26/2016	1.02	1.07
49	11/27/2016 - 12/03/2016	1.02	1.07
50	12/04/2016 - 12/10/2016	1.02	1.07
51	12/11/2016 - 12/17/2016	1.02	1.07
52	12/18/2016 - 12/24/2016	1.03	1.08
53	12/25/2016 - 12/31/2016	1.03	1.08

* PEAK SEASON

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2016 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 1075 HILLSBOROUGH I75

WEEK	DATES	SF	MOCF: 0.98 PSCF
1	01/01/2016 - 01/02/2016	1.00	1.02
2	01/03/2016 - 01/09/2016	1.05	1.07
3	01/10/2016 - 01/16/2016	1.10	1.12
4	01/17/2016 - 01/23/2016	1.08	1.10
5	01/24/2016 - 01/30/2016	1.06	1.08
6	01/31/2016 - 02/06/2016	1.04	1.06
7	02/07/2016 - 02/13/2016	1.02	1.04
8	02/14/2016 - 02/20/2016	1.00	1.02
9	02/21/2016 - 02/27/2016	1.00	1.02
10	02/28/2016 - 03/05/2016	1.00	1.02
11	03/06/2016 - 03/12/2016	0.99	1.01
12	03/13/2016 - 03/19/2016	0.99	1.01
13	03/20/2016 - 03/26/2016	0.99	1.01
14	03/27/2016 - 04/02/2016	1.00	1.02
15	04/03/2016 - 04/09/2016	1.00	1.02
16	04/10/2016 - 04/16/2016	1.00	1.02
17	04/17/2016 - 04/23/2016	1.00	1.02
18	04/24/2016 - 04/30/2016	1.00	1.02
19	05/01/2016 - 05/07/2016	1.00	1.02
20	05/08/2016 - 05/14/2016	1.00	1.02
21	05/15/2016 - 05/21/2016	1.00	1.02
22	05/22/2016 - 05/28/2016	1.00	1.02
23	05/29/2016 - 06/04/2016	1.00	1.02
24	06/05/2016 - 06/11/2016	1.00	1.02
25	06/12/2016 - 06/18/2016	1.00	1.02
26	06/19/2016 - 06/25/2016	1.01	1.03
27	06/26/2016 - 07/02/2016	1.01	1.03
28	07/03/2016 - 07/09/2016	1.02	1.04
29	07/10/2016 - 07/16/2016	1.02	1.04
30	07/17/2016 - 07/23/2016	1.01	1.03
31	07/24/2016 - 07/30/2016	1.00	1.02
32	07/31/2016 - 08/06/2016	1.00	1.02
*33	08/07/2016 - 08/13/2016	0.99	1.01
*34	08/14/2016 - 08/20/2016	0.98	1.00
*35	08/21/2016 - 08/27/2016	0.98	1.00
*36	08/28/2016 - 09/03/2016	0.99	1.01
*37	09/04/2016 - 09/10/2016	0.99	1.01
*38	09/11/2016 - 09/17/2016	0.99	1.01
*39	09/18/2016 - 09/24/2016	0.98	1.00
*40	09/25/2016 - 10/01/2016	0.98	1.00
*41	10/02/2016 - 10/08/2016	0.97	0.99
*42	10/09/2016 - 10/15/2016	0.96	0.98
*43	10/16/2016 - 10/22/2016	0.97	0.99
*44	10/23/2016 - 10/29/2016	0.98	1.00
*45	10/30/2016 - 11/05/2016	0.99	1.01
46	11/06/2016 - 11/12/2016	1.00	1.02
47	11/13/2016 - 11/19/2016	1.01	1.03
48	11/20/2016 - 11/26/2016	1.01	1.03
49	11/27/2016 - 12/03/2016	1.01	1.03
50	12/04/2016 - 12/10/2016	1.00	1.02
51	12/11/2016 - 12/17/2016	1.00	1.02
52	12/18/2016 - 12/24/2016	1.05	1.07
53	12/25/2016 - 12/31/2016	1.10	1.12

* PEAK SEASON

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Appendix A - B
Estimated 2017 K and D Factors

US 301 South of I-75
Traffic Characteristics Estimates

ESTIMATED K (Peak/Daily)

Measured Day	Peak Hour	Raw Daily Count	Pk Hr Count	Peak to Daily Ratio
Tue 6/6/2017	7:00:00 AM	72380	5649	7.80%
Wed 6/7/2017	4:30:00 PM	71641	5678	7.93%
Thur 6/8/2017	4:45:00 PM	74860	5854	7.82%
Average		Estimated K=		7.85%

ESTIMATED D

Measured Day	Peak Hour	Peak Hour Count			D
		NB +SB	NB	SB	
Tue 6/6/2017	7:00:00 AM	5649	4086	1563	72.33%
Wed 6/7/2017	4:30:00 PM	5678	1972	3706	65.27%
Thur 6/8/2017	4:45:00 PM	5854	2109	3745	63.97%
Average		Estimated D =			67.19%

Gibsonton Dr between I-75NB & Kenlake Dr
Traffic Characteristics Estimates

ESTIMATED K (Peak/Daily)

Measured Day	Peak Hour	Raw Daily Count	Pk Hr Count	Peak to Daily Ratio
Tue 6/6/2017	4:45:00 PM	48476	3674	7.58%
Wed 6/7/2017	5:00:00 PM	46121	3803	8.25%
Thur 6/8/2017	5:00:00 PM	49109	3771	7.68%
Average		Estimated K=		7.84%

ESTIMATED D

Measured Day	Peak Hour	Peak Hour Count			D
		EB + WB	EB	WB	
Tue 6/6/2017	4:45:00 PM	3674	2443	1231	66.49%
Wed 6/7/2017	5:00:00 PM	3803	2525	1278	66.39%
Thur 6/8/2017	5:00:00 PM	3771	2438	1333	64.65%
Average		Estimated D =			65.85%

Gibsonton Dr between New East Bay Rd & I-75 SB
Traffic Characteristics Estimates

ESTIMATED K (Peak/Daily)

Measured Day	Peak Hour	Raw Daily Count	Pk Hr Count	Peak to Daily Ratio
Tue 6/6/2017	4:30:00 PM	26039	1996	7.67%
Wed 6/7/2017	5:15:00 PM	24786	1911	7.71%
Thur 6/8/2017	3:30:00 PM	26563	1943	7.31%
Average		Estimated K=		7.56%

ESTIMATED D

Measured Day	Peak Hour	Peak Hour Count			D
		EB + WB	EB	WB	
Tue 6/6/2017	4:30:00 PM	1996	814	1182	59.22%
Wed 6/7/2017	5:15:00 PM	1911	855	1056	55.26%
Thur 6/8/2017	3:30:00 PM	1943	946	997	51.31%
Average		Estimated D =			55.26%

Gibsonton Dr East of Kenlake Dr
Traffic Characteristics Estimates

ESTIMATED K (Peak/Daily)

Measured Day	Peak Hour	Raw Daily Count	Pk Hr Count	Peak to Daily Ratio
Tue 6/6/2017	5:00:00 PM	45638	3670	8.04%
Wed 6/7/2017	5:00:00 PM	44420	3845	8.66%
Thur 6/8/2017	4:45:00 PM	47957	4132	8.62%
Average		Estimated K=		8.44%

ESTIMATED D

Measured Day	Peak Hour	Peak Hour Count			D
		EB + WB	EB	WB	
Tue 6/6/2017	5:00:00 PM	3670	2398	1272	65.34%
Wed 6/7/2017	5:00:00 PM	3845	2545	1300	66.19%
Thur 6/8/2017	4:45:00 PM	4132	2816	1316	68.15%
Average		Estimated D =			66.56%

Gibsonton Dr West of New East Bay Rd
Traffic Characteristics Estimates

ESTIMATED K (Peak/Daily)

Measured Day	Peak Hour	Raw Daily Count	Pk Hr Count	Peak to Daily Ratio
Tue 6/6/2017	3:15:00 PM	15519	1169	7.53%
Wed 6/7/2017	3:30:00 PM	14554	1156	7.94%
Thur 6/8/2017	5:00:00 PM	16266	1240	7.62%
Average		Estimated K=		7.70%

ESTIMATED D

Measured Day	Peak Hour	Peak Hour Count			D
		EB + WB	EB	WB	
Tue 6/6/2017	3:15:00 PM	1169	627	542	53.64%
Wed 6/7/2017	3:30:00 PM	1156	599	557	51.82%
Thur 6/8/2017	5:00:00 PM	1240	683	557	55.08%
Average		Estimated D =			53.51%

Big Bend Rd between East Bay HS D/W & I-75 SB Ramps
Traffic Characteristics Estimates

ESTIMATED K (Peak/Daily)

Measured Day	Peak Hour	Raw Daily Count	Pk Hr Count	Peak to Daily Ratio
Tue 6/6/2017	4:45:00 PM	33338	2478	7.43%
Wed 6/7/2017	4:45:00 PM	33331	2534	7.60%
Thur 6/8/2017	4:45:00 PM	34822	2480	7.12%
Average		Estimated K=		7.38%

ESTIMATED D

Measured Day	Peak Hour	Peak Hour Count			D
		EB + WB	EB	WB	
Tue 6/6/2017	4:45:00 PM	2478	1138	1340	54.08%
Wed 6/7/2017	4:45:00 PM	2534	1136	1398	55.17%
Thur 6/8/2017	4:45:00 PM	2480	1116	1364	55.00%
Average		Estimated D =			54.75%

Big Bend Rd East of Simmons Loop
Traffic Characteristics Estimates

ESTIMATED K (Peak/Daily)

Measured Day	Peak Hour	Raw Daily Count	Pk Hr Count	Peak to Daily Ratio
Tue 6/6/2017	7:00:00 AM	41969	3055	7.28%
Wed 6/7/2017	5:00:00 PM	41353	3152	7.62%
Thur 6/8/2017	7:30:00 AM	43481	3269	7.52%
Average		Estimated K=		7.47%

ESTIMATED D

Measured Day	Peak Hour	Peak Hour Count			D
		EB + WB	EB	WB	
Tue 6/6/2017	7:00:00 AM	3055	781	2274	74.44%
Wed 6/7/2017	5:00:00 PM	3152	2041	1111	64.75%
Thur 6/8/2017	7:30:00 AM	3269	952	2317	70.88%
Average		Estimated D =			70.02%

Big Bend Rd West of East Bay HS D/W
Traffic Characteristics Estimates

ESTIMATED K (Peak/Daily)

Measured Day	Peak Hour	Raw Daily Count	Pk Hr Count	Peak to Daily Ratio
Tue 6/6/2017	4:45:00 PM	33358	2448	7.34%
Wed 6/7/2017	4:30:00 PM	33090	2574	7.78%
Thur 6/8/2017	5:00:00 PM	35085	2536	7.23%
Average		Estimated K=		7.45%

ESTIMATED D

Measured Day	Peak Hour	Peak Hour Count			D
		EB + WB	EB	WB	
Tue 6/6/2017	4:45:00 PM	2448	1133	1315	53.72%
Wed 6/7/2017	4:30:00 PM	2574	1155	1419	55.13%
Thur 6/8/2017	5:00:00 PM	2536	1233	1303	51.38%
Average		Estimated D =			53.41%

Big Bend Rd West of Simmons Loop
Traffic Characteristics Estimates

ESTIMATED K (Peak/Daily)

Measured Day	Peak Hour	Raw Daily Count	Pk Hr Count	Peak to Daily Ratio
Tue 6/6/2017	7:00:00 AM	44508	3503	7.87%
Wed 6/7/2017	5:00:00 PM	43680	3519	8.06%
Thur 6/8/2017	4:45:00 PM	47345	3555	7.51%
Average		Estimated K=		7.81%

ESTIMATED D

Measured Day	Peak Hour	Peak Hour Count			D
		EB + WB	EB	WB	
Tue 6/6/2017	7:00:00 AM	3503	864	2639	75.34%
Wed 6/7/2017	5:00:00 PM	3519	2348	1171	66.72%
Thur 6/8/2017	4:45:00 PM	3555	2334	1221	65.65%
Average		Estimated D =			69.24%

SR 674 between I-75 NB & Cypress Village Blvd
Traffic Characteristics Estimates

ESTIMATED K (Peak/Daily)

Measured Day	Peak Hour	Raw Daily Count	Pk Hr Count	Peak to Daily Ratio
Tue 6/13/2017	4:30:00 PM	38025	2915	7.67%
Wed 6/14/2017	4:30:00 PM	38412	2982	7.76%
Thur 6/15/2017	4:45:00 PM	39635	2975	7.51%
Average		Estimated K=		7.65%

ESTIMATED D

Measured Day	Peak Hour	Peak Hour Count			D
		EB + WB	EB	WB	
Tue 6/13/2017	4:30:00 PM	2915	1356	1559	53.48%
Wed 6/14/2017	4:30:00 PM	2982	1398	1584	53.12%
Thur 6/15/2017	4:45:00 PM	2975	1472	1503	50.52%
Average		Estimated D =			52.37%

SR 674 East of 30th St SE
Traffic Characteristics Estimates

ESTIMATED K (Peak/Daily)

Measured Day	Peak Hour	Raw Daily Count	Pk Hr Count	Peak to Daily Ratio
Tue 6/13/2017	5:30:00 PM	36183	2838	7.84%
Wed 6/14/2017	5:15:00 PM	36495	2840	7.78%
Thur 6/15/2017	5:00:00 PM	37161	3033	8.16%
Average		Estimated K=		7.93%

ESTIMATED D

Measured Day	Peak Hour	Peak Hour Count			D
		EB + WB	EB	WB	
Tue 6/13/2017	5:30:00 PM	2838	1184	1654	58.28%
Wed 6/14/2017	5:15:00 PM	2840	1099	1741	61.30%
Thur 6/15/2017	5:00:00 PM	3033	1125	1908	62.91%
Average		Estimated D =			60.83%

SR 674 East of Cypress Village Dr
Traffic Characteristics Estimates

ESTIMATED K (Peak/Daily)

Measured Day	Peak Hour	Raw Daily Count	Pk Hr Count	Peak to Daily Ratio
Tue 6/13/2017	4:30:00 PM	34827	2762	7.93%
Wed 6/14/2017	5:15:00 PM	41091	2840	6.91%
Thur 6/15/2017	3:30:00 PM	45236	3363	7.43%
Average		Estimated K=		7.42%

ESTIMATED D

Measured Day	Peak Hour	Peak Hour Count			D
		EB + WB	EB	WB	
Tue 6/13/2017	4:30:00 PM	2762	1361	1401	50.72%
Wed 6/14/2017	5:15:00 PM	2840	1099	1741	61.30%
Thur 6/15/2017	3:30:00 PM	3363	2000	1363	59.47%
Average		Estimated D =			57.17%

SR 674 West of 30th St SE
Traffic Characteristics Estimates

ESTIMATED K (Peak/Daily)

Measured Day	Peak Hour	Raw Daily Count	Pk Hr Count	Peak to Daily Ratio
Tue 6/13/2017	4:30:00 PM	27238	1926	7.07%
Wed 6/14/2017	4:45:00 PM	26806	1979	7.38%
Thur 6/15/2017	4:45:00 PM	27863	2108	7.57%
Average		Estimated K=		7.34%

ESTIMATED D

Measured Day	Peak Hour	Peak Hour Count			D
		EB + WB	EB	WB	
Tue 6/13/2017	4:30:00 PM	1926	864	1062	55.14%
Wed 6/14/2017	4:45:00 PM	1979	799	1180	59.63%
Thur 6/15/2017	4:45:00 PM	2108	886	1222	57.97%
Average		Estimated D =			57.58%

SR 674 West of I-75 SB
Traffic Characteristics Estimates

ESTIMATED K (Peak/Daily)

Measured Day	Peak Hour	Raw Daily Count	Pk Hr Count	Peak to Daily Ratio
Tue 6/13/2017	5:30:00 PM	39483	2996	7.59%
Wed 6/14/2017	6:45:00 AM	39352	2942	7.48%
Thur 6/15/2017	5:00:00 PM	40804	3223	7.90%
Average		Estimated K=		7.66%

ESTIMATED D

Measured Day	Peak Hour	Peak Hour Count			D
		EB + WB	EB	WB	
Tue 6/13/2017	5:30:00 PM	2996	1316	1680	56.07%
Wed 6/14/2017	6:45:00 AM	2942	1550	1392	52.69%
Thur 6/15/2017	5:00:00 PM	3223	1284	1939	60.16%
Average		Estimated D =			56.31%

I-75 Express Lanes PD&E Study - From Moccasin Wallow Road to South of US 301***Existing Year 2017 AM Peak Truck Percentage***

Roadway	Truck Percent (Design Hour Truck)	
	AM Peak	PM Peak
30th Street North of SR 674	6%	3%
30th Street South of SR 674	11%	2%
SR 674 West of 30th Street	3%	2%
SR 674 East of Cypress Village Blvd	8%	3%
Cypress Village Blvd North of SR 674	2%	1%
33rd St South of SR 674	5%	1%
Franklin Cast Bay Acc North of Big Bend Road	20%	1%
Big Bend Road West of Franklin Cast Bay Acc	9%	2%
Simmons Loop South of Big Bend Rd	2%	3%
Big Bend Road East of Simmons Loop	5%	4%
Gibsonton Dr West of New East Bay Rd	7%	1%
Old Gibsonton Dr North of Gibsonton Dr	2%	7%
New East Bay Rd South of Gibsonton Dr	1%	2%
Gibsonton Dr East of Fern Hill Dr	2%	2%
Fern Hill Dr South of Gibsonton Dr	6%	4%
Fern Hill Dr North of Gibsonton Dr	4%	5%
US 301 West of I-75	3%	3%
US 301 East of I-75	3%	3%
I-75 NB - South of SR 674	8%	8%
I-75 SB - North of US 301	6%	6%
Frontage Road SB - North of 301	3%	3%

Florida Department of Transportation
 Transportation Statistics Office
 2016 Historical AADT Report

County: 10 - HILLSBOROUGH

Site: 0147 - SR 93A/I-75, NORTH OF SR 43/US 301

Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor
2016	91500 C	N 40500	S 51000	9.00	57.00	11.30
2015	88000 C	N 39000	S 49000	9.00	56.20	8.20
2014	75500 C	N 34500	S 41000	9.00	56.20	9.30
2013	67500 C	N 30500	S 37000	9.00	58.40	8.00
2012	67500 C	N 31500	S 36000	9.00	58.30	7.70
2011	80000 C	N 40500	S 39500	9.00	56.80	12.10
2010	74000 C	N 37500	S 36500	8.92	54.78	12.10
2009	94000 C	N 49000	S 45000	8.51	54.06	12.10
2008	88500 C	N 45000	S 43500	8.99	55.49	12.90
2005	82000 C	N 39000	S 43000	8.50	56.40	12.10
2002	62000 C	N 29500	S 32500	9.60	54.30	12.80
2001	63500 C	N 35000	S 28500	9.70	53.10	15.10

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate

S = Second Year Estimate; T = Third Year Estimate; R = Fourth Year Estimate

V = Fifth Year Estimate; 6 = Sixth Year Estimate; X = Unknown

*K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

Florida Department of Transportation
 Transportation Statistics Office
 2016 Historical AADT Report

County: 10 - HILLSBOROUGH

Site: 0160 - SR 93A/I-75 CONNECTOR/DISTRIBUTOR (SB), S OF SR 618

Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor
----	-----	-----	-----	-----	-----	-----
2016	25500 C	S 25500	0	9.00	99.90	5.10
2015	25000 C	S 25000	0	9.00	99.90	8.20
2014	22500 C	S 22500		9.00	99.90	5.10
2013	23500 C	S 23500	0	9.00	99.90	5.10
2012	23500 C	S 23500	0	9.00	99.90	5.10
2008	15000 S	0	0	9.13	99.99	7.90
2007	15000 E	S 15000	0	9.52	99.99	7.90
2006	9100 C	S 9100	0	9.41	99.99	10.00
2005	13500 C	S 13500		9.70	99.90	12.10
2004	6100 C	S 6100	0	8.60	99.90	11.90
2003	21000 C	S 21000	0	9.80	99.90	6.90

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate

S = Second Year Estimate; T = Third Year Estimate; R = Fourth Year Estimate

V = Fifth Year Estimate; 6 = Sixth Year Estimate; X = Unknown

*K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

Florida Department of Transportation
 Transportation Statistics Office
 2016 Historical AADT Report

County: 10 - HILLSBOROUGH

Site: 5601 - SR 93A/I-75, NORTH OF MANATEE CO LINE

Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor
2016	67000 C	N 34500	S 32500	10.50	57.00	16.40
2015	67500 C	N 32500	S 35000	10.50	56.20	19.70
2014	50000 F	N 25000	S 25000	10.50	56.20	17.30
2013	51000 C	N 25500	S 25500	10.50	55.10	17.30
2012	52500 C	N 26000	S 26500	10.50	58.30	15.30
2011	58000 C	N 27500	S 30500	10.50	56.80	15.10
2010	50000 C	N 24000	S 26000	8.92	54.78	15.10
2009	50500 C	N 25500	S 25000	8.51	54.06	18.60
2008	51500 C	N 26000	S 25500	8.99	55.49	20.60
2007	59500 C	N 30000	S 29500	8.56	52.31	14.90
2006	54000 C	N 27000	S 27000	8.75	52.50	19.90
2005	83000 C	N 39500	S 43500	8.50	56.40	9.90
2003	54000 S	N 31000	S 23000	8.40	54.20	19.80
2002	51500 F	N 29500	S 22000	9.60	54.30	11.60
2001	49000 C	N 28000	S 21000	9.70	53.10	19.80

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
 2016 Historical AADT Report

County: 10 - HILLSBOROUGH

Site: 0044 - SR 43/US 301, N OF BLOOMINGDALE AVE

Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor
2016	74000 C	N 38500	S 35500	9.00	57.00	5.60
2015	67500 C	N 34500	S 33000	9.00	56.80	8.10
2014	66500 C	N 33500	S 33000	9.00	58.60	5.70
2013	66000 C	N 33000	S 33000	9.00	58.20	4.10
2012	60500 C	N 31500	S 29000	9.00	59.00	4.10
2011	58500 C	N 30000	S 28500	9.00	57.20	4.10
2010	58000 C	N 30500	S 27500	9.51	56.00	5.10
2009	55000 C	N 28500	S 26500	9.54	55.72	5.10
2008	56000 C	N 28000	S 28000	9.13	55.29	5.40
2007	44500 C	N 22500	S 22000	9.52	56.79	6.80
2006	42000 C	N 21000	S 21000	9.41	55.29	7.70
2005	35000 C	N 17000	S 18000	9.70	55.90	8.60
2002	52500 C	N 26500	S 26000	9.80	55.20	6.30
2001	46500 C	N 23500	S 23000	9.20	53.50	6.60

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate

S = Second Year Estimate; T = Third Year Estimate; R = Fourth Year Estimate

V = Fifth Year Estimate; 6 = Sixth Year Estimate; X = Unknown

*K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

Florida Department of Transportation
 Transportation Statistics Office
 2016 Historical AADT Report

County: 10 - HILLSBOROUGH

Site: 5324 - SR 43/US 301, NORTH OF I-75

Year	AADT		Direction 1	Direction 2	*K Factor	D Factor	T Factor
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2016	55000 C	N	25500	S 29500	9.00	57.00	5.20
2015	50000 C	N	23000	S 27000	9.00	56.80	6.90
2014	44000 F	N	20500	S 23500	9.00	58.60	12.50
2013	44000 C	N	20500	S 23500	9.00	58.20	7.30
2012	42000 C	N	19500	S 22500	9.00	59.00	7.80
2011	39000 C	N	18000	S 21000	9.00	57.20	6.20
2010	37500 C	N	17000	S 20500	9.51	56.00	7.60
2009	38000 C	N	17500	S 20500	9.54	55.72	8.10
2008	40000 F	N	18500	S 21500	9.13	55.29	8.10
2007	40000 C	N	18500	S 21500	9.52	56.79	8.10
2006	41500 C	N	19500	S 22000	9.41	55.29	7.60
2005	38000 C	N	17000	S 21000	9.70	55.90	8.10
2004	39500 F	N	19500	S 20000	8.60	54.00	8.10
2003	38500 C	N	19000	S 19500	9.80	58.50	8.10

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate

S = Second Year Estimate; T = Third Year Estimate; R = Fourth Year Estimate

V = Fifth Year Estimate; 6 = Sixth Year Estimate; X = Unknown

*K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

Intersection Turning Movement Count

City/County: Ruskin/Hillsborough
 Weather: Light Rain 5:45-6pm
 Comments:

File Name : SR674&30thStSE
 Site Code : 1702903
 Start Date : 6/15/2017
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	30TH STREET SE Southbound					SR 674 Westbound					RACETRAC DRIVEWAY Northbound					SR 674 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	112	3	4	10	129	8	122	76	50	256	5	4	1	0	10	45	204	21	2	272	667
07:15 AM	100	5	2	3	110	12	153	80	61	306	2	0	0	1	3	43	237	25	2	307	726
07:30 AM	101	5	6	10	122	19	156	28	32	235	4	0	0	1	5	27	251	19	1	298	660
07:45 AM	106	3	9	9	127	14	156	44	46	260	5	2	0	3	10	29	228	12	1	270	667
Total	419	16	21	32	488	53	587	228	189	1057	16	6	1	5	28	144	920	77	6	1147	2720
08:00 AM	113	7	1	4	125	14	131	20	19	184	1	1	0	1	3	18	181	23	2	224	536
08:15 AM	86	5	4	3	98	16	151	20	27	214	5	1	1	0	7	23	181	20	2	226	545
08:30 AM	73	3	2	9	87	12	165	32	21	230	4	1	0	0	5	20	224	12	1	257	579
08:45 AM	71	6	0	6	83	15	169	34	23	241	4	1	0	2	7	21	177	4	1	203	534
Total	343	21	7	22	393	57	616	106	90	869	14	4	1	3	22	82	763	59	6	910	2194
*** BREAK ***																					
04:00 PM	123	1	11	10	145	15	266	41	44	366	2	1	0	2	5	32	177	20	2	231	747
04:15 PM	80	2	11	16	109	20	246	48	36	350	7	0	0	0	7	22	170	13	2	207	673
04:30 PM	122	3	12	6	143	24	225	42	46	337	9	2	3	2	16	39	171	15	0	225	721
04:45 PM	77	0	5	9	91	29	242	61	33	365	2	2	1	0	5	19	160	2	1	182	643
Total	402	6	39	41	488	88	979	192	159	1418	20	5	4	4	33	112	678	50	5	845	2784
05:00 PM	99	0	9	8	116	10	319	65	71	465	4	8	1	1	14	27	183	9	0	219	814
05:15 PM	102	5	10	9	126	17	334	86	62	499	7	2	1	1	11	32	155	17	0	204	840
05:30 PM	143	2	15	16	176	25	268	78	64	435	6	6	0	0	12	39	160	14	0	213	836
05:45 PM	129	2	3	9	143	20	263	71	62	416	3	8	0	1	12	29	135	9	1	174	745
Total	473	9	37	42	561	72	1184	300	259	1815	20	24	2	3	49	127	633	49	1	810	3235
Grand Total	1637	52	104	137	1930	270	3366	826	697	5159	70	39	8	15	132	465	2994	235	18	3712	10933
Apprch %	84.8	2.7	5.4	7.1		5.2	65.2	16	13.5		53	29.5	6.1	11.4		12.5	80.7	6.3	0.5		
Total %	15	0.5	1	1.3	17.7	2.5	30.8	7.6	6.4	47.2	0.6	0.4	0.1	0.1	1.2	4.3	27.4	2.1	0.2	34	
Passenger Vehicles	1417	50	99	132	1698	177	3241	793	677	4888	67	39	7	14	127	347	2895	229	18	3489	10202
% Passenger Vehicles	86.6	96.2	95.2	96.4	88	65.6	96.3	96	97.1	94.7	95.7	100	87.5	93.3	96.2	74.6	96.7	97.4	100	94	93.3
Heavy Vehicles	67	2	5	5	79	5	125	33	20	183	3	0	1	1	5	8	99	6	0	113	380
% Heavy Vehicles	4.1	3.8	4.8	3.6	4.1	1.9	3.7	4	2.9	3.5	4.3	0	12.5	6.7	3.8	1.7	3.3	2.6	0	3	3.5
UTurns	153	0	0	0	153	88	0	0	0	88	0	0	0	0	0	110	0	0	0	110	351
% UTurns	9.3	0	0	0	7.9	32.6	0	0	0	1.7	0	0	0	0	0	23.7	0	0	0	3	3.2

Intersection Turning Movement Count

City/County: Ruskin/Hillsborough
 Weather: Light Rain 5:45-6pm
 Comments:

File Name : SR674&30thStSE
 Site Code : 1702903
 Start Date : 6/15/2017
 Page No : 2

Start Time	30TH STREET SE Southbound					SR 674 Westbound					RACETRAC DRIVEWAY Northbound					SR 674 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 07:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	112	3	4	10	129	8	122	76	50	256	5	4	1	0	10	45	204	21	2	272	667
07:15 AM	100	5	2	3	110	12	153	80	61	306	2	0	0	1	3	43	237	25	2	307	726
07:30 AM	101	5	6	10	122	19	156	28	32	235	4	0	0	1	5	27	251	19	1	298	660
07:45 AM	106	3	9	9	127	14	156	44	46	260	5	2	0	3	10	29	228	12	1	270	667
Total Volume	419	16	21	32	488	53	587	228	189	1057	16	6	1	5	28	144	920	77	6	1147	2720
% App. Total	85.9	3.3	4.3	6.6		5	55.5	21.6	17.9		57.1	21.4	3.6	17.9		12.6	80.2	6.7	0.5		
PHF	.935	.800	.583	.800	.946	.697	.941	.713	.775	.864	.800	.375	.250	.417	.700	.800	.916	.770	.750	.934	.937
Passenger Vehicles	356	16	17	32	421	31	554	218	183	986	14	6	1	4	25	105	885	75	6	1071	2503
% Passenger Vehicles	85.0	100	81.0	100	86.3	58.5	94.4	95.6	96.8	93.3	87.5	100	100	80.0	89.3	72.9	96.2	97.4	100	93.4	92.0
Heavy Vehicles	24	0	4	0	28	4	33	10	6	53	2	0	0	1	3	2	35	2	0	39	123
% Heavy Vehicles	5.7	0	19.0	0	5.7	7.5	5.6	4.4	3.2	5.0	12.5	0	0	20.0	10.7	1.4	3.8	2.6	0	3.4	4.5
UTurns	39	0	0	0	39	18	0	0	0	18	0	0	0	0	0	37	0	0	0	37	94
% UTurns	9.3	0	0	0	8.0	34.0	0	0	0	1.7	0	0	0	0	0	25.7	0	0	0	3.2	3.5

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

	07:00 AM					07:00 AM					07:00 AM										
+0 mins.	112	3	4	10	129	8	122	76	50	256	5	4	1	0	10	45	204	21	2	272	
+15 mins.	100	5	2	3	110	12	153	80	61	306	2	0	0	1	3	43	237	25	2	307	
+30 mins.	101	5	6	10	122	19	156	28	32	235	4	0	0	1	5	27	251	19	1	298	
+45 mins.	106	3	9	9	127	14	156	44	46	260	5	2	0	3	10	29	228	12	1	270	
Total Volume	419	16	21	32	488	53	587	228	189	1057	16	6	1	5	28	144	920	77	6	1147	
% App. Total	85.9	3.3	4.3	6.6		5	55.5	21.6	17.9		57.1	21.4	3.6	17.9		12.6	80.2	6.7	0.5		
PHF	.935	.800	.583	.800	.946	.697	.941	.713	.775	.864	.800	.375	.250	.417	.700	.800	.916	.770	.750	.934	
Passenger Vehicles	356	16	17	32	421	31	554	218	183	986	14	6	1	4	25	105	885	75	6	1071	
% Passenger Vehicles	85	100	81	100	86.3	58.5	94.4	95.6	96.8	93.3	87.5	100	100	80	89.3	72.9	96.2	97.4	100	93.4	
Heavy Vehicles	24	0	4	0	28	4	33	10	6	53	2	0	0	1	3	2	35	2	0	39	
% Heavy Vehicles	5.7	0	19	0	5.7	7.5	5.6	4.4	3.2	5	12.5	0	0	20	10.7	1.4	3.8	2.6	0	3.4	
UTurns	39	0	0	0	39	18	0	0	0	18	0	0	0	0	0	37	0	0	0	37	
% UTurns	9.3	0	0	0	8	34	0	0	0	1.7	0	0	0	0	0	25.7	0	0	0	3.2	

Intersection Turning Movement Count

City/County: Ruskin/Hillsborough
 Weather: Light Rain 5:45-6pm
 Comments:

File Name : SR674&30thStSE
 Site Code : 1702903
 Start Date : 6/15/2017
 Page No : 3

Start Time	30TH STREET SE Southbound					SR 674 Westbound					RACETRAC DRIVEWAY Northbound					SR 674 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	99	0	9	8	116	10	319	65	71	465	4	8	1	1	14	27	183	9	0	219	814
05:15 PM	102	5	10	9	126	17	334	86	62	499	7	2	1	1	11	32	155	17	0	204	840
05:30 PM	143	2	15	16	176	25	268	78	64	435	6	6	0	0	12	39	160	14	0	213	836
05:45 PM	129	2	3	9	143	20	263	71	62	416	3	8	0	1	12	29	135	9	1	174	745
Total Volume	473	9	37	42	561	72	1184	300	259	1815	20	24	2	3	49	127	633	49	1	810	3235
% App. Total	84.3	1.6	6.6	7.5		4	65.2	16.5	14.3		40.8	49	4.1	6.1		15.7	78.1	6	0.1		
PHF	.827	.450	.617	.656	.797	.720	.886	.872	.912	.909	.714	.750	.500	.750	.875	.814	.865	.721	.250	.925	.963
Passenger Vehicles	431	8	37	42	518	52	1173	292	256	1773	19	24	2	3	48	95	618	47	1	761	3100
% Passenger Vehicles	91.1	88.9	100	100	92.3	72.2	99.1	97.3	98.8	97.7	95.0	100	100	100	98.0	74.8	97.6	95.9	100	94.0	95.8
Heavy Vehicles	17	1	0	0	18	0	11	8	3	22	1	0	0	0	1	2	15	2	0	19	60
% Heavy Vehicles	3.6	11.1	0	0	3.2	0	0.9	2.7	1.2	1.2	5.0	0	0	0	2.0	1.6	2.4	4.1	0	2.3	1.9
UTurns	25	0	0	0	25	20	0	0	0	20	0	0	0	0	0	30	0	0	0	30	75
% UTurns	5.3	0	0	0	4.5	27.8	0	0	0	1.1	0	0	0	0	0	23.6	0	0	0	3.7	2.3

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM					05:00 PM					05:00 PM					04:00 PM					
+0 mins.	99	0	9	8	116	10	319	65	71	465	4	8	1	1	14	32	177	20	2	231	
+15 mins.	102	5	10	9	126	17	334	86	62	499	7	2	1	1	11	22	170	13	2	207	
+30 mins.	143	2	15	16	176	25	268	78	64	435	6	6	0	0	12	39	171	15	0	225	
+45 mins.	129	2	3	9	143	20	263	71	62	416	3	8	0	1	12	19	160	2	1	182	
Total Volume	473	9	37	42	561	72	1184	300	259	1815	20	24	2	3	49	112	678	50	5	845	
% App. Total	84.3	1.6	6.6	7.5		4	65.2	16.5	14.3		40.8	49	4.1	6.1		13.3	80.2	5.9	0.6		
PHF	.827	.450	.617	.656	.797	.720	.886	.872	.912	.909	.714	.750	.500	.750	.875	.718	.958	.625	.625	.915	
Passenger Vehicles	431	8	37	42	518	52	1173	292	256	1773	19	24	2	3	48	89	660	49	5	803	
% Passenger Vehicles	91.1	88.9	100	100	92.3	72.2	99.1	97.3	98.8	97.7	95	100	100	100	98	79.5	97.3	98	100	95	
Heavy Vehicles	17	1	0	0	18	0	11	8	3	22	1	0	0	0	1	1	18	1	0	20	
% Heavy Vehicles	3.6	11.1	0	0	3.2	0	0.9	2.7	1.2	1.2	5	0	0	0	2	0.9	2.7	2	0	2.4	
UTurns	25	0	0	0	25	20	0	0	0	20	0	0	0	0	0	22	0	0	0	22	
% UTurns	5.3	0	0	0	4.5	27.8	0	0	0	1.1	0	0	0	0	0	19.6	0	0	0	2.6	

Intersection Turning Movement Count

City/County: Ruskin/Hillsborough
 Weather: Light Rain 5:45-6pm
 Comments:

File Name : SR674&30thStSE
 Site Code : 1702903
 Start Date : 6/15/2017
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	30TH STREET SE Southbound					SR 674 Westbound					RACETRAC DRIVEWAY Northbound					SR 674 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	104	3	3	10	120	8	116	71	49	244	4	4	1	0	9	31	201	21	2	255	628
07:15 AM	84	5	0	3	92	6	145	79	60	290	2	0	0	1	3	32	229	25	2	288	673
07:30 AM	78	5	6	10	99	10	146	26	30	212	4	0	0	1	5	20	242	19	1	282	598
07:45 AM	90	3	8	9	110	7	147	42	44	240	4	2	0	2	8	22	213	10	1	246	604
Total	356	16	17	32	421	31	554	218	183	986	14	6	1	4	25	105	885	75	6	1071	2503
08:00 AM	98	7	1	3	109	8	123	18	14	163	1	1	0	1	3	12	175	23	2	212	487
08:15 AM	70	5	3	3	81	10	135	20	26	191	5	1	1	0	7	17	173	19	2	211	490
08:30 AM	65	3	2	9	79	7	145	30	20	202	4	1	0	0	5	16	212	12	1	241	527
08:45 AM	56	6	0	4	66	9	153	34	22	218	4	1	0	2	7	13	172	4	1	190	481
Total	289	21	6	19	335	34	556	102	82	774	14	4	1	3	22	58	732	58	6	854	1985
*** BREAK ***																					
04:00 PM	102	1	11	8	122	10	261	38	43	352	2	1	0	2	5	26	170	20	2	218	697
04:15 PM	65	1	11	16	93	12	242	43	35	332	7	0	0	0	7	16	165	12	2	195	627
04:30 PM	109	3	12	6	130	16	220	40	45	321	9	2	2	2	15	30	170	15	0	215	681
04:45 PM	65	0	5	9	79	22	235	60	33	350	2	2	1	0	5	17	155	2	1	175	609
Total	341	5	39	39	424	60	958	181	156	1355	20	5	3	4	32	89	660	49	5	803	2614
05:00 PM	89	0	9	8	106	5	314	62	68	449	4	8	1	1	14	21	180	9	0	210	779
05:15 PM	92	4	10	9	115	13	332	83	62	490	7	2	1	1	11	26	151	16	0	193	809
05:30 PM	133	2	15	16	166	19	267	78	64	428	5	6	0	0	11	28	156	14	0	198	803
05:45 PM	117	2	3	9	131	15	260	69	62	406	3	8	0	1	12	20	131	8	1	160	709
Total	431	8	37	42	518	52	1173	292	256	1773	19	24	2	3	48	95	618	47	1	761	3100
Grand Total	1417	50	99	132	1698	177	3241	793	677	4888	67	39	7	14	127	347	2895	229	18	3489	10202
Apprch %	83.5	2.9	5.8	7.8		3.6	66.3	16.2	13.9		52.8	30.7	5.5	11		9.9	83	6.6	0.5		
Total %	13.9	0.5	1	1.3	16.6	1.7	31.8	7.8	6.6	47.9	0.7	0.4	0.1	0.1	1.2	3.4	28.4	2.2	0.2	34.2	

Start Time	30TH STREET SE Southbound					SR 674 Westbound					RACETRAC DRIVEWAY Northbound					SR 674 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 07:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	104	3	3	10	120	8	116	71	49	244	4	4	1	0	9	31	201	21	2	255	628
07:15 AM	84	5	0	3	92	6	145	79	60	290	2	0	0	1	3	32	229	25	2	288	673
07:30 AM	78	5	6	10	99	10	146	26	30	212	4	0	0	1	5	20	242	19	1	282	598
07:45 AM	90	3	8	9	110	7	147	42	44	240	4	2	0	2	8	22	213	10	1	246	604
Total Volume	356	16	17	32	421	31	554	218	183	986	14	6	1	4	25	105	885	75	6	1071	2503
% App. Total	84.6	3.8	4	7.6		3.1	56.2	22.1	18.6		56	24	4	16		9.8	82.6	7	0.6		
PHF	.856	.800	.531	.800	.877	.775	.942	.690	.763	.850	.875	.375	.250	.500	.694	.820	.914	.750	.750	.930	.930

Intersection Turning Movement Count

City/County: Ruskin/Hillsborough
 Weather: Light Rain 5:45-6pm
 Comments:

File Name : SR674&30thStSE
 Site Code : 1702903
 Start Date : 6/15/2017
 Page No : 2

Start Time	30TH STREET SE Southbound					SR 674 Westbound					RACETRAC DRIVEWAY Northbound					SR 674 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 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM					07:00 AM					07:00 AM					07:00 AM				
+0 mins.	104	3	3	10	120	8	116	71	49	244	4	4	1	0	9	31	201	21	2	255
+15 mins.	84	5	0	3	92	6	145	79	60	290	2	0	0	1	3	32	229	25	2	288
+30 mins.	78	5	6	10	99	10	146	26	30	212	4	0	0	1	5	20	242	19	1	282
+45 mins.	90	3	8	9	110	7	147	42	44	240	4	2	0	2	8	22	213	10	1	246
Total Volume	356	16	17	32	421	31	554	218	183	986	14	6	1	4	25	105	885	75	6	1071
% App. Total	84.6	3.8	4	7.6		3.1	56.2	22.1	18.6		56	24	4	16		9.8	82.6	7	0.6	
PHF	.856	.800	.531	.800	.877	.775	.942	.690	.763	.850	.875	.375	.250	.500	.694	.820	.914	.750	.750	.930

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	89	0	9	8	106	5	314	62	68	449	4	8	1	1	14	21	180	9	0	210	779
05:15 PM	92	4	10	9	115	13	332	83	62	490	7	2	1	1	11	26	151	16	0	193	809
05:30 PM	133	2	15	16	166	19	267	78	64	428	5	6	0	0	11	28	156	14	0	198	803
05:45 PM	117	2	3	9	131	15	260	69	62	406	3	8	0	1	12	20	131	8	1	160	709
Total Volume	431	8	37	42	518	52	1173	292	256	1773	19	24	2	3	48	95	618	47	1	761	3100
% App. Total	83.2	1.5	7.1	8.1		2.9	66.2	16.5	14.4		39.6	50	4.2	6.2		12.5	81.2	6.2	0.1		
PHF	.810	.500	.617	.656	.780	.684	.883	.880	.941	.905	.679	.750	.500	.750	.857	.848	.858	.734	.250	.906	.958

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM					05:00 PM					05:00 PM					04:00 PM				
+0 mins.	89	0	9	8	106	5	314	62	68	449	4	8	1	1	14	26	170	20	2	218
+15 mins.	92	4	10	9	115	13	332	83	62	490	7	2	1	1	11	16	165	12	2	195
+30 mins.	133	2	15	16	166	19	267	78	64	428	5	6	0	0	11	30	170	15	0	215
+45 mins.	117	2	3	9	131	15	260	69	62	406	3	8	0	1	12	17	155	2	1	175
Total Volume	431	8	37	42	518	52	1173	292	256	1773	19	24	2	3	48	89	660	49	5	803
% App. Total	83.2	1.5	7.1	8.1		2.9	66.2	16.5	14.4		39.6	50	4.2	6.2		11.1	82.2	6.1	0.6	
PHF	.810	.500	.617	.656	.780	.684	.883	.880	.941	.905	.679	.750	.500	.750	.857	.742	.971	.613	.625	.921

Intersection Turning Movement Count

City/County: Ruskin/Hillsborough
 Weather: Light Rain 5:45-6pm
 Comments:

File Name : SR674&30thStSE
 Site Code : 1702903
 Start Date : 6/15/2017
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	30TH STREET SE Southbound					SR 674 Westbound					RACETRAC DRIVEWAY Northbound					SR 674 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	3	0	1	0	4	0	6	5	1	12	1	0	0	0	1	0	3	0	0	3	20
07:15 AM	7	0	2	0	9	0	8	1	1	10	0	0	0	0	0	1	8	0	0	9	28
07:30 AM	7	0	0	0	7	2	10	2	2	16	0	0	0	0	0	1	9	0	0	10	33
07:45 AM	7	0	1	0	8	2	9	2	2	15	1	0	0	1	2	0	15	2	0	17	42
Total	24	0	4	0	28	4	33	10	6	53	2	0	0	1	3	2	35	2	0	39	123
08:00 AM	4	0	0	1	5	1	8	2	5	16	0	0	0	0	0	0	6	0	0	6	27
08:15 AM	5	0	1	0	6	0	16	0	1	17	0	0	0	0	0	1	8	1	0	10	33
08:30 AM	3	0	0	0	3	0	20	2	1	23	0	0	0	0	0	0	12	0	0	12	38
08:45 AM	0	0	0	2	2	0	16	0	1	17	0	0	0	0	0	2	5	0	0	7	26
Total	12	0	1	3	16	1	60	4	8	73	0	0	0	0	0	3	31	1	0	35	124
*** BREAK ***																					
04:00 PM	5	0	0	2	7	0	5	3	1	9	0	0	0	0	0	0	7	0	0	7	23
04:15 PM	4	1	0	0	5	0	4	5	1	10	0	0	0	0	0	0	5	1	0	6	21
04:30 PM	4	0	0	0	4	0	5	2	1	8	0	0	1	0	1	1	1	0	0	2	15
04:45 PM	1	0	0	0	1	0	7	1	0	8	0	0	0	0	0	0	5	0	0	5	14
Total	14	1	0	2	17	0	21	11	3	35	0	0	1	0	1	1	18	1	0	20	73
05:00 PM	3	0	0	0	3	0	5	3	3	11	0	0	0	0	0	0	3	0	0	3	17
05:15 PM	6	1	0	0	7	0	2	3	0	5	0	0	0	0	0	0	4	1	0	5	17
05:30 PM	4	0	0	0	4	0	1	0	0	1	1	0	0	0	1	2	4	0	0	6	12
05:45 PM	4	0	0	0	4	0	3	2	0	5	0	0	0	0	0	0	4	1	0	5	14
Total	17	1	0	0	18	0	11	8	3	22	1	0	0	0	1	2	15	2	0	19	60
Grand Total	67	2	5	5	79	5	125	33	20	183	3	0	1	1	5	8	99	6	0	113	380
Apprch %	84.8	2.5	6.3	6.3		2.7	68.3	18	10.9		60	0	20	20		7.1	87.6	5.3	0		
Total %	17.6	0.5	1.3	1.3	20.8	1.3	32.9	8.7	5.3	48.2	0.8	0	0.3	0.3	1.3	2.1	26.1	1.6	0	29.7	

Start Time	30TH STREET SE Southbound					SR 674 Westbound					RACETRAC DRIVEWAY Northbound					SR 674 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	3	0	1	0	4	0	6	5	1	12	1	0	0	0	1	0	3	0	0	3	20
07:15 AM	7	0	2	0	9	0	8	1	1	10	0	0	0	0	0	1	8	0	0	9	28
07:30 AM	7	0	0	0	7	2	10	2	2	16	0	0	0	0	0	1	9	0	0	10	33
07:45 AM	7	0	1	0	8	2	9	2	2	15	1	0	0	1	2	0	15	2	0	17	42
Total Volume	24	0	4	0	28	4	33	10	6	53	2	0	0	1	3	2	35	2	0	39	123
% App. Total	85.7	0	14.3	0		7.5	62.3	18.9	11.3		66.7	0	0	33.3		5.1	89.7	5.1	0		
PHF	.857	.000	.500	.000	.778	.500	.825	.500	.750	.828	.500	.000	.000	.250	.375	.500	.583	.250	.000	.574	.732

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:00 AM

Intersection Turning Movement Count

City/County: Ruskin/Hillsborough
 Weather: Light Rain 5:45-6pm
 Comments:

File Name : SR674&30thStSE
 Site Code : 1702903
 Start Date : 6/15/2017
 Page No : 2

Start Time	30TH STREET SE Southbound					SR 674 Westbound					RACETRAC DRIVEWAY Northbound					SR 674 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 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM					07:00 AM					07:00 AM					07:00 AM				
+0 mins.	3	0	1	0	4	0	6	5	1	12	1	0	0	0	1	0	3	0	0	3
+15 mins.	7	0	2	0	9	0	8	1	1	10	0	0	0	0	0	1	8	0	0	9
+30 mins.	7	0	0	0	7	2	10	2	2	16	0	0	0	0	0	1	9	0	0	10
+45 mins.	7	0	1	0	8	2	9	2	2	15	1	0	0	1	2	0	15	2	0	17
Total Volume	24	0	4	0	28	4	33	10	6	53	2	0	0	1	3	2	35	2	0	39
% App. Total	85.7	0	14.3	0		7.5	62.3	18.9	11.3		66.7	0	0	33.3		5.1	89.7	5.1	0	
PHF	.857	.000	.500	.000	.778	.500	.825	.500	.750	.828	.500	.000	.000	.250	.375	.500	.583	.250	.000	.574

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	5	0	0	2	7	0	5	3	1	9	0	0	0	0	0	0	7	0	0	7	23
04:15 PM	4	1	0	0	5	0	4	5	1	10	0	0	0	0	0	0	5	1	0	6	21
04:30 PM	4	0	0	0	4	0	5	2	1	8	0	0	1	0	1	1	1	0	0	2	15
04:45 PM	1	0	0	0	1	0	7	1	0	8	0	0	0	0	0	0	5	0	0	5	14
Total Volume	14	1	0	2	17	0	21	11	3	35	0	0	1	0	1	1	18	1	0	20	73
% App. Total	82.4	5.9	0	11.8		0	60	31.4	8.6		0	0	100	0		5	90	5	0		
PHF	.700	.250	.000	.250	.607	.000	.750	.550	.750	.875	.000	.000	.250	.000	.250	.250	.643	.250	.000	.714	.793

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM					04:15 PM					04:00 PM					04:00 PM				
+0 mins.	3	0	0	0	3	0	4	5	1	10	0	0	0	0	0	0	7	0	0	7
+15 mins.	6	1	0	0	7	0	5	2	1	8	0	0	0	0	0	0	5	1	0	6
+30 mins.	4	0	0	0	4	0	7	1	0	8	0	0	1	0	1	1	1	0	0	2
+45 mins.	4	0	0	0	4	0	5	3	3	11	0	0	0	0	0	0	5	0	0	5
Total Volume	17	1	0	0	18	0	21	11	5	37	0	0	1	0	1	1	18	1	0	20
% App. Total	94.4	5.6	0	0		0	56.8	29.7	13.5		0	0	100	0		5	90	5	0	
PHF	.708	.250	.000	.000	.643	.000	.750	.550	.417	.841	.000	.000	.250	.000	.250	.250	.643	.250	.000	.714

Intersection Turning Movement Count

City/County: Ruskin/Hillsborough
 Weather: Light Rain 5:45-6pm
 Comments:

File Name : SR674&30thStSE
 Site Code : 1702903
 Start Date : 6/15/2017
 Page No : 1

Groups Printed- UTurns

Start Time	30TH STREET SE Southbound					SR 674 Westbound					RACETRAC DRIVEWAY Northbound					SR 674 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	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	14	0	0	0	14	19
07:15 AM	9	0	0	0	9	6	0	0	0	6	0	0	0	0	0	10	0	0	0	10	25
07:30 AM	16	0	0	0	16	7	0	0	0	7	0	0	0	0	0	6	0	0	0	6	29
07:45 AM	9	0	0	0	9	5	0	0	0	5	0	0	0	0	0	7	0	0	0	7	21
Total	39	0	0	0	39	18	0	0	0	18	0	0	0	0	0	37	0	0	0	37	94
08:00 AM	11	0	0	0	11	5	0	0	0	5	0	0	0	0	0	6	0	0	0	6	22
08:15 AM	11	0	0	0	11	6	0	0	0	6	0	0	0	0	0	5	0	0	0	5	22
08:30 AM	5	0	0	0	5	5	0	0	0	5	0	0	0	0	0	4	0	0	0	4	14
08:45 AM	15	0	0	0	15	6	0	0	0	6	0	0	0	0	0	6	0	0	0	6	27
Total	42	0	0	0	42	22	0	0	0	22	0	0	0	0	0	21	0	0	0	21	85
*** BREAK ***																					
04:00 PM	16	0	0	0	16	5	0	0	0	5	0	0	0	0	0	6	0	0	0	6	27
04:15 PM	11	0	0	0	11	8	0	0	0	8	0	0	0	0	0	6	0	0	0	6	25
04:30 PM	9	0	0	0	9	8	0	0	0	8	0	0	0	0	0	8	0	0	0	8	25
04:45 PM	11	0	0	0	11	7	0	0	0	7	0	0	0	0	0	2	0	0	0	2	20
Total	47	0	0	0	47	28	0	0	0	28	0	0	0	0	0	22	0	0	0	22	97
05:00 PM	7	0	0	0	7	5	0	0	0	5	0	0	0	0	0	6	0	0	0	6	18
05:15 PM	4	0	0	0	4	4	0	0	0	4	0	0	0	0	0	6	0	0	0	6	14
05:30 PM	6	0	0	0	6	6	0	0	0	6	0	0	0	0	0	9	0	0	0	9	21
05:45 PM	8	0	0	0	8	5	0	0	0	5	0	0	0	0	0	9	0	0	0	9	22
Total	25	0	0	0	25	20	0	0	0	20	0	0	0	0	0	30	0	0	0	30	75
Grand Total	153	0	0	0	153	88	0	0	0	88	0	0	0	0	0	110	0	0	0	110	351
Apprch %	100	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0		
Total %	43.6	0	0	0	43.6	25.1	0	0	0	25.1	0	0	0	0	0	31.3	0	0	0	31.3	

Start Time	30TH STREET SE Southbound					SR 674 Westbound					RACETRAC DRIVEWAY Northbound					SR 674 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 07:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	14	0	0	0	14	19
07:15 AM	9	0	0	0	9	6	0	0	0	6	0	0	0	0	0	10	0	0	0	10	25
07:30 AM	16	0	0	0	16	7	0	0	0	7	0	0	0	0	0	6	0	0	0	6	29
07:45 AM	9	0	0	0	9	5	0	0	0	5	0	0	0	0	0	7	0	0	0	7	21
Total Volume	39	0	0	0	39	18	0	0	0	18	0	0	0	0	0	37	0	0	0	37	94
% App. Total	100	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0		
PHF	.609	.000	.000	.000	.609	.643	.000	.000	.000	.643	.000	.000	.000	.000	.000	.661	.000	.000	.000	.661	.810

Intersection Turning Movement Count

City/County: Ruskin/Hillsborough
 Weather: Light Rain 5:45-6pm
 Comments:

File Name : SR674&30thStSE
 Site Code : 1702903
 Start Date : 6/15/2017
 Page No : 2

Start Time	30TH STREET SE Southbound					SR 674 Westbound					RACETRAC DRIVEWAY Northbound					SR 674 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 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM					07:00 AM					07:00 AM					07:00 AM					
+0 mins.	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	14	0	0	0	14	
+15 mins.	9	0	0	0	9	6	0	0	0	6	0	0	0	0	0	10	0	0	0	10	
+30 mins.	16	0	0	0	16	7	0	0	0	7	0	0	0	0	0	6	0	0	0	6	
+45 mins.	9	0	0	0	9	5	0	0	0	5	0	0	0	0	0	7	0	0	0	7	
Total Volume	39	0	0	0	39	18	0	0	0	18	0	0	0	0	0	37	0	0	0	37	
% App. Total	100	0	0	0	100	100	0	0	0	100	0	0	0	0	0	100	0	0	0	100	
PHF	.609	.000	.000	.000	.609	.643	.000	.000	.000	.643	.000	.000	.000	.000	.000	.661	.000	.000	.000	.661	

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					04:00 PM					04:00 PM					04:00 PM					
04:00 PM	16	0	0	0	16	5	0	0	0	5	0	0	0	0	0	6	0	0	0	6	27
04:15 PM	11	0	0	0	11	8	0	0	0	8	0	0	0	0	0	6	0	0	0	6	25
04:30 PM	9	0	0	0	9	8	0	0	0	8	0	0	0	0	0	8	0	0	0	8	25
04:45 PM	11	0	0	0	11	7	0	0	0	7	0	0	0	0	0	2	0	0	0	2	20
Total Volume	47	0	0	0	47	28	0	0	0	28	0	0	0	0	0	22	0	0	0	22	97
% App. Total	100	0	0	0	100	100	0	0	0	100	0	0	0	0	0	100	0	0	0	100	
PHF	.734	.000	.000	.000	.734	.875	.000	.000	.000	.875	.000	.000	.000	.000	.000	.688	.000	.000	.000	.688	.898

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					05:00 PM					
+0 mins.	16	0	0	0	16	5	0	0	0	5	0	0	0	0	0	6	0	0	0	6	
+15 mins.	11	0	0	0	11	8	0	0	0	8	0	0	0	0	0	6	0	0	0	6	
+30 mins.	9	0	0	0	9	8	0	0	0	8	0	0	0	0	0	9	0	0	0	9	
+45 mins.	11	0	0	0	11	7	0	0	0	7	0	0	0	0	0	9	0	0	0	9	
Total Volume	47	0	0	0	47	28	0	0	0	28	0	0	0	0	0	30	0	0	0	30	
% App. Total	100	0	0	0	100	100	0	0	0	100	0	0	0	0	0	100	0	0	0	100	
PHF	.734	.000	.000	.000	.734	.875	.000	.000	.000	.875	.000	.000	.000	.000	.000	.833	.000	.000	.000	.833	

Intersection Pedestrian & Bicycle Count

Date: 6/15/17

Day: Thursday

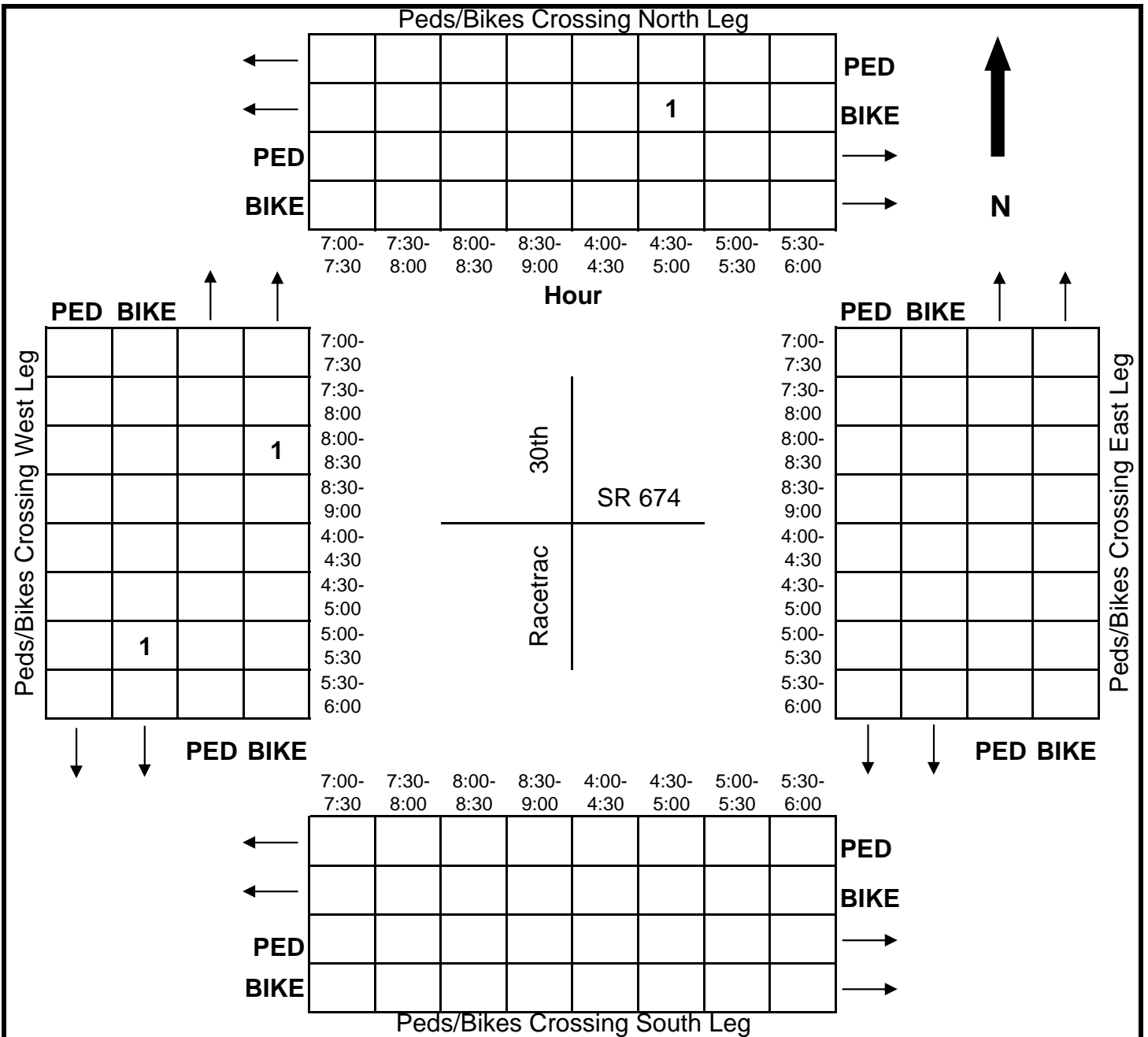
Count Times: 7-9am & 4-6pm

Weather: Light Rain 5:45-6pm

Intersection: SR 674 at 30th Street SE/Racetrac D/W

Comments: _____

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



Intersection Turning Movement Count

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

File Name : SR674&I75SB
 Site Code : 1702903
 Start Date : 6/13/2017
 Page No : 2

	I-75 SB RAMP Southbound				SR 674 Westbound				I-75 SB RAMP Northbound				SR 674 Eastbound				Int. Total
	Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	
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	184	184	93	120	0	213	0	0	71	71	0	310	69	379	847
07:15 AM	0	0	163	163	71	155	0	226	0	0	90	90	0	330	64	394	873
07:30 AM	0	0	135	135	63	128	0	191	0	0	92	92	0	318	46	364	782
07:45 AM	0	0	140	140	53	143	0	196	0	0	123	123	0	302	51	353	812
Total Volume	0	0	622	622	280	546	0	826	0	0	376	376	0	1260	230	1490	3314
% App. Total	0	0	100		33.9	66.1	0		0	0	100		0	84.6	15.4		
PHF	.000	.000	.845	.845	.753	.881	.000	.914	.000	.000	.764	.764	.000	.955	.833	.945	.949
Passenger Vehicles	0	0	586	586	267	522	0	789	0	0	358	358	0	1221	219	1440	3173
% Passenger Vehicles	0	0	94.2	94.2	95.4	95.6	0	95.5	0	0	95.2	95.2	0	96.9	95.2	96.6	95.7
Heavy Vehicles	0	0	36	36	12	24	0	36	0	0	18	18	0	39	11	50	140
% Heavy Vehicles	0	0	5.8	5.8	4.3	4.4	0	4.4	0	0	4.8	4.8	0	3.1	4.8	3.4	4.2
UTurns	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
% UTurns	0	0	0	0	0.4	0	0	0.1	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				07:45 AM				07:00 AM			
+0 mins.	0	0	184	184	93	120	0	213	0	0	123	123	0	310	69	379
+15 mins.	0	0	163	163	71	155	0	226	0	0	119	119	0	330	64	394
+30 mins.	0	0	135	135	63	128	0	191	0	0	120	120	0	318	46	364
+45 mins.	0	0	140	140	53	143	0	196	0	0	95	95	0	302	51	353
Total Volume	0	0	622	622	280	546	0	826	0	0	457	457	0	1260	230	1490
% App. Total	0	0	100		33.9	66.1	0		0	0	100		0	84.6	15.4	
PHF	.000	.000	.845	.845	.753	.881	.000	.914	.000	.000	.929	.929	.000	.955	.833	.945
Passenger Vehicles	0	0	586	586	267	522	0	789	0	0	440	440	0	1221	219	1440
% Passenger Vehicles	0	0	94.2	94.2	95.4	95.6	0	95.5	0	0	96.3	96.3	0	96.9	95.2	96.6
Heavy Vehicles	0	0	36	36	12	24	0	36	0	0	17	17	0	39	11	50
% Heavy Vehicles	0	0	5.8	5.8	4.3	4.4	0	4.4	0	0	3.7	3.7	0	3.1	4.8	3.4
UTurns	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0.4	0	0	0.1	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 05:00 PM

05:00 PM	0	0	143	143	54	292	0	346	0	0	95	95	0	280	32	312	896
05:15 PM	0	0	164	164	54	224	0	278	0	0	111	111	0	249	23	272	825
05:30 PM	0	0	164	164	29	238	0	267	0	0	91	91	0	295	34	329	851
05:45 PM	0	0	201	201	23	224	0	247	0	0	123	123	0	232	17	249	820
Total Volume	0	0	672	672	160	978	0	1138	0	0	420	420	0	1056	106	1162	3392
% App. Total	0	0	100		14.1	85.9	0		0	0	100		0	90.9	9.1		
PHF	.000	.000	.836	.836	.741	.837	.000	.822	.000	.000	.854	.854	.000	.895	.779	.883	.946
Passenger Vehicles	0	0	663	663	151	963	0	1114	0	0	411	411	0	1027	104	1131	3319
% Passenger Vehicles	0	0	98.7	98.7	94.4	98.5	0	97.9	0	0	97.9	97.9	0	97.3	98.1	97.3	97.8

Intersection Turning Movement Count

Heavy Vehicles	0	0	9	9	5	15	0	20	0	0	9	9	0	29	2	31	69
% Heavy Vehicles	0	0	1.3	1.3	3.1	1.5	0	1.8	0	0	2.1	2.1	0	2.7	1.9	2.7	2.0
UTurns	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	4
% UTurns	0	0	0	0	2.5	0	0	0.4	0	0	0	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:

	05:00 PM				04:45 PM				04:00 PM				04:45 PM			
+0 mins.	0	0	143	143	47	219	0	266	0	0	100	100	0	293	29	322
+15 mins.	0	0	164	164	54	292	0	346	0	0	126	126	0	280	32	312
+30 mins.	0	0	164	164	54	224	0	278	0	0	107	107	0	249	23	272
+45 mins.	0	0	201	201	29	238	0	267	0	0	103	103	0	295	34	329
Total Volume	0	0	672	672	184	973	0	1157	0	0	436	436	0	1117	118	1235
% App. Total	0	0	100	100	15.9	84.1	0	100	0	0	100	100	0	90.4	9.6	100
PHF	.000	.000	.836	.836	.852	.833	.000	.836	.000	.000	.865	.865	.000	.947	.868	.938
Passenger Vehicles	0	0	663	663	174	956	0	1130	0	0	424	424	0	1085	114	1199
% Passenger Vehicles	0	0	98.7	98.7	94.6	98.3	0	97.7	0	0	97.2	97.2	0	97.1	96.6	97.1
Heavy Vehicles	0	0	9	9	5	17	0	22	0	0	12	12	0	32	4	36
% Heavy Vehicles	0	0	1.3	1.3	2.7	1.7	0	1.9	0	0	2.8	2.8	0	2.9	3.4	2.9
UTurns	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	2.7	0	0	0.4	0	0	0	0	0	0	0	0

Intersection Turning Movement Count

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

File Name : SR674&I75SB
 Site Code : 1702903
 Start Date : 6/13/2017
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	I-75 SB RAMP Southbound				SR 674 Westbound				I-75 SB RAMP Northbound				SR 674 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	170	170	90	112	0	202	0	0	67	67	0	304	68	372	811
07:15 AM	0	0	158	158	68	149	0	217	0	0	83	83	0	321	60	381	839
07:30 AM	0	0	126	126	60	122	0	182	0	0	88	88	0	303	42	345	741
07:45 AM	0	0	132	132	49	139	0	188	0	0	120	120	0	293	49	342	782
Total	0	0	586	586	267	522	0	789	0	0	358	358	0	1221	219	1440	3173
08:00 AM	0	0	118	118	44	106	0	150	0	0	112	112	0	309	47	356	736
08:15 AM	0	0	109	109	49	125	0	174	0	0	114	114	0	282	45	327	724
08:30 AM	0	0	106	106	35	133	0	168	0	0	94	94	0	254	31	285	653
08:45 AM	0	0	115	115	36	121	0	157	0	0	108	108	0	219	36	255	635
Total	0	0	448	448	164	485	0	649	0	0	428	428	0	1064	159	1223	2748

*** BREAK ***

04:00 PM	0	0	126	126	44	222	0	266	0	0	96	96	0	228	27	255	743
04:15 PM	0	0	152	152	40	206	0	246	0	0	124	124	0	254	18	272	794
04:30 PM	0	0	123	123	31	209	0	240	0	0	105	105	0	252	23	275	743
04:45 PM	0	0	118	118	45	215	0	260	0	0	99	99	0	285	27	312	789
Total	0	0	519	519	160	852	0	1012	0	0	424	424	0	1019	95	1114	3069
05:00 PM	0	0	142	142	52	285	0	337	0	0	92	92	0	268	31	299	870
05:15 PM	0	0	160	160	51	220	0	271	0	0	108	108	0	247	23	270	809
05:30 PM	0	0	161	161	26	236	0	262	0	0	89	89	0	285	33	318	830
05:45 PM	0	0	200	200	22	222	0	244	0	0	122	122	0	227	17	244	810
Total	0	0	663	663	151	963	0	1114	0	0	411	411	0	1027	104	1131	3319
Grand Total	0	0	2216	2216	742	2822	0	3564	0	0	1621	1621	0	4331	577	4908	12309
Apprch %	0	0	100		20.8	79.2	0		0	0	100		0	88.2	11.8		
Total %	0	0	18	18	6	22.9	0	29	0	0	13.2	13.2	0	35.2	4.7	39.9	

Start Time	I-75 SB RAMP Southbound				SR 674 Westbound				I-75 SB RAMP Northbound				SR 674 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	170	170	90	112	0	202	0	0	67	67	0	304	68	372	811
07:15 AM	0	0	158	158	68	149	0	217	0	0	83	83	0	321	60	381	839
07:30 AM	0	0	126	126	60	122	0	182	0	0	88	88	0	303	42	345	741
07:45 AM	0	0	132	132	49	139	0	188	0	0	120	120	0	293	49	342	782
Total Volume	0	0	586	586	267	522	0	789	0	0	358	358	0	1221	219	1440	3173
% App. Total	0	0	100		33.8	66.2	0		0	0	100		0	84.8	15.2		
PHF	.000	.000	.862	.862	.742	.876	.000	.909	.000	.000	.746	.746	.000	.951	.805	.945	.945

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: Ruskin/Hillsborough
 Weather: Clear
 Comments:

File Name : SR674&I75SB
 Site Code : 1702903
 Start Date : 6/13/2017
 Page No : 2

Start Time	I-75 SB RAMP Southbound				SR 674 Westbound				I-75 SB RAMP Northbound				SR 674 Eastbound				Int. Total
	Left	Thru	Right	App. 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				07:45 AM				07:00 AM				
+0 mins.	0	0	170	170	90	112	0	202	0	0	120	120	0	304	68	372	
+15 mins.	0	0	158	158	68	149	0	217	0	0	112	112	0	321	60	381	
+30 mins.	0	0	126	126	60	122	0	182	0	0	114	114	0	303	42	345	
+45 mins.	0	0	132	132	49	139	0	188	0	0	94	94	0	293	49	342	
Total Volume	0	0	586	586	267	522	0	789	0	0	440	440	0	1221	219	1440	
% App. Total	0	0	100		33.8	66.2	0		0	0	100		0	84.8	15.2		
PHF	.000	.000	.862	.862	.742	.876	.000	.909	.000	.000	.917	.917	.000	.951	.805	.945	

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	142	142	52	285	0	337	0	0	92	92	0	268	31	299	870
05:15 PM	0	0	160	160	51	220	0	271	0	0	108	108	0	247	23	270	809
05:30 PM	0	0	161	161	26	236	0	262	0	0	89	89	0	285	33	318	830
05:45 PM	0	0	200	200	22	222	0	244	0	0	122	122	0	227	17	244	810
Total Volume	0	0	663	663	151	963	0	1114	0	0	411	411	0	1027	104	1131	3319
% App. Total	0	0	100		13.6	86.4	0		0	0	100		0	90.8	9.2		
PHF	.000	.000	.829	.829	.726	.845	.000	.826	.000	.000	.842	.842	.000	.901	.788	.889	.954

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				04:45 PM				04:00 PM				04:45 PM				
+0 mins.	0	0	142	142	45	215	0	260	0	0	96	96	0	285	27	312	
+15 mins.	0	0	160	160	52	285	0	337	0	0	124	124	0	268	31	299	
+30 mins.	0	0	161	161	51	220	0	271	0	0	105	105	0	247	23	270	
+45 mins.	0	0	200	200	26	236	0	262	0	0	99	99	0	285	33	318	
Total Volume	0	0	663	663	174	956	0	1130	0	0	424	424	0	1085	114	1199	
% App. Total	0	0	100		15.4	84.6	0		0	0	100		0	90.5	9.5		
PHF	.000	.000	.829	.829	.837	.839	.000	.838	.000	.000	.855	.855	.000	.952	.864	.943	

Intersection Turning Movement Count

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

File Name : SR674&I75SB
 Site Code : 1702903
 Start Date : 6/13/2017
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	I-75 SB RAMP Southbound				SR 674 Westbound				I-75 SB RAMP Northbound				SR 674 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	14	14	3	8	0	11	0	0	4	4	0	6	1	7	36
07:15 AM	0	0	5	5	3	6	0	9	0	0	7	7	0	9	4	13	34
07:30 AM	0	0	9	9	2	6	0	8	0	0	4	4	0	15	4	19	40
07:45 AM	0	0	8	8	4	4	0	8	0	0	3	3	0	9	2	11	30
Total	0	0	36	36	12	24	0	36	0	0	18	18	0	39	11	50	140
08:00 AM	0	0	8	8	2	5	0	7	0	0	7	7	0	10	1	11	33
08:15 AM	0	0	5	5	1	12	0	13	0	0	6	6	0	8	1	9	33
08:30 AM	0	0	10	10	3	5	0	8	0	0	1	1	0	6	0	6	25
08:45 AM	0	0	12	12	5	7	0	12	0	0	7	7	0	8	1	9	40
Total	0	0	35	35	11	29	0	40	0	0	21	21	0	32	3	35	131

*** BREAK ***

04:00 PM	0	0	9	9	0	7	0	7	0	0	4	4	0	10	0	10	30
04:15 PM	0	0	0	0	6	3	0	9	0	0	2	2	0	9	3	12	23
04:30 PM	0	0	7	7	1	6	0	7	0	0	2	2	0	6	2	8	24
04:45 PM	0	0	2	2	0	4	0	4	0	0	4	4	0	8	2	10	20
Total	0	0	18	18	7	20	0	27	0	0	12	12	0	33	7	40	97
05:00 PM	0	0	1	1	1	7	0	8	0	0	3	3	0	12	1	13	25
05:15 PM	0	0	4	4	3	4	0	7	0	0	3	3	0	2	0	2	16
05:30 PM	0	0	3	3	1	2	0	3	0	0	2	2	0	10	1	11	19
05:45 PM	0	0	1	1	0	2	0	2	0	0	1	1	0	5	0	5	9
Total	0	0	9	9	5	15	0	20	0	0	9	9	0	29	2	31	69
Grand Total	0	0	98	98	35	88	0	123	0	0	60	60	0	133	23	156	437
Apprch %	0	0	100		28.5	71.5	0		0	0	100		0	85.3	14.7		
Total %	0	0	22.4	22.4	8	20.1	0	28.1	0	0	13.7	13.7	0	30.4	5.3	35.7	

Start Time	I-75 SB RAMP Southbound				SR 674 Westbound				I-75 SB RAMP Northbound				SR 674 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	14	14	3	8	0	11	0	0	4	4	0	6	1	7	36
07:15 AM	0	0	5	5	3	6	0	9	0	0	7	7	0	9	4	13	34
07:30 AM	0	0	9	9	2	6	0	8	0	0	4	4	0	15	4	19	40
07:45 AM	0	0	8	8	4	4	0	8	0	0	3	3	0	9	2	11	30
Total Volume	0	0	36	36	12	24	0	36	0	0	18	18	0	39	11	50	140
% App. Total	0	0	100		33.3	66.7	0		0	0	100		0	78	22		
PHF	.000	.000	.643	.643	.750	.750	.000	.818	.000	.000	.643	.643	.000	.650	.688	.658	.875

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: Ruskin/Hillsborough
 Weather: Clear
 Comments:

File Name : SR674&I75SB
 Site Code : 1702903
 Start Date : 6/13/2017
 Page No : 2

Start Time	I-75 SB RAMP Southbound				SR 674 Westbound				I-75 SB RAMP Northbound				SR 674 Eastbound				Int. Total
	Left	Thru	Right	App. 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				08:00 AM				07:15 AM				07:15 AM				
+0 mins.	0	0	14	14	2	5	0	7	0	0	7	7	0	9	4	13	
+15 mins.	0	0	5	5	1	12	0	13	0	0	4	4	0	15	4	19	
+30 mins.	0	0	9	9	3	5	0	8	0	0	3	3	0	9	2	11	
+45 mins.	0	0	8	8	5	7	0	12	0	0	7	7	0	10	1	11	
Total Volume	0	0	36	36	11	29	0	40	0	0	21	21	0	43	11	54	
% App. Total	0	0	100		27.5	72.5	0		0	0	100		0	79.6	20.4		
PHF	.000	.000	.643	.643	.550	.604	.000	.769	.000	.000	.750	.750	.000	.717	.688	.711	

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	9	9	0	7	0	7	0	0	4	4	0	10	0	10	30
04:15 PM	0	0	0	0	6	3	0	9	0	0	2	2	0	9	3	12	23
04:30 PM	0	0	7	7	1	6	0	7	0	0	2	2	0	6	2	8	24
04:45 PM	0	0	2	2	0	4	0	4	0	0	4	4	0	8	2	10	20
Total Volume	0	0	18	18	7	20	0	27	0	0	12	12	0	33	7	40	97
% App. Total	0	0	100		25.9	74.1	0		0	0	100		0	82.5	17.5		
PHF	.000	.000	.500	.500	.292	.714	.000	.750	.000	.000	.750	.750	.000	.825	.583	.833	.808

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				04:00 PM				04:15 PM				
+0 mins.	0	0	9	9	6	3	0	9	0	0	4	4	0	9	3	12	
+15 mins.	0	0	0	0	1	6	0	7	0	0	2	2	0	6	2	8	
+30 mins.	0	0	7	7	0	4	0	4	0	0	2	2	0	8	2	10	
+45 mins.	0	0	2	2	1	7	0	8	0	0	4	4	0	12	1	13	
Total Volume	0	0	18	18	8	20	0	28	0	0	12	12	0	35	8	43	
% App. Total	0	0	100		28.6	71.4	0		0	0	100		0	81.4	18.6		
PHF	.000	.000	.500	.500	.333	.714	.000	.778	.000	.000	.750	.750	.000	.729	.667	.827	

Intersection Turning Movement Count

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

File Name : SR674&I75SB
 Site Code : 1702903
 Start Date : 6/13/2017
 Page No : 1

Groups Printed- UTurns

Start Time	I-75 SB RAMP Southbound				SR 674 Westbound				I-75 SB RAMP Northbound				SR 674 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
*** BREAK ***																	
07:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
08:30 AM	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
08:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3
*** BREAK ***																	
04:15 PM	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	5
04:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	0	8
05:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
05:30 PM	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	4
Grand Total	0	0	0	0	16	0	0	16	0	0	0	0	0	0	0	0	16
Apprch %	0	0	0		100	0	0		0	0	0		0	0	0		
Total %	0	0	0		100	0	0	100	0	0	0		0	0	0		

Start Time	I-75 SB RAMP Southbound				SR 674 Westbound				I-75 SB RAMP Northbound				SR 674 Eastbound				Int. Total
	Left	Thru	Right	App. 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 08:00 AM																	
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
08:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3
% App. Total	0	0	0		100	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.375	.000	.000	.375	.000	.000	.000	.000	.000	.000	.000	.000	.375

Intersection Turning Movement Count

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

File Name : SR674&I75SB
 Site Code : 1702903
 Start Date : 6/13/2017
 Page No : 2

Start Time	I-75 SB RAMP Southbound				SR 674 Westbound				I-75 SB RAMP Northbound				SR 674 Eastbound				Int. Total
	Left	Thru	Right	App. 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				08:00 AM				07:00 AM				07:00 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	
% App. Total	0	0	0	0	100	0	0	100	0	0	0	0	0	0	0	0	
PHF	.000	.000	.000	.000	.375	.000	.000	.375	.000	.000	.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 04:15 PM

04:15 PM	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	5
04:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	9	0	0	9	0	0	0	0	0	0	0	0	9
% App. Total	0	0	0	0	100	0	0	100	0	0	0	0	0	0	0	0	
PHF	.000	.000	.000	.000	.450	.000	.000	.450	.000	.000	.000	.000	.000	.000	.000	.000	.450

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				04:00 PM				04:00 PM				
+0 mins.	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	9	0	0	9	0	0	0	0	0	0	0	0	
% App. Total	0	0	0	0	100	0	0	100	0	0	0	0	0	0	0	0	
PHF	.000	.000	.000	.000	.450	.000	.000	.450	.000	.000	.000	.000	.000	.000	.000	.000	

Intersection Pedestrian & Bicycle Count

Date: 6/13/17

Day: Tuesday

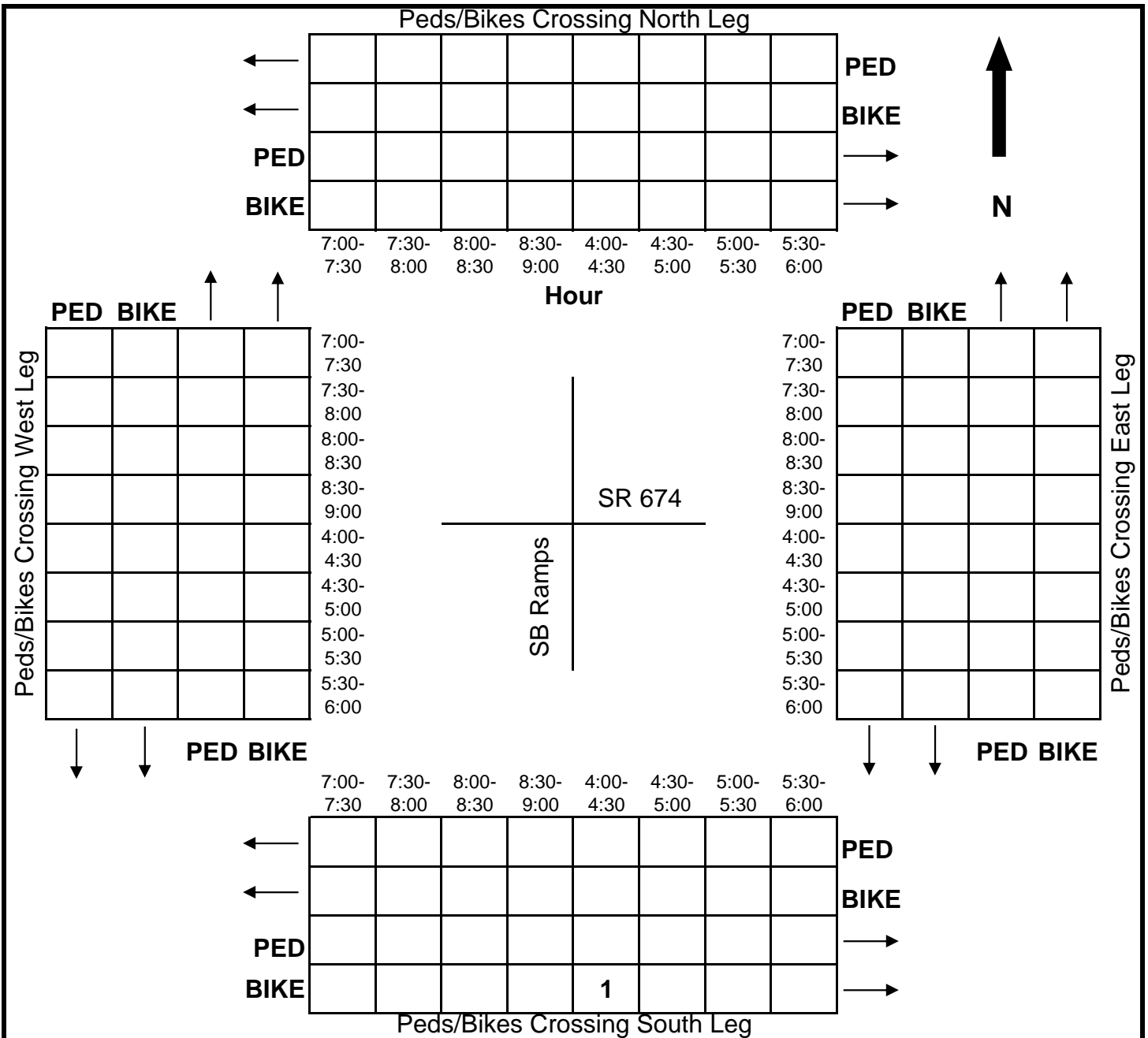
Count Times: 7-9am & 4-6pm

Weather: Clear

Intersection: SR 674 at I-75 SB Ramps

Comments: _____

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



Intersection Turning Movement Count

City/County: Sun City Ctr/Hillsborough
 Weather: Light Rain 5:45-6pm
 Comments:

File Name : SR674&I75NB
 Site Code : 1702903
 Start Date : 6/15/2017
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	SR 674 Westbound				I-75 NB RAMP Northbound				SR 674 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	151	151	302	19	0	32	51	0	156	235	391	744
07:15 AM	0	184	160	344	17	0	32	49	0	190	210	400	793
07:30 AM	0	183	115	298	24	0	57	81	0	257	175	432	811
07:45 AM	0	151	134	285	19	0	49	68	0	263	168	431	784
Total	0	669	560	1229	79	0	170	249	0	866	788	1654	3132
08:00 AM	0	134	106	240	18	0	45	63	0	196	152	348	651
08:15 AM	0	142	117	259	21	0	56	77	0	256	130	386	722
08:30 AM	0	162	98	260	18	0	32	50	0	261	127	388	698
08:45 AM	0	196	103	299	27	0	39	66	0	271	111	382	747
Total	0	634	424	1058	84	0	172	256	0	984	520	1504	2818
*** BREAK ***													
04:00 PM	0	287	123	410	28	0	48	76	0	293	104	397	883
04:15 PM	0	240	133	373	45	0	51	96	0	280	96	376	845
04:30 PM	0	224	130	354	26	0	67	93	0	242	131	373	820
04:45 PM	0	226	113	339	40	0	64	104	0	227	113	340	783
Total	0	977	499	1476	139	0	230	369	0	1042	444	1486	3331
05:00 PM	0	292	165	457	41	0	59	100	0	284	139	423	980
05:15 PM	0	247	117	364	60	0	66	126	0	290	110	400	890
05:30 PM	0	234	102	336	67	0	58	125	0	312	156	468	929
05:45 PM	0	193	119	312	34	0	65	99	0	262	149	411	822
Total	0	966	503	1469	202	0	248	450	0	1148	554	1702	3621
Grand Total	0	3246	1986	5232	504	0	820	1324	0	4040	2306	6346	12902
Apprch %	0	62	38		38.1	0	61.9		0	63.7	36.3		
Total %	0	25.2	15.4	40.6	3.9	0	6.4	10.3	0	31.3	17.9	49.2	

Start Time	SR 674 Westbound				I-75 NB RAMP Northbound				SR 674 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	151	151	302	19	0	32	51	0	156	235	391	744
07:15 AM	0	184	160	344	17	0	32	49	0	190	210	400	793
07:30 AM	0	183	115	298	24	0	57	81	0	257	175	432	811
07:45 AM	0	151	134	285	19	0	49	68	0	263	168	431	784
Total Volume	0	669	560	1229	79	0	170	249	0	866	788	1654	3132
% App. Total	0	54.4	45.6		31.7	0	68.3		0	52.4	47.6		
PHF	.000	.909	.875	.893	.823	.000	.746	.769	.000	.823	.838	.957	.965

Intersection Turning Movement Count

City/County: Sun City Ctr/Hillsborough
 Weather: Light Rain 5:45-6pm
 Comments:

File Name : SR674&I75NB
 Site Code : 1702903
 Start Date : 6/15/2017
 Page No : 2

Start Time	SR 674 Westbound				I-75 NB RAMP Northbound				SR 674 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				07:30 AM				07:00 AM				
+0 mins.	0	151	151	302	24	0	57	81	0	156	235	391	
+15 mins.	0	184	160	344	19	0	49	68	0	190	210	400	
+30 mins.	0	183	115	298	18	0	45	63	0	257	175	432	
+45 mins.	0	151	134	285	21	0	56	77	0	263	168	431	
Total Volume	0	669	560	1229	82	0	207	289	0	866	788	1654	
% App. Total	0	54.4	45.6		28.4	0	71.6		0	52.4	47.6		
PHF	.000	.909	.875	.893	.854	.000	.908	.892	.000	.823	.838	.957	

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	292	165	457	41	0	59	100	0	284	139	423	980
05:15 PM	0	247	117	364	60	0	66	126	0	290	110	400	890
05:30 PM	0	234	102	336	67	0	58	125	0	312	156	468	929
05:45 PM	0	193	119	312	34	0	65	99	0	262	149	411	822
Total Volume	0	966	503	1469	202	0	248	450	0	1148	554	1702	3621
% App. Total	0	65.8	34.2		44.9	0	55.1		0	67.5	32.5		
PHF	.000	.827	.762	.804	.754	.000	.939	.893	.000	.920	.888	.909	.924

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:45 PM				05:00 PM				
+0 mins.	0	240	133	373	40	0	64	104	0	284	139	423	
+15 mins.	0	224	130	354	41	0	59	100	0	290	110	400	
+30 mins.	0	226	113	339	60	0	66	126	0	312	156	468	
+45 mins.	0	292	165	457	67	0	58	125	0	262	149	411	
Total Volume	0	982	541	1523	208	0	247	455	0	1148	554	1702	
% App. Total	0	64.5	35.5		45.7	0	54.3		0	67.5	32.5		
PHF	.000	.841	.820	.833	.776	.000	.936	.903	.000	.920	.888	.909	

Intersection Turning Movement Count

City/County: Sun City Ctr/Hillsborough
 Weather: Light Rain 5:45-6pm
 Comments:

File Name : SR674&I75NB
 Site Code : 1702903
 Start Date : 6/15/2017
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	SR 674 Westbound				I-75 NB RAMP Northbound				SR 674 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	7	9	16	2	0	2	4	0	10	3	13	33
07:15 AM	0	5	14	19	0	0	6	6	0	13	7	20	45
07:30 AM	0	9	20	29	1	0	0	1	0	16	6	22	52
07:45 AM	0	2	12	14	1	0	2	3	0	19	9	28	45
Total	0	23	55	78	4	0	10	14	0	58	25	83	175
08:00 AM	0	5	5	10	2	0	2	4	0	13	4	17	31
08:15 AM	0	3	7	10	0	0	0	0	0	20	3	23	33
08:30 AM	0	4	4	8	0	0	1	1	0	18	9	27	36
08:45 AM	0	12	14	26	2	0	3	5	0	11	4	15	46
Total	0	24	30	54	4	0	6	10	0	62	20	82	146

*** BREAK ***

04:00 PM	0	5	6	11	0	0	1	1	0	8	4	12	24
04:15 PM	0	7	3	10	1	0	0	1	0	7	5	12	23
04:30 PM	0	5	7	12	0	0	2	2	0	6	3	9	23
04:45 PM	0	6	2	8	2	0	1	3	0	7	6	13	24
Total	0	23	18	41	3	0	4	7	0	28	18	46	94
05:00 PM	0	11	6	17	0	0	1	1	0	5	6	11	29
05:15 PM	0	6	9	15	0	0	1	1	0	3	8	11	27
05:30 PM	0	1	4	5	0	0	0	0	0	12	8	20	25
05:45 PM	0	4	2	6	0	0	0	0	0	4	4	8	14
Total	0	22	21	43	0	0	2	2	0	24	26	50	95
Grand Total	0	92	124	216	11	0	22	33	0	172	89	261	510
Apprch %	0	42.6	57.4		33.3	0	66.7		0	65.9	34.1		
Total %	0	18	24.3	42.4	2.2	0	4.3	6.5	0	33.7	17.5	51.2	

Start Time	SR 674 Westbound				I-75 NB RAMP Northbound				SR 674 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	7	9	16	2	0	2	4	0	10	3	13	33
07:15 AM	0	5	14	19	0	0	6	6	0	13	7	20	45
07:30 AM	0	9	20	29	1	0	0	1	0	16	6	22	52
07:45 AM	0	2	12	14	1	0	2	3	0	19	9	28	45
Total Volume	0	23	55	78	4	0	10	14	0	58	25	83	175
% App. Total	0	29.5	70.5		28.6	0	71.4		0	69.9	30.1		
PHF	.000	.639	.688	.672	.500	.000	.417	.583	.000	.763	.694	.741	.841

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: Sun City Ctr/Hillsborough
 Weather: Light Rain 5:45-6pm
 Comments:

File Name : SR674&I75NB
 Site Code : 1702903
 Start Date : 6/15/2017
 Page No : 2

Start Time	SR 674 Westbound				I-75 NB RAMP Northbound				SR 674 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				07:45 AM				
+0 mins.	0	7	9	16	2	0	2	4	0	19	9	28	
+15 mins.	0	5	14	19	0	0	6	6	0	13	4	17	
+30 mins.	0	9	20	29	1	0	0	1	0	20	3	23	
+45 mins.	0	2	12	14	1	0	2	3	0	18	9	27	
Total Volume	0	23	55	78	4	0	10	14	0	70	25	95	
% App. Total	0	29.5	70.5		28.6	0	71.4		0	73.7	26.3		
PHF	.000	.639	.688	.672	.500	.000	.417	.583	.000	.875	.694	.848	

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				05:00 PM				05:15 PM				05:30 PM				
04:45 PM	0	6	2	8	2	0	1	3	0	7	6	13	0	12	8	20	25
05:00 PM	0	11	6	17	0	0	1	1	0	5	6	11	0	12	8	20	25
05:15 PM	0	6	9	15	0	0	1	1	0	3	8	11	0	12	8	20	25
05:30 PM	0	1	4	5	0	0	0	0	0	12	8	20	0	12	8	20	25
Total Volume	0	24	21	45	2	0	3	5	0	27	28	55	0	27	28	55	105
% App. Total	0	53.3	46.7		40	0	60		0	49.1	50.9		0	49.1	50.9		
PHF	.000	.545	.583	.662	.250	.000	.750	.417	.000	.563	.875	.688	.000	.563	.875	.688	.905

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				04:45 PM				
+0 mins.	0	5	7	12	0	0	1	1	0	7	6	13	
+15 mins.	0	6	2	8	1	0	0	1	0	5	6	11	
+30 mins.	0	11	6	17	0	0	2	2	0	3	8	11	
+45 mins.	0	6	9	15	2	0	1	3	0	12	8	20	
Total Volume	0	28	24	52	3	0	4	7	0	27	28	55	
% App. Total	0	53.8	46.2		42.9	0	57.1		0	49.1	50.9		
PHF	.000	.636	.667	.765	.375	.000	.500	.583	.000	.563	.875	.688	

Intersection Pedestrian & Bicycle Count

Date: 6/15/17

Day: Thursday

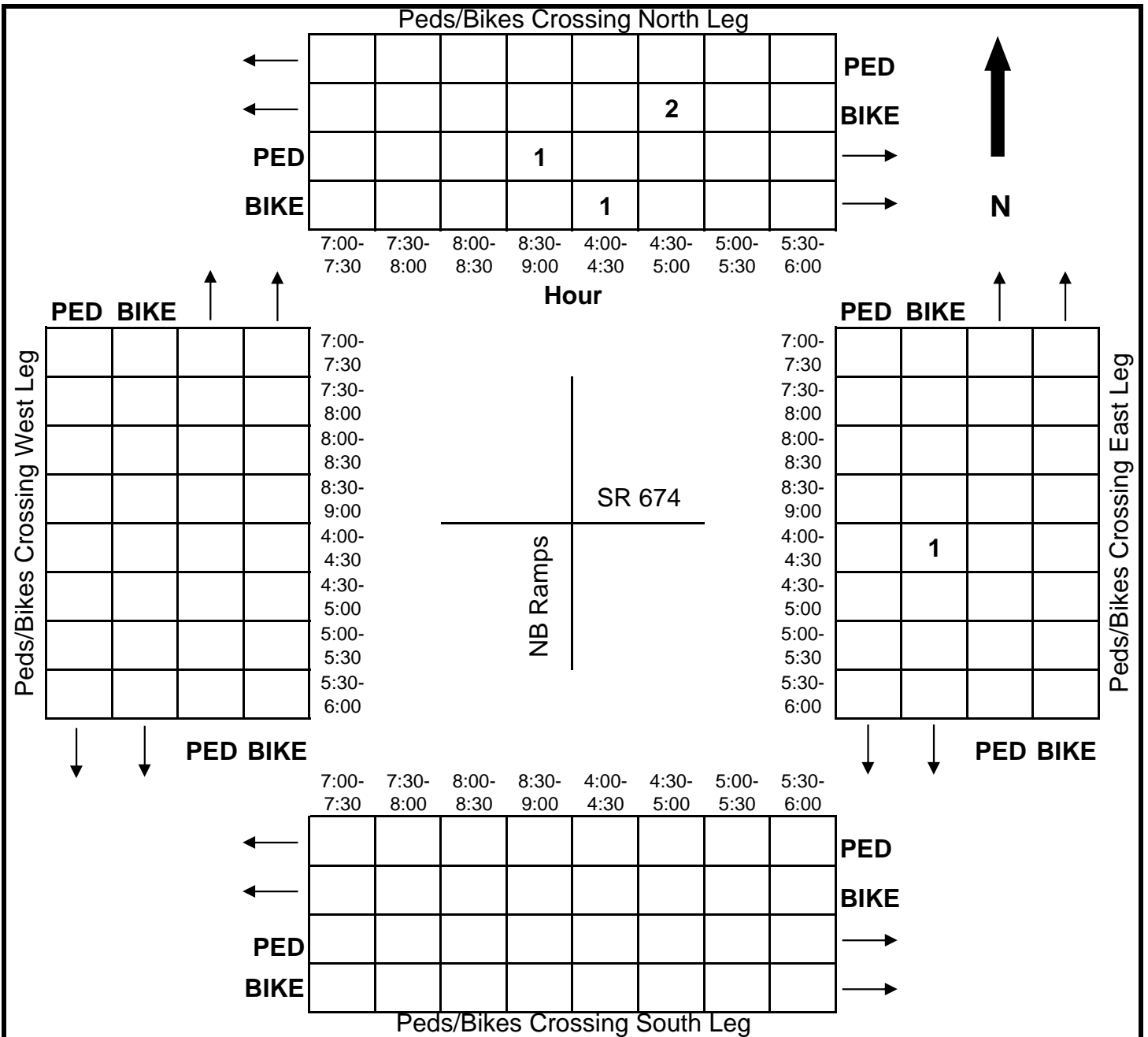
Count Times: 7-9am & 4-6pm

Weather: Light Rain 5:45-6pm

Intersection: SR 674 at I-75 NB Ramps

Comments: _____

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



Intersection Turning Movement Count

City/County: Sun City Ctr/Hillsborough
 Weather: Clear
 Comments:

File Name : SR674&CypressVillage
 Site Code : 0702903
 Start Date : 6/13/2017
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	CYPRESS VILLAGE BOULEVARD Southbound					SR 674 Westbound					33RD STREET SE Northbound					SR 674 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	15	5	18	83	121	15	219	4	4	242	23	10	5	9	47	33	155	6	4	198	608
07:15 AM	17	3	16	106	142	13	191	0	12	216	17	25	5	1	48	51	166	5	4	226	632
07:30 AM	26	8	17	81	132	23	195	11	10	239	18	15	7	3	43	47	207	9	3	266	680
07:45 AM	18	8	13	77	116	12	180	7	14	213	23	25	8	4	60	77	243	7	5	332	721
Total	76	24	64	347	511	63	785	22	40	910	81	75	25	17	198	208	771	27	16	1022	2641
08:00 AM	36	7	6	67	116	10	177	5	17	209	24	9	5	10	48	67	236	11	4	318	691
08:15 AM	34	9	9	61	113	13	184	13	13	223	20	10	8	4	42	70	248	7	3	328	706
08:30 AM	39	10	18	50	117	19	166	10	18	213	15	12	3	4	34	58	201	14	11	284	648
08:45 AM	44	9	16	51	120	20	170	18	11	219	15	11	3	6	35	56	203	18	7	284	658
Total	153	35	49	229	466	62	697	46	59	864	74	42	19	24	159	251	888	50	25	1214	2703
*** BREAK ***																					
04:00 PM	48	15	35	49	147	35	253	24	4	316	39	24	9	7	79	51	212	15	11	289	831
04:15 PM	47	17	29	34	127	32	272	14	13	331	23	6	6	3	38	63	226	11	10	310	806
04:30 PM	47	16	23	44	130	36	248	40	7	331	25	10	5	15	55	71	222	12	12	317	833
04:45 PM	47	18	21	51	137	23	263	22	5	313	27	20	4	5	56	61	226	10	12	309	815
Total	189	66	108	178	541	126	1036	100	29	1291	114	60	24	30	228	246	886	48	45	1225	3285
05:00 PM	51	18	40	47	156	30	352	22	15	419	20	15	3	3	41	64	227	20	15	326	942
05:15 PM	39	13	30	42	124	31	271	17	8	327	30	24	5	1	60	84	235	14	16	349	860
05:30 PM	31	17	13	36	97	28	209	22	10	269	29	24	6	0	59	50	231	10	9	300	725
05:45 PM	31	10	21	35	97	26	199	18	4	247	12	14	9	3	38	67	238	17	16	338	720
Total	152	58	104	160	474	115	1031	79	37	1262	91	77	23	7	198	265	931	61	56	1313	3247
Grand Total	570	183	325	914	1992	366	3549	247	165	4327	360	254	91	78	783	970	3476	186	142	4774	11876
Apprch %	28.6	9.2	16.3	45.9		8.5	82	5.7	3.8		46	32.4	11.6	10		20.3	72.8	3.9	3		
Total %	4.8	1.5	2.7	7.7	16.8	3.1	29.9	2.1	1.4	36.4	3	2.1	0.8	0.7	6.6	8.2	29.3	1.6	1.2	40.2	
Passenger Vehicles	553	180	319	904	1956	272	3382	244	165	4063	338	250	88	76	752	923	3342	182	138	4585	11356
% Passenger Vehicles	97	98.4	98.2	98.9	98.2	74.3	95.3	98.8	100	93.9	93.9	98.4	96.7	97.4	96	95.2	96.1	97.8	97.2	96	95.6
Heavy Vehicles	10	3	6	10	29	7	167	3	0	177	22	4	3	2	31	18	134	4	4	160	397
% Heavy Vehicles	1.8	1.6	1.8	1.1	1.5	1.9	4.7	1.2	0	4.1	6.1	1.6	3.3	2.6	4	1.9	3.9	2.2	2.8	3.4	3.3
UTurns	7	0	0	0	7	87	0	0	0	87	0	0	0	0	0	29	0	0	0	29	123
% UTurns	1.2	0	0	0	0.4	23.8	0	0	0	2	0	0	0	0	0	3	0	0	0	0.6	1

Intersection Turning Movement Count

City/County: Sun City Ctr/Hillsborough
 Weather: Clear
 Comments:

File Name : SR674&CypressVillage
 Site Code : 0702903
 Start Date : 6/13/2017
 Page No : 2

Start Time	CYPRESS VILLAGE BOULEVARD Southbound					SR 674 Westbound					33RD STREET SE Northbound					SR 674 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 07:30 AM																					
07:30 AM	26	8	17	81	132	23	195	11	10	239	18	15	7	3	43	47	207	9	3	266	680
07:45 AM	18	8	13	77	116	12	180	7	14	213	23	25	8	4	60	77	243	7	5	332	721
08:00 AM	36	7	6	67	116	10	177	5	17	209	24	9	5	10	48	67	236	11	4	318	691
08:15 AM	34	9	9	61	113	13	184	13	13	223	20	10	8	4	42	70	248	7	3	328	706
Total Volume	114	32	45	286	477	58	736	36	54	884	85	59	28	21	193	261	934	34	15	1244	2798
% App. Total	23.9	6.7	9.4	60		6.6	83.3	4.1	6.1		44	30.6	14.5	10.9		21	75.1	2.7	1.2		
PHF	.792	.889	.662	.883	.903	.630	.944	.692	.794	.925	.885	.590	.875	.525	.804	.847	.942	.773	.750	.937	.970
Passenger Vehicles	109	32	44	283	468	36	671	35	54	796	84	59	27	20	190	246	887	32	14	1179	2633
% Passenger Vehicles	95.6	100	97.8	99.0	98.1	62.1	91.2	97.2	100	90.0	98.8	100	96.4	95.2	98.4	94.3	95.0	94.1	93.3	94.8	94.1
Heavy Vehicles	3	0	1	3	7	1	65	1	0	67	1	0	1	1	3	10	47	2	1	60	137
% Heavy Vehicles	2.6	0	2.2	1.0	1.5	1.7	8.8	2.8	0	7.6	1.2	0	3.6	4.8	1.6	3.8	5.0	5.9	6.7	4.8	4.9
UTurns	2	0	0	0	2	21	0	0	0	21	0	0	0	0	0	5	0	0	0	5	28
% UTurns	1.8	0	0	0	0.4	36.2	0	0	0	2.4	0	0	0	0	0	1.9	0	0	0	0.4	1.0

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					07:15 AM					07:45 AM					
+0 mins.	15	5	18	83	121	15	219	4	4	242	17	25	5	1	48	77	243	7	5	332	
+15 mins.	17	3	16	106	142	13	191	0	12	216	18	15	7	3	43	67	236	11	4	318	
+30 mins.	26	8	17	81	132	23	195	11	10	239	23	25	8	4	60	70	248	7	3	328	
+45 mins.	18	8	13	77	116	12	180	7	14	213	24	9	5	10	48	58	201	14	11	284	
Total Volume	76	24	64	347	511	63	785	22	40	910	82	74	25	18	199	272	928	39	23	1262	
% App. Total	14.9	4.7	12.5	67.9		6.9	86.3	2.4	4.4		41.2	37.2	12.6	9		21.6	73.5	3.1	1.8		
PHF	.731	.750	.889	.818	.900	.685	.896	.500	.714	.940	.854	.740	.781	.450	.829	.883	.935	.696	.523	.950	
Passenger Vehicles	75	24	62	344	505	38	737	21	40	836	80	73	25	17	195	260	889	37	22	1208	
% Passenger Vehicles	98.7	100	96.9	99.1	98.8	60.3	93.9	95.5	100	91.9	97.6	98.6	100	94.4	98	95.6	95.8	94.9	95.7	95.7	
Heavy Vehicles	1	0	2	3	6	1	48	1	0	50	2	1	0	1	4	10	39	2	1	52	
% Heavy Vehicles	1.3	0	3.1	0.9	1.2	1.6	6.1	4.5	0	5.5	2.4	1.4	0	5.6	2	3.7	4.2	5.1	4.3	4.1	
UTurns	0	0	0	0	0	24	0	0	0	24	0	0	0	0	0	2	0	0	0	2	
% UTurns	0	0	0	0	0	38.1	0	0	0	2.6	0	0	0	0	0	0.7	0	0	0	0.2	

Intersection Turning Movement Count

City/County: Sun City Ctr/Hillsborough
 Weather: Clear
 Comments:

File Name : SR674&CypressVillage
 Site Code : 0702903
 Start Date : 6/13/2017
 Page No : 3

Start Time	CYPRESS VILLAGE BOULEVARD Southbound					SR 674 Westbound					33RD STREET SE Northbound					SR 674 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 04:30 PM																					
04:30 PM	47	16	23	44	130	36	248	40	7	331	25	10	5	15	55	71	222	12	12	317	833
04:45 PM	47	18	21	51	137	23	263	22	5	313	27	20	4	5	56	61	226	10	12	309	815
05:00 PM	51	18	40	47	156	30	352	22	15	419	20	15	3	3	41	64	227	20	15	326	942
05:15 PM	39	13	30	42	124	31	271	17	8	327	30	24	5	1	60	84	235	14	16	349	860
Total Volume	184	65	114	184	547	120	1134	101	35	1390	102	69	17	24	212	280	910	56	55	1301	3450
% App. Total	33.6	11.9	20.8	33.6		8.6	81.6	7.3	2.5		48.1	32.5	8	11.3		21.5	69.9	4.3	4.2		
PHF	.902	.903	.713	.902	.877	.833	.805	.631	.583	.829	.850	.719	.850	.400	.883	.833	.968	.700	.859	.932	.916
Passenger Vehicles	178	65	113	183	539	96	1095	100	35	1326	100	69	17	24	210	269	888	54	52	1263	3338
% Passenger Vehicles	96.7	100	99.1	99.5	98.5	80.0	96.6	99.0	100	95.4	98.0	100	100	100	99.1	96.1	97.6	96.4	94.5	97.1	96.8
Heavy Vehicles	1	0	1	1	3	1	39	1	0	41	2	0	0	0	2	2	22	2	3	29	75
% Heavy Vehicles	0.5	0	0.9	0.5	0.5	0.8	3.4	1.0	0	2.9	2.0	0	0	0	0.9	0.7	2.4	3.6	5.5	2.2	2.2
UTurns	5	0	0	0	5	23	0	0	0	23	0	0	0	0	0	9	0	0	0	9	37
% UTurns	2.7	0	0	0	0.9	19.2	0	0	0	1.7	0	0	0	0	0	3.2	0	0	0	0.7	1.1

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM					04:15 PM					04:00 PM					05:00 PM					
+0 mins.	47	17	29	34	127	32	272	14	13	331	39	24	9	7	79	64	227	20	15	326	
+15 mins.	47	16	23	44	130	36	248	40	7	331	23	6	6	3	38	84	235	14	16	349	
+30 mins.	47	18	21	51	137	23	263	22	5	313	25	10	5	15	55	50	231	10	9	300	
+45 mins.	51	18	40	47	156	30	352	22	15	419	27	20	4	5	56	67	238	17	16	338	
Total Volume	192	69	113	176	550	121	1135	98	40	1394	114	60	24	30	228	265	931	61	56	1313	
% App. Total	34.9	12.5	20.5	32		8.7	81.4	7	2.9		50	26.3	10.5	13.2		20.2	70.9	4.6	4.3		
PHF	.941	.958	.706	.863	.881	.840	.806	.613	.667	.832	.731	.625	.667	.500	.722	.789	.978	.763	.875	.941	
Passenger Vehicles	187	68	113	175	543	92	1101	97	40	1330	106	59	24	30	219	255	905	59	55	1274	
% Passenger Vehicles	97.4	98.6	100	99.4	98.7	76	97	99	100	95.4	93	98.3	100	100	96.1	96.2	97.2	96.7	98.2	97	
Heavy Vehicles	1	1	0	1	3	1	34	1	0	36	8	1	0	0	9	0	26	2	1	29	
% Heavy Vehicles	0.5	1.4	0	0.6	0.5	0.8	3	1	0	2.6	7	1.7	0	0	3.9	0	2.8	3.3	1.8	2.2	
UTurns	4	0	0	0	4	28	0	0	0	28	0	0	0	0	0	10	0	0	0	10	
% UTurns	2.1	0	0	0	0.7	23.1	0	0	0	2	0	0	0	0	0	3.8	0	0	0	0.8	

Intersection Turning Movement Count

City/County: Sun City Ctr/Hillsborough
 Weather: Clear
 Comments:

File Name : SR674&CypressVillage
 Site Code : 0702903
 Start Date : 6/13/2017
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	CYPRESS VILLAGE BOULEVARD Southbound					SR 674 Westbound					33RD STREET SE Northbound					SR 674 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	15	5	17	83	120	12	211	4	4	231	18	10	5	8	41	31	147	6	4	188	580
07:15 AM	16	3	16	104	139	6	184	0	12	202	16	24	5	1	46	48	149	5	4	206	593
07:30 AM	26	8	17	80	131	12	177	11	10	210	18	15	7	3	43	43	195	9	3	250	634
07:45 AM	18	8	12	77	115	8	165	6	14	193	22	25	8	4	59	76	236	7	4	323	690
Total	75	24	62	344	505	38	737	21	40	836	74	74	25	16	189	198	727	27	15	967	2497
08:00 AM	34	7	6	67	114	7	162	5	17	191	24	9	5	9	47	60	221	9	4	294	646
08:15 AM	31	9	9	59	108	9	167	13	13	202	20	10	7	4	41	67	235	7	3	312	663
08:30 AM	38	10	17	50	115	15	155	9	18	197	15	11	3	4	33	57	197	14	11	279	624
08:45 AM	43	9	16	48	116	14	154	18	11	197	14	10	3	6	33	54	192	18	7	271	617
Total	146	35	48	224	453	45	638	45	59	787	73	40	18	23	154	238	845	48	25	1156	2550
*** BREAK ***																					
04:00 PM	46	15	33	48	142	30	247	24	4	305	36	24	9	7	76	48	205	15	11	279	802
04:15 PM	47	16	29	34	126	22	264	14	13	313	19	5	6	3	33	58	222	11	10	301	773
04:30 PM	46	16	23	44	129	27	239	40	7	313	25	10	5	15	55	69	215	12	12	308	805
04:45 PM	47	18	21	51	137	17	258	22	5	302	26	20	4	5	55	57	223	10	10	300	794
Total	186	65	106	177	534	96	1008	100	29	1233	106	59	24	30	219	232	865	48	43	1188	3174
05:00 PM	47	18	40	46	151	26	340	21	15	402	20	15	3	3	41	61	223	19	15	318	912
05:15 PM	38	13	29	42	122	26	258	17	8	309	29	24	5	1	59	82	227	13	15	337	827
05:30 PM	31	16	13	36	96	20	205	22	10	257	26	24	6	0	56	48	223	10	9	290	699
05:45 PM	30	9	21	35	95	21	196	18	4	239	10	14	7	3	34	64	232	17	16	329	697
Total	146	56	103	159	464	93	999	78	37	1207	85	77	21	7	190	255	905	59	55	1274	3135
Grand Total	553	180	319	904	1956	272	3382	244	165	4063	338	250	88	76	752	923	3342	182	138	4585	11356
Apprch %	28.3	9.2	16.3	46.2		6.7	83.2	6	4.1		44.9	33.2	11.7	10.1		20.1	72.9	4	3		
Total %	4.9	1.6	2.8	8	17.2	2.4	29.8	2.1	1.5	35.8	3	2.2	0.8	0.7	6.6	8.1	29.4	1.6	1.2	40.4	

Start Time	CYPRESS VILLAGE BOULEVARD Southbound					SR 674 Westbound					33RD STREET SE Northbound					SR 674 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	
07:30 AM	26	8	17	80	131	12	177	11	10	210	18	15	7	3	43	43	195	9	3	250	634
07:45 AM	18	8	12	77	115	8	165	6	14	193	22	25	8	4	59	76	236	7	4	323	690
08:00 AM	34	7	6	67	114	7	162	5	17	191	24	9	5	9	47	60	221	9	4	294	646
08:15 AM	31	9	9	59	108	9	167	13	13	202	20	10	7	4	41	67	235	7	3	312	663
Total Volume	109	32	44	283	468	36	671	35	54	796	84	59	27	20	190	246	887	32	14	1179	2633
% App. Total	23.3	6.8	9.4	60.5		4.5	84.3	4.4	6.8		44.2	31.1	14.2	10.5		20.9	75.2	2.7	1.2		
PHF	.801	.889	.647	.884	.893	.750	.948	.673	.794	.948	.875	.590	.844	.556	.805	.809	.940	.889	.875	.913	.954

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

Intersection Turning Movement Count

City/County: Sun City Ctr/Hillsborough
 Weather: Clear
 Comments:

File Name : SR674&CypressVillage
 Site Code : 0702903
 Start Date : 6/13/2017
 Page No : 2

Start Time	CYPRESS VILLAGE BOULEVARD Southbound					SR 674 Westbound					33RD STREET SE Northbound					SR 674 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					07:00 AM					07:15 AM					07:45 AM				
+0 mins.	15	5	17	83	120	12	211	4	4	231	16	24	5	1	46	76	236	7	4	323
+15 mins.	16	3	16	104	139	6	184	0	12	202	18	15	7	3	43	60	221	9	4	294
+30 mins.	26	8	17	80	131	12	177	11	10	210	22	25	8	4	59	67	235	7	3	312
+45 mins.	18	8	12	77	115	8	165	6	14	193	24	9	5	9	47	57	197	14	11	279
Total Volume	75	24	62	344	505	38	737	21	40	836	80	73	25	17	195	260	889	37	22	1208
% App. Total	14.9	4.8	12.3	68.1		4.5	88.2	2.5	4.8		41	37.4	12.8	8.7		21.5	73.6	3.1	1.8	
PHF	.721	.750	.912	.827	.908	.792	.873	.477	.714	.905	.833	.730	.781	.472	.826	.855	.942	.661	.500	.935

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					04:45 PM					05:00 PM					05:15 PM					Int. Total
04:30 PM	46	16	23	44	129	27	239	40	7	313	25	10	5	15	55	69	215	12	12	308	
04:45 PM	47	18	21	51	137	17	258	22	5	302	26	20	4	5	55	57	223	10	10	300	794
05:00 PM	47	18	40	46	151	26	340	21	15	402	20	15	3	3	41	61	223	19	15	318	912
05:15 PM	38	13	29	42	122	26	258	17	8	309	29	24	5	1	59	82	227	13	15	337	827
Total Volume	178	65	113	183	539	96	1095	100	35	1326	100	69	17	24	210	269	888	54	52	1263	3338
% App. Total	33	12.1	21	34		7.2	82.6	7.5	2.6		47.6	32.9	8.1	11.4		21.3	70.3	4.3	4.1		
PHF	.947	.903	.706	.897	.892	.889	.805	.625	.583	.825	.862	.719	.850	.400	.890	.820	.978	.711	.867	.937	.915

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM					04:15 PM					04:00 PM					05:00 PM				
+0 mins.	47	16	29	34	126	22	264	14	13	313	36	24	9	7	76	61	223	19	15	318
+15 mins.	46	16	23	44	129	27	239	40	7	313	19	5	6	3	33	82	227	13	15	337
+30 mins.	47	18	21	51	137	17	258	22	5	302	25	10	5	15	55	48	223	10	9	290
+45 mins.	47	18	40	46	151	26	340	21	15	402	26	20	4	5	55	64	232	17	16	329
Total Volume	187	68	113	175	543	92	1101	97	40	1330	106	59	24	30	219	255	905	59	55	1274
% App. Total	34.4	12.5	20.8	32.2		6.9	82.8	7.3	3		48.4	26.9	11	13.7		20	71	4.6	4.3	
PHF	.995	.944	.706	.858	.899	.852	.810	.606	.667	.827	.736	.615	.667	.500	.720	.777	.975	.776	.859	.945

Intersection Turning Movement Count

City/County: Sun City Ctr/Hillsborough
 Weather: Clear
 Comments:

File Name : SR674&CypressVillage
 Site Code : 0702903
 Start Date : 6/13/2017
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	CYPRESS VILLAGE BOULEVARD Southbound					SR 674 Westbound					33RD STREET SE Northbound					SR 674 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	1	0	1	0	8	0	0	8	5	0	0	1	6	0	8	0	0	8	23
07:15 AM	1	0	0	2	3	0	7	0	0	7	1	1	0	0	2	3	17	0	0	20	32
07:30 AM	0	0	0	1	1	0	18	0	0	18	0	0	0	0	0	1	12	0	0	13	32
07:45 AM	0	0	1	0	1	1	15	1	0	17	1	0	0	0	1	1	7	0	1	9	28
Total	1	0	2	3	6	1	48	1	0	50	7	1	0	1	9	5	44	0	1	50	115
08:00 AM	0	0	0	0	0	0	15	0	0	15	0	0	0	1	1	6	15	2	0	23	39
08:15 AM	3	0	0	2	5	0	17	0	0	17	0	0	1	0	1	2	13	0	0	15	38
08:30 AM	1	0	1	0	2	1	11	1	0	13	0	1	0	0	1	1	4	0	0	5	21
08:45 AM	1	0	0	3	4	1	16	0	0	17	1	1	0	0	2	0	11	0	0	11	34
Total	5	0	1	5	11	2	59	1	0	62	1	2	1	1	5	9	43	2	0	54	132
*** BREAK ***																					
04:00 PM	2	0	2	1	5	0	6	0	0	6	3	0	0	0	3	2	7	0	0	9	23
04:15 PM	0	1	0	0	1	0	8	0	0	8	4	1	0	0	5	0	4	0	0	4	18
04:30 PM	1	0	0	0	1	0	9	0	0	9	0	0	0	0	0	1	7	0	0	8	18
04:45 PM	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	1	3	0	2	6	12
Total	3	1	2	1	7	0	28	0	0	28	8	1	0	0	9	4	21	0	2	27	71
05:00 PM	0	0	0	1	1	1	12	1	0	14	0	0	0	0	0	0	4	1	0	5	20
05:15 PM	0	0	1	0	1	0	13	0	0	13	1	0	0	0	1	0	8	1	1	10	25
05:30 PM	0	1	0	0	1	3	4	0	0	7	3	0	0	0	3	0	8	0	0	8	19
05:45 PM	1	1	0	0	2	0	3	0	0	3	2	0	2	0	4	0	6	0	0	6	15
Total	1	2	1	1	5	4	32	1	0	37	6	0	2	0	8	0	26	2	1	29	79
Grand Total	10	3	6	10	29	7	167	3	0	177	22	4	3	2	31	18	134	4	4	160	397
Apprch %	34.5	10.3	20.7	34.5		4	94.4	1.7	0		71	12.9	9.7	6.5		11.2	83.8	2.5	2.5		
Total %	2.5	0.8	1.5	2.5	7.3	1.8	42.1	0.8	0	44.6	5.5	1	0.8	0.5	7.8	4.5	33.8	1	1	40.3	

Start Time	CYPRESS VILLAGE BOULEVARD Southbound					SR 674 Westbound					33RD STREET SE Northbound					SR 674 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 07:30 AM																					
07:30 AM	0	0	0	1	1	0	18	0	0	18	0	0	0	0	0	1	12	0	0	13	32
07:45 AM	0	0	1	0	1	1	15	1	0	17	1	0	0	0	1	1	7	0	1	9	28
08:00 AM	0	0	0	0	0	0	15	0	0	15	0	0	0	1	1	6	15	2	0	23	39
08:15 AM	3	0	0	2	5	0	17	0	0	17	0	0	1	0	1	2	13	0	0	15	38
Total Volume	3	0	1	3	7	1	65	1	0	67	1	0	1	1	3	10	47	2	1	60	137
% App. Total	42.9	0	14.3	42.9		1.5	97	1.5	0		33.3	0	33.3	33.3		16.7	78.3	3.3	1.7		
PHF	.250	.000	.250	.375	.350	.250	.903	.250	.000	.931	.250	.000	.250	.250	.750	.417	.783	.250	.250	.652	.878

Intersection Turning Movement Count

City/County: Sun City Ctr/Hillsborough
 Weather: Clear
 Comments:

File Name : SR674&CypressVillage
 Site Code : 0702903
 Start Date : 6/13/2017
 Page No : 2

Start Time	CYPRESS VILLAGE BOULEVARD Southbound					SR 674 Westbound					33RD STREET SE Northbound					SR 674 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					07:30 AM					07:00 AM					07:15 AM				
+0 mins.	0	0	0	0	0	0	18	0	0	18	5	0	0	1	6	3	17	0	0	20
+15 mins.	3	0	0	2	5	1	15	1	0	17	1	1	0	0	2	1	12	0	0	13
+30 mins.	1	0	1	0	2	0	15	0	0	15	0	0	0	0	0	1	7	0	1	9
+45 mins.	1	0	0	3	4	0	17	0	0	17	1	0	0	0	1	6	15	2	0	23
Total Volume	5	0	1	5	11	1	65	1	0	67	7	1	0	1	9	11	51	2	1	65
% App. Total	45.5	0	9.1	45.5		1.5	97	1.5	0		77.8	11.1	0	11.1		16.9	78.5	3.1	1.5	
PHF	.417	.000	.250	.417	.550	.250	.903	.250	.000	.931	.350	.250	.000	.250	.375	.458	.750	.250	.250	.707

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					05:15 PM					05:30 PM					05:45 PM				
05:00 PM	0	0	0	1	1	1	12	1	0	14	0	0	0	0	0	0	4	1	0	5
05:15 PM	0	0	1	0	1	0	13	0	0	13	1	0	0	0	1	0	8	1	1	10
05:30 PM	0	1	0	0	1	3	4	0	0	7	3	0	0	0	3	0	8	0	0	8
05:45 PM	1	1	0	0	2	0	3	0	0	3	2	0	2	0	4	0	6	0	0	6
Total Volume	1	2	1	1	5	4	32	1	0	37	6	0	2	0	8	0	26	2	1	29
% App. Total	20	40	20	20		10.8	86.5	2.7	0		75	0	25	0		0	89.7	6.9	3.4	
PHF	.250	.500	.250	.250	.625	.333	.615	.250	.000	.661	.500	.000	.250	.000	.500	.000	.813	.500	.250	.725

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM					04:30 PM					04:00 PM					04:30 PM				
+0 mins.	2	0	2	1	5	0	9	0	0	9	3	0	0	0	3	1	7	0	0	8
+15 mins.	0	1	0	0	1	0	5	0	0	5	4	1	0	0	5	1	3	0	2	6
+30 mins.	1	0	0	0	1	1	12	1	0	14	0	0	0	0	0	0	4	1	0	5
+45 mins.	0	0	0	0	0	0	13	0	0	13	1	0	0	0	1	0	8	1	1	10
Total Volume	3	1	2	1	7	1	39	1	0	41	8	1	0	0	9	2	22	2	3	29
% App. Total	42.9	14.3	28.6	14.3		2.4	95.1	2.4	0		88.9	11.1	0	0		6.9	75.9	6.9	10.3	
PHF	.375	.250	.250	.250	.350	.250	.750	.250	.000	.732	.500	.250	.000	.000	.450	.500	.688	.500	.375	.725

Intersection Turning Movement Count

City/County: Sun City Ctr/Hillsborough
 Weather: Clear
 Comments:

File Name : SR674&CypressVillage
 Site Code : 0702903
 Start Date : 6/13/2017
 Page No : 1

Groups Printed- UTurns

Start Time	CYPRESS VILLAGE BOULEVARD Southbound					SR 674 Westbound					33RD STREET SE Northbound					SR 674 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	3	0	0	0	3	0	0	0	0	0	2	0	0	0	2	5
07:15 AM	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	7
07:30 AM	0	0	0	0	0	11	0	0	0	11	0	0	0	0	0	3	0	0	0	3	14
07:45 AM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	0	0	24	0	0	0	24	0	0	0	0	0	5	0	0	0	5	29
08:00 AM	2	0	0	0	2	3	0	0	0	3	0	0	0	0	0	1	0	0	0	1	6
08:15 AM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	1	0	0	0	1	5
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	5	0	0	0	5	0	0	0	0	0	2	0	0	0	2	7
Total	2	0	0	0	2	15	0	0	0	15	0	0	0	0	0	4	0	0	0	4	21
*** BREAK ***																					
04:00 PM	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	1	0	0	0	1	6
04:15 PM	0	0	0	0	0	10	0	0	0	10	0	0	0	0	0	5	0	0	0	5	15
04:30 PM	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	1	0	0	0	1	10
04:45 PM	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	3	0	0	0	3	9
Total	0	0	0	0	0	30	0	0	0	30	0	0	0	0	0	10	0	0	0	10	40
05:00 PM	4	0	0	0	4	3	0	0	0	3	0	0	0	0	0	3	0	0	0	3	10
05:15 PM	1	0	0	0	1	5	0	0	0	5	0	0	0	0	0	2	0	0	0	2	8
05:30 PM	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	2	0	0	0	2	7
05:45 PM	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	3	0	0	0	3	8
Total	5	0	0	0	5	18	0	0	0	18	0	0	0	0	0	10	0	0	0	10	33
Grand Total	7	0	0	0	7	87	0	0	0	87	0	0	0	0	0	29	0	0	0	29	123
Apprch %	100	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0		
Total %	5.7	0	0	0	5.7	70.7	0	0	0	70.7	0	0	0	0	0	23.6	0	0	0	23.6	

Start Time	CYPRESS VILLAGE BOULEVARD Southbound					SR 674 Westbound					33RD STREET SE Northbound					SR 674 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	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	7
07:30 AM	0	0	0	0	0	11	0	0	0	11	0	0	0	0	0	3	0	0	0	3	14
07:45 AM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
08:00 AM	2	0	0	0	2	3	0	0	0	3	0	0	0	0	0	1	0	0	0	1	6
Total Volume	2	0	0	0	2	24	0	0	0	24	0	0	0	0	0	4	0	0	0	4	30
% App. Total	100	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0		
PHF	.250	.000	.000	.000	.250	.545	.000	.000	.000	.545	.000	.000	.000	.000	.000	.333	.000	.000	.000	.333	.536

Intersection Turning Movement Count

City/County: Sun City Ctr/Hillsborough
 Weather: Clear
 Comments:

File Name : SR674&CypressVillage
 Site Code : 0702903
 Start Date : 6/13/2017
 Page No : 2

Start Time	CYPRESS VILLAGE BOULEVARD Southbound					SR 674 Westbound					33RD STREET SE Northbound					SR 674 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					07:00 AM					07:00 AM					
+0 mins.	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	2	0	0	0	2	
+15 mins.	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	11	0	0	0	11	0	0	0	0	0	3	0	0	0	3	
+45 mins.	2	0	0	0	2	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	
Total Volume	2	0	0	0	2	24	0	0	0	24	0	0	0	0	0	5	0	0	0	5	
% App. Total	100	0	0	0	0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	
PHF	.250	.000	.000	.000	.250	.545	.000	.000	.000	.545	.000	.000	.000	.000	.000	.417	.000	.000	.000	.417	

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	0	0	0	0	0	10	0	0	0	10	0	0	0	0	0	5	0	0	0	5	15
04:30 PM	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	1	0	0	0	1	10
04:45 PM	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	3	0	0	0	3	9
05:00 PM	4	0	0	0	4	3	0	0	0	3	0	0	0	0	0	3	0	0	0	3	10
Total Volume	4	0	0	0	4	28	0	0	0	28	0	0	0	0	0	12	0	0	0	12	44
% App. Total	100	0	0	0	0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	
PHF	.250	.000	.000	.000	.250	.700	.000	.000	.000	.700	.000	.000	.000	.000	.000	.600	.000	.000	.000	.600	.733

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					04:00 PM					04:15 PM					
+0 mins.	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	5	0	0	0	5	
+15 mins.	0	0	0	0	0	10	0	0	0	10	0	0	0	0	0	1	0	0	0	1	
+30 mins.	4	0	0	0	4	9	0	0	0	9	0	0	0	0	0	3	0	0	0	3	
+45 mins.	1	0	0	0	1	6	0	0	0	6	0	0	0	0	0	3	0	0	0	3	
Total Volume	5	0	0	0	5	30	0	0	0	30	0	0	0	0	0	12	0	0	0	12	
% App. Total	100	0	0	0	0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	
PHF	.313	.000	.000	.000	.313	.750	.000	.000	.000	.750	.000	.000	.000	.000	.000	.600	.000	.000	.000	.600	

Intersection Pedestrian & Bicycle Count

Date: 6/13/17

Day: Tuesday

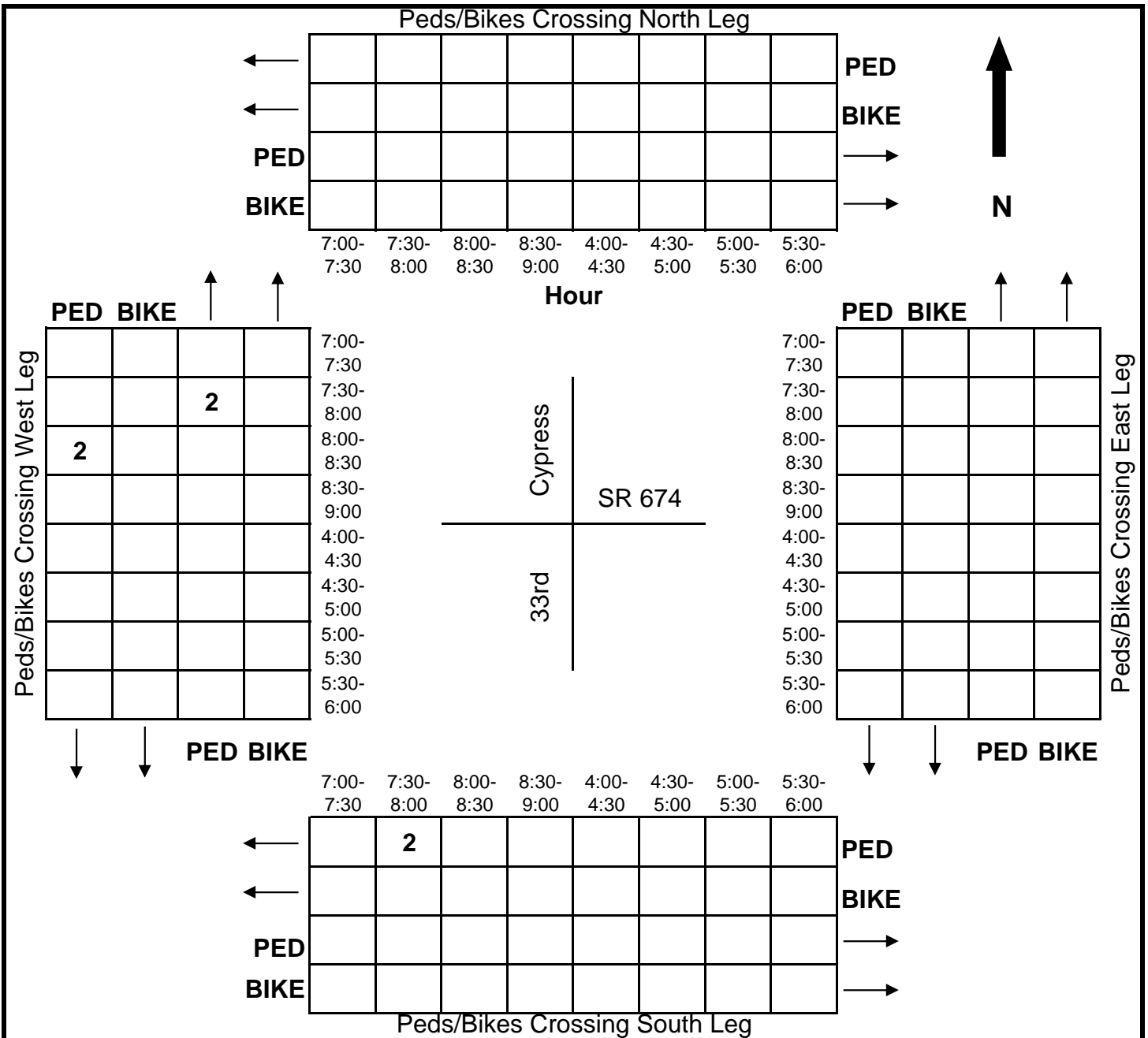
Count Times: 7-9am & 4-6pm

Weather: Clear

Intersection: SR 674 at Cypress Village Boulevard/33rd Street SE

Comments: _____

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



Intersection Turning Movement Count

City/County: Riverview/Hillsborough
 Weather: On/Off Rain 7:20-9am
 Comments:

File Name : SR674&EastBayHS
 Site Code : 0702903
 Start Date : 6/7/2017
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	EAST BAY HIGH SCHOOL Southbound					BIG BEND ROAD Westbound					BIG BEND ROAD Eastbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	
07:00 AM	19	0	6	0	25	1	146	10	1	158	12	299	0	311	494
07:15 AM	7	0	10	0	17	2	166	13	0	181	5	313	0	318	516
07:30 AM	9	0	5	0	14	0	169	8	1	178	9	282	0	291	483
07:45 AM	8	0	12	0	20	0	191	14	0	205	11	279	0	290	515
Total	43	0	33	0	76	3	672	45	2	722	37	1173	0	1210	2008
08:00 AM	15	0	13	0	28	1	206	8	0	215	5	246	0	251	494
08:15 AM	9	0	6	0	15	1	225	9	0	235	7	244	0	251	501
08:30 AM	10	0	12	0	22	1	191	8	1	201	5	282	0	287	510
08:45 AM	5	0	3	0	8	2	192	6	0	200	11	256	0	267	475
Total	39	0	34	0	73	5	814	31	1	851	28	1028	0	1056	1980
*** BREAK ***															
04:00 PM	19	0	24	0	43	1	290	4	0	295	3	238	0	241	579
04:15 PM	9	0	7	0	16	3	350	2	1	356	7	243	0	250	622
04:30 PM	3	0	10	0	13	4	338	7	0	349	5	276	0	281	643
04:45 PM	8	0	11	0	19	1	328	8	1	338	7	254	0	261	618
Total	39	0	52	0	91	9	1306	21	2	1338	22	1011	0	1033	2462
05:00 PM	8	0	12	1	21	2	348	12	0	362	5	287	0	292	675
05:15 PM	5	0	9	0	14	1	354	10	0	365	11	276	0	287	666
05:30 PM	11	0	14	0	25	2	309	8	1	320	12	280	0	292	637
05:45 PM	5	0	10	0	15	1	315	5	0	321	15	284	0	299	635
Total	29	0	45	1	75	6	1326	35	1	1368	43	1127	0	1170	2613
Grand Total	150	0	164	1	315	23	4118	132	6	4279	130	4339	0	4469	9063
Apprch %	47.6	0	52.1	0.3		0.5	96.2	3.1	0.1		2.9	97.1	0		
Total %	1.7	0	1.8	0	3.5	0.3	45.4	1.5	0.1	47.2	1.4	47.9	0	49.3	
Passenger Vehicles	126	0	159	1	286	0	3832	114	4	3950	117	4099	0	4216	8452
% Passenger Vehicles	84	0	97	100	90.8	0	93.1	86.4	66.7	92.3	90	94.5	0	94.3	93.3
Heavy Vehicles	24	0	5	0	29	0	286	18	2	306	4	240	0	244	579
% Heavy Vehicles	16	0	3	0	9.2	0	6.9	13.6	33.3	7.2	3.1	5.5	0	5.5	6.4
UTurns	0	0	0	0	0	23	0	0	0	23	9	0	0	9	32
% UTurns	0	0	0	0	0	100	0	0	0	0.5	6.9	0	0	0.2	0.4

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
 Weather: On/Off Rain 7:20-9am
 Comments:

File Name : SR674&EastBayHS
 Site Code : 0702903
 Start Date : 6/7/2017
 Page No : 2

Start Time	EAST BAY HIGH SCHOOL Southbound					BIG BEND ROAD Westbound					BIG BEND ROAD Eastbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	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 07:45 AM															
07:45 AM	8	0	12	0	20	0	191	14	0	205	11	279	0	290	515
08:00 AM	15	0	13	0	28	1	206	8	0	215	5	246	0	251	494
08:15 AM	9	0	6	0	15	1	225	9	0	235	7	244	0	251	501
08:30 AM	10	0	12	0	22	1	191	8	1	201	5	282	0	287	510
Total Volume	42	0	43	0	85	3	813	39	1	856	28	1051	0	1079	2020
% App. Total	49.4	0	50.6	0		0.4	95	4.6	0.1		2.6	97.4	0		
PHF	.700	.000	.827	.000	.759	.750	.903	.696	.250	.911	.636	.932	.000	.930	.981
Passenger Vehicles	29	0	39	0	68	0	694	26	0	720	25	953	0	978	1766
% Passenger Vehicles	69.0	0	90.7	0	80.0	0	85.4	66.7	0	84.1	89.3	90.7	0	90.6	87.4
Heavy Vehicles	13	0	4	0	17	0	119	13	1	133	0	98	0	98	248
% Heavy Vehicles	31.0	0	9.3	0	20.0	0	14.6	33.3	100	15.5	0	9.3	0	9.1	12.3
UTurns	0	0	0	0	0	3	0	0	0	3	3	0	0	3	6
% UTurns	0	0	0	0	0	100	0	0	0	0.4	10.7	0	0	0.3	0.3

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					07:45 AM					07:00 AM			
+0 mins.	8	0	12	0	20	0	191	14	0	205	12	299	0	311
+15 mins.	15	0	13	0	28	1	206	8	0	215	5	313	0	318
+30 mins.	9	0	6	0	15	1	225	9	0	235	9	282	0	291
+45 mins.	10	0	12	0	22	1	191	8	1	201	11	279	0	290
Total Volume	42	0	43	0	85	3	813	39	1	856	37	1173	0	1210
% App. Total	49.4	0	50.6	0		0.4	95	4.6	0.1		3.1	96.9	0	
PHF	.700	.000	.827	.000	.759	.750	.903	.696	.250	.911	.771	.937	.000	.951
Passenger Vehicles	29	0	39	0	68	0	694	26	0	720	35	1091	0	1126
% Passenger Vehicles	69	0	90.7	0	80	0	85.4	66.7	0	84.1	94.6	93	0	93.1
Heavy Vehicles	13	0	4	0	17	0	119	13	1	133	0	82	0	82
% Heavy Vehicles	31	0	9.3	0	20	0	14.6	33.3	100	15.5	0	7	0	6.8
UTurns	0	0	0	0	0	3	0	0	0	3	2	0	0	2
% UTurns	0	0	0	0	0	100	0	0	0	0.4	5.4	0	0	0.2

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	8	0	12	1	21	2	348	12	0	362	5	287	0	292	675
05:15 PM	5	0	9	0	14	1	354	10	0	365	11	276	0	287	666
05:30 PM	11	0	14	0	25	2	309	8	1	320	12	280	0	292	637
05:45 PM	5	0	10	0	15	1	315	5	0	321	15	284	0	299	635
Total Volume	29	0	45	1	75	6	1326	35	1	1368	43	1127	0	1170	2613
% App. Total	38.7	0	60	1.3		0.4	96.9	2.6	0.1		3.7	96.3	0		
PHF	.659	.000	.804	.250	.750	.750	.936	.729	.250	.937	.717	.982	.000	.978	.968
Passenger Vehicles	28	0	45	1	74	0	1293	35	1	1329	39	1101	0	1140	2543
% Passenger Vehicles	96.6	0	100	100	98.7	0	97.5	100	100	97.1	90.7	97.7	0	97.4	97.3
Heavy Vehicles	1	0	0	0	1	0	33	0	0	33	0	26	0	26	60
% Heavy Vehicles	3.4	0	0	0	1.3	0	2.5	0	0	2.4	0	2.3	0	2.2	2.3
UTurns	0	0	0	0	0	6	0	0	0	6	4	0	0	4	10

Intersection Turning Movement Count

% UTurns | 0 0 0 0 0 | 100 0 0 0 0.4 | 9.3 0 0 0.3 | 0.4

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM					04:30 PM					05:00 PM			
+0 mins.	19	0	24	0	43	4	338	7	0	349	5	287	0	292
+15 mins.	9	0	7	0	16	1	328	8	1	338	11	276	0	287
+30 mins.	3	0	10	0	13	2	348	12	0	362	12	280	0	292
+45 mins.	8	0	11	0	19	1	354	10	0	365	15	284	0	299
Total Volume	39	0	52	0	91	8	1368	37	1	1414	43	1127	0	1170
% App. Total	42.9	0	57.1	0		0.6	96.7	2.6	0.1		3.7	96.3	0	
PHF	.513	.000	.542	.000	.529	.500	.966	.771	.250	.968	.717	.982	.000	.978
Passenger Vehicles	38	0	52	0	90	0	1331	37	1	1369	39	1101	0	1140
% Passenger Vehicles	97.4	0	100	0	98.9	0	97.3	100	100	96.8	90.7	97.7	0	97.4
Heavy Vehicles	1	0	0	0	1	0	37	0	0	37	0	26	0	26
% Heavy Vehicles	2.6	0	0	0	1.1	0	2.7	0	0	2.6	0	2.3	0	2.2
UTurns	0	0	0	0	0	8	0	0	0	8	4	0	0	4
% UTurns	0	0	0	0	0	100	0	0	0	0.6	9.3	0	0	0.3

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
 Weather: On/Off Rain 7:20-9am
 Comments:

File Name : SR674&EastBayHS
 Site Code : 0702903
 Start Date : 6/7/2017
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	EAST BAY HIGH SCHOOL Southbound					BIG BEND ROAD Westbound					BIG BEND ROAD Eastbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	
07:00 AM	13	0	6	0	19	0	124	9	1	134	12	277	0	289	442
07:15 AM	7	0	9	0	16	0	146	13	0	159	5	296	0	301	476
07:30 AM	8	0	5	0	13	0	146	6	0	152	8	263	0	271	436
07:45 AM	6	0	12	0	18	0	160	6	0	166	10	255	0	265	449
Total	34	0	32	0	66	0	576	34	1	611	35	1091	0	1126	1803
08:00 AM	13	0	12	0	25	0	175	6	0	181	5	222	0	227	433
08:15 AM	6	0	6	0	12	0	203	7	0	210	6	225	0	231	453
08:30 AM	4	0	9	0	13	0	156	7	0	163	4	251	0	255	431
08:45 AM	3	0	3	0	6	0	161	4	0	165	7	234	0	241	412
Total	26	0	30	0	56	0	695	24	0	719	22	932	0	954	1729
*** BREAK ***															
04:00 PM	19	0	24	0	43	0	280	4	0	284	3	229	0	232	559
04:15 PM	8	0	7	0	15	0	339	2	1	342	6	233	0	239	596
04:30 PM	3	0	10	0	13	0	332	7	0	339	5	266	0	271	623
04:45 PM	8	0	11	0	19	0	317	8	1	326	7	247	0	254	599
Total	38	0	52	0	90	0	1268	21	2	1291	21	975	0	996	2377
05:00 PM	8	0	12	1	21	0	333	12	0	345	5	279	0	284	650
05:15 PM	5	0	9	0	14	0	349	10	0	359	9	267	0	276	649
05:30 PM	11	0	14	0	25	0	305	8	1	314	10	275	0	285	624
05:45 PM	4	0	10	0	14	0	306	5	0	311	15	280	0	295	620
Total	28	0	45	1	74	0	1293	35	1	1329	39	1101	0	1140	2543
Grand Total	126	0	159	1	286	0	3832	114	4	3950	117	4099	0	4216	8452
Apprch %	44.1	0	55.6	0.3		0	97	2.9	0.1		2.8	97.2	0		
Total %	1.5	0	1.9	0	3.4	0	45.3	1.3	0	46.7	1.4	48.5	0	49.9	

Start Time	EAST BAY HIGH SCHOOL Southbound					BIG BEND ROAD Westbound					BIG BEND ROAD Eastbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	
07:00 AM	13	0	6	0	19	0	124	9	1	134	12	277	0	289	442
07:15 AM	7	0	9	0	16	0	146	13	0	159	5	296	0	301	476
07:30 AM	8	0	5	0	13	0	146	6	0	152	8	263	0	271	436
07:45 AM	6	0	12	0	18	0	160	6	0	166	10	255	0	265	449
Total Volume	34	0	32	0	66	0	576	34	1	611	35	1091	0	1126	1803
% App. Total	51.5	0	48.5	0		0	94.3	5.6	0.2		3.1	96.9	0		
PHF	.654	.000	.667	.000	.868	.000	.900	.654	.250	.920	.729	.921	.000	.935	.947

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: Riverview/Hillsborough
 Weather: On/Off Rain 7:20-9am
 Comments:

File Name : SR674&EastBayHS
 Site Code : 0702903
 Start Date : 6/7/2017
 Page No : 2

Start Time	EAST BAY HIGH SCHOOL Southbound					BIG BEND ROAD Westbound					BIG BEND ROAD Eastbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	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:															
	07:15 AM					07:45 AM					07:00 AM				
+0 mins.	7	0	9	0	16	0	160	6	0	166	12	277	0	289	
+15 mins.	8	0	5	0	13	0	175	6	0	181	5	296	0	301	
+30 mins.	6	0	12	0	18	0	203	7	0	210	8	263	0	271	
+45 mins.	13	0	12	0	25	0	156	7	0	163	10	255	0	265	
Total Volume	34	0	38	0	72	0	694	26	0	720	35	1091	0	1126	
% App. Total	47.2	0	52.8	0		0	96.4	3.6	0		3.1	96.9	0		
PHF	.654	.000	.792	.000	.720	.000	.855	.929	.000	.857	.729	.921	.000	.935	
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	8	0	12	1	21	0	333	12	0	345	5	279	0	284	650
05:15 PM	5	0	9	0	14	0	349	10	0	359	9	267	0	276	649
05:30 PM	11	0	14	0	25	0	305	8	1	314	10	275	0	285	624
05:45 PM	4	0	10	0	14	0	306	5	0	311	15	280	0	295	620
Total Volume	28	0	45	1	74	0	1293	35	1	1329	39	1101	0	1140	2543
% App. Total	37.8	0	60.8	1.4		0	97.3	2.6	0.1		3.4	96.6	0		
PHF	.636	.000	.804	.250	.740	.000	.926	.729	.250	.925	.650	.983	.000	.966	.978
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	04:00 PM					04:30 PM					05:00 PM				
+0 mins.	19	0	24	0	43	0	332	7	0	339	5	279	0	284	
+15 mins.	8	0	7	0	15	0	317	8	1	326	9	267	0	276	
+30 mins.	3	0	10	0	13	0	333	12	0	345	10	275	0	285	
+45 mins.	8	0	11	0	19	0	349	10	0	359	15	280	0	295	
Total Volume	38	0	52	0	90	0	1331	37	1	1369	39	1101	0	1140	
% App. Total	42.2	0	57.8	0		0	97.2	2.7	0.1		3.4	96.6	0		
PHF	.500	.000	.542	.000	.523	.000	.953	.771	.250	.953	.650	.983	.000	.966	

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
 Weather: On/Off Rain 7:20-9am
 Comments:

File Name : SR674&EastBayHS
 Site Code : 0702903
 Start Date : 6/7/2017
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	EAST BAY HIGH SCHOOL Southbound					BIG BEND ROAD Westbound					BIG BEND ROAD Eastbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	
07:00 AM	6	0	0	0	6	0	22	1	0	23	0	22	0	22	51
07:15 AM	0	0	1	0	1	0	20	0	0	20	0	17	0	17	38
07:30 AM	1	0	0	0	1	0	23	2	1	26	0	19	0	19	46
07:45 AM	2	0	0	0	2	0	31	8	0	39	0	24	0	24	65
Total	9	0	1	0	10	0	96	11	1	108	0	82	0	82	200
08:00 AM	2	0	1	0	3	0	31	2	0	33	0	24	0	24	60
08:15 AM	3	0	0	0	3	0	22	2	0	24	0	19	0	19	46
08:30 AM	6	0	3	0	9	0	35	1	1	37	0	31	0	31	77
08:45 AM	2	0	0	0	2	0	31	2	0	33	4	22	0	26	61
Total	13	0	4	0	17	0	119	7	1	127	4	96	0	100	244

*** BREAK ***

04:00 PM	0	0	0	0	0	0	10	0	0	10	0	9	0	9	19
04:15 PM	1	0	0	0	1	0	11	0	0	11	0	10	0	10	22
04:30 PM	0	0	0	0	0	0	6	0	0	6	0	10	0	10	16
04:45 PM	0	0	0	0	0	0	11	0	0	11	0	7	0	7	18
Total	1	0	0	0	1	0	38	0	0	38	0	36	0	36	75
05:00 PM	0	0	0	0	0	0	15	0	0	15	0	8	0	8	23
05:15 PM	0	0	0	0	0	0	5	0	0	5	0	9	0	9	14
05:30 PM	0	0	0	0	0	0	4	0	0	4	0	5	0	5	9
05:45 PM	1	0	0	0	1	0	9	0	0	9	0	4	0	4	14
Total	1	0	0	0	1	0	33	0	0	33	0	26	0	26	60
Grand Total	24	0	5	0	29	0	286	18	2	306	4	240	0	244	579
Apprch %	82.8	0	17.2	0		0	93.5	5.9	0.7		1.6	98.4	0		
Total %	4.1	0	0.9	0	5	0	49.4	3.1	0.3	52.8	0.7	41.5	0	42.1	

Start Time	EAST BAY HIGH SCHOOL Southbound					BIG BEND ROAD Westbound					BIG BEND ROAD Eastbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	
07:45 AM	2	0	0	0	2	0	31	8	0	39	0	24	0	24	65
08:00 AM	2	0	1	0	3	0	31	2	0	33	0	24	0	24	60
08:15 AM	3	0	0	0	3	0	22	2	0	24	0	19	0	19	46
08:30 AM	6	0	3	0	9	0	35	1	1	37	0	31	0	31	77
Total Volume	13	0	4	0	17	0	119	13	1	133	0	98	0	98	248
% App. Total	76.5	0	23.5	0		0	89.5	9.8	0.8		0	100	0		
PHF	.542	.000	.333	.000	.472	.000	.850	.406	.250	.853	.000	.790	.000	.790	.805

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

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
 Weather: On/Off Rain 7:20-9am
 Comments:

File Name : SR674&EastBayHS
 Site Code : 0702903
 Start Date : 6/7/2017
 Page No : 2

Start Time	EAST BAY HIGH SCHOOL Southbound					BIG BEND ROAD Westbound					BIG BEND ROAD Eastbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	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:															
	07:45 AM					07:45 AM					08:00 AM				
+0 mins.	2	0	0	0	2	0	31	8	0	39	0	24	0	24	
+15 mins.	2	0	1	0	3	0	31	2	0	33	0	19	0	19	
+30 mins.	3	0	0	0	3	0	22	2	0	24	0	31	0	31	
+45 mins.	6	0	3	0	9	0	35	1	1	37	4	22	0	26	
Total Volume	13	0	4	0	17	0	119	13	1	133	4	96	0	100	
% App. Total	76.5	0	23.5	0		0	89.5	9.8	0.8		4	96	0		
PHF	.542	.000	.333	.000	.472	.000	.850	.406	.250	.853	.250	.774	.000	.806	
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	1	0	0	0	1	0	11	0	0	11	0	10	0	10	22
04:30 PM	0	0	0	0	0	0	6	0	0	6	0	10	0	10	16
04:45 PM	0	0	0	0	0	0	11	0	0	11	0	7	0	7	18
05:00 PM	0	0	0	0	0	0	15	0	0	15	0	8	0	8	23
Total Volume	1	0	0	0	1	0	43	0	0	43	0	35	0	35	79
% App. Total	100	0	0	0		0	100	0	0		0	100	0		
PHF	.250	.000	.000	.000	.250	.000	.717	.000	.000	.717	.000	.875	.000	.875	.859
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					04:00 PM				
+0 mins.	0	0	0	0	0	0	11	0	0	11	0	9	0	9	
+15 mins.	1	0	0	0	1	0	6	0	0	6	0	10	0	10	
+30 mins.	0	0	0	0	0	0	11	0	0	11	0	10	0	10	
+45 mins.	0	0	0	0	0	0	15	0	0	15	0	7	0	7	
Total Volume	1	0	0	0	1	0	43	0	0	43	0	36	0	36	
% App. Total	100	0	0	0		0	100	0	0		0	100	0		
PHF	.250	.000	.000	.000	.250	.000	.717	.000	.000	.717	.000	.900	.000	.900	

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
 Weather: On/Off Rain 7:20-9am
 Comments:

File Name : SR674&EastBayHS
 Site Code : 0702903
 Start Date : 6/7/2017
 Page No : 1

Groups Printed- UTurns

Start Time	EAST BAY HIGH SCHOOL Southbound					BIG BEND ROAD Westbound					BIG BEND ROAD Eastbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1
07:15 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	3	0	0	0	3	2	0	0	2	5
08:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1
08:15 AM	0	0	0	0	0	1	0	0	0	1	1	0	0	1	2
08:30 AM	0	0	0	0	0	1	0	0	0	1	1	0	0	1	2
08:45 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	2
Total	0	0	0	0	0	5	0	0	0	5	2	0	0	2	7

*** BREAK ***

04:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1
04:15 PM	0	0	0	0	0	3	0	0	0	3	1	0	0	1	4
04:30 PM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	4
04:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	9	0	0	0	9	1	0	0	1	10
05:00 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	2
05:15 PM	0	0	0	0	0	1	0	0	0	1	2	0	0	2	3
05:30 PM	0	0	0	0	0	2	0	0	0	2	2	0	0	2	4
05:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	6	0	0	0	6	4	0	0	4	10
Grand Total	0	0	0	0	0	23	0	0	0	23	9	0	0	9	32
Apprch %	0	0	0	0	0	100	0	0	0	100	100	0	0	0	0
Total %	0	0	0	0	0	71.9	0	0	0	71.9	28.1	0	0	28.1	0

Start Time	EAST BAY HIGH SCHOOL Southbound					BIG BEND ROAD Westbound					BIG BEND ROAD Eastbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	
08:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1
08:15 AM	0	0	0	0	0	1	0	0	0	1	1	0	0	1	2
08:30 AM	0	0	0	0	0	1	0	0	0	1	1	0	0	1	2
08:45 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	2
Total Volume	0	0	0	0	0	5	0	0	0	5	2	0	0	2	7
% App. Total	0	0	0	0	0	100	0	0	0	100	100	0	0	0	0
PHF	.000	.000	.000	.000	.000	.625	.000	.000	.000	.625	.500	.000	.000	.500	.875

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

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
 Weather: On/Off Rain 7:20-9am
 Comments:

File Name : SR674&EastBayHS
 Site Code : 0702903
 Start Date : 6/7/2017
 Page No : 2

Start Time	EAST BAY HIGH SCHOOL Southbound					BIG BEND ROAD Westbound					BIG BEND ROAD Eastbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	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					08:00 AM					07:30 AM				
+0 mins.	0	0	0	0	0	1	0	0	0	1	1	0	0	1	
+15 mins.	0	0	0	0	0	1	0	0	0	1	1	0	0	1	
+30 mins.	0	0	0	0	0	1	0	0	0	1	0	0	0	0	
+45 mins.	0	0	0	0	0	2	0	0	0	2	1	0	0	1	
Total Volume	0	0	0	0	0	5	0	0	0	5	3	0	0	3	
% App. Total	0	0	0	0	0	100	0	0	0	100	100	0	0	100	
PHF	.000	.000	.000	.000	.000	.625	.000	.000	.000	.625	.750	.000	.000	.750	
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	3	0	0	0	3	1	0	0	1	4
04:30 PM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	4
04:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1
05:00 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	2
Total Volume	0	0	0	0	0	10	0	0	0	10	1	0	0	1	11
% App. Total	0	0	0	0	0	100	0	0	0	100	100	0	0	100	
PHF	.000	.000	.000	.000	.000	.625	.000	.000	.000	.625	.250	.000	.000	.250	.688
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					04:45 PM				
+0 mins.	0	0	0	0	0	3	0	0	0	3	0	0	0	0	
+15 mins.	0	0	0	0	0	4	0	0	0	4	0	0	0	0	
+30 mins.	0	0	0	0	0	1	0	0	0	1	2	0	0	2	
+45 mins.	0	0	0	0	0	2	0	0	0	2	2	0	0	2	
Total Volume	0	0	0	0	0	10	0	0	0	10	4	0	0	4	
% App. Total	0	0	0	0	0	100	0	0	0	100	100	0	0	100	
PHF	.000	.000	.000	.000	.000	.625	.000	.000	.000	.625	.500	.000	.000	.500	

Intersection Pedestrian & Bicycle Count

Date: 6/7/17

Day: Wednesday

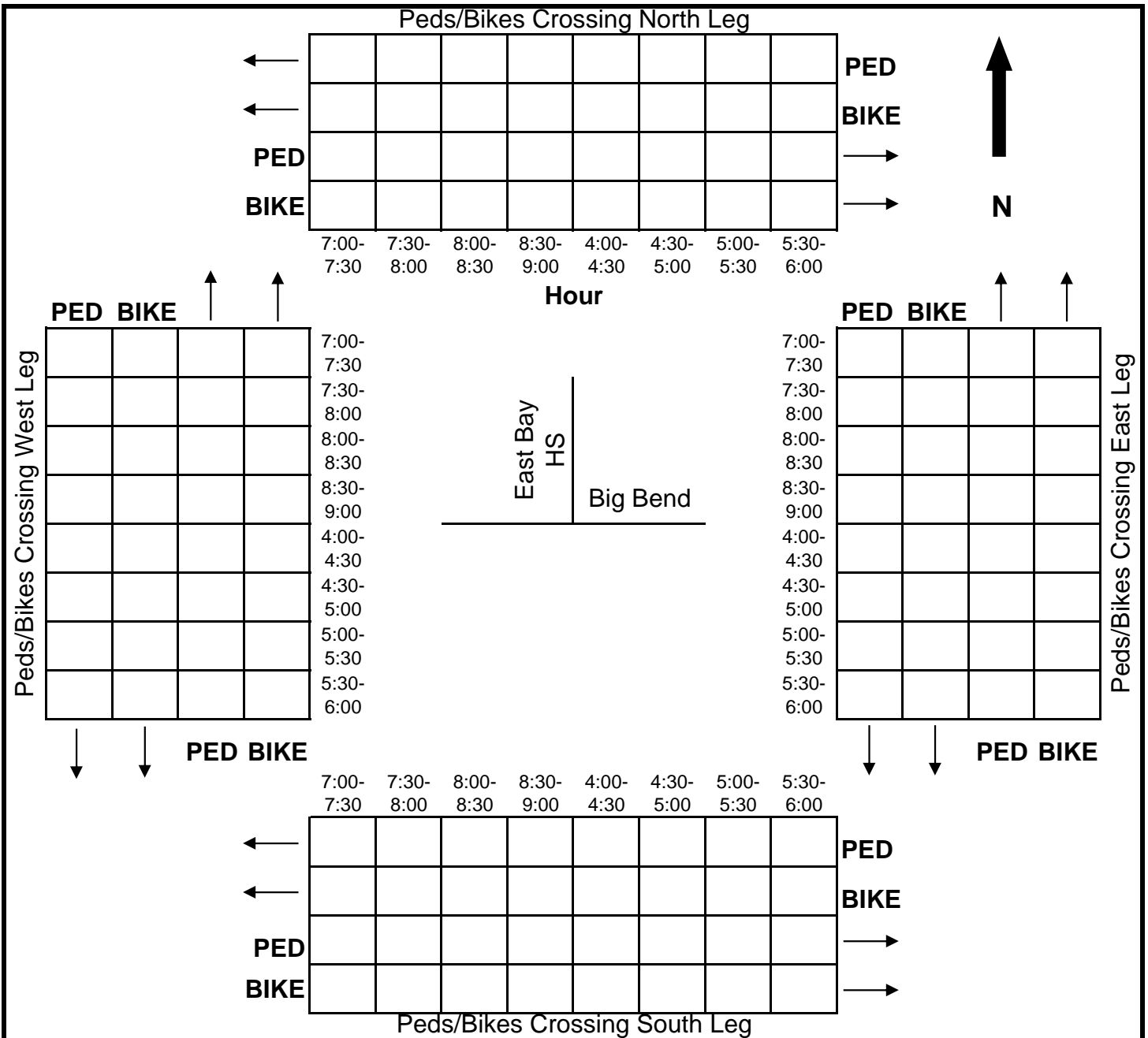
Count Times: 7-9am & 4-6pm

Weather: On/Off Rain

Intersection: Big Bend Road at East Bay High School 7:20-9am

Comments: **NO PEDS/BIKES CROSSED DURING COUNT**

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



Intersection Turning Movement Count

City/County: Riverview/Hillsborough
 Weather: Rain 7:20-7:45
 Comments:

File Name : BigBend&SimmonsLoopAM
 Site Code : 0702903
 Start Date : 6/8/2017
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	3	513	0	516	30	0	2	5	37	0	166	11	1	178	731
07:15 AM	1	470	0	471	32	0	1	2	35	0	195	22	0	217	723
07:30 AM	1	471	0	472	41	0	1	2	44	0	208	17	0	225	741
07:45 AM	1	507	0	508	33	0	1	3	37	0	228	11	0	239	784
Total	6	1961	0	1967	136	0	5	12	153	0	797	61	1	859	2979
08:00 AM	4	509	0	513	30	0	0	2	32	0	238	17	0	255	800
08:15 AM	2	452	0	454	17	0	0	2	19	0	258	14	0	272	745
08:30 AM	2	378	0	380	17	0	1	1	19	1	257	13	2	273	672
08:45 AM	2	315	0	317	18	0	0	3	21	0	202	18	1	221	559
Total	10	1654	0	1664	82	0	1	8	91	1	955	62	3	1021	2776
Grand Total	16	3615	0	3631	218	0	6	20	244	1	1752	123	4	1880	5755
Apprch %	0.4	99.6	0		89.3	0	2.5	8.2		0.1	93.2	6.5	0.2		
Total %	0.3	62.8	0	63.1	3.8	0	0.1	0.3	4.2	0	30.4	2.1	0.1	32.7	
Passenger Vehicles	10	3444	0	3454	210	0	5	20	235	0	1560	121	4	1685	5374
% Passenger Vehicles	62.5	95.3	0	95.1	96.3	0	83.3	100	96.3	0	89	98.4	100	89.6	93.4
Heavy Vehicles	1	171	0	172	5	0	1	0	6	0	192	2	0	194	372
% Heavy Vehicles	6.2	4.7	0	4.7	2.3	0	16.7	0	2.5	0	11	1.6	0	10.3	6.5
UTurns	5	0	0	5	3	0	0	0	3	1	0	0	0	1	9
% UTurns	31.2	0	0	0.1	1.4	0	0	0	1.2	100	0	0	0	0.1	0.2

Start Time	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					Int. Total
	Left	Thru	Right	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 07:30 AM															
07:30 AM	1	471	0	472	41	0	1	2	44	0	208	17	0	225	741
07:45 AM	1	507	0	508	33	0	1	3	37	0	228	11	0	239	784
08:00 AM	4	509	0	513	30	0	0	2	32	0	238	17	0	255	800
08:15 AM	2	452	0	454	17	0	0	2	19	0	258	14	0	272	745
Total Volume	8	1939	0	1947	121	0	2	9	132	0	932	59	0	991	3070
% App. Total	0.4	99.6	0		91.7	0	1.5	6.8		0	94	6	0		
PHF	.500	.952	.000	.949	.738	.000	.500	.750	.750	.000	.903	.868	.000	.911	.959
Passenger Vehicles	4	1848	0	1852	116	0	2	9	127	0	839	58	0	897	2876
% Passenger Vehicles	50.0	95.3	0	95.1	95.9	0	100	100	96.2	0	90.0	98.3	0	90.5	93.7
Heavy Vehicles	0	91	0	91	3	0	0	0	3	0	93	1	0	94	188
% Heavy Vehicles	0	4.7	0	4.7	2.5	0	0	0	2.3	0	10.0	1.7	0	9.5	6.1
UTurns	4	0	0	4	2	0	0	0	2	0	0	0	0	0	6
% UTurns	50.0	0	0	0.2	1.7	0	0	0	1.5	0	0	0	0	0	0.2

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
 Weather: Rain 7:20-7:45
 Comments:

File Name : BigBend&SimmonsLoopAM
 Site Code : 0702903
 Start Date : 6/8/2017
 Page No : 2

Start Time	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					Int. Total
	Left	Thru	Right	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				07:00 AM					07:45 AM					
+0 mins.	3	513	0	516	30	0	2	5	37	0	228	11	0	239	
+15 mins.	1	470	0	471	32	0	1	2	35	0	238	17	0	255	
+30 mins.	1	471	0	472	41	0	1	2	44	0	258	14	0	272	
+45 mins.	1	507	0	508	33	0	1	3	37	1	257	13	2	273	
Total Volume	6	1961	0	1967	136	0	5	12	153	1	981	55	2	1039	
% App. Total	0.3	99.7	0		88.9	0	3.3	7.8		0.1	94.4	5.3	0.2		
PHF	.500	.956	.000	.953	.829	.000	.625	.600	.869	.250	.951	.809	.250	.951	
Passenger Vehicles	5	1878	0	1883	131	0	4	12	147	0	877	53	2	932	
% Passenger Vehicles	83.3	95.8	0	95.7	96.3	0	80	100	96.1	0	89.4	96.4	100	89.7	
Heavy Vehicles	0	83	0	83	2	0	1	0	3	0	104	2	0	106	
% Heavy Vehicles	0	4.2	0	4.2	1.5	0	20	0	2	0	10.6	3.6	0	10.2	
UTurns	1	0	0	1	3	0	0	0	3	1	0	0	0	1	
% UTurns	16.7	0	0	0.1	2.2	0	0	0	2	100	0	0	0	0.1	

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
 Weather: Rain 7:20-7:45
 Comments:

File Name : BigBend&SimmonsLoopAM
 Site Code : 0702903
 Start Date : 6/8/2017
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	2	500	0	502	29	0	1	5	35	0	148	11	1	160	697
07:15 AM	1	455	0	456	32	0	1	2	35	0	162	22	0	184	675
07:30 AM	1	442	0	443	39	0	1	2	42	0	188	17	0	205	690
07:45 AM	1	481	0	482	31	0	1	3	35	0	203	10	0	213	730
Total	5	1878	0	1883	131	0	4	12	147	0	701	60	1	762	2792
08:00 AM	1	490	0	491	29	0	0	2	31	0	211	17	0	228	750
08:15 AM	1	435	0	436	17	0	0	2	19	0	237	14	0	251	706
08:30 AM	2	349	0	351	16	0	1	1	18	0	226	12	2	240	609
08:45 AM	1	292	0	293	17	0	0	3	20	0	185	18	1	204	517
Total	5	1566	0	1571	79	0	1	8	88	0	859	61	3	923	2582
Grand Total	10	3444	0	3454	210	0	5	20	235	0	1560	121	4	1685	5374
Apprch %	0.3	99.7	0		89.4	0	2.1	8.5		0	92.6	7.2	0.2		
Total %	0.2	64.1	0	64.3	3.9	0	0.1	0.4	4.4	0	29	2.3	0.1	31.4	

Start Time	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:30 AM	1	442	0	443	39	0	1	2	42	0	188	17	0	205	690
07:45 AM	1	481	0	482	31	0	1	3	35	0	203	10	0	213	730
08:00 AM	1	490	0	491	29	0	0	2	31	0	211	17	0	228	750
08:15 AM	1	435	0	436	17	0	0	2	19	0	237	14	0	251	706
Total Volume	4	1848	0	1852	116	0	2	9	127	0	839	58	0	897	2876
% App. Total	0.2	99.8	0		91.3	0	1.6	7.1		0	93.5	6.5	0		
PHF	1.00	.943	.000	.943	.744	.000	.500	.750	.756	.000	.885	.853	.000	.893	.959

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

	07:00 AM				07:00 AM				07:45 AM					
+0 mins.	2	500	0	502	29	0	1	5	35	0	203	10	0	213
+15 mins.	1	455	0	456	32	0	1	2	35	0	211	17	0	228
+30 mins.	1	442	0	443	39	0	1	2	42	0	237	14	0	251
+45 mins.	1	481	0	482	31	0	1	3	35	0	226	12	2	240
Total Volume	5	1878	0	1883	131	0	4	12	147	0	877	53	2	932
% App. Total	0.3	99.7	0		89.1	0	2.7	8.2		0	94.1	5.7	0.2	
PHF	.625	.939	.000	.938	.840	.000	1.000	.600	.875	.000	.925	.779	.250	.928

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
 Weather: Rain 7:20-7:45
 Comments:

File Name : BigBend&SimmonsLoopAM
 Site Code : 0702903
 Start Date : 6/8/2017
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	0	13	0	13	0	0	1	0	1	0	18	0	0	18	32
07:15 AM	0	15	0	15	0	0	0	0	0	0	33	0	0	33	48
07:30 AM	0	29	0	29	1	0	0	0	1	0	20	0	0	20	50
07:45 AM	0	26	0	26	1	0	0	0	1	0	25	1	0	26	53
Total	0	83	0	83	2	0	1	0	3	0	96	1	0	97	183
08:00 AM	0	19	0	19	1	0	0	0	1	0	27	0	0	27	47
08:15 AM	0	17	0	17	0	0	0	0	0	0	21	0	0	21	38
08:30 AM	0	29	0	29	1	0	0	0	1	0	31	1	0	32	62
08:45 AM	1	23	0	24	1	0	0	0	1	0	17	0	0	17	42
Total	1	88	0	89	3	0	0	0	3	0	96	1	0	97	189
Grand Total	1	171	0	172	5	0	1	0	6	0	192	2	0	194	372
Apprch %	0.6	99.4	0		83.3	0	16.7	0		0	99	1	0		
Total %	0.3	46	0	46.2	1.3	0	0.3	0	1.6	0	51.6	0.5	0	52.2	

Start Time	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:45 AM	0	26	0	26	1	0	0	0	1	0	25	1	0	26	53
08:00 AM	0	19	0	19	1	0	0	0	1	0	27	0	0	27	47
08:15 AM	0	17	0	17	0	0	0	0	0	0	21	0	0	21	38
08:30 AM	0	29	0	29	1	0	0	0	1	0	31	1	0	32	62
Total Volume	0	91	0	91	3	0	0	0	3	0	104	2	0	106	200
% App. Total	0	100	0		100	0	0	0		0	98.1	1.9	0		
PHF	.000	.784	.000	.784	.750	.000	.000	.000	.750	.000	.839	.500	.000	.828	.806

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				07:00 AM				07:15 AM					
+0 mins.	0	29	0	29	0	0	1	0	1	0	33	0	0	33
+15 mins.	0	26	0	26	0	0	0	0	0	0	20	0	0	20
+30 mins.	0	19	0	19	1	0	0	0	1	0	25	1	0	26
+45 mins.	0	17	0	17	1	0	0	0	1	0	27	0	0	27
Total Volume	0	91	0	91	2	0	1	0	3	0	105	1	0	106
% App. Total	0	100	0		66.7	0	33.3	0		0	99.1	0.9	0	
PHF	.000	.784	.000	.784	.500	.000	.250	.000	.750	.000	.795	.250	.000	.803

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
 Weather: Rain 7:20-7:45
 Comments:

File Name : BigBend&SimmonsLoopAM
 Site Code : 0702903
 Start Date : 6/8/2017
 Page No : 1

Groups Printed- UTurns

Start Time	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	1	0	0	1	1	0	0	0	1	0	0	0	0	0	2
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	1	0	0	0	1	0	0	0	0	0	1
07:45 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total	1	0	0	1	3	0	0	0	3	0	0	0	0	0	4
08:00 AM	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
08:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	0	0	4	0	0	0	0	0	1	0	0	0	1	5
Grand Total	5	0	0	5	3	0	0	0	3	1	0	0	0	1	9
Apprch %	100	0	0		100	0	0	0		100	0	0	0		
Total %	55.6	0	0	55.6	33.3	0	0	0	33.3	11.1	0	0	0	11.1	

Start Time	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:30 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
07:45 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
08:00 AM	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
08:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Volume	4	0	0	4	2	0	0	0	2	0	0	0	0	0	6
% App. Total	100	0	0		100	0	0	0		0	0	0	0		
PHF	.333	.000	.000	.333	.500	.000	.000	.000	.500	.000	.000	.000	.000	.000	.500

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				07:00 AM				07:45 AM					
+0 mins.	0	0	0	0	1	0	0	0	1	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	3	0	0	3	1	0	0	0	1	0	0	0	0	
+45 mins.	1	0	0	1	1	0	0	0	1	1	0	0	1	
Total Volume	4	0	0	4	3	0	0	0	3	1	0	0	1	
% App. Total	100	0	0		100	0	0	0		100	0	0		
PHF	.333	.000	.000	.333	.750	.000	.000	.000	.750	.250	.000	.000	.000	.250

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
 Weather: On/Off Light Sprinkle
 Comments:

File Name : BigBend&SimmonsLoopPM
 Site Code : 0702903
 Start Date : 6/6/2017
 Page No : 2

Start Time	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					Int. Total
	Left	Thru	Right	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 Each Approach Begins at:															
	04:30 PM				04:15 PM					05:00 PM					
+0 mins.	4	261	0	265	21	0	3	9	33	0	482	41	0	523	
+15 mins.	3	274	0	277	14	0	0	8	22	0	534	51	3	588	
+30 mins.	5	260	0	265	11	0	1	6	18	0	578	47	2	627	
+45 mins.	7	276	0	283	34	0	2	7	43	0	482	67	1	550	
Total Volume	19	1071	0	1090	80	0	6	30	116	0	2076	206	6	2288	
% App. Total	1.7	98.3	0		69	0	5.2	25.9		0	90.7	9	0.3		
PHF	.679	.970	.000	.963	.588	.000	.500	.833	.674	.000	.898	.769	.500	.912	
Passenger Vehicles	17	1010	0	1027	79	0	6	30	115	0	2042	204	6	2252	
% Passenger Vehicles	89.5	94.3	0	94.2	98.8	0	100	100	99.1	0	98.4	99	100	98.4	
Heavy Vehicles	0	61	0	61	0	0	0	0	0	0	34	2	0	36	
% Heavy Vehicles	0	5.7	0	5.6	0	0	0	0	0	0	1.6	1	0	1.6	
UTurns	2	0	0	2	1	0	0	0	1	0	0	0	0	0	
% UTurns	10.5	0	0	0.2	1.2	0	0	0	0.9	0	0	0	0	0	

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
 Weather: On/Off Light Sprinkle
 Comments:

File Name : BigBend&SimmonsLoopPM
 Site Code : 0702903
 Start Date : 6/6/2017
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
04:00 PM	3	214	0	217	16	0	2	6	24	0	385	30	1	416	657
04:15 PM	2	203	0	205	20	0	3	9	32	0	428	34	0	462	699
04:30 PM	3	249	0	252	14	0	0	8	22	0	480	46	0	526	800
04:45 PM	3	252	0	255	11	0	1	6	18	0	467	55	2	524	797
Total	11	918	0	929	61	0	6	29	96	0	1760	165	3	1928	2953
05:00 PM	5	249	0	254	34	0	2	7	43	0	477	41	0	518	815
05:15 PM	6	260	0	266	9	0	2	3	14	0	525	49	3	577	857
05:30 PM	1	238	0	239	26	0	1	7	34	0	569	47	2	618	891
05:45 PM	1	256	0	257	6	0	4	7	17	0	471	67	1	539	813
Total	13	1003	0	1016	75	0	9	24	108	0	2042	204	6	2252	3376
Grand Total	24	1921	0	1945	136	0	15	53	204	0	3802	369	9	4180	6329
Apprch %	1.2	98.8	0		66.7	0	7.4	26		0	91	8.8	0.2		
Total %	0.4	30.4	0	30.7	2.1	0	0.2	0.8	3.2	0	60.1	5.8	0.1	66	

Start Time	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
05:00 PM	5	249	0	254	34	0	2	7	43	0	477	41	0	518	815
05:15 PM	6	260	0	266	9	0	2	3	14	0	525	49	3	577	857
05:30 PM	1	238	0	239	26	0	1	7	34	0	569	47	2	618	891
05:45 PM	1	256	0	257	6	0	4	7	17	0	471	67	1	539	813
Total Volume	13	1003	0	1016	75	0	9	24	108	0	2042	204	6	2252	3376
% App. Total	1.3	98.7	0		69.4	0	8.3	22.2		0	90.7	9.1	0.3		
PHF	.542	.964	.000	.955	.551	.000	.563	.857	.628	.000	.897	.761	.500	.911	.947

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				04:15 PM				05:00 PM					
+0 mins.	3	249	0	252	20	0	3	9	32	0	477	41	0	518
+15 mins.	3	252	0	255	14	0	0	8	22	0	525	49	3	577
+30 mins.	5	249	0	254	11	0	1	6	18	0	569	47	2	618
+45 mins.	6	260	0	266	34	0	2	7	43	0	471	67	1	539
Total Volume	17	1010	0	1027	79	0	6	30	115	0	2042	204	6	2252
% App. Total	1.7	98.3	0		68.7	0	5.2	26.1		0	90.7	9.1	0.3	
PHF	.708	.971	.000	.965	.581	.000	.500	.833	.669	.000	.897	.761	.500	.911

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
 Weather: On/Off Light Sprinkle
 Comments:

File Name : BigBend&SimmonsLoopPM
 Site Code : 0702903
 Start Date : 6/6/2017
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
04:00 PM	0	19	0	19	0	0	0	0	0	0	12	0	0	12	31
04:15 PM	1	12	0	13	0	0	0	0	0	0	9	0	0	9	22
04:30 PM	0	12	0	12	0	0	0	0	0	0	9	0	0	9	21
04:45 PM	0	22	0	22	0	0	0	0	0	0	13	0	0	13	35
Total	1	65	0	66	0	0	0	0	0	0	43	0	0	43	109
05:00 PM	0	11	0	11	0	0	0	0	0	0	5	0	0	5	16
05:15 PM	0	16	0	16	0	0	0	1	1	0	9	2	0	11	28
05:30 PM	0	8	0	8	1	0	0	0	1	0	9	0	0	9	18
05:45 PM	0	11	0	11	1	0	0	0	1	0	11	0	0	11	23
Total	0	46	0	46	2	0	0	1	3	0	34	2	0	36	85
Grand Total	1	111	0	112	2	0	0	1	3	0	77	2	0	79	194
Apprch %	0.9	99.1	0		66.7	0	0	33.3		0	97.5	2.5	0		
Total %	0.5	57.2	0	57.7	1	0	0	0.5	1.5	0	39.7	1	0	40.7	

Start Time	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
04:00 PM	0	19	0	19	0	0	0	0	0	0	12	0	0	12	31
04:15 PM	1	12	0	13	0	0	0	0	0	0	9	0	0	9	22
04:30 PM	0	12	0	12	0	0	0	0	0	0	9	0	0	9	21
04:45 PM	0	22	0	22	0	0	0	0	0	0	13	0	0	13	35
Total Volume	1	65	0	66	0	0	0	0	0	0	43	0	0	43	109
% App. Total	1.5	98.5	0		0	0	0	0		0	100	0	0		
PHF	.250	.739	.000	.750	.000	.000	.000	.000	.000	.000	.827	.000	.000	.827	.779

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					
+0 mins.	0	19	0	19	0	0	0	0	0	0	12	0	0	12
+15 mins.	1	12	0	13	0	0	0	1	1	0	9	0	0	9
+30 mins.	0	12	0	12	1	0	0	0	1	0	9	0	0	9
+45 mins.	0	22	0	22	1	0	0	0	1	0	13	0	0	13
Total Volume	1	65	0	66	2	0	0	1	3	0	43	0	0	43
% App. Total	1.5	98.5	0		66.7	0	0	33.3		0	100	0	0	
PHF	.250	.739	.000	.750	.500	.000	.000	.250	.750	.000	.827	.000	.000	.827

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
 Weather: On/Off Light Sprinkle
 Comments:

File Name : BigBend&SimmonsLoopPM
 Site Code : 0702903
 Start Date : 6/6/2017
 Page No : 1

Groups Printed- UTurns

Start Time	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1
04:30 PM	1	0	0	1	0	0	0	0	0	0	1	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	1	0	0	0	0	1	1	0	0	0	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Grand Total	3	0	0	3	1	0	0	0	1	1	0	0	0	1	5
Apprch %	100	0	0		100	0	0	0		100	0	0	0		
Total %	60	0	0	60	20	0	0	0	20	20	0	0	0	20	

Start Time	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1
04:30 PM	1	0	0	1	0	0	0	0	0	0	1	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	1	0	0	0	1	1	0	0	0	1	3
% App. Total	100	0	0		100	0	0	0		100	0	0	0		
PHF	.250	.000	.000	.250	.250	.000	.000	.000	.250	.250	.000	.000	.000	.250	.375

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				04:00 PM				
+0 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	1	0	0	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	0	1
+45 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0
Total Volume	2	0	0	2	1	0	0	1	1	0	0	0	1
% App. Total	100	0	0		100	0	0		100	0	0	0	
PHF	.500	.000	.000	.500	.250	.000	.000	.250	.250	.000	.000	.000	.250

Intersection Pedestrian & Bicycle Count

Date: 6/6/17-PM & 6/8/17-AM

Day: Tues & Thurs

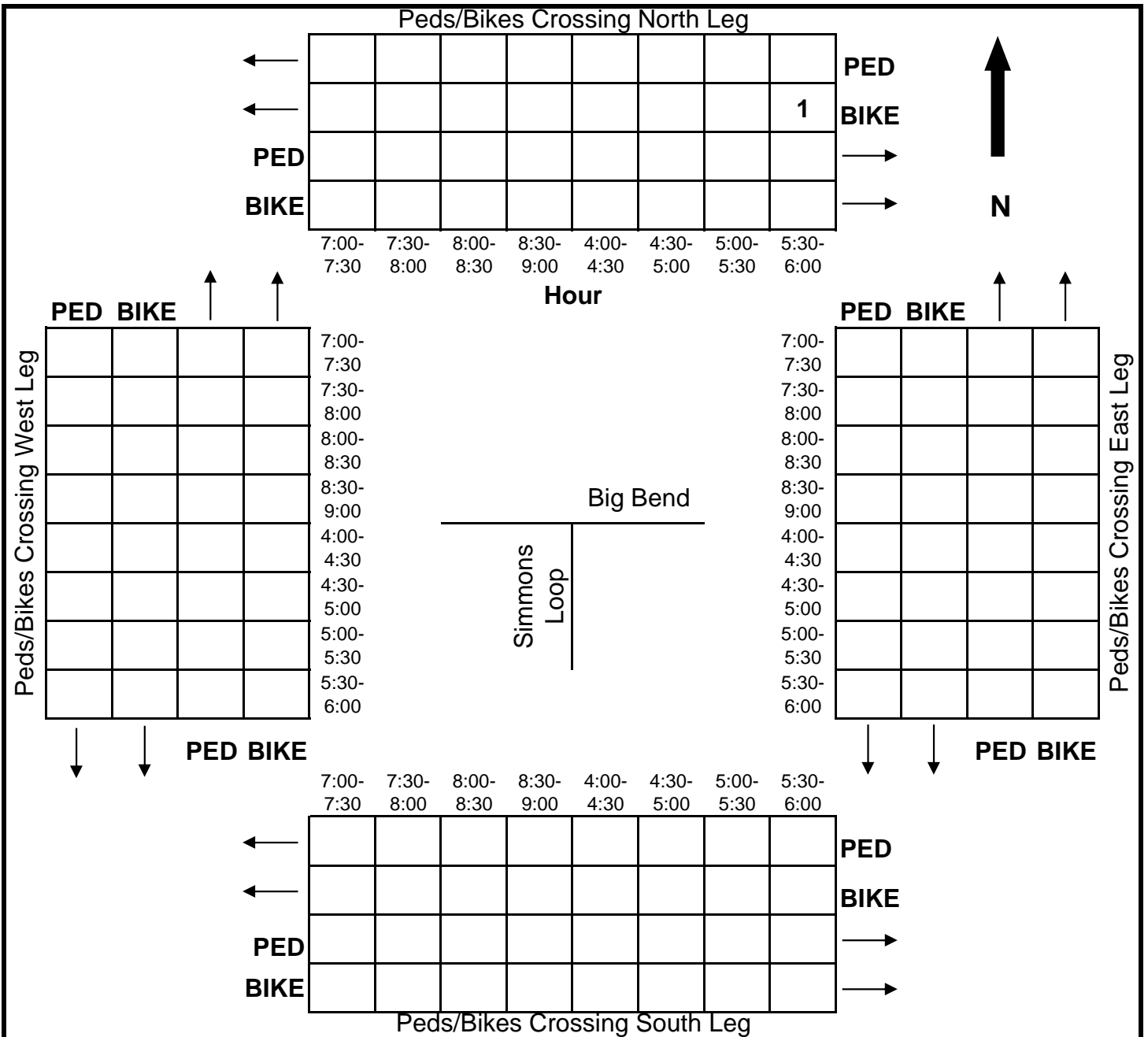
Count Times: 7-9am & 4-6pm

Weather: Rain 7:20-7:45am

Intersection: Big Bend Road at Simmons Loop On/Off Sprinkle in

Comments: Afternoon

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



Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
 Weather: Rain 7:50-8am
 Comments:

File Name : Gibsonton&NewEastBay
 Site Code : 1702903
 Start Date : 6/7/2017
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	OLD GIBSONTON DRIVE Southbound					GIBSONTON DRIVE Westbound					NEW EAST BAY ROAD Northbound					GIBSONTON DRIVE 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	17	0	1	1	19	22	81	5	8	116	12	10	101	43	166	1	108	3	0	112	413
07:15 AM	9	4	2	0	15	28	96	6	2	132	19	10	87	47	163	3	119	1	6	129	439
07:30 AM	8	3	0	1	12	19	98	3	2	122	23	9	88	44	164	1	109	1	3	114	412
07:45 AM	11	6	0	1	18	23	83	4	3	113	18	8	80	55	161	0	80	2	6	88	380
Total	45	13	3	3	64	92	358	18	15	483	72	37	356	189	654	5	416	7	15	443	1644
08:00 AM	14	3	0	1	18	24	80	4	1	109	6	13	88	44	151	1	115	5	1	122	400
08:15 AM	7	6	0	0	13	39	98	3	2	142	12	3	66	30	111	0	77	1	4	82	348
08:30 AM	7	2	2	0	11	24	96	3	2	125	9	3	41	23	76	1	117	3	3	124	336
08:45 AM	7	1	1	1	10	28	76	4	0	108	8	4	28	23	63	2	103	3	4	112	293
Total	35	12	3	2	52	115	350	14	5	484	35	23	223	120	401	4	412	12	12	440	1377
*** BREAK ***																					
04:00 PM	8	7	0	1	16	128	119	6	4	257	16	4	41	22	83	2	147	10	10	169	525
04:15 PM	9	5	0	0	14	93	129	10	6	238	12	7	38	22	79	1	146	11	9	167	498
04:30 PM	9	9	0	2	20	123	108	6	6	243	8	6	29	20	63	3	152	11	14	180	506
04:45 PM	15	7	2	0	24	108	96	5	5	214	12	5	36	18	71	3	145	6	10	164	473
Total	41	28	2	3	74	452	452	27	21	952	48	22	144	82	296	9	590	38	43	680	2002
05:00 PM	3	6	1	0	10	123	90	4	5	222	17	10	40	10	77	1	139	18	17	175	484
05:15 PM	6	7	0	0	13	155	101	10	4	270	7	4	46	18	75	0	124	12	14	150	508
05:30 PM	4	4	0	1	9	143	119	9	3	274	18	5	44	16	83	4	145	16	15	180	546
05:45 PM	4	8	0	1	13	137	107	5	4	253	16	6	34	13	69	3	148	15	13	179	514
Total	17	25	1	2	45	558	417	28	16	1019	58	25	164	57	304	8	556	61	59	684	2052
Grand Total	138	78	9	10	235	1217	1577	87	57	2938	213	107	887	448	1655	26	1974	118	129	2247	7075
Apprch %	58.7	33.2	3.8	4.3		41.4	53.7	3	1.9		12.9	6.5	53.6	27.1		1.2	87.9	5.3	5.7		
Total %	2	1.1	0.1	0.1	3.3	17.2	22.3	1.2	0.8	41.5	3	1.5	12.5	6.3	23.4	0.4	27.9	1.7	1.8	31.8	
Passenger Vehicles	133	76	9	9	227	1183	1522	84	55	2844	198	105	878	445	1626	14	1889	115	124	2142	6839
% Passenger Vehicles	96.4	97.4	100	90	96.6	97.2	96.5	96.6	96.5	96.8	93	98.1	99	99.3	98.2	53.8	95.7	97.5	96.1	95.3	96.7
Heavy Vehicles	5	2	0	1	8	22	55	3	2	82	10	2	9	3	24	0	85	3	5	93	207
% Heavy Vehicles	3.6	2.6	0	10	3.4	1.8	3.5	3.4	3.5	2.8	4.7	1.9	1	0.7	1.5	0	4.3	2.5	3.9	4.1	2.9
UTurns	0	0	0	0	0	12	0	0	0	12	5	0	0	0	5	12	0	0	0	12	29
% UTurns	0	0	0	0	0	1	0	0	0	0.4	2.3	0	0	0	0.3	46.2	0	0	0	0.5	0.4

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
 Weather: Rain 7:50-8am
 Comments:

File Name : Gibsonton&NewEastBay
 Site Code : 1702903
 Start Date : 6/7/2017
 Page No : 2

Start Time	OLD GIBSONTON DRIVE Southbound					GIBSONTON DRIVE Westbound					NEW EAST BAY ROAD Northbound					GIBSONTON DRIVE 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 07:00 AM																					
07:00 AM	17	0	1	1	19	22	81	5	8	116	12	10	101	43	166	1	108	3	0	112	413
07:15 AM	9	4	2	0	15	28	96	6	2	132	19	10	87	47	163	3	119	1	6	129	439
07:30 AM	8	3	0	1	12	19	98	3	2	122	23	9	88	44	164	1	109	1	3	114	412
07:45 AM	11	6	0	1	18	23	83	4	3	113	18	8	80	55	161	0	80	2	6	88	380
Total Volume	45	13	3	3	64	92	358	18	15	483	72	37	356	189	654	5	416	7	15	443	1644
% App. Total	70.3	20.3	4.7	4.7		19	74.1	3.7	3.1		11	5.7	54.4	28.9		1.1	93.9	1.6	3.4		
PHF	.662	.542	.375	.750	.842	.821	.913	.750	.469	.915	.783	.925	.881	.859	.985	.417	.874	.583	.625	.859	.936
Passenger Vehicles	45	12	3	3	63	84	344	17	15	460	70	37	352	188	647	3	388	6	13	410	1580
% Passenger Vehicles	100	92.3	100	100	98.4	91.3	96.1	94.4	100	95.2	97.2	100	98.9	99.5	98.9	60.0	93.3	85.7	86.7	92.6	96.1
Heavy Vehicles	0	1	0	0	1	5	14	1	0	20	1	0	4	1	6	0	28	1	2	31	58
% Heavy Vehicles	0	7.7	0	0	1.6	5.4	3.9	5.6	0	4.1	1.4	0	1.1	0.5	0.9	0	6.7	14.3	13.3	7.0	3.5
UTurns	0	0	0	0	0	3	0	0	0	3	1	0	0	0	1	2	0	0	0	2	6
% UTurns	0	0	0	0	0	3.3	0	0	0	0.6	1.4	0	0	0	0.2	40.0	0	0	0	0.5	0.4

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					07:15 AM					
+0 mins.	17	0	1	1	19	23	83	4	3	113	12	10	101	43	166	3	119	1	6	129	
+15 mins.	9	4	2	0	15	24	80	4	1	109	19	10	87	47	163	1	109	1	3	114	
+30 mins.	8	3	0	1	12	39	98	3	2	142	23	9	88	44	164	0	80	2	6	88	
+45 mins.	11	6	0	1	18	24	96	3	2	125	18	8	80	55	161	1	115	5	1	122	
Total Volume	45	13	3	3	64	110	357	14	8	489	72	37	356	189	654	5	423	9	16	453	
% App. Total	70.3	20.3	4.7	4.7		22.5	73	2.9	1.6		11	5.7	54.4	28.9		1.1	93.4	2	3.5		
PHF	.662	.542	.375	.750	.842	.705	.911	.875	.667	.861	.783	.925	.881	.859	.985	.417	.889	.450	.667	.878	
Passenger Vehicles	45	12	3	3	63	98	335	12	8	453	70	37	352	188	647	3	390	8	14	415	
% Passenger Vehicles	100	92.3	100	100	98.4	89.1	93.8	85.7	100	92.6	97.2	100	98.9	99.5	98.9	60	92.2	88.9	87.5	91.6	
Heavy Vehicles	0	1	0	0	1	10	22	2	0	34	1	0	4	1	6	0	33	1	2	36	
% Heavy Vehicles	0	7.7	0	0	1.6	9.1	6.2	14.3	0	7	1.4	0	1.1	0.5	0.9	0	7.8	11.1	12.5	7.9	
UTurns	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	2	0	0	0	2	
% UTurns	0	0	0	0	0	1.8	0	0	0	0.4	1.4	0	0	0	0.2	40	0	0	0	0.4	

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
 Weather: Rain 7:50-8am
 Comments:

File Name : Gibsonton&NewEastBay
 Site Code : 1702903
 Start Date : 6/7/2017
 Page No : 3

Start Time	OLD GIBSONTON DRIVE Southbound					GIBSONTON DRIVE Westbound					NEW EAST BAY ROAD Northbound					GIBSONTON DRIVE 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	3	6	1	0	10	123	90	4	5	222	17	10	40	10	77	1	139	18	17	175	484
05:15 PM	6	7	0	0	13	155	101	10	4	270	7	4	46	18	75	0	124	12	14	150	508
05:30 PM	4	4	0	1	9	143	119	9	3	274	18	5	44	16	83	4	145	16	15	180	546
05:45 PM	4	8	0	1	13	137	107	5	4	253	16	6	34	13	69	3	148	15	13	179	514
Total Volume	17	25	1	2	45	558	417	28	16	1019	58	25	164	57	304	8	556	61	59	684	2052
% App. Total	37.8	55.6	2.2	4.4		54.8	40.9	2.7	1.6		19.1	8.2	53.9	18.8		1.2	81.3	8.9	8.6		
PHF	.708	.781	.250	.500	.865	.900	.876	.700	.800	.930	.806	.625	.891	.792	.916	.500	.939	.847	.868	.950	.940
Passenger Vehicles	14	25	1	2	42	543	410	27	16	996	51	24	164	56	295	4	554	60	57	675	2008
% Passenger Vehicles	82.4	100	100	100	93.3	97.3	98.3	96.4	100	97.7	87.9	96.0	100	98.2	97.0	50.0	99.6	98.4	96.6	98.7	97.9
Heavy Vehicles	3	0	0	0	3	8	7	1	0	16	4	1	0	1	6	0	2	1	2	5	30
% Heavy Vehicles	17.6	0	0	0	6.7	1.4	1.7	3.6	0	1.6	6.9	4.0	0	1.8	2.0	0	0.4	1.6	3.4	0.7	1.5
UTurns	0	0	0	0	0	7	0	0	0	7	3	0	0	0	3	4	0	0	0	4	14
% UTurns	0	0	0	0	0	1.3	0	0	0	0.7	5.2	0	0	0	1.0	50.0	0	0	0	0.6	0.7

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					04:45 PM					04:15 PM				
+0 mins.	8	7	0	1	16	123	90	4	5	222	12	5	36	18	71	1	146	11	9	167
+15 mins.	9	5	0	0	14	155	101	10	4	270	17	10	40	10	77	3	152	11	14	180
+30 mins.	9	9	0	2	20	143	119	9	3	274	7	4	46	18	75	3	145	6	10	164
+45 mins.	15	7	2	0	24	137	107	5	4	253	18	5	44	16	83	1	139	18	17	175
Total Volume	41	28	2	3	74	558	417	28	16	1019	54	24	166	62	306	8	582	46	50	686
% App. Total	55.4	37.8	2.7	4.1		54.8	40.9	2.7	1.6		17.6	7.8	54.2	20.3		1.2	84.8	6.7	7.3	
PHF	.683	.778	.250	.375	.771	.900	.876	.700	.800	.930	.750	.600	.902	.861	.922	.667	.957	.639	.735	.953
Passenger Vehicles	39	28	2	3	72	543	410	27	16	996	46	24	166	61	297	5	569	46	48	668
% Passenger Vehicles	95.1	100	100	100	97.3	97.3	98.3	96.4	100	97.7	85.2	100	100	98.4	97.1	62.5	97.8	100	96	97.4
Heavy Vehicles	2	0	0	0	2	8	7	1	0	16	5	0	0	1	6	0	13	0	2	15
% Heavy Vehicles	4.9	0	0	0	2.7	1.4	1.7	3.6	0	1.6	9.3	0	0	1.6	2	0	2.2	0	4	2.2
UTurns	0	0	0	0	0	7	0	0	0	7	3	0	0	0	3	3	0	0	0	3
% UTurns	0	0	0	0	0	1.3	0	0	0	0.7	5.6	0	0	0	1	37.5	0	0	0	0.4

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
 Weather: Rain 7:50-8am
 Comments:

File Name : Gibsonton&NewEastBay
 Site Code : 1702903
 Start Date : 6/7/2017
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	OLD GIBSONTON DRIVE Southbound					GIBSONTON DRIVE Westbound					NEW EAST BAY ROAD Northbound					GIBSONTON DRIVE 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	17	0	1	1	19	22	75	5	8	110	12	10	100	43	165	0	102	2	0	104	398
07:15 AM	9	3	2	0	14	26	91	6	2	125	19	10	84	46	159	2	111	1	6	120	418
07:30 AM	8	3	0	1	12	18	97	3	2	120	23	9	88	44	164	1	101	1	2	105	401
07:45 AM	11	6	0	1	18	18	81	3	3	105	16	8	80	55	159	0	74	2	5	81	363
Total	45	12	3	3	63	84	344	17	15	460	70	37	352	188	647	3	388	6	13	410	1580
08:00 AM	14	2	0	1	17	20	76	3	1	100	6	13	87	44	150	0	104	4	1	109	376
08:15 AM	7	6	0	0	13	39	91	3	2	135	12	3	65	30	110	0	73	1	4	78	336
08:30 AM	7	2	2	0	11	21	87	3	2	113	9	3	38	22	72	0	108	3	3	114	310
08:45 AM	7	1	1	0	9	28	68	4	0	100	8	4	28	23	63	0	89	3	4	96	268
Total	35	11	3	1	50	108	322	13	5	448	35	23	218	119	395	0	374	11	12	397	1290
*** BREAK ***																					
04:00 PM	8	7	0	1	16	126	115	6	4	251	14	3	41	22	80	2	142	10	10	164	511
04:15 PM	9	5	0	0	14	92	129	10	5	236	12	7	38	22	79	1	142	11	9	163	492
04:30 PM	7	9	0	2	18	123	107	6	5	241	7	6	29	20	62	1	147	11	14	173	494
04:45 PM	15	7	2	0	24	107	95	5	5	212	9	5	36	18	68	3	142	6	9	160	464
Total	39	28	2	3	72	448	446	27	19	940	42	21	144	82	289	7	573	38	42	660	1961
05:00 PM	3	6	1	0	10	118	87	3	5	213	14	10	40	10	74	0	138	18	16	172	469
05:15 PM	6	7	0	0	13	152	100	10	4	266	6	4	46	17	73	0	123	12	14	149	501
05:30 PM	3	4	0	1	8	141	116	9	3	269	17	5	44	16	82	2	145	16	15	178	537
05:45 PM	2	8	0	1	11	132	107	5	4	248	14	5	34	13	66	2	148	14	12	176	501
Total	14	25	1	2	42	543	410	27	16	996	51	24	164	56	295	4	554	60	57	675	2008
Grand Total	133	76	9	9	227	1183	1522	84	55	2844	198	105	878	445	1626	14	1889	115	124	2142	6839
Apprch %	58.6	33.5	4	4		41.6	53.5	3	1.9		12.2	6.5	54	27.4		0.7	88.2	5.4	5.8		
Total %	1.9	1.1	0.1	0.1	3.3	17.3	22.3	1.2	0.8	41.6	2.9	1.5	12.8	6.5	23.8	0.2	27.6	1.7	1.8	31.3	

Start Time	OLD GIBSONTON DRIVE Southbound					GIBSONTON DRIVE Westbound					NEW EAST BAY ROAD Northbound					GIBSONTON DRIVE 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 07:00 AM

07:00 AM	17	0	1	1	19	22	75	5	8	110	12	10	100	43	165	0	102	2	0	104	398
07:15 AM	9	3	2	0	14	26	91	6	2	125	19	10	84	46	159	2	111	1	6	120	418
07:30 AM	8	3	0	1	12	18	97	3	2	120	23	9	88	44	164	1	101	1	2	105	401
07:45 AM	11	6	0	1	18	18	81	3	3	105	16	8	80	55	159	0	74	2	5	81	363
Total Volume	45	12	3	3	63	84	344	17	15	460	70	37	352	188	647	3	388	6	13	410	1580
% App. Total	71.4	19	4.8	4.8		18.3	74.8	3.7	3.3		10.8	5.7	54.4	29.1		0.7	94.6	1.5	3.2		
PHF	.662	.500	.375	.750	.829	.808	.887	.708	.469	.920	.761	.925	.880	.855	.980	.375	.874	.750	.542	.854	.945

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
 Weather: Rain 7:50-8am
 Comments:

File Name : Gibsonton&NewEastBay
 Site Code : 1702903
 Start Date : 6/7/2017
 Page No : 2

Start Time	OLD GIBSONTON DRIVE Southbound					GIBSONTON DRIVE Westbound					NEW EAST BAY ROAD Northbound					GIBSONTON DRIVE 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					07:00 AM					07:00 AM					07:15 AM				
+0 mins.	17	0	1	1	19	22	75	5	8	110	12	10	100	43	165	2	111	1	6	120
+15 mins.	9	3	2	0	14	26	91	6	2	125	19	10	84	46	159	1	101	1	2	105
+30 mins.	8	3	0	1	12	18	97	3	2	120	23	9	88	44	164	0	74	2	5	81
+45 mins.	11	6	0	1	18	18	81	3	3	105	16	8	80	55	159	0	104	4	1	109
Total Volume	45	12	3	3	63	84	344	17	15	460	70	37	352	188	647	3	390	8	14	415
% App. Total	71.4	19	4.8	4.8		18.3	74.8	3.7	3.3		10.8	5.7	54.4	29.1		0.7	94	1.9	3.4	
PHF	.662	.500	.375	.750	.829	.808	.887	.708	.469	.920	.761	.925	.880	.855	.980	.375	.878	.500	.583	.865

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	3	6	1	0	10	118	87	3	5	213	14	10	40	10	74	0	138	18	16	172
05:15 PM	6	7	0	0	13	152	100	10	4	266	6	4	46	17	73	0	123	12	14	149
05:30 PM	3	4	0	1	8	141	116	9	3	269	17	5	44	16	82	2	145	16	15	178
05:45 PM	2	8	0	1	11	132	107	5	4	248	14	5	34	13	66	2	148	14	12	176
Total Volume	14	25	1	2	42	543	410	27	16	996	51	24	164	56	295	4	554	60	57	675
% App. Total	33.3	59.5	2.4	4.8		54.5	41.2	2.7	1.6		17.3	8.1	55.6	19		0.6	82.1	8.9	8.4	
PHF	.583	.781	.250	.500	.808	.893	.884	.675	.800	.926	.750	.600	.891	.824	.899	.500	.936	.833	.891	.948

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					04:45 PM					05:00 PM				
+0 mins.	8	7	0	1	16	118	87	3	5	213	9	5	36	18	68	0	138	18	16	172
+15 mins.	9	5	0	0	14	152	100	10	4	266	14	10	40	10	74	0	123	12	14	149
+30 mins.	7	9	0	2	18	141	116	9	3	269	6	4	46	17	73	2	145	16	15	178
+45 mins.	15	7	2	0	24	132	107	5	4	248	17	5	44	16	82	2	148	14	12	176
Total Volume	39	28	2	3	72	543	410	27	16	996	46	24	166	61	297	4	554	60	57	675
% App. Total	54.2	38.9	2.8	4.2		54.5	41.2	2.7	1.6		15.5	8.1	55.9	20.5		0.6	82.1	8.9	8.4	
PHF	.650	.778	.250	.375	.750	.893	.884	.675	.800	.926	.676	.600	.902	.847	.905	.500	.936	.833	.891	.948

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
 Weather: Rain 7:50-8am
 Comments:

File Name : Gibsonton&NewEastBay
 Site Code : 1702903
 Start Date : 6/7/2017
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	OLD GIBSONTON DRIVE Southbound					GIBSONTON DRIVE Westbound					NEW EAST BAY ROAD Northbound					GIBSONTON DRIVE 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	6	0	0	6	0	0	1	0	1	0	6	1	0	7	14
07:15 AM	0	1	0	0	1	2	5	0	0	7	0	0	3	1	4	0	8	0	0	8	20
07:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	8	0	1	9	10
07:45 AM	0	0	0	0	0	3	2	1	0	6	1	0	0	0	1	0	6	0	1	7	14
Total	0	1	0	0	1	5	14	1	0	20	1	0	4	1	6	0	28	1	2	31	58
08:00 AM	0	1	0	0	1	4	4	1	0	9	0	0	1	0	1	0	11	1	0	12	23
08:15 AM	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	0	4	0	0	4	12
08:30 AM	0	0	0	0	0	3	9	0	0	12	0	0	3	1	4	0	9	0	0	9	25
08:45 AM	0	0	0	1	1	0	8	0	0	8	0	0	0	0	0	0	14	0	0	14	23
Total	0	1	0	1	2	7	28	1	0	36	0	0	5	1	6	0	38	1	0	39	83
*** BREAK ***																					
04:00 PM	0	0	0	0	0	1	4	0	0	5	2	1	0	0	3	0	5	0	0	5	13
04:15 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	4	0	0	4	5
04:30 PM	2	0	0	0	2	0	1	0	1	2	1	0	0	0	1	0	5	0	0	5	10
04:45 PM	0	0	0	0	0	1	1	0	0	2	2	0	0	0	2	0	3	0	1	4	8
Total	2	0	0	0	2	2	6	0	2	10	5	1	0	0	6	0	17	0	1	18	36
05:00 PM	0	0	0	0	0	2	3	1	0	6	2	0	0	0	2	0	1	0	1	2	10
05:15 PM	0	0	0	0	0	2	1	0	0	3	1	0	0	1	2	0	1	0	0	1	6
05:30 PM	1	0	0	0	1	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	5
05:45 PM	2	0	0	0	2	3	0	0	0	3	1	1	0	0	2	0	0	1	1	2	9
Total	3	0	0	0	3	8	7	1	0	16	4	1	0	1	6	0	2	1	2	5	30
Grand Total	5	2	0	1	8	22	55	3	2	82	10	2	9	3	24	0	85	3	5	93	207
Apprch %	62.5	25	0	12.5		26.8	67.1	3.7	2.4		41.7	8.3	37.5	12.5		0	91.4	3.2	5.4		
Total %	2.4	1	0	0.5	3.9	10.6	26.6	1.4	1	39.6	4.8	1	4.3	1.4	11.6	0	41.1	1.4	2.4	44.9	

Start Time	OLD GIBSONTON DRIVE Southbound					GIBSONTON DRIVE Westbound					NEW EAST BAY ROAD Northbound					GIBSONTON DRIVE 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	
08:00 AM	0	1	0	0	1	4	4	1	0	9	0	0	1	0	1	0	11	1	0	12	23
08:15 AM	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	0	4	0	0	4	12
08:30 AM	0	0	0	0	0	3	9	0	0	12	0	0	3	1	4	0	9	0	0	9	25
08:45 AM	0	0	0	1	1	0	8	0	0	8	0	0	0	0	0	0	14	0	0	14	23
Total Volume	0	1	0	1	2	7	28	1	0	36	0	0	5	1	6	0	38	1	0	39	83
% App. Total	0	50	0	50		19.4	77.8	2.8	0		0	0	83.3	16.7		0	97.4	2.6	0		
PHF	.000	.250	.000	.250	.500	.438	.778	.250	.000	.750	.000	.000	.417	.250	.375	.000	.679	.250	.000	.696	.830

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

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
 Weather: Rain 7:50-8am
 Comments:

File Name : Gibsonton&NewEastBay
 Site Code : 1702903
 Start Date : 6/7/2017
 Page No : 2

Start Time	OLD GIBSONTON DRIVE Southbound					GIBSONTON DRIVE Westbound					NEW EAST BAY ROAD Northbound					GIBSONTON DRIVE 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					08:00 AM					07:45 AM					08:00 AM				
+0 mins.	0	1	0	0	1	4	4	1	0	9	1	0	0	0	1	0	11	1	0	12
+15 mins.	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	0	4	0	0	4
+30 mins.	0	0	0	0	0	3	9	0	0	12	0	0	1	0	1	0	9	0	0	9
+45 mins.	0	1	0	0	1	0	8	0	0	8	0	0	3	1	4	0	14	0	0	14
Total Volume	0	2	0	0	2	7	28	1	0	36	1	0	5	1	7	0	38	1	0	39
% App. Total	0	100	0	0		19.4	77.8	2.8	0		14.3	0	71.4	14.3		0	97.4	2.6	0	
PHF	.000	.500	.000	.000	.500	.438	.778	.250	.000	.750	.250	.000	.417	.250	.438	.000	.679	.250	.000	.696

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	0	0	0	1	4	0	0	5	2	1	0	0	3	0	5	0	0	5
04:15 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	4	0	0	4
04:30 PM	2	0	0	0	2	0	1	0	1	2	1	0	0	0	1	0	5	0	0	5
04:45 PM	0	0	0	0	0	1	1	0	0	2	2	0	0	0	2	0	3	0	1	4
Total Volume	2	0	0	0	2	2	6	0	2	10	5	1	0	0	6	0	17	0	1	18
% App. Total	100	0	0	0		20	60	0	20		83.3	16.7	0	0		0	94.4	0	5.6	
PHF	.250	.000	.000	.000	.250	.500	.375	.000	.500	.500	.625	.250	.000	.000	.500	.000	.850	.000	.250	.900

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM					05:00 PM					04:30 PM					04:00 PM				
+0 mins.	0	0	0	0	0	2	3	1	0	6	1	0	0	0	1	0	5	0	0	5
+15 mins.	0	0	0	0	0	2	1	0	0	3	2	0	0	0	2	0	4	0	0	4
+30 mins.	1	0	0	0	1	1	3	0	0	4	2	0	0	0	2	0	5	0	0	5
+45 mins.	2	0	0	0	2	3	0	0	0	3	1	0	0	1	2	0	3	0	1	4
Total Volume	3	0	0	0	3	8	7	1	0	16	6	0	0	1	7	0	17	0	1	18
% App. Total	100	0	0	0		50	43.8	6.2	0		85.7	0	0	14.3		0	94.4	0	5.6	
PHF	.375	.000	.000	.000	.375	.667	.583	.250	.000	.667	.750	.000	.000	.250	.875	.000	.850	.000	.250	.900

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
 Weather: Rain 7:50-8am
 Comments:

File Name : Gibsonton&NewEastBay
 Site Code : 1702903
 Start Date : 6/7/2017
 Page No : 1

Groups Printed- UTurns

Start Time	OLD GIBSONTON DRIVE Southbound					GIBSONTON DRIVE Westbound					NEW EAST BAY ROAD Northbound					GIBSONTON DRIVE 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	1	0	0	0	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
07:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	0	3
Total	0	0	0	0	0	3	0	0	0	3	1	0	0	0	1	2	0	0	0	0	2	6
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
*** BREAK ***																						
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4
*** BREAK ***																						
04:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
Total	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	2	0	0	0	0	2	5
05:00 PM	0	0	0	0	0	3	0	0	0	3	1	0	0	0	1	1	0	0	0	0	1	5
05:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	2	0	0	0	0	2	4
05:45 PM	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	1	0	0	0	0	1	4
Total	0	0	0	0	0	7	0	0	0	7	3	0	0	0	3	4	0	0	0	0	4	14
Grand Total	0	0	0	0	0	12	0	0	0	12	5	0	0	0	5	12	0	0	0	0	12	29
Apprch %	0	0	0	0		100	0	0	0		100	0	0	0		100	0	0	0			
Total %	0	0	0	0	0	41.4	0	0	0	41.4	17.2	0	0	0	17.2	41.4	0	0	0	0	41.4	

Start Time	OLD GIBSONTON DRIVE Southbound					GIBSONTON DRIVE Westbound					NEW EAST BAY ROAD Northbound					GIBSONTON DRIVE 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	1	0	0	0	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
07:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	0	3
Total Volume	0	0	0	0	0	3	0	0	0	3	1	0	0	0	1	2	0	0	0	0	2	6
% App. Total	0	0	0	0		100	0	0	0		100	0	0	0		100	0	0	0			
PHF	.000	.000	.000	.000	.000	.375	.000	.000	.000	.375	.250	.000	.000	.000	.250	.500	.000	.000	.000	.000	.500	.500

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: Gibsonton/Hillsborough
 Weather: Rain 7:50-8am
 Comments:

File Name : Gibsonton&NewEastBay
 Site Code : 1702903
 Start Date : 6/7/2017
 Page No : 2

Start Time	OLD GIBSONTON DRIVE Southbound					GIBSONTON DRIVE Westbound					NEW EAST BAY ROAD Northbound					GIBSONTON DRIVE 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					07:00 AM					07:00 AM					08:00 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
+15 mins.	0	0	0	0	0	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	0	1	0	0	0	0	0	1	0	0	0	1
+45 mins.	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	2	0	0	0	2
Total Volume	0	0	0	0	0	3	0	0	0	3	1	0	0	0	1	4	0	0	0	4
% App. Total	0	0	0	0	0	100	0	0	0	100	100	0	0	0	100	100	0	0	0	100
PHF	.000	.000	.000	.000	.000	.375	.000	.000	.000	.375	.250	.000	.000	.000	.250	.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					05:15 PM					05:30 PM					05:45 PM				
05:00 PM	0	0	0	0	0	3	0	0	0	3	1	0	0	0	1	1	0	0	0	1
05:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	2	0	0	0	2
05:45 PM	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	1	0	0	0	1
Total Volume	0	0	0	0	0	7	0	0	0	7	3	0	0	0	3	4	0	0	0	4
% App. Total	0	0	0	0	0	100	0	0	0	100	100	0	0	0	100	100	0	0	0	100
PHF	.000	.000	.000	.000	.000	.583	.000	.000	.000	.583	.750	.000	.000	.000	.750	.500	.000	.000	.000	.500

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					04:45 PM					05:00 PM				
+0 mins.	0	0	0	0	0	3	0	0	0	3	1	0	0	0	1	1	0	0	0	1
+15 mins.	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2
+45 mins.	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	1	0	0	0	1
Total Volume	0	0	0	0	0	7	0	0	0	7	3	0	0	0	3	4	0	0	0	4
% App. Total	0	0	0	0	0	100	0	0	0	100	100	0	0	0	100	100	0	0	0	100
PHF	.000	.000	.000	.000	.000	.583	.000	.000	.000	.583	.750	.000	.000	.000	.750	.500	.000	.000	.000	.500

Intersection Pedestrian & Bicycle Count

Date: 6/7/17

Day: Wednesday

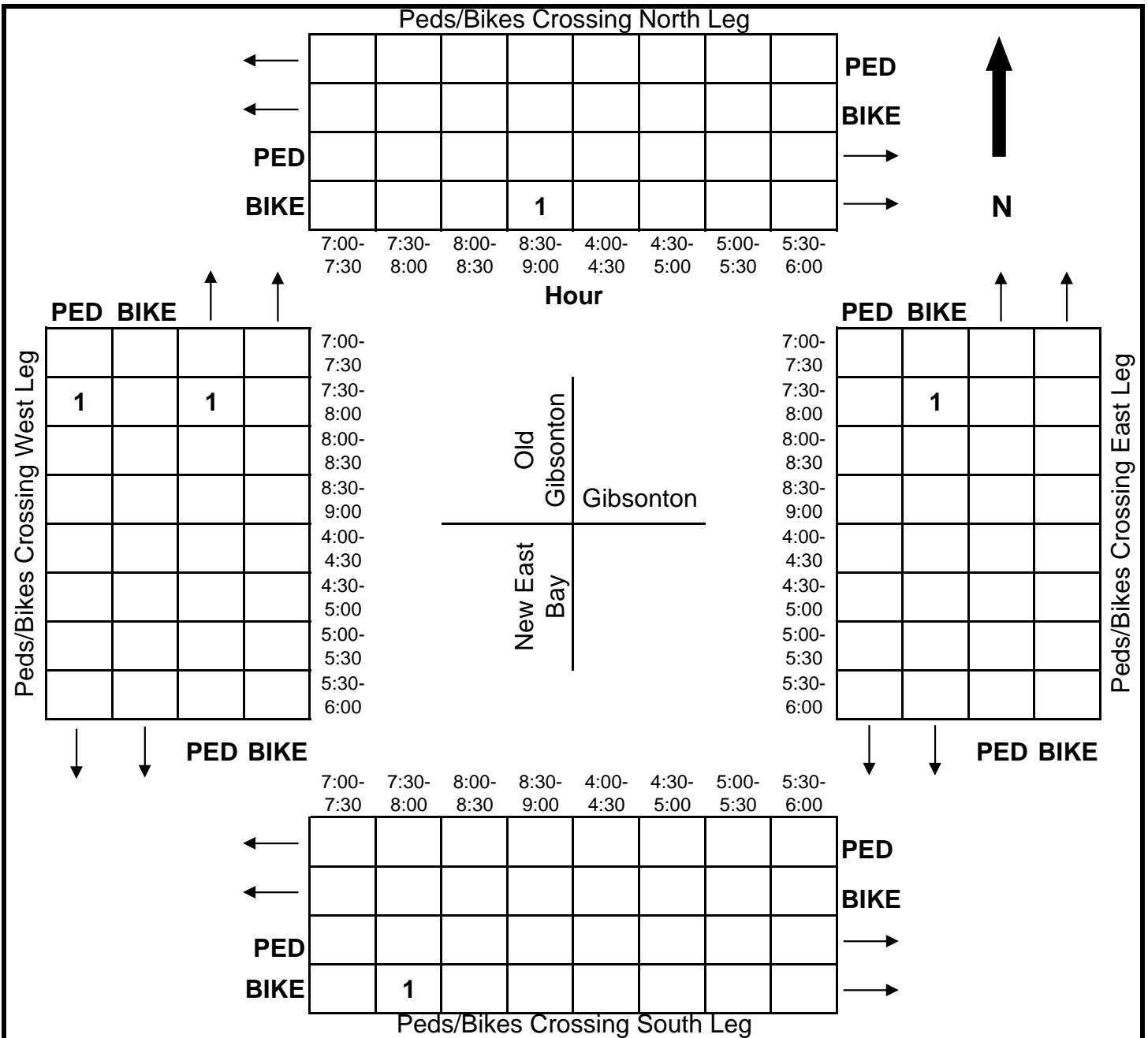
Count Times: 7-9am & 4-6pm

Weather: Rain 7:50-8am

Intersection: Gibsonton Drive at New East Bay Road/Old Gibsonton Drive

Comments: _____

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



Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
 Weather: On/Off Sprinke 5:15-6pm
 Comments:

File Name : Gibsonton&I-75SB
 Site Code : 0702903
 Start Date : 6/6/2017
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	I-75 SB RAMPS Southbound				GIBSONTON DRIVE Westbound				GIBSONTON DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	93	0	54	147	54	61	0	115	0	235	21	256	518
07:15 AM	118	0	59	177	87	77	0	164	0	220	27	247	588
07:30 AM	123	0	62	185	71	81	0	152	0	200	28	228	565
07:45 AM	144	0	83	227	64	92	0	156	0	194	21	215	598
Total	478	0	258	736	276	311	0	587	0	849	97	946	2269
08:00 AM	121	0	57	178	74	88	0	162	0	215	29	244	584
08:15 AM	88	0	51	139	71	81	0	152	0	190	22	212	503
08:30 AM	131	0	58	189	55	84	0	139	0	155	22	177	505
08:45 AM	78	0	53	131	65	100	0	165	0	128	12	140	436
Total	418	0	219	637	265	353	0	618	0	688	85	773	2028
*** BREAK ***													
04:00 PM	293	0	124	417	44	154	0	198	0	208	25	233	848
04:15 PM	350	0	123	473	37	137	0	174	0	170	26	196	843
04:30 PM	297	0	125	422	25	131	0	156	1	174	20	195	773
04:45 PM	380	0	132	512	40	140	0	180	0	166	30	196	888
Total	1320	0	504	1824	146	562	0	708	1	718	101	820	3352
05:00 PM	401	0	135	536	48	104	0	152	0	158	20	178	866
05:15 PM	367	0	174	541	41	132	0	173	0	169	21	190	904
05:30 PM	377	0	147	524	45	135	0	180	0	143	17	160	864
05:45 PM	416	0	127	543	47	142	0	189	0	167	23	190	922
Total	1561	0	583	2144	181	513	0	694	0	637	81	718	3556
Grand Total	3777	0	1564	5341	868	1739	0	2607	1	2892	364	3257	11205
Apprch %	70.7	0	29.3		33.3	66.7	0		0	88.8	11.2		
Total %	33.7	0	14	47.7	7.7	15.5	0	23.3	0	25.8	3.2	29.1	
Passenger Vehicles	3708	0	1518	5226	823	1699	0	2522	0	2821	320	3141	10889
% Passenger Vehicles	98.2	0	97.1	97.8	94.8	97.7	0	96.7	0	97.5	87.9	96.4	97.2
Heavy Vehicles	69	0	46	115	21	40	0	61	0	71	44	115	291
% Heavy Vehicles	1.8	0	2.9	2.2	2.4	2.3	0	2.3	0	2.5	12.1	3.5	2.6
UTurns	0	0	0	0	24	0	0	24	1	0	0	1	25
% UTurns	0	0	0	0	2.8	0	0	0.9	100	0	0	0	0.2

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
 Weather: On/Off Sprinke 5:15-6pm
 Comments:

File Name : Gibsonton&I-75SB
 Site Code : 0702903
 Start Date : 6/6/2017
 Page No : 3

Start Time	I-75 SB RAMPS Southbound				GIBSONTON DRIVE Westbound				GIBSONTON DRIVE 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:													
	05:00 PM				04:00 PM				04:00 PM				
+0 mins.	401	0	135	536	44	154	0	198	0	208	25	233	
+15 mins.	367	0	174	541	37	137	0	174	0	170	26	196	
+30 mins.	377	0	147	524	25	131	0	156	1	174	20	195	
+45 mins.	416	0	127	543	40	140	0	180	0	166	30	196	
Total Volume	1561	0	583	2144	146	562	0	708	1	718	101	820	
% App. Total	72.8	0	27.2		20.6	79.4	0		0.1	87.6	12.3		
PHF	.938	.000	.838	.987	.830	.912	.000	.894	.250	.863	.842	.880	
Passenger Vehicles	1541	0	577	2118	139	556	0	695	0	704	91	795	
% Passenger Vehicles	98.7	0	99	98.8	95.2	98.9	0	98.2	0	98.1	90.1	97	
Heavy Vehicles	20	0	6	26	6	6	0	12	0	14	10	24	
% Heavy Vehicles	1.3	0	1	1.2	4.1	1.1	0	1.7	0	1.9	9.9	2.9	
UTurns	0	0	0	0	1	0	0	1	1	0	0	1	
% UTurns	0	0	0	0	0.7	0	0	0.1	100	0	0	0.1	

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
 Weather: On/Off Sprinke 5:15-6pm
 Comments:

File Name : Gibsonton&I-75SB
 Site Code : 0702903
 Start Date : 6/6/2017
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	I-75 SB RAMPS Southbound				GIBSONTON DRIVE Westbound				GIBSONTON DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	88	0	47	135	49	61	0	110	0	231	18	249	494
07:15 AM	112	0	57	169	77	73	0	150	0	218	20	238	557
07:30 AM	119	0	58	177	62	80	0	142	0	194	23	217	536
07:45 AM	137	0	78	215	56	88	0	144	0	184	16	200	559
Total	456	0	240	696	244	302	0	546	0	827	77	904	2146
08:00 AM	117	0	53	170	72	83	0	155	0	205	27	232	557
08:15 AM	87	0	47	134	71	78	0	149	0	183	18	201	484
08:30 AM	124	0	54	178	54	81	0	135	0	149	19	168	481
08:45 AM	75	0	49	124	64	92	0	156	0	122	9	131	411
Total	403	0	203	606	261	334	0	595	0	659	73	732	1933

*** BREAK ***

04:00 PM	290	0	123	413	41	150	0	191	0	203	23	226	830
04:15 PM	348	0	122	470	37	137	0	174	0	168	22	190	834
04:30 PM	292	0	124	416	25	129	0	154	0	170	19	189	759
04:45 PM	378	0	129	507	36	140	0	176	0	163	27	190	873
Total	1308	0	498	1806	139	556	0	695	0	704	91	795	3296
05:00 PM	394	0	133	527	48	101	0	149	0	155	20	175	851
05:15 PM	362	0	173	535	40	130	0	170	0	168	21	189	894
05:30 PM	372	0	145	517	44	135	0	179	0	141	16	157	853
05:45 PM	413	0	126	539	47	141	0	188	0	167	22	189	916
Total	1541	0	577	2118	179	507	0	686	0	631	79	710	3514
Grand Total	3708	0	1518	5226	823	1699	0	2522	0	2821	320	3141	10889
Apprch %	71	0	29		32.6	67.4	0		0	89.8	10.2		
Total %	34.1	0	13.9	48	7.6	15.6	0	23.2	0	25.9	2.9	28.8	

Start Time	I-75 SB RAMPS Southbound				GIBSONTON DRIVE Westbound				GIBSONTON DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	112	0	57	169	77	73	0	150	0	218	20	238	557
07:30 AM	119	0	58	177	62	80	0	142	0	194	23	217	536
07:45 AM	137	0	78	215	56	88	0	144	0	184	16	200	559
08:00 AM	117	0	53	170	72	83	0	155	0	205	27	232	557
Total Volume	485	0	246	731	267	324	0	591	0	801	86	887	2209
% App. Total	66.3	0	33.7		45.2	54.8	0		0	90.3	9.7		
PHF	.885	.000	.788	.850	.867	.920	.000	.953	.000	.919	.796	.932	.988

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

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
 Weather: On/Off Sprinke 5:15-6pm
 Comments:

File Name : Gibsonton&I-75SB
 Site Code : 0702903
 Start Date : 6/6/2017
 Page No : 2

Start Time	I-75 SB RAMPS Southbound				GIBSONTON DRIVE Westbound				GIBSONTON DRIVE 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:													
	07:15 AM				08:00 AM				07:00 AM				
+0 mins.	112	0	57	169	72	83	0	155	0	231	18	249	
+15 mins.	119	0	58	177	71	78	0	149	0	218	20	238	
+30 mins.	137	0	78	215	54	81	0	135	0	194	23	217	
+45 mins.	117	0	53	170	64	92	0	156	0	184	16	200	
Total Volume	485	0	246	731	261	334	0	595	0	827	77	904	
% App. Total	66.3	0	33.7		43.9	56.1	0		0	91.5	8.5		
PHF	.885	.000	.788	.850	.906	.908	.000	.954	.000	.895	.837	.908	
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	394	0	133	527	48	101	0	149	0	155	20	175	851
05:15 PM	362	0	173	535	40	130	0	170	0	168	21	189	894
05:30 PM	372	0	145	517	44	135	0	179	0	141	16	157	853
05:45 PM	413	0	126	539	47	141	0	188	0	167	22	189	916
Total Volume	1541	0	577	2118	179	507	0	686	0	631	79	710	3514
% App. Total	72.8	0	27.2		26.1	73.9	0		0	88.9	11.1		
PHF	.933	.000	.834	.982	.932	.899	.000	.912	.000	.939	.898	.939	.959
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	05:00 PM				04:00 PM				04:00 PM				
+0 mins.	394	0	133	527	41	150	0	191	0	203	23	226	
+15 mins.	362	0	173	535	37	137	0	174	0	168	22	190	
+30 mins.	372	0	145	517	25	129	0	154	0	170	19	189	
+45 mins.	413	0	126	539	36	140	0	176	0	163	27	190	
Total Volume	1541	0	577	2118	139	556	0	695	0	704	91	795	
% App. Total	72.8	0	27.2		20	80	0		0	88.6	11.4		
PHF	.933	.000	.834	.982	.848	.927	.000	.910	.000	.867	.843	.879	

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
 Weather: On/Off Sprinke 5:15-6pm
 Comments:

File Name : Gibsonton&I-75SB
 Site Code : 0702903
 Start Date : 6/6/2017
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	I-75 SB RAMPS Southbound				GIBSONTON DRIVE Westbound				GIBSONTON DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	5	0	7	12	4	0	0	4	0	4	3	7	23
07:15 AM	6	0	2	8	1	4	0	5	0	2	7	9	22
07:30 AM	4	0	4	8	0	1	0	1	0	6	5	11	20
07:45 AM	7	0	5	12	4	4	0	8	0	10	5	15	35
Total	22	0	18	40	9	9	0	18	0	22	20	42	100
08:00 AM	4	0	4	8	2	5	0	7	0	10	2	12	27
08:15 AM	1	0	4	5	0	3	0	3	0	7	4	11	19
08:30 AM	7	0	4	11	1	3	0	4	0	6	3	9	24
08:45 AM	3	0	4	7	1	8	0	9	0	6	3	9	25
Total	15	0	16	31	4	19	0	23	0	29	12	41	95

*** BREAK ***

04:00 PM	3	0	1	4	3	4	0	7	0	5	2	7	18
04:15 PM	2	0	1	3	0	0	0	0	0	2	4	6	9
04:30 PM	5	0	1	6	0	2	0	2	0	4	1	5	13
04:45 PM	2	0	3	5	3	0	0	3	0	3	3	6	14
Total	12	0	6	18	6	6	0	12	0	14	10	24	54
05:00 PM	7	0	2	9	0	3	0	3	0	3	0	3	15
05:15 PM	5	0	1	6	1	2	0	3	0	1	0	1	10
05:30 PM	5	0	2	7	1	0	0	1	0	2	1	3	11
05:45 PM	3	0	1	4	0	1	0	1	0	0	1	1	6
Total	20	0	6	26	2	6	0	8	0	6	2	8	42
Grand Total	69	0	46	115	21	40	0	61	0	71	44	115	291
Apprch %	60	0	40		34.4	65.6	0		0	61.7	38.3		
Total %	23.7	0	15.8	39.5	7.2	13.7	0	21	0	24.4	15.1	39.5	

Start Time	I-75 SB RAMPS Southbound				GIBSONTON DRIVE Westbound				GIBSONTON DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:45 AM	7	0	5	12	4	4	0	8	0	10	5	15	35
08:00 AM	4	0	4	8	2	5	0	7	0	10	2	12	27
08:15 AM	1	0	4	5	0	3	0	3	0	7	4	11	19
08:30 AM	7	0	4	11	1	3	0	4	0	6	3	9	24
Total Volume	19	0	17	36	7	15	0	22	0	33	14	47	105
% App. Total	52.8	0	47.2		31.8	68.2	0		0	70.2	29.8		
PHF	.679	.000	.850	.750	.438	.750	.000	.688	.000	.825	.700	.783	.750

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

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
 Weather: On/Off Sprinke 5:15-6pm
 Comments:

File Name : Gibsonton&I-75SB
 Site Code : 0702903
 Start Date : 6/6/2017
 Page No : 2

Start Time	I-75 SB RAMPS Southbound				GIBSONTON DRIVE Westbound				GIBSONTON DRIVE 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				08:00 AM				07:30 AM				
+0 mins.	5	0	7	12	2	5	0	7	0	6	5	11	
+15 mins.	6	0	2	8	0	3	0	3	0	10	5	15	
+30 mins.	4	0	4	8	1	3	0	4	0	10	2	12	
+45 mins.	7	0	5	12	1	8	0	9	0	7	4	11	
Total Volume	22	0	18	40	4	19	0	23	0	33	16	49	
% App. Total	55	0	45		17.4	82.6	0		0	67.3	32.7		
PHF	.786	.000	.643	.833	.500	.594	.000	.639	.000	.825	.800	.817	

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	3	0	1	4	3	4	0	7	0	5	2	7	0	5	2	7	18
04:15 PM	2	0	1	3	0	0	0	0	0	2	4	6	0	2	4	6	9
04:30 PM	5	0	1	6	0	2	0	2	0	4	1	5	0	4	1	5	13
04:45 PM	2	0	3	5	3	0	0	3	0	3	3	6	0	3	3	6	14
Total Volume	12	0	6	18	6	6	0	12	0	14	10	24	0	14	10	24	54
% App. Total	66.7	0	33.3		50	50	0		0	58.3	41.7		0	58.3	41.7		
PHF	.600	.000	.500	.750	.500	.375	.000	.429	.000	.700	.625	.857	.000	.700	.625	.857	.750

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				04:00 PM				
+0 mins.	2	0	3	5	3	4	0	7	0	5	2	7	
+15 mins.	7	0	2	9	0	0	0	0	0	2	4	6	
+30 mins.	5	0	1	6	0	2	0	2	0	4	1	5	
+45 mins.	5	0	2	7	3	0	0	3	0	3	3	6	
Total Volume	19	0	8	27	6	6	0	12	0	14	10	24	
% App. Total	70.4	0	29.6		50	50	0		0	58.3	41.7		
PHF	.679	.000	.667	.750	.500	.375	.000	.429	.000	.700	.625	.857	

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
 Weather: On/Off Sprinke 5:15-6pm
 Comments:

File Name : Gibsonton&I-75SB
 Site Code : 0702903
 Start Date : 6/6/2017
 Page No : 1

Groups Printed- UTurns

Start Time	I-75 SB RAMPS Southbound				GIBSONTON DRIVE Westbound				GIBSONTON DRIVE 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	1	0	0	1	0	0	0	0	1
07:15 AM	0	0	0	0	9	0	0	9	0	0	0	0	9
07:30 AM	0	0	0	0	9	0	0	9	0	0	0	0	9
07:45 AM	0	0	0	0	4	0	0	4	0	0	0	0	4
Total	0	0	0	0	23	0	0	23	0	0	0	0	23
*** BREAK ***													
04:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
04:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	0	0	0	1	0	0	1	1	0	0	1	2
*** BREAK ***													
Grand Total	0	0	0	0	24	0	0	24	1	0	0	1	25
Apprch %	0	0	0		100	0	0		100	0	0		
Total %	0	0	0		96	0	0	96	4	0	0	4	

Start Time	I-75 SB RAMPS Southbound				GIBSONTON DRIVE Westbound				GIBSONTON DRIVE 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	1	0	0	1	0	0	0	0	1
07:15 AM	0	0	0	0	9	0	0	9	0	0	0	0	9
07:30 AM	0	0	0	0	9	0	0	9	0	0	0	0	9
07:45 AM	0	0	0	0	4	0	0	4	0	0	0	0	4
Total Volume	0	0	0	0	23	0	0	23	0	0	0	0	23
% App. Total	0	0	0		100	0	0		0	0	0		
PHF	.000	.000	.000	.000	.639	.000	.000	.639	.000	.000	.000	.000	.639

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	1	0	0	1	0	0	0	0
+15 mins.	0	0	0	0	9	0	0	9	0	0	0	0
+30 mins.	0	0	0	0	9	0	0	9	0	0	0	0
+45 mins.	0	0	0	0	4	0	0	4	0	0	0	0
Total Volume	0	0	0	0	23	0	0	23	0	0	0	0
% App. Total	0	0	0		100	0	0		0	0	0	
PHF	.000	.000	.000	.000	.639	.000	.000	.639	.000	.000	.000	.000

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
 Weather: On/Off Sprinke 5:15-6pm
 Comments:

File Name : Gibsonton&I-75SB
 Site Code : 0702903
 Start Date : 6/6/2017
 Page No : 2

Start Time	I-75 SB RAMPS Southbound				GIBSONTON DRIVE Westbound				GIBSONTON DRIVE 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 Entire Intersection Begins at 04:00 PM													
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
04:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
Total Volume	0	0	0	0	1	0	0	1	1	0	0	1	2
% App. Total	0	0	0		100	0	0		100	0	0		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.250	.000	.000	.250	.500

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	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	1	0	0	1	1
+45 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0
Total Volume	0	0	0	0	1	0	0	1	1	0	0	1	1
% App. Total	0	0	0		100	0	0		100	0	0		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.250	.000	.000	.250	

Intersection Pedestrian & Bicycle Count

Date: 6/6/17

Day: Tuesday

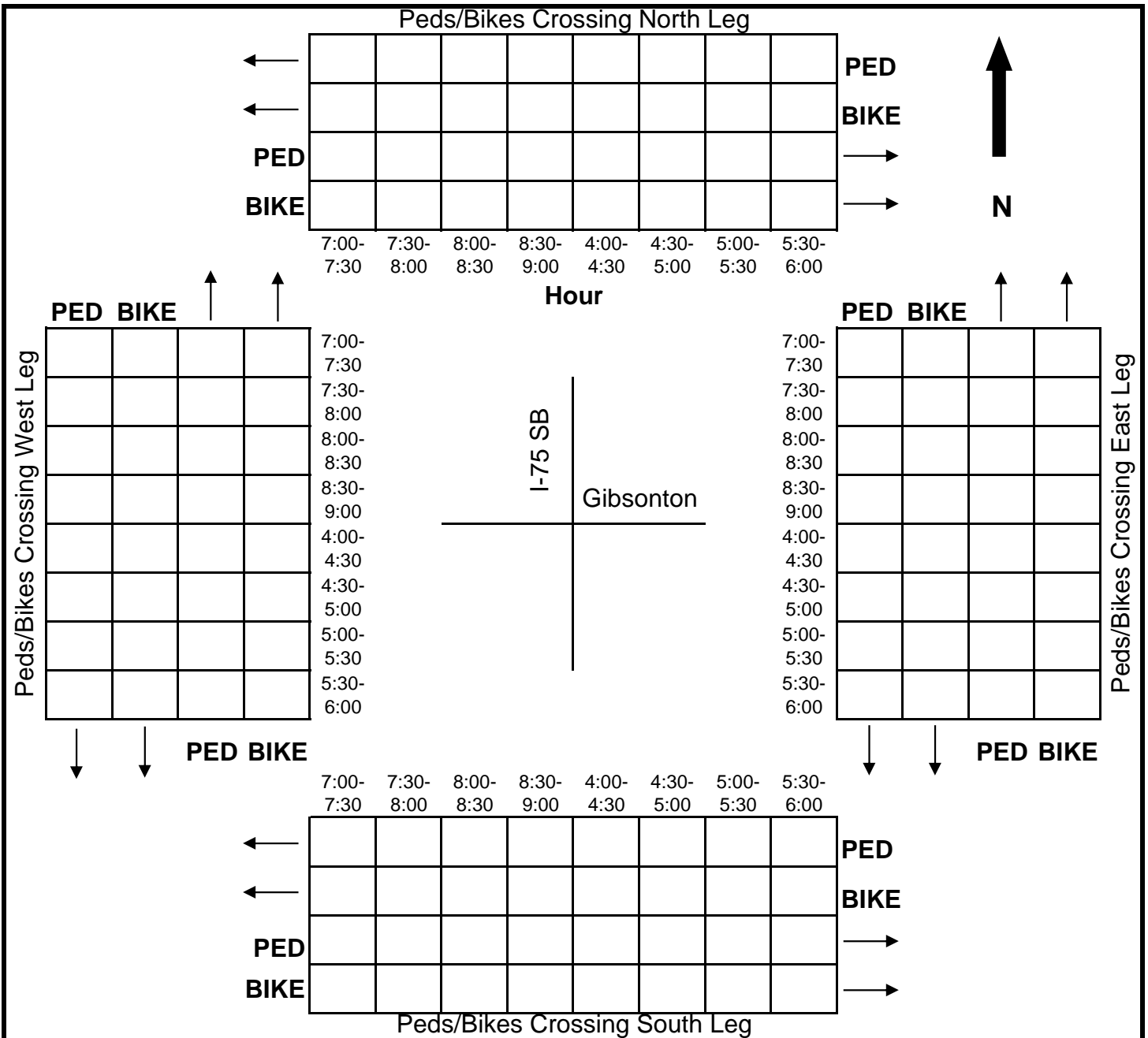
Count Times: 7-9am & 4-6pm

Weather: On/Off Sprinkle

Intersection: Gibsonton Drive at I-75 SB Ramps 5:15-6pm

Comments: **NO PEDS/BIKES CROSSED DURING COUNT**

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



Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
 Weather: Rain 7:50-8am
 Comments:

File Name : Gibsonton&I-75NB
 Site Code : 0702903
 Start Date : 6/7/2017
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	GIBSONTON DRIVE Westbound				I-75 NB RAMPS Northbound				GIBSONTON DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	129	356	485	3	0	38	41	176	159	0	335	861
07:15 AM	0	136	391	527	4	0	39	43	177	185	0	362	932
07:30 AM	0	149	384	533	0	0	41	41	176	188	0	364	938
07:45 AM	0	140	389	529	2	0	43	45	151	201	0	352	926
Total	0	554	1520	2074	9	0	161	170	680	733	0	1413	3657
08:00 AM	0	110	384	494	3	0	54	57	158	212	0	370	921
08:15 AM	0	126	397	523	5	0	65	70	123	195	0	318	911
08:30 AM	0	141	383	524	4	0	60	64	96	173	0	269	857
08:45 AM	0	117	299	416	8	0	42	50	91	190	0	281	747
Total	0	494	1463	1957	20	0	221	241	468	770	0	1238	3436
*** BREAK ***													
04:00 PM	0	125	162	287	15	0	82	97	74	385	0	459	843
04:15 PM	0	126	132	258	8	0	64	72	73	455	0	528	858
04:30 PM	0	150	162	312	9	0	62	71	72	506	0	578	961
04:45 PM	0	125	129	254	7	0	70	77	73	495	0	568	899
Total	0	526	585	1111	39	0	278	317	292	1841	0	2133	3561
05:00 PM	0	132	182	314	12	0	83	95	67	530	0	597	1006
05:15 PM	0	130	185	315	13	0	95	108	60	541	0	601	1024
05:30 PM	0	149	190	339	16	0	80	96	60	543	0	603	1038
05:45 PM	0	131	170	301	7	0	108	115	55	531	0	586	1002
Total	0	542	727	1269	48	0	366	414	242	2145	0	2387	4070
Grand Total	0	2116	4295	6411	116	0	1026	1142	1682	5489	0	7171	14724
Apprch %	0	33	67		10.2	0	89.8		23.5	76.5	0		
Total %	0	14.4	29.2	43.5	0.8	0	7	7.8	11.4	37.3	0	48.7	
Passenger Vehicles	0	2077	4209	6286	106	0	1004	1110	1623	5363	0	6986	14382
% Passenger Vehicles	0	98.2	98	98.1	91.4	0	97.9	97.2	96.5	97.7	0	97.4	97.7
Heavy Vehicles	0	39	86	125	10	0	22	32	57	126	0	183	340
% Heavy Vehicles	0	1.8	2	1.9	8.6	0	2.1	2.8	3.4	2.3	0	2.6	2.3
UTurns	0	0	0	0	0	0	0	0	2	0	0	2	2
% UTurns	0	0	0	0	0	0	0	0	0.1	0	0	0	0

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
 Weather: Rain 7:50-8am
 Comments:

File Name : Gibsonton&I-75NB
 Site Code : 0702903
 Start Date : 6/7/2017
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	GIBSONTON DRIVE Westbound				I-75 NB RAMPS Northbound				GIBSONTON DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	126	353	479	2	0	37	39	171	151	0	322	840
07:15 AM	0	131	387	518	4	0	36	40	172	170	0	342	900
07:30 AM	0	148	379	527	0	0	41	41	171	178	0	349	917
07:45 AM	0	135	386	521	2	0	40	42	147	186	0	333	896
Total	0	540	1505	2045	8	0	154	162	661	685	0	1346	3553
08:00 AM	0	106	376	482	3	0	52	55	153	202	0	355	892
08:15 AM	0	124	391	515	5	0	63	68	119	185	0	304	887
08:30 AM	0	137	382	519	2	0	59	61	92	162	0	254	834
08:45 AM	0	114	295	409	6	0	41	47	84	173	0	257	713
Total	0	481	1444	1925	16	0	215	231	448	722	0	1170	3326
*** BREAK ***													
04:00 PM	0	124	157	281	13	0	80	93	68	380	0	448	822
04:15 PM	0	126	126	252	8	0	63	71	70	452	0	522	845
04:30 PM	0	150	154	304	8	0	61	69	68	500	0	568	941
04:45 PM	0	121	118	239	7	0	69	76	70	492	0	562	877
Total	0	521	555	1076	36	0	273	309	276	1824	0	2100	3485
05:00 PM	0	130	178	308	11	0	83	94	65	528	0	593	995
05:15 PM	0	127	179	306	13	0	93	106	60	536	0	596	1008
05:30 PM	0	147	182	329	15	0	78	93	59	542	0	601	1023
05:45 PM	0	131	166	297	7	0	108	115	54	526	0	580	992
Total	0	535	705	1240	46	0	362	408	238	2132	0	2370	4018
Grand Total	0	2077	4209	6286	106	0	1004	1110	1623	5363	0	6986	14382
Apprch %	0	33	67		9.5	0	90.5		23.2	76.8	0		
Total %	0	14.4	29.3	43.7	0.7	0	7	7.7	11.3	37.3	0	48.6	

Start Time	GIBSONTON DRIVE Westbound				I-75 NB RAMPS Northbound				GIBSONTON DRIVE 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 07:15 AM													
07:15 AM	0	131	387	518	4	0	36	40	172	170	0	342	900
07:30 AM	0	148	379	527	0	0	41	41	171	178	0	349	917
07:45 AM	0	135	386	521	2	0	40	42	147	186	0	333	896
08:00 AM	0	106	376	482	3	0	52	55	153	202	0	355	892
Total Volume	0	520	1528	2048	9	0	169	178	643	736	0	1379	3605
% App. Total	0	25.4	74.6		5.1	0	94.9		46.6	53.4	0		
PHF	.000	.878	.987	.972	.563	.000	.813	.809	.935	.911	.000	.971	.983

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
 Weather: Rain 7:50-8am
 Comments:

File Name : Gibsonton&I-75NB
 Site Code : 0702903
 Start Date : 6/7/2017
 Page No : 2

Start Time	GIBSONTON DRIVE Westbound				I-75 NB RAMPS Northbound				GIBSONTON DRIVE 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:													
	07:15 AM				08:00 AM				07:15 AM				
+0 mins.	0	131	387	518	3	0	52	55	172	170	0	342	
+15 mins.	0	148	379	527	5	0	63	68	171	178	0	349	
+30 mins.	0	135	386	521	2	0	59	61	147	186	0	333	
+45 mins.	0	106	376	482	6	0	41	47	153	202	0	355	
Total Volume	0	520	1528	2048	16	0	215	231	643	736	0	1379	
% App. Total	0	25.4	74.6		6.9	0	93.1		46.6	53.4	0		
PHF	.000	.878	.987	.972	.667	.000	.853	.849	.935	.911	.000	.971	
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	130	178	308	11	0	83	94	65	528	0	593	995
05:15 PM	0	127	179	306	13	0	93	106	60	536	0	596	1008
05:30 PM	0	147	182	329	15	0	78	93	59	542	0	601	1023
05:45 PM	0	131	166	297	7	0	108	115	54	526	0	580	992
Total Volume	0	535	705	1240	46	0	362	408	238	2132	0	2370	4018
% App. Total	0	43.1	56.9		11.3	0	88.7		10	90	0		
PHF	.000	.910	.968	.942	.767	.000	.838	.887	.915	.983	.000	.986	.982
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	05:00 PM				05:00 PM				05:00 PM				
+0 mins.	0	130	178	308	11	0	83	94	65	528	0	593	
+15 mins.	0	127	179	306	13	0	93	106	60	536	0	596	
+30 mins.	0	147	182	329	15	0	78	93	59	542	0	601	
+45 mins.	0	131	166	297	7	0	108	115	54	526	0	580	
Total Volume	0	535	705	1240	46	0	362	408	238	2132	0	2370	
% App. Total	0	43.1	56.9		11.3	0	88.7		10	90	0		
PHF	.000	.910	.968	.942	.767	.000	.838	.887	.915	.983	.000	.986	

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
 Weather: Rain 7:50-8am
 Comments:

File Name : Gibsonton&I-75NB
 Site Code : 0702903
 Start Date : 6/7/2017
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	GIBSONTON DRIVE Westbound				I-75 NB RAMPS Northbound				GIBSONTON DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	3	3	6	1	0	1	2	5	8	0	13	21
07:15 AM	0	5	4	9	0	0	3	3	5	15	0	20	32
07:30 AM	0	1	5	6	0	0	0	0	5	10	0	15	21
07:45 AM	0	5	3	8	0	0	3	3	4	15	0	19	30
Total	0	14	15	29	1	0	7	8	19	48	0	67	104
08:00 AM	0	4	8	12	0	0	2	2	5	10	0	15	29
08:15 AM	0	2	6	8	0	0	2	2	4	10	0	14	24
08:30 AM	0	4	1	5	2	0	1	3	4	11	0	15	23
08:45 AM	0	3	4	7	2	0	1	3	7	17	0	24	34
Total	0	13	19	32	4	0	6	10	20	48	0	68	110

*** BREAK ***

04:00 PM	0	1	5	6	2	0	2	4	5	5	0	10	20
04:15 PM	0	0	6	6	0	0	1	1	3	3	0	6	13
04:30 PM	0	0	8	8	1	0	1	2	3	6	0	9	19
04:45 PM	0	4	11	15	0	0	1	1	3	3	0	6	22
Total	0	5	30	35	3	0	5	8	14	17	0	31	74
05:00 PM	0	2	4	6	1	0	0	1	2	2	0	4	11
05:15 PM	0	3	6	9	0	0	2	2	0	5	0	5	16
05:30 PM	0	2	8	10	1	0	2	3	1	1	0	2	15
05:45 PM	0	0	4	4	0	0	0	0	1	5	0	6	10
Total	0	7	22	29	2	0	4	6	4	13	0	17	52
Grand Total	0	39	86	125	10	0	22	32	57	126	0	183	340
Apprch %	0	31.2	68.8		31.2	0	68.8		31.1	68.9	0		
Total %	0	11.5	25.3	36.8	2.9	0	6.5	9.4	16.8	37.1	0	53.8	

Start Time	GIBSONTON DRIVE Westbound				I-75 NB RAMPS Northbound				GIBSONTON DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	0	5	4	9	0	0	3	3	5	15	0	20	32
07:30 AM	0	1	5	6	0	0	0	0	5	10	0	15	21
07:45 AM	0	5	3	8	0	0	3	3	4	15	0	19	30
08:00 AM	0	4	8	12	0	0	2	2	5	10	0	15	29
Total Volume	0	15	20	35	0	0	8	8	19	50	0	69	112
% App. Total	0	42.9	57.1		0	0	100		27.5	72.5	0		
PHF	.000	.750	.625	.729	.000	.000	.667	.667	.950	.833	.000	.863	.875

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

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
 Weather: Rain 7:50-8am
 Comments:

File Name : Gibsonton&I-75NB
 Site Code : 0702903
 Start Date : 6/7/2017
 Page No : 2

Start Time	GIBSONTON DRIVE Westbound				I-75 NB RAMPS Northbound				GIBSONTON DRIVE 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:

	07:15 AM				07:45 AM				07:15 AM				
+0 mins.	0	5	4	9	0	0	3	3	5	15	0	20	
+15 mins.	0	1	5	6	0	0	2	2	5	10	0	15	
+30 mins.	0	5	3	8	0	0	2	2	4	15	0	19	
+45 mins.	0	4	8	12	2	0	1	3	5	10	0	15	
Total Volume	0	15	20	35	2	0	8	10	19	50	0	69	
% App. Total	0	42.9	57.1		20	0	80		27.5	72.5	0		
PHF	.000	.750	.625	.729	.250	.000	.667	.833	.950	.833	.000	.863	

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	1	5	6	2	0	2	4	5	5	0	10	20
04:15 PM	0	0	6	6	0	0	1	1	3	3	0	6	13
04:30 PM	0	0	8	8	1	0	1	2	3	6	0	9	19
04:45 PM	0	4	11	15	0	0	1	1	3	3	0	6	22
Total Volume	0	5	30	35	3	0	5	8	14	17	0	31	74
% App. Total	0	14.3	85.7		37.5	0	62.5		45.2	54.8	0		
PHF	.000	.313	.682	.583	.375	.000	.625	.500	.700	.708	.000	.775	.841

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				04:00 PM				
+0 mins.	0	4	11	15	2	0	2	4	5	5	0	10	
+15 mins.	0	2	4	6	0	0	1	1	3	3	0	6	
+30 mins.	0	3	6	9	1	0	1	2	3	6	0	9	
+45 mins.	0	2	8	10	0	0	1	1	3	3	0	6	
Total Volume	0	11	29	40	3	0	5	8	14	17	0	31	
% App. Total	0	27.5	72.5		37.5	0	62.5		45.2	54.8	0		
PHF	.000	.688	.659	.667	.375	.000	.625	.500	.700	.708	.000	.775	

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
 Weather: Rain 7:50-8am
 Comments:

File Name : Gibsonton&I-75NB
 Site Code : 0702903
 Start Date : 6/7/2017
 Page No : 2

Start Time	GIBSONTON DRIVE Westbound				I-75 NB RAMPS Northbound				GIBSONTON DRIVE 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 Entire Intersection Begins at 04:00 PM														
04:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	2	0	0	2	2
% App. Total	0	0	0	0	0	0	0	0	0	100	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500	.500

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	1	0	0	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	1	0	0	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	2	0	0	0	2
% App. Total	0	0	0	0	0	0	0	0	100	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.000	.000	.500

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
 Weather: On/Off Sprinkle 5:15-6pm
 Comments:

File Name : Gibsonton&Kenlake
 Site Code : 0702903
 Start Date : 6/6/2017
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	OLD GIBSONTON DRIVE Southbound				GIBSONTON DRIVE Westbound				KENLAKE DRIVE/FERN HILL ROAD Northbound				GIBSONTON DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	15	15	14	577	0	591	25	0	7	32	3	147	16	166	804
07:15 AM	0	0	10	10	10	496	0	506	30	0	6	36	4	167	17	188	740
07:30 AM	0	0	11	11	11	498	2	511	23	1	7	31	8	184	13	205	758
07:45 AM	0	0	4	4	19	590	0	609	21	0	11	32	3	221	19	243	888
Total	0	0	40	40	54	2161	2	2217	99	1	31	131	18	719	65	802	3190
08:00 AM	2	0	21	23	13	588	0	601	14	1	22	37	10	223	16	249	910
08:15 AM	0	0	12	12	8	574	2	584	25	0	10	35	5	194	13	212	843
08:30 AM	2	0	12	14	9	502	0	511	15	1	15	31	5	220	11	236	792
08:45 AM	0	0	14	14	10	496	2	508	11	1	15	27	14	176	9	199	748
Total	4	0	59	63	40	2160	4	2204	65	3	62	130	34	813	49	896	3293
*** BREAK ***																	
04:00 PM	2	0	14	16	13	328	1	342	9	0	33	42	8	478	9	495	895
04:15 PM	2	0	16	18	12	265	0	277	13	2	21	36	11	475	29	515	846
04:30 PM	0	0	8	8	6	303	0	309	13	2	33	48	9	510	21	540	905
04:45 PM	0	0	11	11	6	298	0	304	12	1	19	32	9	598	25	632	979
Total	4	0	49	53	37	1194	1	1232	47	5	106	158	37	2061	84	2182	3625
05:00 PM	2	0	20	22	8	327	15	350	11	0	26	37	11	587	15	613	1022
05:15 PM	2	3	18	23	4	299	1	304	12	0	21	33	8	559	15	582	942
05:30 PM	0	0	12	12	11	268	1	280	8	1	8	17	6	560	24	590	899
05:45 PM	1	0	18	19	10	277	2	289	3	0	9	12	6	602	32	640	960
Total	5	3	68	76	33	1171	19	1223	34	1	64	99	31	2308	86	2425	3823
Grand Total	13	3	216	232	164	6686	26	6876	245	10	263	518	120	5901	284	6305	13931
Apprch %	5.6	1.3	93.1		2.4	97.2	0.4		47.3	1.9	50.8		1.9	93.6	4.5		
Total %	0.1	0	1.6	1.7	1.2	48	0.2	49.4	1.8	0.1	1.9	3.7	0.9	42.4	2	45.3	
Passenger Vehicles	13	3	207	223	111	6563	26	6700	239	10	251	500	78	5801	271	6150	13573
% Passenger Vehicles	100	100	95.8	96.1	67.7	98.2	100	97.4	97.6	100	95.4	96.5	65	98.3	95.4	97.5	97.4
Heavy Vehicles	0	0	9	9	6	123	0	129	6	0	12	18	4	100	13	117	273
% Heavy Vehicles	0	0	4.2	3.9	3.7	1.8	0	1.9	2.4	0	4.6	3.5	3.3	1.7	4.6	1.9	2
UTurns	0	0	0	0	47	0	0	47	0	0	0	0	38	0	0	38	85
% UTurns	0	0	0	0	28.7	0	0	0.7	0	0	0	0	31.7	0	0	0.6	0.6

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
 Weather: On/Off Sprinkle 5:15-6pm
 Comments:

File Name : Gibsonton&Kenlake
 Site Code : 0702903
 Start Date : 6/6/2017
 Page No : 2

	OLD GIBSONTON DRIVE Southbound				GIBSONTON DRIVE Westbound				KENLAKE DRIVE/FERN HILL ROAD Northbound				GIBSONTON DRIVE Eastbound				Int. Total
	Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	4	4	19	590	0	609	21	0	11	32	3	221	19	243	888
08:00 AM	2	0	21	23	13	588	0	601	14	1	22	37	10	223	16	249	910
08:15 AM	0	0	12	12	8	574	2	584	25	0	10	35	5	194	13	212	843
08:30 AM	2	0	12	14	9	502	0	511	15	1	15	31	5	220	11	236	792
Total Volume	4	0	49	53	49	2254	2	2305	75	2	58	135	23	858	59	940	3433
% App. Total	7.5	0	92.5		2.1	97.8	0.1		55.6	1.5	43		2.4	91.3	6.3		
PHF	.500	.000	.583	.576	.645	.955	.250	.946	.750	.500	.659	.912	.575	.962	.776	.944	.943
Passenger Vehicles	4	0	47	51	31	2219	2	2252	72	2	53	127	17	826	55	898	3328
% Passenger Vehicles	100	0	95.9	96.2	63.3	98.4	100	97.7	96.0	100	91.4	94.1	73.9	96.3	93.2	95.5	96.9
Heavy Vehicles	0	0	2	2	2	35	0	37	3	0	5	8	0	32	4	36	83
% Heavy Vehicles	0	0	4.1	3.8	4.1	1.6	0	1.6	4.0	0	8.6	5.9	0	3.7	6.8	3.8	2.4
UTurns	0	0	0	0	16	0	0	16	0	0	0	0	6	0	0	6	22
% UTurns	0	0	0	0	32.7	0	0	0.7	0	0	0	0	26.1	0	0	0.6	0.6

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

	08:00 AM				07:30 AM				07:15 AM				07:45 AM			
+0 mins.	2	0	21	23	11	498	2	511	30	0	6	36	3	221	19	243
+15 mins.	0	0	12	12	19	590	0	609	23	1	7	31	10	223	16	249
+30 mins.	2	0	12	14	13	588	0	601	21	0	11	32	5	194	13	212
+45 mins.	0	0	14	14	8	574	2	584	14	1	22	37	5	220	11	236
Total Volume	4	0	59	63	51	2250	4	2305	88	2	46	136	23	858	59	940
% App. Total	6.3	0	93.7		2.2	97.6	0.2		64.7	1.5	33.8		2.4	91.3	6.3	
PHF	.500	.000	.702	.685	.671	.953	.500	.946	.733	.500	.523	.919	.575	.962	.776	.944
Passenger Vehicles	4	0	57	61	31	2217	4	2252	87	2	41	130	17	826	55	898
% Passenger Vehicles	100	0	96.6	96.8	60.8	98.5	100	97.7	98.9	100	89.1	95.6	73.9	96.3	93.2	95.5
Heavy Vehicles	0	0	2	2	2	33	0	35	1	0	5	6	0	32	4	36
% Heavy Vehicles	0	0	3.4	3.2	3.9	1.5	0	1.5	1.1	0	10.9	4.4	0	3.7	6.8	3.8
UTurns	0	0	0	0	18	0	0	18	0	0	0	0	6	0	0	6
% UTurns	0	0	0	0	35.3	0	0	0.8	0	0	0	0	26.1	0	0	0.6

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	0	0	8	8	6	303	0	309	13	2	33	48	9	510	21	540	905
04:45 PM	0	0	11	11	6	298	0	304	12	1	19	32	9	598	25	632	979
05:00 PM	2	0	20	22	8	327	15	350	11	0	26	37	11	587	15	613	1022
05:15 PM	2	3	18	23	4	299	1	304	12	0	21	33	8	559	15	582	942
Total Volume	4	3	57	64	24	1227	16	1267	48	3	99	150	37	2254	76	2367	3848
% App. Total	6.2	4.7	89.1		1.9	96.8	1.3		32	2	66		1.6	95.2	3.2		
PHF	.500	.250	.713	.696	.750	.938	.267	.905	.923	.375	.750	.781	.841	.942	.760	.936	.941
Passenger Vehicles	4	3	54	61	14	1197	16	1227	46	3	95	144	24	2232	73	2329	3761
% Passenger Vehicles	100	100	94.7	95.3	58.3	97.6	100	96.8	95.8	100	96.0	96.0	64.9	99.0	96.1	98.4	97.7

Intersection Turning Movement Count

Heavy Vehicles	0	0	3	3	0	30	0	30	2	0	4	6	2	22	3	27	66
% Heavy Vehicles	0	0	5.3	4.7	0	2.4	0	2.4	4.2	0	4.0	4.0	5.4	1.0	3.9	1.1	1.7
UTurns	0	0	0	0	10	0	0	10	0	0	0	0	11	0	0	11	21
% UTurns	0	0	0	0	41.7	0	0	0.8	0	0	0	0	29.7	0	0	0.5	0.5

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				04:30 PM				04:00 PM				05:00 PM			
+0 mins.	2	0	20	22	6	303	0	309	9	0	33	42	11	587	15	613
+15 mins.	2	3	18	23	6	298	0	304	13	2	21	36	8	559	15	582
+30 mins.	0	0	12	12	8	327	15	350	13	2	33	48	6	560	24	590
+45 mins.	1	0	18	19	4	299	1	304	12	1	19	32	6	602	32	640
Total Volume	5	3	68	76	24	1227	16	1267	47	5	106	158	31	2308	86	2425
% App. Total	6.6	3.9	89.5		1.9	96.8	1.3		29.7	3.2	67.1		1.3	95.2	3.5	
PHF	.625	.250	.850	.826	.750	.938	.267	.905	.904	.625	.803	.823	.705	.958	.672	.947
Passenger Vehicles	5	3	62	70	14	1197	16	1227	44	5	103	152	17	2290	82	2389
% Passenger Vehicles	100	100	91.2	92.1	58.3	97.6	100	96.8	93.6	100	97.2	96.2	54.8	99.2	95.3	98.5
Heavy Vehicles	0	0	6	6	0	30	0	30	3	0	3	6	2	18	4	24
% Heavy Vehicles	0	0	8.8	7.9	0	2.4	0	2.4	6.4	0	2.8	3.8	6.5	0.8	4.7	1
UTurns	0	0	0	0	10	0	0	10	0	0	0	0	12	0	0	12
% UTurns	0	0	0	0	41.7	0	0	0.8	0	0	0	0	38.7	0	0	0.5

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
 Weather: On/Off Sprinkle 5:15-6pm
 Comments:

File Name : Gibsonton&Kenlake
 Site Code : 0702903
 Start Date : 6/6/2017
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	OLD GIBSONTON DRIVE Southbound				GIBSONTON DRIVE Westbound				KENLAKE DRIVE/FERN HILL ROAD Northbound				GIBSONTON DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	15	15	10	570	0	580	25	0	7	32	0	139	16	155	782
07:15 AM	0	0	10	10	7	490	0	497	30	0	5	35	1	162	15	178	720
07:30 AM	0	0	11	11	5	494	2	501	23	1	6	30	5	176	12	193	735
07:45 AM	0	0	4	4	13	578	0	591	21	0	11	32	2	209	18	229	856
Total	0	0	40	40	35	2132	2	2169	99	1	29	129	8	686	61	755	3093
08:00 AM	2	0	20	22	9	578	0	587	13	1	19	33	5	213	16	234	876
08:15 AM	0	0	11	11	4	567	2	573	25	0	10	35	5	192	11	208	827
08:30 AM	2	0	12	14	5	496	0	501	13	1	13	27	5	212	10	227	769
08:45 AM	0	0	14	14	9	488	2	499	11	1	14	26	9	170	8	187	726
Total	4	0	57	61	27	2129	4	2160	62	3	56	121	24	787	45	856	3198

*** BREAK ***

04:00 PM	2	0	13	15	8	313	1	322	8	0	33	41	7	472	9	488	866
04:15 PM	2	0	16	18	10	256	0	266	13	2	21	36	9	471	29	509	829
04:30 PM	0	0	8	8	4	294	0	298	11	2	31	44	5	502	20	527	877
04:45 PM	0	0	11	11	2	287	0	289	12	1	18	31	8	593	25	626	957
Total	4	0	48	52	24	1150	1	1175	44	5	103	152	29	2038	83	2150	3529
05:00 PM	2	0	17	19	6	322	15	343	11	0	26	37	5	582	15	602	1001
05:15 PM	2	3	18	23	2	294	1	297	12	0	20	32	6	555	13	574	926
05:30 PM	0	0	12	12	10	264	1	275	8	1	8	17	3	553	23	579	883
05:45 PM	1	0	15	16	7	272	2	281	3	0	9	12	3	600	31	634	943
Total	5	3	62	70	25	1152	19	1196	34	1	63	98	17	2290	82	2389	3753
Grand Total	13	3	207	223	111	6563	26	6700	239	10	251	500	78	5801	271	6150	13573
Apprch %	5.8	1.3	92.8		1.7	98	0.4		47.8	2	50.2		1.3	94.3	4.4		
Total %	0.1	0	1.5	1.6	0.8	48.4	0.2	49.4	1.8	0.1	1.8	3.7	0.6	42.7	2	45.3	

Start Time	OLD GIBSONTON DRIVE Southbound				GIBSONTON DRIVE Westbound				KENLAKE DRIVE/FERN HILL ROAD Northbound				GIBSONTON DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:45 AM	0	0	4	4	13	578	0	591	21	0	11	32	2	209	18	229	856
08:00 AM	2	0	20	22	9	578	0	587	13	1	19	33	5	213	16	234	876
08:15 AM	0	0	11	11	4	567	2	573	25	0	10	35	5	192	11	208	827
08:30 AM	2	0	12	14	5	496	0	501	13	1	13	27	5	212	10	227	769
Total Volume	4	0	47	51	31	2219	2	2252	72	2	53	127	17	826	55	898	3328
% App. Total	7.8	0	92.2		1.4	98.5	0.1		56.7	1.6	41.7		1.9	92	6.1		
PHF	.500	.000	.588	.580	.596	.960	.250	.953	.720	.500	.697	.907	.850	.969	.764	.959	.950

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:45 AM

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
 Weather: On/Off Sprinkle 5:15-6pm
 Comments:

File Name : Gibsonton&Kenlake
 Site Code : 0702903
 Start Date : 6/6/2017
 Page No : 2

Start Time	OLD GIBSONTON DRIVE Southbound				GIBSONTON DRIVE Westbound				KENLAKE DRIVE/FERN HILL ROAD Northbound				GIBSONTON DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. 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:

	08:00 AM				07:30 AM				07:15 AM				07:45 AM			
+0 mins.	2	0	20	22	5	494	2	501	30	0	5	35	2	209	18	229
+15 mins.	0	0	11	11	13	578	0	591	23	1	6	30	5	213	16	234
+30 mins.	2	0	12	14	9	578	0	587	21	0	11	32	5	192	11	208
+45 mins.	0	0	14	14	4	567	2	573	13	1	19	33	5	212	10	227
Total Volume	4	0	57	61	31	2217	4	2252	87	2	41	130	17	826	55	898
% App. Total	6.6	0	93.4		1.4	98.4	0.2		66.9	1.5	31.5		1.9	92	6.1	
PHF	.500	.000	.713	.693	.596	.959	.500	.953	.725	.500	.539	.929	.850	.969	.764	.959

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	11	11	2	287	0	289	12	1	18	31	8	593	25	626	957
05:00 PM	2	0	17	19	6	322	15	343	11	0	26	37	5	582	15	602	1001
05:15 PM	2	3	18	23	2	294	1	297	12	0	20	32	6	555	13	574	926
05:30 PM	0	0	12	12	10	264	1	275	8	1	8	17	3	553	23	579	883
Total Volume	4	3	58	65	20	1167	17	1204	43	2	72	117	22	2283	76	2381	3767
% App. Total	6.2	4.6	89.2		1.7	96.9	1.4		36.8	1.7	61.5		0.9	95.9	3.2		
PHF	.500	.250	.806	.707	.500	.906	.283	.878	.896	.500	.692	.791	.688	.962	.760	.951	.941

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				04:30 PM				04:00 PM				05:00 PM			
+0 mins.	2	0	17	19	4	294	0	298	8	0	33	41	5	582	15	602
+15 mins.	2	3	18	23	2	287	0	289	13	2	21	36	6	555	13	574
+30 mins.	0	0	12	12	6	322	15	343	11	2	31	44	3	553	23	579
+45 mins.	1	0	15	16	2	294	1	297	12	1	18	31	3	600	31	634
Total Volume	5	3	62	70	14	1197	16	1227	44	5	103	152	17	2290	82	2389
% App. Total	7.1	4.3	88.6		1.1	97.6	1.3		28.9	3.3	67.8		0.7	95.9	3.4	
PHF	.625	.250	.861	.761	.583	.929	.267	.894	.846	.625	.780	.864	.708	.954	.661	.942

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
 Weather: On/Off Sprinkle 5:15-6pm
 Comments:

File Name : Gibsonton&Kenlake
 Site Code : 0702903
 Start Date : 6/6/2017
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	OLD GIBSONTON DRIVE Southbound				GIBSONTON DRIVE Westbound				KENLAKE DRIVE/FERN HILL ROAD Northbound				GIBSONTON DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	2	7	0	9	0	0	0	0	0	8	0	8	17
07:15 AM	0	0	0	0	1	6	0	7	0	0	1	1	0	5	2	7	15
07:30 AM	0	0	0	0	0	4	0	4	0	0	1	1	0	8	1	9	14
07:45 AM	0	0	0	0	1	12	0	13	0	0	0	0	0	12	1	13	26
Total	0	0	0	0	4	29	0	33	0	0	2	2	0	33	4	37	72
08:00 AM	0	0	1	1	0	10	0	10	1	0	3	4	0	10	0	10	25
08:15 AM	0	0	1	1	1	7	0	8	0	0	0	0	0	2	2	4	13
08:30 AM	0	0	0	0	0	6	0	6	2	0	2	4	0	8	1	9	19
08:45 AM	0	0	0	0	0	8	0	8	0	0	1	1	2	6	1	9	18
Total	0	0	2	2	1	31	0	32	3	0	6	9	2	26	4	32	75

*** BREAK ***

04:00 PM	0	0	1	1	1	15	0	16	1	0	0	1	0	6	0	6	24
04:15 PM	0	0	0	0	0	9	0	9	0	0	0	0	0	4	0	4	13
04:30 PM	0	0	0	0	0	9	0	9	2	0	2	4	0	8	1	9	22
04:45 PM	0	0	0	0	0	11	0	11	0	0	1	1	0	5	0	5	17
Total	0	0	1	1	1	44	0	45	3	0	3	6	0	23	1	24	76
05:00 PM	0	0	3	3	0	5	0	5	0	0	0	0	2	5	0	7	15
05:15 PM	0	0	0	0	0	5	0	5	0	0	1	1	0	4	2	6	12
05:30 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	7	1	8	12
05:45 PM	0	0	3	3	0	5	0	5	0	0	0	0	0	2	1	3	11
Total	0	0	6	6	0	19	0	19	0	0	1	1	2	18	4	24	50
Grand Total	0	0	9	9	6	123	0	129	6	0	12	18	4	100	13	117	273
Apprch %	0	0	100		4.7	95.3	0		33.3	0	66.7		3.4	85.5	11.1		
Total %	0	0	3.3	3.3	2.2	45.1	0	47.3	2.2	0	4.4	6.6	1.5	36.6	4.8	42.9	

Start Time	OLD GIBSONTON DRIVE Southbound				GIBSONTON DRIVE Westbound				KENLAKE DRIVE/FERN HILL ROAD Northbound				GIBSONTON DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:45 AM	0	0	0	0	1	12	0	13	0	0	0	0	0	12	1	13	26
08:00 AM	0	0	1	1	0	10	0	10	1	0	3	4	0	10	0	10	25
08:15 AM	0	0	1	1	1	7	0	8	0	0	0	0	0	2	2	4	13
08:30 AM	0	0	0	0	0	6	0	6	2	0	2	4	0	8	1	9	19
Total Volume	0	0	2	2	2	35	0	37	3	0	5	8	0	32	4	36	83
% App. Total	0	0	100		5.4	94.6	0		37.5	0	62.5		0	88.9	11.1		
PHF	.000	.000	.500	.500	.500	.729	.000	.712	.375	.000	.417	.500	.000	.667	.500	.692	.798

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:45 AM

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
 Weather: On/Off Sprinkle 5:15-6pm
 Comments:

File Name : Gibsonton&Kenlake
 Site Code : 0702903
 Start Date : 6/6/2017
 Page No : 2

Start Time	OLD GIBSONTON DRIVE Southbound				GIBSONTON DRIVE Westbound				KENLAKE DRIVE/FERN HILL ROAD Northbound				GIBSONTON DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. 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:

	07:30 AM				07:45 AM				08:00 AM				07:15 AM				
+0 mins.	0	0	0	0	1	12	0	13	1	0	3	4	0	5	2	7	
+15 mins.	0	0	0	0	0	10	0	10	0	0	0	0	0	8	1	9	
+30 mins.	0	0	1	1	1	7	0	8	2	0	2	4	0	12	1	13	
+45 mins.	0	0	1	1	0	6	0	6	0	0	1	1	0	10	0	10	
Total Volume	0	0	2	2	2	35	0	37	3	0	6	9	0	35	4	39	
% App. Total	0	0	100		5.4	94.6	0		33.3	0	66.7		0	89.7	10.3		
PHF	.000	.000	.500	.500	.500	.729	.000	.712	.375	.000	.500	.563	.000	.729	.500	.750	

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	1	1	1	15	0	16	1	0	0	1	0	6	0	6	24
04:15 PM	0	0	0	0	0	9	0	9	0	0	0	0	0	4	0	4	13
04:30 PM	0	0	0	0	0	9	0	9	2	0	2	4	0	8	1	9	22
04:45 PM	0	0	0	0	0	11	0	11	0	0	1	1	0	5	0	5	17
Total Volume	0	0	1	1	1	44	0	45	3	0	3	6	0	23	1	24	76
% App. Total	0	0	100		2.2	97.8	0		50	0	50		0	95.8	4.2		
PHF	.000	.000	.250	.250	.250	.733	.000	.703	.375	.000	.375	.375	.000	.719	.250	.667	.792

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				04:00 PM				04:00 PM				04:30 PM				
+0 mins.	0	0	3	3	1	15	0	16	1	0	0	1	0	8	1	9	
+15 mins.	0	0	0	0	0	9	0	9	0	0	0	0	0	5	0	5	
+30 mins.	0	0	0	0	0	9	0	9	2	0	2	4	2	5	0	7	
+45 mins.	0	0	3	3	0	11	0	11	0	0	1	1	0	4	2	6	
Total Volume	0	0	6	6	1	44	0	45	3	0	3	6	2	22	3	27	
% App. Total	0	0	100		2.2	97.8	0		50	0	50		7.4	81.5	11.1		
PHF	.000	.000	.500	.500	.250	.733	.000	.703	.375	.000	.375	.375	.250	.688	.375	.750	

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
 Weather: On/Off Sprinkle 5:15-6pm
 Comments:

File Name : Gibsonton&Kenlake
 Site Code : 0702903
 Start Date : 6/6/2017
 Page No : 1

Groups Printed- UTurns

Start Time	OLD GIBSONTON DRIVE Southbound				GIBSONTON DRIVE Westbound				KENLAKE DRIVE/FERN HILL ROAD Northbound				GIBSONTON DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	2	0	0	2	0	0	0	0	3	0	0	3	5
07:15 AM	0	0	0	0	2	0	0	2	0	0	0	0	3	0	0	3	5
07:30 AM	0	0	0	0	6	0	0	6	0	0	0	0	3	0	0	3	9
07:45 AM	0	0	0	0	5	0	0	5	0	0	0	0	1	0	0	1	6
Total	0	0	0	0	15	0	0	15	0	0	0	0	10	0	0	10	25
08:00 AM	0	0	0	0	4	0	0	4	0	0	0	0	5	0	0	5	9
08:15 AM	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3
08:30 AM	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	4
08:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	3	0	0	3	4
Total	0	0	0	0	12	0	0	12	0	0	0	0	8	0	0	8	20
*** BREAK ***																	
04:00 PM	0	0	0	0	4	0	0	4	0	0	0	0	1	0	0	1	5
04:15 PM	0	0	0	0	2	0	0	2	0	0	0	0	2	0	0	2	4
04:30 PM	0	0	0	0	2	0	0	2	0	0	0	0	4	0	0	4	6
04:45 PM	0	0	0	0	4	0	0	4	0	0	0	0	1	0	0	1	5
Total	0	0	0	0	12	0	0	12	0	0	0	0	8	0	0	8	20
05:00 PM	0	0	0	0	2	0	0	2	0	0	0	0	4	0	0	4	6
05:15 PM	0	0	0	0	2	0	0	2	0	0	0	0	2	0	0	2	4
05:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	3	0	0	3	4
05:45 PM	0	0	0	0	3	0	0	3	0	0	0	0	3	0	0	3	6
Total	0	0	0	0	8	0	0	8	0	0	0	0	12	0	0	12	20
Grand Total	0	0	0	0	47	0	0	47	0	0	0	0	38	0	0	38	85
Apprch %	0	0	0		100	0	0		0	0	0		100	0	0		
Total %	0	0	0		55.3	0	0	55.3	0	0	0	0	44.7	0	0	44.7	

Start Time	OLD GIBSONTON DRIVE Southbound				GIBSONTON DRIVE Westbound				KENLAKE DRIVE/FERN HILL ROAD Northbound				GIBSONTON DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. 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 07:15 AM																	
07:15 AM	0	0	0	0	2	0	0	2	0	0	0	0	3	0	0	3	5
07:30 AM	0	0	0	0	6	0	0	6	0	0	0	0	3	0	0	3	9
07:45 AM	0	0	0	0	5	0	0	5	0	0	0	0	1	0	0	1	6
08:00 AM	0	0	0	0	4	0	0	4	0	0	0	0	5	0	0	5	9
Total Volume	0	0	0	0	17	0	0	17	0	0	0	0	12	0	0	12	29
% App. Total	0	0	0		100	0	0		0	0	0		100	0	0		
PHF	.000	.000	.000	.000	.708	.000	.000	.708	.000	.000	.000	.000	.600	.000	.000	.600	.806

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
 Weather: On/Off Sprinkle 5:15-6pm
 Comments:

File Name : Gibsonton&Kenlake
 Site Code : 0702903
 Start Date : 6/6/2017
 Page No : 2

Start Time	OLD GIBSONTON DRIVE Southbound				GIBSONTON DRIVE Westbound				KENLAKE DRIVE/FERN HILL ROAD Northbound				GIBSONTON DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. 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				07:30 AM				07:00 AM				07:15 AM				
+0 mins.	0	0	0	0	6	0	0	6	0	0	0	0	3	0	0	3	
+15 mins.	0	0	0	0	5	0	0	5	0	0	0	0	3	0	0	3	
+30 mins.	0	0	0	0	4	0	0	4	0	0	0	0	1	0	0	1	
+45 mins.	0	0	0	0	3	0	0	3	0	0	0	0	5	0	0	5	
Total Volume	0	0	0	0	18	0	0	18	0	0	0	0	12	0	0	12	
% App. Total	0	0	0	0	100	0	0	100	0	0	0	0	100	0	0	100	
PHF	.000	.000	.000	.000	.750	.000	.000	.750	.000	.000	.000	.000	.600	.000	.000	.600	

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	2	0	0	2	0	0	0	0	2	0	0	2	4
04:30 PM	0	0	0	0	2	0	0	2	0	0	0	0	4	0	0	4	6
04:45 PM	0	0	0	0	4	0	0	4	0	0	0	0	1	0	0	1	5
05:00 PM	0	0	0	0	2	0	0	2	0	0	0	0	4	0	0	4	6
Total Volume	0	0	0	0	10	0	0	10	0	0	0	0	11	0	0	11	21
% App. Total	0	0	0	0	100	0	0	100	0	0	0	0	100	0	0	100	
PHF	.000	.000	.000	.000	.625	.000	.000	.625	.000	.000	.000	.000	.688	.000	.000	.688	.875

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				05:00 PM								
+0 mins.	0	0	0	0	4	0	0	4	0	0	0	0	4	0	0	4	
+15 mins.	0	0	0	0	2	0	0	2	0	0	0	0	2	0	0	2	
+30 mins.	0	0	0	0	2	0	0	2	0	0	0	0	3	0	0	3	
+45 mins.	0	0	0	0	4	0	0	4	0	0	0	0	3	0	0	3	
Total Volume	0	0	0	0	12	0	0	12	0	0	0	0	12	0	0	12	
% App. Total	0	0	0	0	100	0	0	100	0	0	0	0	100	0	0	100	
PHF	.000	.000	.000	.000	.750	.000	.000	.750	.000	.000	.000	.000	.750	.000	.000	.750	

Intersection Pedestrian & Bicycle Count

Date: 6/6/17

Day: Tuesday

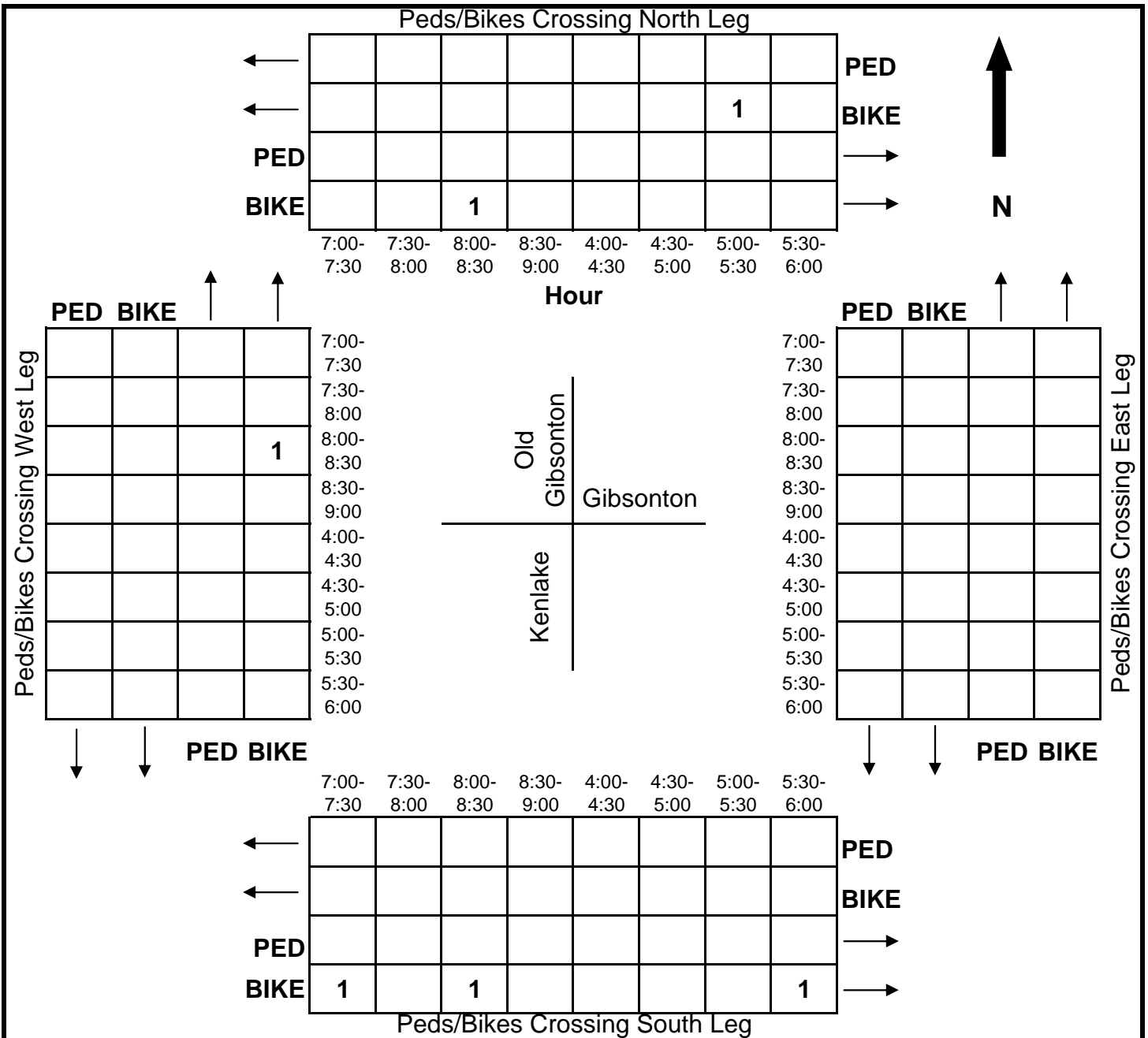
Count Times: 7-9am & 4-6pm

Weather: On/Off Sprinkle

Intersection: Gibsonton Drive at Kenlake Drive (Fern Hill)/Old Gibsonton Drive 5:15-6pm

Comments: _____

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



APPENDIX B

EXISTING SIGNAL TIMINGS FROM HILLSBOROUGH COUNTY

Hillsborough County

Timing Sheet

3/29/2017 4:55:53 PM

Station : 1394 - College Ave (SR 674) & 30th St SE (F064) (Standard File)

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

	1 (SBR1)	2 (SBT1)	3 (SBL1)	4 (SBL2)	5 (WBR1)	6 (WBT1)	7 (WBT2)	8 (WBL1)	9 (NBT1)	10 (EBT1)	11 (EBT2)	12 (EBT3)	13 (EBL1)	14 (EBL2)	15	16
Call Phase																
Switch Phase																
Delay Time																

Channels/SDLC, Assign to Phases [1.3.1]

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

Channel/SDLC, Parameters [1.3.3]

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

Channel/SDLC, MMU Map [1.3.5]

MMU-to-Controller Channel Map

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

Channel/SDLC, Permissive [1.3.4]

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

Channel/SDLC, Permissive [1.3.7]

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

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Ring 1	1	2		3	4	7	8	
Ring 2	5	6						
Ring 3								
Ring 4								

Hillsborough County

Timing Sheet

3/29/2017 4:56:09 PM

Station : 1316 - College Av (SR 674) & Cypress Village (F137) (Standard File)

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

	1 (SBR1)	2 (SBT1)	3 (SBL1)	4	5 (WBT1)	6 (WBT2)	7 (WBT3)	8 (WBL1)	9 (NBT1)	10 (NBL1)	11	12 (EBT1)	13 (EBT2)	14 (EBT3)	15 (EBL1)	16	
Call Phase																	
Switch Phase																	
Delay Time																	

Channels/SDLC, Assign to Phases [1.3.1]

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

Channel/SDLC, Parameters [1.3.3]

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

Channel/SDLC, MMU Map [1.3.5]

MMU-to-Controller Channel Map

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

Channel/SDLC, Permissive [1.3.4]

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

Channel/SDLC, Permissive [1.3.7]

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

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Ring 1	1	2		3	4	7	8	
Ring 2	5	6						
Ring 3								
Ring 4								

Hillsborough County

Timing Sheet

10/20/2016 10:58:53 AM

Station : 1299 - Big Bend Rd & East Bay High Sch (G018) (Standard File)

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase																
Switch Phase																
Delay Time																

Channels/SDLC, Assign to Phases [1.3.1]

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

Channel/SDLC, Parameters [1.3.3]

TOD Dim Enable	Extra Maps Enable	D Connector Enable	Single BIU Map	IO Mode	Preempt or Ext Output
OFF	DEFAULT	TX2_V14	ON	AUTO	EXT

Channel/SDLC, MMU Map [1.3.5]

MMU-to-Controller Channel Map

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

Channel/SDLC, Permissive [1.3.4]

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

Channel/SDLC, Permissive [1.3.7]

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

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Ring 1	1	2	5	4	3	6	7	8
Ring 2								
Ring 3								
Ring 4								

Station : 1300 - Big Bend Rd & I-75 SB Ramp (West) (F045) (Standard File)

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase																
Switch Phase																
Delay Time																

Channels/SDLC, Assign to Phases [1.3.1]

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

Channel/SDLC, Parameters [1.3.3]

TOD Dim Enable	Extra Maps Enable	D Connector Enable	Single BIU Map	IO Mode	Preempt or Ext Output
OFF	DEFAULT	TX2_V14	ON	AUTO	EXT

Channel/SDLC, MMU Map [1.3.5]

MMU-to-Controller Channel Map

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

Channel/SDLC, Permissive [1.3.4]

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

Channel/SDLC, Permissive [1.3.7]

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

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Ring 1	1	2		3	4	7	8	
Ring 2	5	6						
Ring 3								
Ring 4								

Hillsborough County

Timing Sheet

5/4/2017 10:02:10 AM

Station : 1153 - Gibsonton Dr & I-75 SB Ramp (F258) (Standard File)

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

	1 (SBR1)	2 (SBL1)	3 (SBL2)	4 (WBT1)	5 (WBT2)	6 (WBL1)	7 (EBT1)	8 (EBT2)	9	10	11	12	13	14	15	16
Call Phase																
Switch Phase																
Delay Time																

Channels/SDLC, Assign to Phases [1.3.1]

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

Channel/SDLC, Parameters [1.3.3]

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

Channel/SDLC, MMU Map [1.3.5]

MMU-to-Controller Channel Map

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

Channel/SDLC, Permissive [1.3.4]

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

Channel/SDLC, Permissive [1.3.7]

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

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Ring 1	1	2	3	4				
Ring 2	5	6	7	8				
Ring 3								
Ring 4								

APPENDIX C

MICROSIMULATION DISTRIBUTION OF TRAFFIC OVER EXTENDED PEAK PERIODS

Existing Year 2017 AM Volumes

Inputs on External nodes by Interval

Time Periods	Intervals				Hourly
	1	2	3	4	
6-7AM	16%	21%	23%	24%	84%
7-8AM	25%	25%	25%	25%	100%
8-9AM	25%	24%	23%	22%	94%

Mainline I-75 Volumes**I-75 NB AM Volume at Entry N 8003**

Time Periods	Intervals				Hourly
	1	2	3	4	
6-7AM	341	448	491	512	1792
7-8AM	533	533	533	533	2133
8-9AM	533	512	491	469	2005

I-75 SB AM Volume at Entry N 8004

Time Periods	Intervals				Hourly
	1	2	3	4	
6-7AM	496	651	713	744	2605
7-8AM	775	775	775	775	3101
8-9AM	775	744	713	682	2915

CD SB AM Volume at Entry N 8010

Time Periods	Intervals				Hourly
	1	2	3	4	
6-7AM	228	299	328	342	1198
7-8AM	357	357	357	357	1426
8-9AM	357	342	328	314	1340

SR 674 Volumes**AM Volume at Entry Node 8066**

Time Periods	Intervals				Hourly
	1	2	3	4	
6-7AM	208	272	298	311	1089
7-8AM	324	324	324	324	1297
8-9AM	324	311	298	285	1219

AM Volume at Entry Node 8061

Time Periods	Intervals				Hourly
	1	2	3	4	
6-7AM	89	117	128	133	467
7-8AM	139	139	139	139	556
8-9AM	139	133	128	122	523

AM Volume at Entry Node 8067

Time Periods	Intervals				Hourly
	1	2	3	4	
6-7AM	4	6	6	7	24
7-8AM	7	7	7	7	28
8-9AM	7	7	6	6	26

AM Volume at Entry Node 8078

Time Periods	Intervals				Hourly
	1	2	3	4	
6-7AM	161	211	231	241	845
7-8AM	252	252	252	252	1006
8-9AM	252	241	231	221	946

AM Volume at Entry Node 8075

Time Periods	Intervals				Hourly
	1	2	3	4	
6-7AM	79	103	113	118	412
7-8AM	123	123	123	123	491
8-9AM	123	118	113	108	462

AM Volume at Entry Node 8077

Time Periods	Intervals				Hourly
	1	2	3	4	
6-7AM	35	46	51	53	186
7-8AM	55	55	55	55	221
8-9AM	55	53	51	49	208

Existing Year 2017 AM Volumes

Inputs on External nodes by Interval

Time Periods	Intervals				Hourly
	1	2	3	4	
6-7AM	16%	21%	23%	24%	84%
7-8AM	25%	25%	25%	25%	100%
8-9AM	25%	24%	23%	22%	94%

Gibson Drive Volumes**AM Volume at Entry Node 8092**

Time Periods	Intervals				Hourly
	1	2	3	4	
6-7AM	75	98	107	112	392
7-8AM	117	117	117	117	467
8-9AM	117	112	107	103	439

AM Volume at Entry Node 8001

Time Periods	Intervals				Hourly
	1	2	3	4	
6-7AM	10	13	14	15	53
7-8AM	16	16	16	16	63
8-9AM	16	15	14	14	59

AM Volume at Entry Node 8005

Time Periods	Intervals				Hourly
	1	2	3	4	
6-7AM	102	134	147	154	538
7-8AM	160	160	160	160	640
8-9AM	160	154	147	141	602

AM Volume at Entry Node 8049

Time Periods	Intervals				Hourly
	1	2	3	4	
6-7AM	361	474	519	542	1897
7-8AM	565	565	565	565	2258
8-9AM	565	542	519	497	2123

AM Volume at Entry Node 8018

Time Periods	Intervals				Hourly
	1	2	3	4	
6-7AM	26	35	38	40	139
7-8AM	41	41	41	41	165
8-9AM	41	40	38	36	155

AM Volume at Entry Node 8019

Time Periods	Intervals				Hourly
	1	2	3	4	
6-7AM	7	9	10	10	36
7-8AM	11	11	11	11	43
8-9AM	11	10	10	9	40

Big Bend Road Volumes**AM Volume at Entry Node 8028**

Time Periods	Intervals				Hourly
	1	2	3	4	
6-7AM	208	274	300	313	1095
7-8AM	326	326	326	326	1303
8-9AM	326	313	300	287	1225

AM Volume at Entry Node 8032

Time Periods	Intervals				Hourly
	1	2	3	4	
6-7AM	18	24	26	27	96
7-8AM	29	29	29	29	114
8-9AM	29	27	26	25	107

AM Volume at Entry Node 8048

Time Periods	Intervals				Hourly
	1	2	3	4	
6-7AM	322	423	463	483	1691
7-8AM	503	503	503	503	2013
8-9AM	503	483	463	443	1892

AM Volume at Entry Node 8020

Time Periods	Intervals				Hourly
	1	2	3	4	
6-7AM	25	32	35	37	129
7-8AM	39	39	39	39	154
8-9AM	39	37	35	34	145

US 301 Volumes**AM Volume at Entry Node 8007**

Time Periods	Intervals				Hourly
	1	2	3	4	
6-7AM	222	291	319	333	1166
7-8AM	347	347	347	347	1388
8-9AM	347	333	319	305	1305

AM Volume at Entry Node 8013

Time Periods	Intervals				Hourly
	1	2	3	4	
6-7AM	641	841	921	961	3364
7-8AM	1001	1001	1001	1001	4005
8-9AM	1001	961	921	881	3765

Existing Year 2017 PM Volumes

Inputs on External nodes by Interval

Time Periods	Intervals				Hourly
	1	2	3	4	
4-5PM	25%	25%	25%	25%	100%
5-6PM	25%	26%	25%	24%	100%
6-7PM	23%	23%	21%	18%	85%

Mainline I-75 Volumes**I-75 NB PM Volume at Entry No 8003**

Time Periods	Intervals				Hourly
	1	2	3	4	
4-5PM	749	749	749	749	2997
5-6PM	749	779	749	719	2997
6-7PM	689	689	629	539	2547

I-75 SB PM Volume at Entry No 8004

Time Periods	Intervals				Hourly
	1	2	3	4	
4-5PM	1209	1209	1209	1209	4837
5-6PM	1209	1258	1209	1161	4837
6-7PM	1113	1113	1016	871	4111

CD SB PM Volume at Entry No 8010

Time Periods	Intervals				Hourly
	1	2	3	4	
4-5PM	630	630	630	630	2518
5-6PM	630	655	630	604	2518
6-7PM	579	579	529	453	2140

SR 674 Volumes**PM Volume at Entry Node 8066**

Time Periods	Intervals				Hourly
	1	2	3	4	
4-5PM	219	219	219	219	874
5-6PM	219	227	219	210	874
6-7PM	201	201	184	157	743

PM Volume at Entry Node 8061

Time Periods	Intervals				Hourly
	1	2	3	4	
4-5PM	157	157	157	157	629
5-6PM	157	164	157	151	629
6-7PM	145	145	132	113	535

PM Volume at Entry Node 8067

Time Periods	Intervals				Hourly
	1	2	3	4	
4-5PM	12	12	12	12	49
5-6PM	12	13	12	12	49
6-7PM	11	11	10	9	42

PM Volume at Entry Node 8078

Time Periods	Intervals				Hourly
	1	2	3	4	
4-5PM	348	348	348	348	1390
5-6PM	348	361	348	334	1390
6-7PM	320	320	292	250	1182

PM Volume at Entry Node 8075

Time Periods	Intervals				Hourly
	1	2	3	4	
4-5PM	132	132	132	132	527
5-6PM	132	137	132	126	527
6-7PM	121	121	111	95	448

PM Volume at Entry Node 8077

Time Periods	Intervals				Hourly
	1	2	3	4	
4-5PM	57	57	57	57	228
5-6PM	57	59	57	55	228
6-7PM	52	52	48	41	194

Existing Year 2017 PM Volumes

Inputs on External nodes by Interval

Time Periods	Intervals				Hourly
	1	2	3	4	
4-5PM	25%	25%	25%	25%	100%
5-6PM	25%	26%	25%	24%	100%
6-7PM	23%	23%	21%	18%	85%

Gibson Drive Volumes**PM Volume at Entry Node 8092**

Time Periods	Intervals				Hourly
	1	2	3	4	
4-5PM	203	203	203	203	810
5-6PM	203	211	203	194	810
6-7PM	186	186	170	146	689

PM Volume at Entry Node 8001

Time Periods	Intervals				Hourly
	1	2	3	4	
4-5PM	16	16	16	16	63
5-6PM	16	16	16	15	63
6-7PM	14	14	13	11	54

PM Volume at Entry Node 8005

Time Periods	Intervals				Hourly
	1	2	3	4	
4-5PM	75	75	75	75	300
5-6PM	75	78	75	72	300
6-7PM	69	69	63	54	255

PM Volume at Entry Node 8049

Time Periods	Intervals				Hourly
	1	2	3	4	
4-5PM	312	312	312	312	1248
5-6PM	312	324	312	300	1248
6-7PM	287	287	262	225	1061

PM Volume at Entry Node 8018

Time Periods	Intervals				Hourly
	1	2	3	4	
4-5PM	38	38	38	38	151
5-6PM	38	39	38	36	151
6-7PM	35	35	32	27	128

PM Volume at Entry Node 8019

Time Periods	Intervals				Hourly
	1	2	3	4	
4-5PM	16	16	16	16	64
5-6PM	16	17	16	15	64
6-7PM	15	15	13	12	54

Big Bend Road Volumes**PM Volume at Entry Node 8028**

Time Periods	Intervals				Hourly
	1	2	3	4	
4-5PM	296	296	296	296	1185
5-6PM	296	308	296	284	1185
6-7PM	273	273	249	213	1007

PM Volume at Entry Node 8032

Time Periods	Intervals				Hourly
	1	2	3	4	
4-5PM	24	24	24	24	96
5-6PM	24	25	24	23	96
6-7PM	22	22	20	17	82

PM Volume at Entry Node 8048

Time Periods	Intervals				Hourly
	1	2	3	4	
4-5PM	297	297	297	297	1186
5-6PM	297	308	297	285	1186
6-7PM	273	273	249	213	1008

PM Volume at Entry Node 8020

Time Periods	Intervals				Hourly
	1	2	3	4	
4-5PM	29	29	29	29	114
5-6PM	29	30	29	27	114
6-7PM	26	26	24	21	97

US 301 Volumes**PM Volume at Entry Node 8007**

Time Periods	Intervals				Hourly
	1	2	3	4	
4-5PM	735	735	735	735	2938
5-6PM	735	764	735	705	2938
6-7PM	676	676	617	529	2497

PM Volume at Entry Node 8013

Time Periods	Intervals				Hourly
	1	2	3	4	
4-5PM	538	538	538	538	2152
5-6PM	538	560	538	516	2152
6-7PM	495	495	452	387	1829

I-75 Express Lanes PD&E Study - From Moccasin Wallow Road to South of US 301

Existing Year 2017 AM Peak Traffic Volumes

Intersection	Movement	2017 AM Traffic Volumes	Approach	Approach Total	Split by Movement
SR 674 @ 30th Street	EBLT	147	EB	1297	11%
	EBTH	1066			82%
	EBRT	84			6%
	NBLT	16	NB	28	57%
	NBTH	6			21%
	NBRT	6			21%
	WBLT	72	WB	1386	5%
	WBTH	804			58%
	WBRT	510			37%
	SBLT	486	SB	556	87%
SBTH	16	3%			
SBRT	54	10%			
SR 674 @ I-75 SB Off Ramp	EBTH	1304	EB	1558	84%
	EBRT	254			16%
	WBLT	269	WB	761	35%
	WBTH	492			65%
SR 674 @ I-75 NB Off Ramp	EBTH	1121	EB	1121	100%
	NBLT	100	NB	314	32%
	NBRT	214			68%
	WBTH	661	WB	661	100%
SR 674 @ Cypress Village Blvd	EBLT	257	EB	1335	19%
	EBTH	1034			77%
	EBRT	44			3%
	NBLT	97	NB	221	44%
	NBTH	68			31%
	NBRT	56			25%
	WBLT	66	WB	1006	7%
	WBTH	838			83%
	WBRT	102			10%
	SBLT	117	SB	491	24%
SBTH	33	7%			
SBRT	341	69%			
Big Bend Rd @ Franklin Cast Bay Acc	EBLT	31	EB	1303	2%
	EBTH	1272			98%
	WBUT	3	WB	984	0%
	WBTH	935			95%
	WBRT	46			5%
	SBLT	62	SB	114	54%
SBRT	52	46%			
Big Bend Rd @ I-75 SB Off Ramp	EBTH	1188	EB	1334	89%
	EBRT	146			11%
	NBLT	321	NB	775	41%
	NBRT	454			59%
	WBLT	375	WB	1038	36%
	WBTH	663			64%
Big Bend Rd @ I-75 NB Off Ramp	EBTH	712	EB	1642	43%
	EBRT	930			57%
	NBLT	97	NB	386	25%
	NBTH	289			75%
	WBLT	1204	WB	2145	56%
	WBTH	941			44%
Big Bend Rd @ Simmons Loop	EBTH	938	EB	1001	94%
	EBRT	63			6%
	NBLT	141	NB	154	92%
	NBRT	13			8%
	WBLT	9	WB	2013	0%
	WBTH	2004			100%
Gibsonton Dr @ Old Gibsonton Dr	EBLT	5	EB	467	1%
	EBTH	439			94%
	EBRT	23			5%
	NBLT	70	NB	640	11%
	NBTH	36			6%
	NBRT	534			83%
	WBLT	144	WB	758	19%
	WBTH	562			74%
	WBRT	52			7%
	SBLT	44	SB	63	70%
SBTH	13	21%			
SBRT	6	10%			
Gibsonton Dr @ I-75 SB Off Ramp	EBTH	866	EB	1017	85%
	EBRT	151			15%
	WBLT	271	WB	732	37%
	WBTH	461			63%
	SBLT	648	SB	945	69%
SBRT	297	31%			
Gibsonton Dr @ I-75 NB Off Ramp	EBLT	691	EB	1514	46%
	EBTH	823			54%
	NBLT	54	NB	254	21%
	NBTH	200			79%
	WBTH	678	WB	2301	29%
	WBRT	1623			71%
Gibsonton Dr @ Fern Hill Dr	EBLT	23	EB	1023	2%
	EBTH	941			92%
	EBRT	59			6%
	NBLT	100	NB	165	61%
	NBTH	2			1%
	NBRT	63			38%
	WBLT	49	WB	2258	2%
	WBTH	2162			96%
	WBRT	47			2%
	SBLT	4	SB	43	9%
SBTH	0	0%			
SBRT	39	91%			
US 301 @ I-75 SB Off Ramp	EBTH	890	EB	1388	64%
	EBRT	498			36%
	WBLT	293	WB	2828	10%
	WBTH	2535			90%
US 301 @ I-75 NB Off Ramp	EBLT	122	EB	1441	8%
	EBTH	1319			92%
	WBTH	2272	WB	4005	57%
	WBRT	1733			43%

Existing Year 2017 AM Peak Traffic Volumes

I-75 Diverge Split Computations

Interstate Diverge Junction	Exiting Traffic	Through Traffic	Total Traffic	Exiting Percent	Through Percent
I-75 NB Off to SR 674	314	1819	2133	15%	85%
I-75 NB Off to Big Bend Road	386	2861	3247	12%	88%
I-75 NB Off to Gibsonton Dr	254	4741	4995	5%	95%
I-75 NB Off to US 301	778	6277	7055	11%	89%
I-75 NB Off to Selmon Expressway	2396	3881	6277	38%	62%
I-75 NB Off to SR 60	882	2999	3881	23%	77%
CD NB Off to Selmon Expressway	572	1283	1855	31%	69%
I-75 SB Off to SR 674 WB	894	2696	3590	25%	75%
I-75 SB Off to SR 674 EB	630	2066	2696	23%	77%
I-75 SB Off to Big Bend Road	775	3069	3844	20%	80%
I-75 SB Off to Gibsonton Dr	945	3422	4367	22%	78%
CD SB Off to US 301	400	551	951	42%	58%
CD SB Off to I-75 north of US 301	475	951	1426	33%	67%

I-75 Express Lanes PD&E Study - From Moccasin Wallow Road to South of US 301

Existing Year 2017 PM Peak Traffic Volumes

Intersection	Movement	2017 AM Traffic Volumes	Approach	Approach Total	Split by Movement				
SR 674 @ 30th Street	EBLT	130	EB	874	15%				
	EBTH	693			79%				
	EBRT	51			6%				
	NBTH	NBLT	20	NB	49	41%			
		NBTH	24			49%			
		NBRT	5			10%			
		WBLT	72			WB	1786	4%	
		WBTH	1164					65%	
	WBRT	550	31%						
	SBTH	SBLT	524	SB	629	83%			
SBTH		13	2%						
SBRT		92	15%						
SR 674 @ I-75 SB Off Ramp		EBTH	1107			EB	1222	91%	
	EBRT	115	9%						
	WBTH	WBLT	194	WB	1186	16%			
		WBTH	992			84%			
SR 674 @ I-75 NB Off Ramp	EBTH	1107	EB	1107	100%				
	NBLT	179	NB	478	37%				
	NBRT	299	WB	1007	63%				
	WBTH	1007			100%				
SR 674 @ Cypress Village Blvd	EBLT	303	EB	1406	22%				
	EBTH	983			70%				
	EBRT	120			9%				
	NBTH	NBLT	110	NB	228	48%			
		NBTH	74			32%			
		NBRT	44			19%			
	WBTH	WBLT	120	WB	1390	9%			
		WBTH	1134			82%			
		WBRT	136			10%			
		SBTH	SBLT			177	SB	527	34%
			SBTH			63			12%
			SBRT			287			54%
Big Bend Rd @ Franklin Cast Bay Acc	EBLT	42	EB	1185	4%				
	EBTH	1143			96%				
	WBUT	5			0%				
	WBTH	WBLT	1351	WB	1393	97%			
		WBRT	37			3%			
		SBLT	37			39%			
	SBTH	SBRT	59	SB	96	61%			
Big Bend Rd @ I-75 SB Off Ramp		EBTH	1076			EB	1180	91%	
		EBRT	104					9%	
		NBLT	642					35%	
		NBTH	NBRT			1216	NB	1858	65%
	WBLT		175	WB	926	19%			
WBTH	751		81%						
Big Bend Rd @ I-75 NB Off Ramp	EBTH	1799	EB	2292	78%				
	EBRT	493			22%				
	NBLT	128			21%				
	NBTH	NBTH	485	NB	613	79%			
		WBLT	450			WB	1248	36%	
WBTH		798	64%						
Big Bend Rd @ Simmons Loop	EBTH	2079	EB	2284	91%				
	EBRT	205			9%				
	NBLT	79			69%				
	NBTH	NBRT	35	NB	114	31%			
		WBLT	17			WB	1186	1%	
WBTH	1169	99%							
Gibsonton Dr @ Old Gibsonton Dr	EBLT	7	EB	810	1%				
	EBTH	696			86%				
	EBRT	107			13%				
	NBTH	NBLT	57	NB	300	19%			
		NBTH	25			8%			
		NBRT	218			73%			
	WBTH	WBLT	590	WB	1078	55%			
		WBTH	441			41%			
		WBRT	47			4%			
		SBTH	SBLT			24	SB	63	38%
			SBTH			35			56%
			SBRT			4			6%
Gibsonton Dr @ I-75 SB Off Ramp	EBTH	809	EB	938	86%				
	EBRT	129			14%				
	WBLT	187			28%				
	WBTH	WBTH	490	WB	677	72%			
		SBLT	1503			72%			
SBRT		588	28%						
Gibsonton Dr @ I-75 NB Off Ramp	EBLT	340	EB	2312	15%				
	EBTH	1972			85%				
	NBLT	63			17%				
	NBTH	NBTH	311	NB	374	83%			
		WBTH	614			WB	1314	47%	
		WBRT	700					53%	
Gibsonton Dr @ Fern Hill Dr	EBLT	37	EB	2283	2%				
	EBTH	2170			95%				
	EBRT	76			3%				
	NBTH	NBLT	49	NB	151	32%			
		NBTH	3			2%			
		NBRT	99			66%			
	WBTH	WBLT	24	WB	1248	2%			
		WBTH	1208			97%			
		WBRT	16			1%			
		SBTH	SBLT			4	SB	64	6%
			SBTH			3			5%
			SBRT			57			89%
US 301 @ I-75 SB Off Ramp	EBTH	2227	EB	2938	76%				
	EBRT	711			24%				
	WBTH	WBLT	266	WB	1340	20%			
		WBTH	1074			80%			
US 301 @ I-75 NB Off Ramp	EBLT	186	EB	3599	5%				
	EBTH	3413			95%				
	WBTH	963			45%				
	WBRT	1189	55%						

Existing Year 2017 PM Peak Traffic Volumes

I-75 Diverge Split Computations

Interstate Diverge Junction	Exiting Traffic	Through Traffic	Total Traffic	Exiting Percent	Through Percent
I-75 NB Off to SR 674	478	2519	2997	16%	84%
I-75 NB Off to Big Bend Road	613	3010	3623	17%	83%
I-75 NB Off to Gibsonton Dr	374	3579	3953	9%	91%
I-75 NB Off to US 301	702	3917	4619	15%	85%
I-75 NB Off to Selmon Expressway	860	3057	3917	22%	78%
I-75 NB Off to SR 60	681	2376	3057	22%	78%
CD NB Off to Selmon Expressway	426	949	1375	31%	69%
I-75 SB Off to SR 674 WB	794	2573	3367	24%	76%
I-75 SB Off to SR 674 EB	580	1993	2573	23%	77%
I-75 SB Off to Big Bend Road	1858	3088	4946	38%	62%
I-75 SB Off to Gibsonton Dr	2091	4630	6721	31%	69%
CD SB Off to US 301	239	1372	1611	15%	85%
CD SB Off to I-75 north of US 301	907	1611	2518	36%	64%

APPENDIX D

TRAVEL TIME DATA

Travel Time Runs

NORTHBOUND: I-75 from SR 674 to SR 56																		
			Date:	10/19/2017		10/26/2017		11/8/2017		11/8/2017		11/9/2017		11/9/2017				
AM RUNS			Start Time	7:56am		7:50am		7:49am		8:06am		7:00am		7:47am				
Exit #	Interchange	Distance		Run #1		Run #2		Run #3		Run #4		Run #5		Run #6		Avg Time (s)	Avg Speed (mph)	Comments
		Total	Segment	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)			
	Rest Area On Ramp (START)	0.0																
240	SR 674 Off Ramp	2.2	2.2	116	68	118	67	117	68	119	67	117	68	114	69	117	68	
	SR 674 EB On Ramp	2.5	0.3	17	64	17	64	19	57	18	60	17	64	17	64	18	62	
	SR 674 WB On Ramp	3.0	0.5	25	65	25	65	25	65	24	68	28	58	24	68	25	65	
246	Big Bend Road Off Ramp	7.9	4.9	256	69	254	69	257	69	247	71	252	70	247	71	252	70	
	Big Bend Road On Ramp	8.2	0.4	18	70	19	66	20	63	18	70	19	66	30	42	21	63	Run #3 - Semi on Shoulder
250	Gibson Drive Off Ramp	12.1	3.9	202	69	202	69	202	69	207	67	200	69	197	70	202	69	
	Gibson Drive On Ramp	12.7	0.6	32	68	31	70	34	64	32	68	31	70	36	60	33	66	
254	US 301 Off Ramp	15.4	2.8	143	69	146	68	143	69	146	68	152	65	140	71	145	68	
256	Selmon Off Ramp	16.2	0.8	43	67	44	65	41	70	43	67	43	67	41	70	43	68	
257	SR 60 Off Ramp	17.0	0.8	38	71	46	59	38	71	39	69	38	71	40	68	40	68	
	Selmon On Ramp	18.4	1.4	74	68	445	11	269	19	294	17	301	17	360	14	291	24	
	SR 60 EB On Ramp	18.6	0.3	18	50	37	24	69	13	70	13	53	17	70	13	53	22	
	SR 60 WB On Ramp	19.1	0.5	76	24	76	24	80	23	67	27	84	21	66	27	75	24	
260A	MLK EB Off Ramp	21.1	2.0	125	58	130	55	133	54	128	56	127	57	120	60	127	57	
260B	MLK WB Off Ramp	21.5	0.4	25	58	23	63	22	65	24	60	22	65	21	69	23	63	
	MLK On Ramp	21.8	0.3	19	57	18	60	19	64	18	60	19	57	24	45	19	57	
261	I-4 Off Ramp	22.4	0.6	31	70	31	70	34	64	31	70	31	70	32	67	32	68	
	I-4 EB On Ramp	23.1	0.7	38	66	38	66	48	53	39	65	37	68	45	56	41	62	
	I-4 WB On Ramp	23.4	0.3	17	64	18	60	45	24	18	60	18	60	22	49	23	53	
265	Fowler Avenue Off Ramp	26.2	2.8	165	61	192	53	191	53	204	49	158	64	198	51	185	55	
	Fowler Avenue EB On Ramp	26.7	0.5	28	64	26	69	27	67	26	69	26	69	26	69	27	68	
	Fowler Avenue WB On Ramp	27.0	0.3	17	64	16	68	17	64	18	60	16	68	16	68	17	65	
266	Fletcher Avenue Off Ramp	27.9	0.9	47	69	48	67	46	70	47	69	47	69	46	70	47	69	Run #6 - Ramp backed up to I-75
	Fletcher Avenue On Ramp	28.6	0.7	34	69	33	71	35	67	33	71	34	69	36	65	34	69	
270	BB Downs Blvd Off Ramp	31.3	2.8	148	67	144	69	148	67	144	69	143	69	141	70	145	68	
	BB Downs Blvd On Ramp	32.2	0.9	48	68	48	68	50	65	47	69	47	69	48	68	48	68	
275	SR 56 Off Ramp (END)	34.8	2.6	136	67	139	66	146	63	129	71	136	67	129	71	136	68	Run #3 - Ramp backed up to I-75
	Totals		34.8	1936	65	2364	53	2273	55	2230	56	2196	57	2286	55	2214	57	
	Travel Time (min)			32:16		39:24		37:53		37:10		36:36		38:06		36:54		

NORTHBOUND: I-75 from SR 674 to SR 56																		
			Date:	10/26/2017		11/7/2017		11/8/2017		11/8/2017		11/9/2017		11/9/2017				
PM RUNS			Start Time	4:50pm		4:44pm		4:02pm		5:06pm		4:02pm		4:44pm				
Exit #	Interchange	Distance		Run #1		Run #2		Run #3		Run #4		Run #5		Run #6		Avg Time (s)	Avg Speed (mph)	Comments
		Total	Segment	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)			
	Rest Area On Ramp (START)	0.0																
240	SR 674 Off Ramp	2.2	2.2	117	68	116	68	113	70	117	68	113	70	118	67	116	68	
	SR 674 EB On Ramp	2.5	0.3	17	64	19	57	19	57	17	64	18	60	17	64	18	61	
	SR 674 WB On Ramp	3.0	0.5	24	68	24	68	23	70	24	68	23	70	25	65	24	68	
246	Big Bend Road Off Ramp	7.9	4.9	256	69	263	67	250	71	256	69	248	71	252	70	254	69	
	Big Bend Road On Ramp	8.2	0.4	18	70	21	60	21	60	18	70	18	70	20	63	19	65	
250	Gibson Drive Off Ramp	12.1	3.9	202	69	200	69	197	70	201	69	195	71	210	66	201	69	
	Gibson Drive On Ramp	12.7	0.6	31	70	36	60	32	68	31	70	34	64	31	70	33	67	
254	US 301 Off Ramp	15.4	2.8	142	70	144	69	139	71	142	70	139	71	144	69	142	70	
256	Selmon Off Ramp	16.2	0.8	44	65	41	70	42	69	43	67	41	70	41	70	42	69	
257	SR 60 Off Ramp	17.0	0.8	38	71	38	71	39	69	39	69	38	71	41	66	39	70	
	Selmon On Ramp	18.4	1.4	74	68	75	67	126	40	73	69	75	67	95	53	86	61	
	SR 60 EB On Ramp	18.6	0.3	13	69	13	69	82	11	13	69	41	22	126	7	48	41	Run #3 - Disabled vehicle
	SR 60 WB On Ramp	19.1	0.5	26	69	26	69	76	24	57	32	64	28	47	38	49	43	Run #5 - Semi on side of roadway south of MLK
260A	MLK EB Off Ramp	21.1	2.0	104	69	110	65	126	57	141	51	134	54	124	58	123	59	
260B	MLK WB Off Ramp	21.5	0.4	24	60	27	53	24	60	25	58	22	65	23	63	24	60	
	MLK On Ramp	21.8	0.3	20	54	20	54	19	57	20	54	19	57	20	54	20	55	
261	I-4 Off Ramp	22.4	0.6	33	65	32	67	31	70	33	65	31	70	33	65	32	67	
	I-4 EB On Ramp	23.1	0.7	109	23	38	66	37	68	110	23	38	66	38	66	62	52	
	I-4 WB On Ramp	23.4	0.3	62	17	16	67	16	67	84	13	58	19	43	25	47	35	
265	Fowler Avenue Off Ramp	26.2	2.8	188	54	185	54	160	63	203	50	180	56	233	43	192	53	
	Fowler Avenue EB On Ramp	26.7	0.5	26	69	30	60	28	64	26	69	26	69	27	67	27	66	
	Fowler Avenue WB On Ramp	27.0	0.3	16	68	18	60	16	68	17	64	16	68	16	68	17	66	
266	Fletcher Avenue Off Ramp	27.9	0.9	47	69	48	67	46	70	47	69	46	70	47	69	47	69	
	Fletcher Avenue On Ramp	28.6	0.7	34	69	34	69	35	67	35	67	33	71	34	69	34	69	
270	BB Downs Blvd Off Ramp	31.3	2.8	143	69	140	71	141	70	152	65	141	70	142	70	143	69	
	BB Downs Blvd On Ramp	32.2	0.9	46	70	46	70	47	69	51	64	46	70	48	68	47	69	
275	SR 56 Off Ramp (END)	34.8	2.6	1322	7	414	22	352	26	690	13	144	64	462	20	564	25	Run #1 - Disabled vehicle on Ramp
	Totals		34.8	3176	39	2174	58	2237	56	2665	47	1981	63	2457	51	2448	52	
	Travel Time (min)			52:56		36:14		37:17		44:25		33:01		40:57		40:48		

Travel Time Runs

SOUTHBOUND: I-75 from SR 56 to SR 674																		
		Date:		10/19/2017		10/26/2017		11/8/2017		11/8/2017		11/9/2017		11/9/2017				
AM RUNS		Start Time		7:11am		7:06am		7:03am		7:20am		7:00am		7:40am				
Exit #	Interchange	Distance		Run #1		Run #2		Run #3		Run #4		Run #5		Run #6		Avg Time (s)	Avg Speed (mph)	Comments
		Total	Segment	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)			
	SR 56 On Ramp (START)	0.0																
274	I-275 Off Ramp	1.0	1.0	56.6	64	55	65	52	69	54	67	56	64	53	68	54	66	
270	BB Downs Blvd Off Ramp	4.6	3.6	189	69	187	69	184	70	187	69	188	69	185	70	187	69	
	BB Downs Blvd EB On Ramp	5.2	0.6	33.5	64	35	62	35	62	37	58	35	62	37	58	35	61	
	BB Downs Blvd WB On Ramp	5.5	0.3	16.2	67	16	68	17	64	16	68	16	68	27	40	18	62	
266	Fletcher Avenue Off Ramp	8.4	2.9	196	53	152	69	171	61	268	39	239	44	451	23	246	48	Run #5&6 - Ramp backed up to I-75
	Fletcher Avenue On Ramp	9.0	0.6	106	20	44	49	102	21	108	20	159	14	152	14	112	23	
265	Fowler Avenue Off Ramp	9.4	0.4	132	10	61	21	64	20	150	8	55	23	135	9	100	15	Run #6 - Crash on ramp
	Fowler Avenue On Ramp	10.3	1.0	217	16	260	13	156	22	253	14	224	15	154	22	211	17	
261	I-4 Off Ramp	13.3	3.0	255	42	271	40	303	36	267	40	269	40	303	36	278	39	
	I-4 WB On Ramp	14.1	0.8	44	65	41	70	41	70	41	70	43	67	41	70	42	69	
	I-4 EB On Ramp	14.4	0.3	24	45	18	60	16	68	20	54	17	64	18	60	19	58	
260	MLK Off Ramp	14.9	0.5	28	64	26	69	26	69	27	67	27	67	26	69	27	68	
	MLK On Ramp	15.6	0.7	39	65	37	68	36	70	39	65	38	66	38	66	38	67	
257	SR 60 Off Ramp	16.9	1.3	73	64	72	65	72	65	74	63	76	62	74	63	74	64	
256	Selmon Off Ramp	18.3	1.4	72	70	72	70	72	70	72	70	73	69	73	69	72	70	
254	US 301 Off Ramp	18.6	0.3	17	64	16	68	17	68	17	64	17	64	17	64	17	65	
	Selmon On Ramp	19.2	0.5	29	68	28	71	28	71	29	68	29	68	31	64	29	68	
	Frontage/SR 60 On Ramp	20.3	1.2	58	71	59	70	58	71	59	70	58	71	58	71	58	71	
	US 301 On Ramp	21.1	0.8	42	69	42	69	41	70	41	70	41	70	45	64	42	69	
250	Gibson Drive Off Ramp	24.0	2.9	152	69	151	69	153	68	162	64	147	71	153	68	153	68	
	Gibson Drive On Ramp	24.6	0.6	31	70	31	70	34	64	32	68	31	70	31	70	32	68	
246	Big Bend Road Off Ramp	28.4	3.8	208	66	200	68	205	67	201	68	199	69	204	67	203	67	
	Big Bend Road On Ramp	28.9	0.5	25	65	25	65	23	70	25	65	24	68	25	65	25	66	
240B	SR 674 WB Off Ramp	33.8	5.0	260	69	255	70	253	70	250	71	253	70	263	68	256	70	
240A	SR 674 EB Off Ramp	34.2	0.4	23	63	22	65	24	60	22	65	21	69	24	60	23	64	
	SR 674 On Ramp	34.5	0.3	19	57	20	54	19	57	19	57	20	54	18	60	19	56	
	Rest Area Off Ramp (END)	36.6	2.1	108	70	109	69	108	70	114	66	108	70	108	70	109	69	
	Totals		36.6	2453	54	2305	57	2309	57	2584	51	2463	53	2744	48	2476	53	
	Travel Time (min)			40:53		38:25		38:29		43:04		41:03		45:44		41:16		

SOUTHBOUND: I-75 from SR 56 to SR 674																		
		Date:		10/26/2017		11/7/2017		11/8/2017		11/8/2017		11/9/2017		11/9/2017				
PM RUNS		Start Time		4:00pm		4:01pm		4:47pm		4:23pm		4:00pm		4:45pm				
Exit #	Interchange	Distance		Run #1		Run #2		Run #3		Run #4		Run #5		Run #6		Avg Time (s)	Avg Speed (mph)	Comments
		Total	Segment	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)			
	SR 56 On Ramp (START)	0.0																
274	I-275 Off Ramp	1.0	1.0	55	65	55	65	54	67	52	69	53	68	51	71	53	68	
270	BB Downs Blvd Off Ramp	4.6	3.6	185	70	188	69	186	70	184	70	183	71	182	71	185	70	
	BB Downs Blvd EB On Ramp	5.2	0.6	34	64	34	64	34	64	34	64	35	62	31	70	34	64	
	BB Downs Blvd WB On Ramp	5.5	0.3	16	68	18	60	17	64	17	64	16	68	16	68	17	65	
266	Fletcher Avenue Off Ramp	8.4	2.9	154	68	153	68	150	70	166	63	152	69	148	71	154	68	
	Fletcher Avenue On Ramp	9.0	0.6	35	62	36	60	37	58	36	60	36	60	31	70	35	62	
265	Fowler Avenue Off Ramp	9.4	0.4	29	43	18	70	18	70	19	66	23	55	21	60	21	61	
	Fowler Avenue On Ramp	10.3	1.0	232	15	54	63	110	31	103	33	136	25	273	13	151	30	
261	I-4 Off Ramp	13.3	3.0	231	47	276	39	305	35	266	41	254	43	335	32	278	39	Run #2 - Disable vehicle w/ Road Ranger
	I-4 WB On Ramp	14.1	0.8	66	44	43	67	146	20	112	26	43	67	198	15	101	40	
	I-4 EB On Ramp	14.4	0.3	79	14	17	64	64	17	36	30	48	23	64	17	51	27	
260	MLK Off Ramp	14.9	0.5	77	23	56	32	96	19	82	22	72	25	80	23	77	24	
	MLK On Ramp	15.6	0.7	203	12	124	20	125	20	101	25	108	23	108	23	128	21	
257	SR 60 Off Ramp	16.9	1.3	97	48	89	53	84	56	109	43	92	51	84	56	93	51	
256	Selmon Off Ramp	18.3	1.4	79	64	75	67	72	70	72	70	74	68	72	70	74	68	
254	US 301 Off Ramp	18.6	0.3	17	64	16	68	17	64	17	64	17	64	17	64	17	64	
	Selmon On Ramp	19.2	0.5	30	66	31	64	32	62	29	68	29	68	31	64	30	65	
	Frontage/SR 60 On Ramp	20.3	1.2	59	70	58	71	59	70	59	70	58	71	60	69	59	70	
	US 301 On Ramp	21.1	0.8	41	70	43	67	81	36	41	70	44	65	52	55	50	61	Run #2 - Disabled vehicles
250	Gibson Drive Off Ramp	24.0	2.9	151	69	152	69	292	36	168	62	154	68	192	54	185	60	Run #3 - Ramp backed up to I-75
	Gibson Drive On Ramp	24.6	0.6	31	70	34	64	41	53	37	58	35	62	32	68	35	62	
246	Big Bend Road Off Ramp	28.4	3.8	201	68	209	65	202	68	224	61	204	67	226	61	211	65	
	Big Bend Road On Ramp	28.9	0.5	25	65	31	52	25	65	27	60	24	68	25	65	26	62	
240B	SR 674 WB Off Ramp	33.8	5.0	255	70	259	69	250	71	251	71	250	71	253	70	253	70	
240A	SR 674 EB Off Ramp	34.2	0.4	23	63	23	63	23	63	23	63	22	65	21	69	23	64	
	SR 674 On Ramp	34.5	0.3	19	57	20	54	19	57	19	57	20	54	16	67	19	58	
	Rest Area Off Ramp (END)	36.6	2.1	108	70	110	69	109	69	109	69	117	65	109	69	110	69	
	Totals		36.6	2532	52	2222	59	2648	50	2393	55	2299	57	2728	48	2470	54	
	Travel Time (min)			42:12		37:02		44:08		39:53		38:19		45:28		41:10		

APPENDIX E

CORSIM MEASURES OF EFFECTIVENESS (MOE) COMPARISON TABLES

Speed and Volume Comparison for I-75 - Existing Conditions (AM Peak)
Based on 10 distinct Random Number Seeds in CORSIM

Road	Location		From Node	To Node	ID	Volume Input (vph)	Volume Processed (Veh for 3 Hrs)	Volume Processed (vph)	Percent Difference	GEH	Speed-Model by Segment (mph)	Overall Segment Speed-Model (mph)	Speed-Field (mph)	Percent Difference
	From	To												
I-75 (NB)	-	NB Off Ramp to SR 674	169	168	169-168	2,133	6,007	2,161	1.3%	0.597	69.29	68.8	68.0	1.1%
			168	167	168-167	2,133	6,007	2,161	1.3%	0.596	69.24			
			167	166	167-166	2,133	6,005	2,160	1.3%	0.581	68.91			
			166	164	166-164	2,133	6,005	2,160	1.3%	0.583	67.68			
	NB Off Ramp to SR 674	NB On Ramp from SR 674 EB	164	162	164-162	1,819	5,095	1,833	0.8%	0.325	68.61	68.6	62.0	10.7%
			162	160	162-160	2,632	7,349	2,644	0.4%	0.227	60.68	64.2	65.0	-1.2%
	NB On Ramp from SR 674 EB	NB On Ramp from SR 674 WB	160	158	160-158	2,632	7,350	2,644	0.5%	0.232	67.80			
			158	157	158-157	3,247	9,061	3,259	0.4%	0.217	64.60			
	NB On Ramp from SR 674 WB	NB Off Ramp to Big Bend Road	157	156	157-156	3,247	9,058	3,258	0.3%	0.198	67.49			
			156	155	156-155	3,247	9,059	3,259	0.4%	0.204	67.44			
			155	154	155-154	3,247	9,054	3,257	0.3%	0.170	67.34			
			154	153	154-153	3,247	9,049	3,255	0.2%	0.141	67.23			
			153	152	153-152	3,247	9,049	3,255	0.2%	0.141	67.17			
			152	171	152-171	3,247	9,046	3,254	0.2%	0.123	67.11			
			171	151	171-151	3,247	9,046	3,254	0.2%	0.121	67.07			
			151	150	151-150	3,247	9,041	3,252	0.2%	0.089	67.04			
			150	172	150-172	3,247	9,038	3,251	0.1%	0.068	67.00			
			172	149	172-149	3,247	9,038	3,251	0.1%	0.073	67.00			
			149	148	149-148	3,247	9,035	3,250	0.1%	0.053	66.98			
			148	147	148-147	3,247	9,037	3,251	0.1%	0.063	66.98			
			147	146	147-146	3,247	9,035	3,250	0.1%	0.053	66.95			
			146	144	146-144	3,247	9,033	3,249	0.1%	0.037	66.92			
			144	142	144-142	3,247	9,031	3,249	0.1%	0.029	65.58			
			NB Off Ramp to Big Bend Road	NB On Ramp from Big Bend Road	142	140	142-140	2,861	7,914	2,847	-0.5%	0.265	67.19	67.2
	NB On Ramp from Big Bend Road	NB Off Ramp to Gibsonton Dr	140	138	140-138	4,995	13,120	4,720	-5.5%	3.952	62.98			
			138	136	138-136	4,995	13,120	4,719	-5.5%	3.955	65.67			
			136	134	136-134	4,995	13,121	4,720	-5.5%	3.948	66.41			
			134	133	134-133	4,995	13,122	4,720	-5.5%	3.942	66.27			
			133	132	133-132	4,995	13,121	4,720	-5.5%	3.949	66.13			
			132	131	132-131	4,995	13,113	4,717	-5.6%	3.993	66.07			
			131	130	131-130	4,995	13,106	4,714	-5.6%	4.026	66.00			
			130	129	130-129	4,995	13,102	4,713	-5.6%	4.048	65.96			
			129	128	129-128	4,995	13,102	4,713	-5.6%	4.048	65.90			
			128	127	128-127	4,995	13,101	4,713	-5.7%	4.054	65.89			
			127	126	127-126	4,995	13,094	4,710	-5.7%	4.090	65.83			
			126	124	126-124	4,995	13,090	4,709	-5.7%	4.111	65.79			
			124	122	124-122	4,995	13,081	4,705	-5.8%	4.161	65.11			
			122	121	122-121	4,741	12,365	4,448	-6.2%	4.327	65.88			
			121	120	121-120	4,741	12,362	4,447	-6.2%	4.340	66.15			
			120	118	120-118	4,741	12,356	4,445	-6.2%	4.372	66.09			
	NB On Ramp from Gibsonton Dr ⁽¹⁾	-	118	116	118-116	7,055	17,563	6,318	-10.5%	9.017	61.40			
			116	114	116-114	7,055	17,553	6,314	-10.5%	9.064	66.02			
			114	112	114-112	7,055	17,542	6,310	-10.6%	9.113	66.09			
			112	111	112-111	7,055	17,532	6,307	-10.6%	9.157	65.95			
			111	110	111-110	7,055	17,528	6,305	-10.6%	9.174	65.86			
			110	109	110-109	7,055	17,517	6,301	-10.7%	9.227	65.85			
			109	108	109-108	7,055	17,510	6,298	-10.7%	9.260	65.79			
			108	106	108-106	7,055	17,495	6,293	-10.8%	9.324	65.76			
106			104	106-104	7,055	17,479	6,287	-10.9%	9.398	65.70				
104			102	104-102	7,055	17,470	6,284	-10.9%	9.441	66.00				
102			100	102-100	7,055	17,461	6,281	-11.0%	9.479	66.64				
382			300	382-300	4,367	12,087	4,348	-0.4%	0.290	66.98				
300	304	300-304	4,367	12,083	4,346	-0.5%	0.314	67.54						
304	306	304-306	4,367	12,083	4,346	-0.5%	0.311	67.45						
306	308	306-308	4,367	12,081	4,346	-0.5%	0.322	67.41						
308	309	308-309	4,367	12,081	4,346	-0.5%	0.324	67.35						
309	310	309-310	4,367	12,081	4,346	-0.5%	0.325	67.31						
310	311	310-311	4,367	12,078	4,345	-0.5%	0.338	66.17						
311	312	311-312	4,367	12,075	4,343	-0.5%	0.358	66.82						
312	314	312-314	4,367	12,071	4,342	-0.6%	0.378	66.56						
314	316	314-316	4,367	12,073	4,343	-0.6%	0.368	65.43						
316	318	316-318	4,367	12,070	4,342	-0.6%	0.383	62.92						
318	320	318-320	3,422	9,658	3,474	1.5%	0.888	67.51						
320	321	320-321	3,422	9,658	3,474	1.5%	0.885	67.55						
321	322	321-322	3,422	9,658	3,474	1.5%	0.885	67.14						
322	324	322-324	3,844	11,209	4,032	4.9%	2.998	64.33						
324	326	324-326	3,844	11,210	4,032	4.9%	3.001	66.68						
326	327	326-327	3,844	11,207	4,031	4.9%	2.982	66.80						
327	328	327-328	3,844	11,206	4,031	4.9%	2.976	66.64						
328	329	328-329	3,844	11,206	4,031	4.9%	2.976	66.56						
329	330	329-330	3,844	11,200	4,029	4.8%	2.945	66.49						
330	331	330-331	3,844	11,196	4,027	4.8%	2.921	66.42						
331	332	331-332	3,844	11,193	4,026	4.7%	2.904	66.38						
332	333	332-333	3,844	11,192	4,026	4.7%	2.900	66.34						
333	334	333-334	3,844	11,186	4,024	4.7%	2.865	66.29						
334	336	334-336	3,844	11,188	4,024	4.7%	2.875	66.25						
336	338	336-338	3,844	11,185	4,023	4.7%	2.860	65.85						
338	340	338-340	3,844	11,186	4,024	4.7%	2.863	64.59						
SB Off Ramp to Big Bend Rd	SB On Ramp from Big Bend Rd	340	342	340-342	3,069	8,961	3,224	5.0%	2.755	67.15	67.2	66.0	1.7%	
SB On Ramp from Big Bend Rd	SB Off Ramp to SR 674 WB	342	344	342-344	3,590	10,570	3,802	5.9%	3.488	65.22				
		344	346	344-346	3,590	10,573	3,803	5.9%	3.505	66.50				
		346	347	346-347	3,590	10,569	3,802	5.9%	3.481	66.73				
		347	348	347-348	3,590	10,558	3,798	5.8%	3.417	66.62				
		348	349	348-349	3,590	10,557	3,797	5.8%	3.412	66.57				
		349	372	349-372	3,590	10,548	3,794	5.7%	3.364	66.55				
		372	350	372-350	3,590	10,542	3,792	5.6%	3.329	66.53				
		350	351	350-351	3,590	10,534	3,789	5.6%	3.281	66.52				
		351	371	351-371	3,590	10,529	3,787	5.5%	3.251	66.48				
		371	352	371-352	3,590	10,519	3,784	5.4%	3.192	66.46				
		352	353	352-353	3,590	10,503	3,778	5.2%	3.100	66.44				
		353	354	353-354	3,590	10,489	3,773	5.1%	3.018	66.41				
		354	355	354-355	3,590	10,472	3,767	4.9%	2.917	66.40				
		355	356	355-356	3,590	10,458	3,762	4.8%	2.835	66.38				
		356	357	356-357	3,590	10,448	3,758	4.7%	2.773	66.27				
		357	358	357-358	3,590	10,436	3,754	4.6%	2.704	64.18				
SB Off Ramp to SR 674 WB	SB Off Ramp to SR 674 EB	358	360	358-360	2,696	7,797	2,805	4.0%	2.070	67.62				
360	362	360-362	2,696	7,784	2,800	3.9%	1.987	65.66						
SB Off Ramp to SR 674 EB	SB On Ramp from SR 674	362	364	362-364	2,066	5,978	2,150	4.1%	1.837	68.08	68.1	56.0	21.6%	
SB On Ramp from SR 674	-	364	366	364-366	2,589	7,413	2,667	3.0%	1.516	65.29				
		366	367	366-367	2,589	7,408	2,665	2.9%	1.480	67.72				
		367	368	367-368	2,589	7,399	2,661	2.8%	1.413	67.70				
		368	369	368-369	2,589	7,390	2,658	2.7%	1.350	63.35				

(1) Reason for Percent Difference - Back up on Gibsonton Drive WB to take the I-75 NB On Ramp observed in the field and all vehicles (7055) are not being processed.

$$GEH = \sqrt{\frac{(E - V)^2}{(E + V)/2}}$$

where: E = model estimated volume; V = field count

Speed and Volume Comparison for I-75 - Existing Conditions (AM Peak)

Based on 10 distinct Random Number Seeds in CORSIM

Road	Location	From Node	To Node	Volume Input (vph)	Volume Processed (Veh for 3 Hrs)	Volume Processed (vph)	Percent Difference	GEH
I-75 (NB) Ramps	NB Off Ramp to SR 674	164	242	314	909	327	4.1%	0.727
	NB On Ramp from SR 674 EB	237	162	813	2,256	812	-0.2%	0.047
	NB On Ramp from SR 674 WB	230	158	615	1,714	617	0.3%	0.062
	NB Off Ramp to Big Bend Road	142	224	386	1,116	402	4.0%	0.783
	NB On Ramp from Big Bend Road	218	140	2,134	5,210	1,874	-12.2%	5.806
	NB Off Ramp to Gibsonton Drive	122	212	254	715	257	1.3%	0.209
	NB On Ramp from Gibsonton Drive ⁽¹⁾	200	118	2,314	5,213	1,875	-19.0%	9.592
I-75 (SB) Ramps	SB Off Ramp to Gibsonton Drive	318	7002	945	2,407	866	-8.4%	2.626
	SB On Ramp from Gibsonton Drive	472	322	422	1,552	558	32.3%	6.155
	SB Off Ramp to Big Bend Road	340	7006	775	2,214	796	2.7%	0.757
	SB On Ramp from Big Bend Road	463	342	521	1,610	579	11.2%	2.483
	SB Off Ramp to SR 674 WB	358	431	894	2,633	947	5.9%	1.751
	SB Off Ramp to SR 674 EB	362	429	630	1,793	645	2.4%	0.597
	SB On Ramp from SR 674	439	364	523	1,443	519	-0.7%	0.168

(1) Reason for Percent Difference - Back up on Gibsonton Drive WB to take the I-75 NB On Ramp observed in the field and all vehicles (2314) are not being processed.

$$GEH = \sqrt{\frac{(E - V)^2}{(E + V)/2}}$$

where: E = model estimated volume; V = field count

Speed and Volume Comparison for I-75 - Existing Conditions (PM Peak)
 Based on 10 distinct Random Number Seeds in CORSIM

Road	Location		From Node	To Node	Volume Input (vph)	Volume Processed (Veh for 3 Hrs)	Volume Processed (vph)	Percent Difference	GEH	Speed-Model by Segment (mph)	Overall Segment Speed-Model (mph)	Speed-Field (mph)	Percent Difference					
	From	To																
I-75 (NB)	-	NB Off Ramp to SR 674	169	168	2,997	8,371	2,937	-2.0%	1.097	68.67	67.8	68.0	-0.2%					
			168	167	2,997	8,373	2,938	-2.0%	1.086	68.36								
			167	166	2,997	8,376	2,939	-1.9%	1.065	67.89								
			166	164	2,997	8,380	2,940	-1.9%	1.040	66.47								
	NB Off Ramp to SR 674	NB On Ramp from SR 674 EB	164	162	2,519	7,070	2,481	-1.5%	0.766	67.79	67.8	61.0	11.1%					
			162	160	3,099	8,687	3,048	-1.6%	0.919	62.94	65.1	68.0	-4.3%					
	NB On Ramp from SR 674 EB	NB On Ramp from SR 674 WB	160	158	3,099	8,689	3,049	-1.6%	0.903	67.23								
			158	157	3,623	10,132	3,555	-1.9%	1.134	64.75								
			157	156	3,623	10,136	3,557	-1.8%	1.109	66.98								
			156	155	3,623	10,136	3,556	-1.8%	1.112	66.88								
			155	154	3,623	10,142	3,559	-1.8%	1.075	66.76								
			154	153	3,623	10,147	3,560	-1.7%	1.043	66.67								
			153	152	3,623	10,151	3,562	-1.7%	1.023	66.62								
			152	171	3,623	10,155	3,563	-1.7%	0.998	66.56								
			171	151	3,623	10,156	3,563	-1.6%	0.994	66.52								
			151	150	3,623	10,155	3,563	-1.7%	0.998	66.49								
			150	172	3,623	10,157	3,564	-1.6%	0.990	66.46								
			172	149	3,623	10,154	3,563	-1.7%	1.005	66.44								
			149	148	3,623	10,156	3,563	-1.6%	0.993	66.42								
			148	147	3,623	10,165	3,567	-1.6%	0.939	66.38								
			147	146	3,623	10,168	3,568	-1.5%	0.921	66.36								
	146	144	3,623	10,173	3,570	-1.5%	0.890	66.26										
	144	142	3,623	10,174	3,570	-1.5%	0.884	64.05										
	NB Off Ramp to Big Bend Road	NB On Ramp from Big Bend Road	142	140	3,010	8,422	2,955	-1.8%	1.007	66.69	66.7	65.0	2.6%					
	NB On Ramp from Big Bend Road	NB Off Ramp to Gibsonton Dr	140	138	3,953	11,038	3,873	-2.0%	1.281	64.85	66.0	69.0	-4.3%					
			138	136	3,953	11,041	3,874	-2.0%	1.262	66.23								
			136	134	3,953	11,040	3,874	-2.0%	1.271	66.46								
			134	133	3,953	11,042	3,875	-2.0%	1.254	66.37								
			133	132	3,953	11,044	3,875	-2.0%	1.246	66.30								
			132	131	3,953	11,044	3,875	-2.0%	1.245	66.26								
			131	130	3,953	11,046	3,876	-2.0%	1.234	66.22								
			130	129	3,953	11,045	3,875	-2.0%	1.241	66.18								
			129	128	3,953	11,045	3,876	-2.0%	1.237	66.17								
			128	127	3,953	11,038	3,873	-2.0%	1.278	66.12								
			127	126	3,953	11,031	3,871	-2.1%	1.317	66.11								
			126	124	3,953	11,028	3,869	-2.1%	1.337	66.07								
			124	122	3,953	11,023	3,868	-2.2%	1.367	64.93								
			NB Off Ramp to Gibsonton Dr	NB On Ramp from Gibsonton Dr	122	121	3,579	9,979	3,501	-2.2%				1.303	66.25	66.5	67.0	-0.8%
					121	120	3,579	9,977	3,501	-2.2%				1.316	66.65			
			120	118	3,579	9,970	3,498	-2.3%	1.360	66.57								
	NB On Ramp from Gibsonton Dr	-	118	116	4,619	12,886	4,522	-2.1%	1.442	62.74	66.5	70.0	-5.0%					
			116	114	4,619	12,878	4,518	-2.2%	1.487	66.65								
			114	112	4,619	12,870	4,516	-2.2%	1.528	66.86								
			112	111	4,619	12,861	4,512	-2.3%	1.577	66.82								
			111	110	4,619	12,852	4,509	-2.4%	1.622	66.79								
110			109	4,619	12,846	4,507	-2.4%	1.651	66.79									
109			108	4,619	12,840	4,505	-2.5%	1.682	66.79									
108			106	4,619	12,833	4,503	-2.5%	1.719	66.78									
106			104	4,619	12,822	4,499	-2.6%	1.779	66.78									
104			102	4,619	12,815	4,496	-2.7%	1.817	66.99									
102			100	4,619	12,807	4,494	-2.7%	1.855	67.34									
SB Off Ramp to Gibsonton Dr ⁽¹⁾			-	382	300	6,721	18,463	6,478	-3.6%	2,989				64.66	57.77 ⁽¹⁾	60.0	-3.7%	
	300	304		6,721	18,468	6,480	-3.6%	2,969	65.84									
	304	306		6,721	18,475	6,483	-3.5%	2,935	65.88									
	306	308		6,721	18,479	6,484	-3.5%	2,917	65.81									
	308	309		6,721	18,482	6,485	-3.5%	2,905	65.71									
	309	310		6,721	18,486	6,486	-3.5%	2,888	63.97									
	310	311		6,721	18,483	6,485	-3.5%	2,900	58.83									
	311	312		6,721	18,490	6,488	-3.5%	2,873	57.47									
	312	314		6,721	18,496	6,490	-3.4%	2,846	55.33									
	314	316		6,721	18,506	6,493	-3.4%	2,800	46.48									
	316	318		6,721	18,519	6,498	-3.3%	2,743	44.68									
	SB Off Ramp to Gibsonton Dr	SB On Ramp from Gibsonton Dr		318	320	4,630	13,262	4,653	0.5%	0.342	64.31	65.6	62.0	5.8%				
				320	321	4,630	13,265	4,655	0.5%	0.360	66.45							
				321	322	4,630	13,272	4,657	0.6%	0.391	65.98							
	SB On Ramp from Gibsonton Dr ⁽¹⁾	SB Off Ramp to Big Bend Rd ⁽¹⁾		322	324	4,946	14,193	4,980	0.7%	0.481	64.64	62.4 ⁽¹⁾	65.0	-4.0%				
324			326	4,946	14,195	4,981	0.7%	0.491	65.67									
326			327	4,946	14,195	4,981	0.7%	0.490	65.68									
327			328	4,946	14,200	4,982	0.7%	0.516	65.53									
328			329	4,946	14,202	4,983	0.8%	0.527	65.45									
329			330	4,946	14,206	4,984	0.8%	0.545	65.40									
330			331	4,946	14,206	4,984	0.8%	0.545	65.33									
331			332	4,946	14,212	4,986	0.8%	0.575	65.29									
332			333	4,946	14,216	4,988	0.9%	0.599	65.22									
333			334	4,946	14,221	4,990	0.9%	0.621	65.14									
334			336	4,946	14,230	4,993	0.9%	0.665	65.11									
336			338	4,946	14,232	4,994	1.0%	0.678	62.87									
338			340	4,946	14,229	4,992	0.9%	0.660	53.47									
SB Off Ramp to Big Bend Rd			SB On Ramp from Big Bend Rd	340	342	3,088	8,889	3,119	1.0%	0.554	67.17				67.2	62.0	8.3%	
SB On Ramp from Big Bend Rd			SB Off Ramp to SR 674 WB	342	344	3,367	9,678	3,396	0.9%	0.494	66.54				66.5	70.0	-5.0%	
	344	346		3,367	9,676	3,395	0.8%	0.481	66.84									
	346	347		3,367	9,673	3,394	0.8%	0.463	66.83									
	347	348		3,367	9,665	3,391	0.7%	0.414	66.73									
	348	349		3,367	9,660	3,390	0.7%	0.388	66.67									
	349	372		3,367	9,655	3,388	0.6%	0.357	66.63									
	372	350		3,367	9,653	3,387	0.6%	0.343	66.61									
	350	351		3,367	9,636	3,381	0.4%	0.244	66.60									
	351	371		3,367	9,628	3,378	0.3%	0.195	66.57									
	371	352		3,367	9,615	3,374	0.2%	0.113	66.54									
	352	353		3,367	9,606	3,371	0.1%	0.063	66.53									
	353	354		3,367	9,599	3,368	0.0%	0.020	66.51									
	354	355		3,367	9,582	3,362	-0.1%	0.085	66.48									
	355	356		3,367	9,572	3,359	-0.2%	0.145	66.47									
	356	357		3,367	9,559	3,354	-0.4%	0.224	66.38									
	357	358		3,367	9,545	3,349	-0.5%	0.309	64.63									
	SB Off Ramp to SR 674 WB	SB Off Ramp to SR 674 EB		358	360	2,573	7,265	2,549	-0.9%	0.469	67.59	66.7	64.0	4.2%				
		360	362	2,573	7,256	2,546	-1.1%	0.537	65.81									
SB Off Ramp to SR 674 EB	SB On Ramp from SR 674	362	364	1,993	5,576	1,957	-1.8%	0.821	68.05	68.0	58.0	17.3%						
SB On Ramp from SR 674	-	364	366	2,302	6,400	2,246	-2.4%	1.181	66.28	66.4	69.0	-3.8%						
		366	367	2,302	6,391	2,242	-2.6%	1.250	67.87									
		367	368	2,302	6,385	2,240	-2.7%	1.295	67.84									
		368	369	2,302	6,377	2,238	-2.8%	1.352	63.51									

(1) The model speed is the speed for the inner two lanes along I-75 to account for the back up for the SB Off Ramp exit on the outside lane.

$$GEH = \sqrt{\frac{(E - V)^2}{(E + V)/2}}$$

where: E = model estimated volume; V = field count


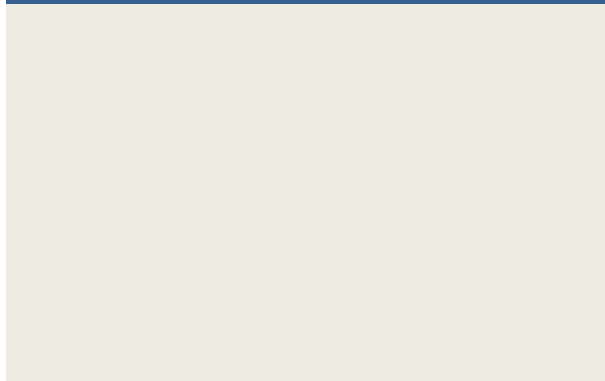


Speed and Volume Comparison for I-75 - Existing Conditions (PM Peak)

Based on 10 distinct Random Number Seeds in CORSIM

Road	Location	From Node	To Node	Volume Input (vph)	Volume Processed (Veh for 3 Hrs)	Volume Processed (vph)	Percent Difference	GEH
I-75 (NB) Ramps	NB Off Ramp to SR 674	164	242	478	1,314	461	-3.6%	0.784
	NB On Ramp from SR 674 EB	237	162	580	1,618	568	-2.1%	0.510
	NB On Ramp from SR 674 WB	230	158	524	1,441	506	-3.5%	0.812
	NB Off Ramp to Big Bend Road	142	224	613	1,753	615	0.3%	0.081
	NB On Ramp from Big Bend Road	218	140	943	2,615	917	-2.7%	0.838
	NB Off Ramp to Gibsonton Drive	122	212	374	1,039	365	-2.5%	0.491
	NB On Ramp from Gibsonton Drive	200	118	1,040	2,922	1,025	-1.4%	0.456
I-75 (SB) Ramps	SB Off Ramp to Gibsonton Drive	318	7002	2,091	5,261	1,846	-11.7%	5.525
	SB On Ramp from Gibsonton Drive	472	322	316	920	323	2.1%	0.371
	SB Off Ramp to Big Bend Road	340	7006	1,858	5,337	1,873	0.8%	0.339
	SB On Ramp from Big Bend Road	463	342	279	792	278	-0.4%	0.062
	SB Off Ramp to SR 674 WB	358	431	794	2,269	796	0.3%	0.076
	SB Off Ramp to SR 674 EB	362	429	580	1,671	586	1.1%	0.262
	SB On Ramp from SR 674	439	364	309	829	291	-5.9%	1.044

$$GEH = \sqrt{\frac{(E - V)^2}{(E + V)/2}}$$

where: E = model estimated volume; V = field count



E

Signal Timing Information

Hillsborough County

Timing Sheet

11/14/2018 11:52:17 AM

Station : 1438 - Big Bend Rd & Covington Garden Rd (F281) (Standard File)

Unit Parameters [1.2.1]

StartUp Flash	Auto Ped Clear	Backup Time	Red Revert	Console Timeout	Tone Disable	Feature Profile	Phase Mode	Diamond Mode	SD/C Retry Time	TS2 Det Faults	Cycle Fault Action	Max Cycle Time	Max Seek Track Time	Max Seek Dwell Time	Enable Run	Local Flash Start	Start Red Time	Disable Init Ped	Yellow 3 Second Disable	Omit Yellow Enable	Free Ring Sequence	
	ON		3	30	OFF		STD8	4PH		ON	ALARM				ON	OFF	OFF	OFF	OFF	OFF	OFF	1

Comm, General Comm Parameters [6.1]

Station ID	Master Station ID	Fallback time	Allow Pencil	Port	System-Up	Sys-Down	PC/Print	Aux 232
1438		900	OFF					

Port Parameters [6.2]

Comm	Mode	Baud	MsgTime	Duplex	Enable	DialTime	Modem	ModemTime	Tel#1	Tel#2
System Up(P-A)										
System Down(P-B)										
PC/Print(P-2)										

Overlap General Parameters [1.5.1]

Conflict Lock	Lock Inhibit	Program Card	Use Parent	Canadian Fast Flash
OFF	OFF	OFF	ON	OFF

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases	Modifier Phases	Type	Green	Yellow	Red
Overlap 1			NORMAL		3.5	1.5
Overlap 2			NORMAL		3.5	1.5
Overlap 3			NORMAL		3.5	1.5
Overlap 4			NORMAL		3.5	1.5
Overlap 5			NORMAL		3.5	1.5
Overlap 6			NORMAL		3.5	1.5
Overlap 7			NORMAL		3.5	1.5
Overlap 8			NORMAL		3.5	1.5

Overlap Conflict Parameters+ [1.5.2.2]

Overlap	Conflicting Phases	Conflicting Overlaps	Conflicting Peds
Overlap 1			OFF/OFF
Overlap 2			OFF/OFF
Overlap 3			OFF/OFF
Overlap 4			OFF/OFF
Overlap 5			OFF/OFF
Overlap 6			OFF/OFF
Overlap 7			OFF/OFF
Overlap 8			OFF/OFF

Detector, Vehicle Parameters 1-16 [5.1]

	1 (SBT1)	2 (WBT1)	3 (WBT2)	4 (WBL1)	5 (NBR1)	6 (NBT1)	7 (EBT1)	8 (EBT2)	9	10	11	12	13	14	15	16
Call Phase	8	2	2	5	4	4	6	6								
Switch Phase				2												
Delay Time	5				5											

Detector, Vehicle Parameters 17-32 [5.1]

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call Phase		2		4	5	6	4	8								
Switch Phase					2											
Delay Time				5				5								

Hillsborough County

Timing Sheet

11/14/2018 11:52:17 AM

Station : 1438 - Big Bend Rd & Covington Garden Rd (F281) (Standard File)

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	(SBT1)	(WBT1)	(WBT2)	(WBL1)	(NBR1)	(NBT1)	(EBT1)	(EBT2)								
Call Phase																
Switch Phase																
Delay Time																

Channels/SDLC, Assign to Phases [1.3.1]

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

Channel/SDLC, Parameters [1.3.3]

TOD Dim Enable	Extra Maps Enable	D Connector Enable	Single BIU Map	IO Mode	Preempt or Ext Output
OFF	DEFAULT		ON	AUTO	EXT

Channel/SDLC, MMU Map [1.3.5]

MMU-to-Controller Channel Map

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

Channel/SDLC, Permissive [1.3.4]

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

Channel/SDLC, Permissive [1.3.7]

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

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Ring 1	1	2	3	4				
Ring 2	5	6	7	8				
Ring 3								
Ring 4								

Hillsborough County, FL Naztec timing sheet supplement

Intersection: 1438 - Big Bend Rd & Covington Garden Rd (F281)

Date: 08/14/18

∅	∅1	∅2	∅3	∅4	∅5	∅6	∅7	∅8
Movement Type	N/A	Thru	N/A	Thru	PR/PM	Thru	N/A	Thru
	PR=Protected Turn			PR/PM=Protected / Permitted Turn				

Special Notes: Ped times for ∅2,4,6,8 - Leading Ped Interval (5 s Grn/Ped Delay (MM-1-1-3))
 (IO Logic MM-1-3-9-1): Input 130=Input 130 or Input 134 (Input P2=Input P2 or P6)
 (IO Logic MM-1-3-9-1):Input 134=Input 134 (Input P6=Input P2 or P6)
 (IO Logic MM-1-3-9-1):Input 132=Input 132 or Input 136 (Input P4=Input P4 or P8)
 (IO Logic MM-1-3-9-1):Input 136=Input 132 or Input 136 (Input P8=Input P4 or P8)

Detector, Red Lock (MM-5-2, page ->)

Detector #	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Red Lock						X										
Delay in detector (not in controller)																
External Mode																
Source																
Detector #	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Red Lock																
Delay in detector (not in controller)																
External Mode																
Source																

Call, Inhibit, Redirect (MM-1-1-5)

Active ∅	∅1 Active	∅2 Active	∅3 Active	∅4 Active	∅5 Active	∅6 Active	∅7 Active	∅8 Active
Inhibit ∅						5		
Redirect calls (from->to)								

Trans, Coord, Pattern + (MM-2-5)

Pattern	1	2	3	4	5	6	7	8
No Short phases			4, 8	4, 8				
Alt Times (MM-1-1-6-1)								
Pattern	1	2	3	4	5	6	7	8
No Short phases								
Alt Times (MM-1-1-6-1)								

Misc Notes:

- Red Lock- locks calls on Red Only (don't use Lock found under phase options)
- Call, Inhibit, Redirect- While ∅ is active, perform inhibit or redirect.
 - Inhibit- prevents yellow trap (prevents service of left turn ∅ while opposing main street ∅ is active)
 - Redirect- calls another phase during active ∅ (for side-street it allows late arriving vehicles at a Prot/Perm left turn to call the adjacent thru movement, or for main-street it allows protected left-turns to redirect calls to side-street).
- Trans, Coord, Pattern +
 - No Short Phases- will not be shortened during offset seeking
 - Alt Times- Service plan that will be called when pattern is active
- Pattern 99 calls action 254 which is Free-Op, Pattern 100 calls action 255 which is Flash
- Patterns 1-9 are for coord, Patterns 10-19 are for free-op Max Plans
- Coord ∅: Always set ∅2 as the coord phase (offset will be same as LMD) with the following two exceptions:
 - For intersections with Lead/Lag Left Turns on main-street, use the first thru movement (LMD offset reduced by lagging left turn split)[Standard 8 or Q-seq.]
 - For Quad-Sequential intersections with a single L.T. on main-street, use the last thru movement (offset will stay same as LMD) [Q-seq. only]

Hillsborough County

Timing Sheet

2/19/2019 1:21:06 PM

Station : 1299 - Big Bend Rd & East Bay High Sch (G018) (Standard File)

TB Coor, Advanced Scheduler [4.3]

Calendar grid showing months, days of week, and days of month with a 'Day Plan' column on the right.

TB Coor, Day Plan [4.4]

Day Plan Table 1: Summary table with columns 1-16 and rows for Hour, Minute, and Action.

Day Plan Table 2: Summary table with columns 1-16 and rows for Hour, Minute, and Action.

Day Plan Table 3: Summary table with columns 1-16 and rows for Hour, Minute, and Action.

Day Plan Table 4: Summary table with columns 1-16 and rows for Hour, Minute, and Action.

Day Plan Table 5: Summary table with columns 1-16 and rows for Hour, Minute, and Action.

Day Plan Table 6: Summary table with columns 1-16 and rows for Hour, Minute, and Action.

Hillsborough County

Timing Sheet

1/25/2019 7:13:39 AM

Station : 1300 - Big Bend Rd & I-75 SB Ramp (West) (F045) (Standard File)

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase																
Switch Phase																
Delay Time																

Channels/SDLC, Assign to Phases [1.3.1]

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

Channel/SDLC, Parameters [1.3.3]

TOD Dim Enable	Extra Maps Enable	D Connector Enable	Single BIU Map	IO Mode	Preempt or Ext Output
OFF	DEFAULT	TX2 V14	ON	AUTO	EXT

Channel/SDLC, MMU Map [1.3.5]

MMU-to-Controller Channel Map

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

Channel/SDLC, Permissive [1.3.4]

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

Channel/SDLC, Permissive [1.3.7]

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

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Ring 1	1	2		3	4	7	8	
Ring 2	5	6						
Ring 3								
Ring 4								

Hillsborough County

Timing Sheet

1/9/2019 2:45:32 PM

Station : 1468 - Big Bend Rd & I-75 NB Ramp (East) (E136) (Standard File)

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

	1 (WBT1)	2 (WBT2)	3 (NBT1)	4 (WBL1)	5 (EBT1)	6 (EBT2)	7	8	9 (WBT5)	10 (WBT6)	11 (NBT6)	12	13	14	15	16	
Call Phase																	
Switch Phase																	
Delay Time																	

Channels/SDLC, Assign to Phases [1.3.1]

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

Channel/SDLC, Parameters [1.3.3]

TOD Dim Enable	Extra Maps Enable	D Connector Enable	Single BIU Map	IO Mode	Preempt or Ext Output
OFF	DEFAULT		ON	AUTO	EXT

Channel/SDLC, MMU Map [1.3.5]

MMU-to-Controller Channel Map

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

Channel/SDLC, Permissive [1.3.4]

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

Channel/SDLC, Permissive [1.3.7]

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

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Ring 1	1	2		3	4	7	8	
Ring 2	5	6						
Ring 3								
Ring 4								

Hillsborough County

Timing Sheet

10/10/2018 3:50:25 PM

Station : 1516 - Big Bend Rd & Simmons Loop (F345) (Standard File)

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

	1 (NBR1)	2 (NBL1)	3	4	5 (EBT1)	6 (EBT2)	7 (EBL1)	8 (WBT1)	9 (WBT2)	10 (WBL1)	11	12	13	14	15	16
Call Phase																
Switch Phase																
Delay Time																

Channels/SDLC, Assign to Phases [1.3.1]

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

Channel/SDLC, Parameters [1.3.3]

TOD Dim Enable	Extra Maps Enable	D Connector Enable	Single BIU Map	IO Mode	Preempt or Ext Output
OFF	DEFAULT		ON	AUTO	EXT

Channel/SDLC, MMU Map [1.3.5]

MMU-to-Controller Channel Map

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

Channel/SDLC, Permissive [1.3.4]


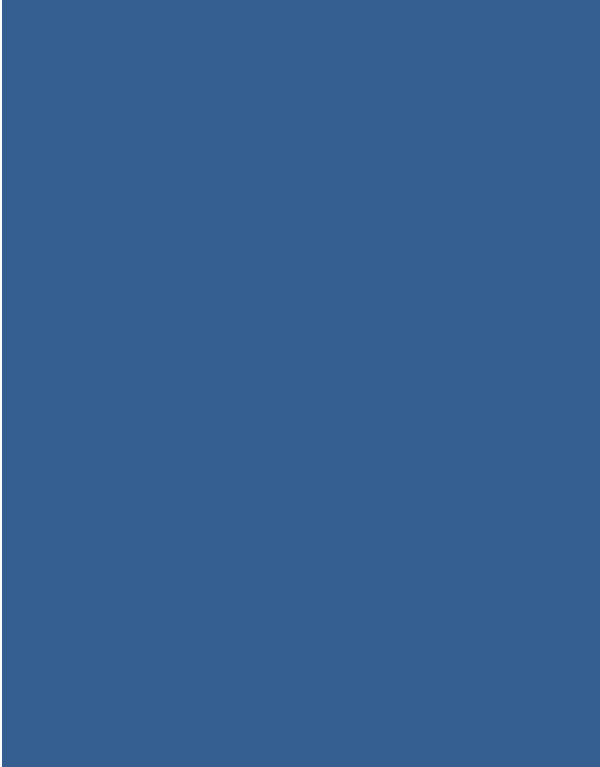
Channel	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2
1															
2		1										1	1		
3															
4				1							1				
5															
6			1												
7				1											
8															
9															
10															
11															
12															
13															
14															
15															

Channel/SDLC, Permissive [1.3.7]

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

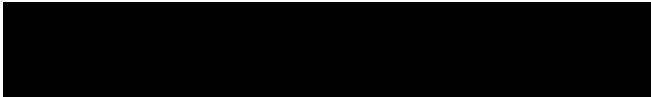
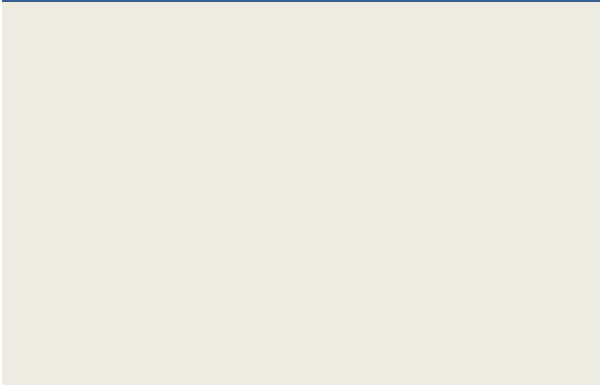
Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Ring 1	1	2	3	4				
Ring 2	5	6	7	8				
Ring 3								
Ring 4								



F

Big Bend Road Travel Time,
Vehicle Queue Data, and
Existing Year (2019)
Calibration Volumes



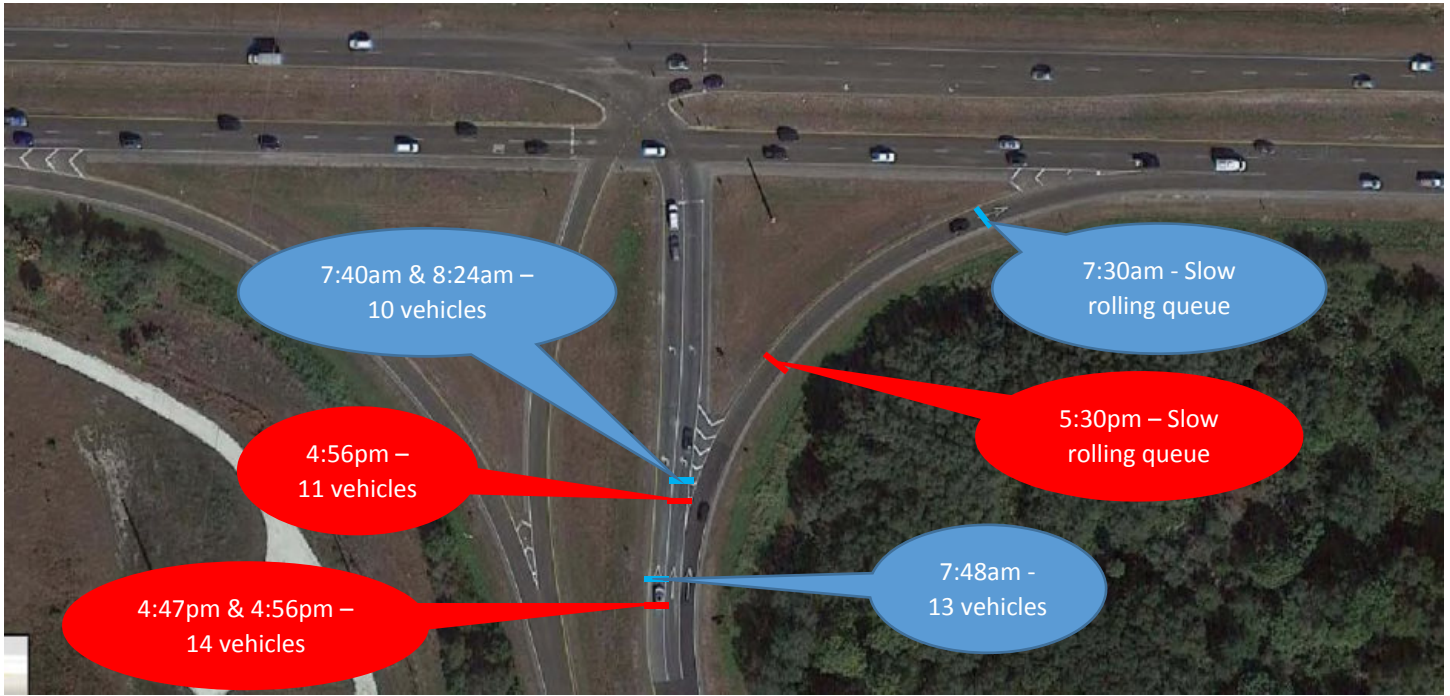
Roadway	Average Field	Field Travel Time Runs									
		5/15/2018	5/15/2018	5/15/2018	5/15/2018	5/15/2018	5/17/2018	5/17/2018	5/17/2018	5/17/2018	5/17/2018
		4:00 PM	4:10 PM	4:29 PM	5:05 PM	5:58 PM	4:00 PM	4:18 PM	4:33 PM	4:50 PM	5:35 PM
		Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Run 7	Run 8	Run 9	Run 10
Big Bend Rd from Covington Gardens to Simmons Loop (EB)	5:44	4:42	4:21	5:18	6:32	6:29	5:34	6:15	7:59	6:48	3:28
		4:06 PM	4:16 PM	4:36 PM	5:13 PM	6:06 PM	4:10 PM	4:25 PM	4:42 PM	4:59 PM	5:30 PM
		Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Run 7	Run 8	Run 9	Run 10
Big Bend Rd from Simmons Loop to Covington Gardens (WB)	6:39	3:00	10:52	6:22	8:03	5:55	6:00	6:47	7:44	8:04	3:48

Roadway	Average Field	Field Travel Time Runs									
		5/22/2018	5/22/2018	5/22/2018	5/22/2018	5/22/2018	5/22/2018	5/22/2018	5/22/2018		
		4:26 PM	4:45 PM	4:57 PM	5:10 PM	5:23 PM	5:39 PM	5:58 PM	6:16 PM		
		Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Run 7	Run 8	Run 9	Run 10
I-75 from Symmes Rd to Big Bend Road (SB)	4:42	3:47	3:15	3:20	2:59	4:49	8:55	6:44	3:49		

I-75 at Big Bend Rd Maximum Queues

06/8/2017 SB Off Ramp

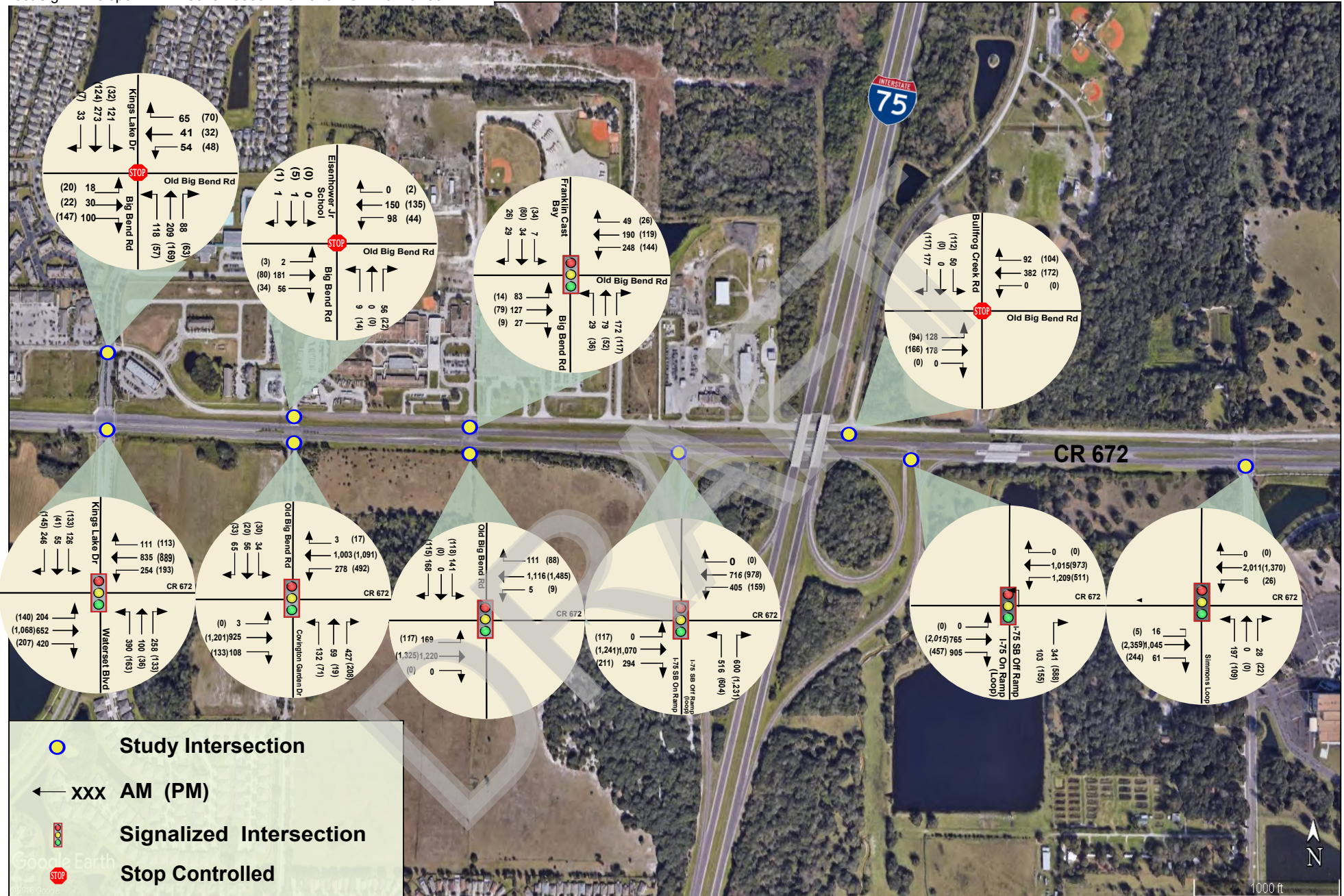
— AM Peak — PM Peak



06/8/2017 NB Off Ramp (Lefts)

— AM Peak — PM Peak





Big Bend Road (CR 672)
PD&E Study

Existing (2019) AM & PM Peak Hour DDHVs

Figure No:
2-3



Temporal Volume
Distribution

Network All (I-75 and Big Bend Road)

Source: Adams Traffic

Dates: 6/6/17 - 6/8/17

<u>Start Time</u>	<u>Big Bend W. of I-75</u>	<u>Big Bend E. of I-75</u>	<u>I-75 S. of Big Bend</u>	<u>Total</u>	<u>Hourly Total</u>
0:00	83	122	253	458	1683
0:15	81	115	263	459	1556
0:30	57	102	254	412	1428
0:45	57	83	215	355	1320
1:00	45	62	223	330	1246
1:15	54	75	202	331	1189
1:30	54	70	180	304	1153
1:45	47	53	180	280	1114
2:00	42	52	180	274	1169
2:15	36	51	209	295	1222
2:30	33	52	180	265	1282
2:45	36	60	239	335	1382
3:00	43	65	218	326	1394
3:15	45	66	245	356	1477
3:30	44	69	253	365	1607
3:45	40	70	237	347	1884
4:00	49	74	286	409	2255
4:15	62	90	334	486	2674
4:30	99	125	419	643	3292
4:45	103	142	473	717	4031
5:00	103	165	560	828	4946
5:15	149	240	716	1104	6219
5:30	190	302	890	1382	7721
5:45	246	352	1034	1632	9310
6:00	338	465	1299	2101	10679
6:15	379	567	1660	2606	11724
6:30	467	730	1774	2972	12457
6:45	458	763	1780	3001	12697
7:00	483	805	1858	3146	12821
7:15	498	816	2025	3339	12703
7:30	514	861	1836	3211	12401
7:45	561	843	1721	3125	11944
8:00	544	787	1697	3029	11623
8:15	541	785	1711	3037	11169
8:30	538	662	1554	2754	10712
8:45	508	642	1654	2804	10579
9:00	483	569	1522	2574	10358
9:15	485	590	1506	2580	10328
9:30	513	622	1487	2621	10271
9:45	502	604	1478	2583	10282
10:00	478	582	1483	2543	10365
10:15	494	556	1474	2524	10474
10:30	500	623	1510	2632	10550
10:45	531	601	1534	2666	10526
11:00	502	591	1559	2652	10455
11:15	484	585	1531	2600	10456
11:30	517	605	1487	2609	10565
11:45	528	587	1480	2595	10692
12:00	525	589	1539	2653	10742
12:15	525	629	1555	2708	10659
12:30	533	651	1552	2736	10581
12:45	524	625	1496	2645	10449
13:00	509	630	1431	2570	10438
13:15	493	618	1520	2630	10523
13:30	491	617	1497	2605	10591
13:45	491	632	1511	2633	10762
14:00	495	610	1550	2655	10840
14:15	504	645	1550	2698	10917
14:30	506	616	1654	2776	11084
14:45	480	615	1616	2711	11283
15:00	517	632	1582	2732	11529
15:15	520	643	1703	2865	11900
15:30	554	667	1754	2975	12154
15:45	514	658	1785	2957	12417
16:00	546	722	1835	3103	12732
16:15	577	726	1816	3119	13043
16:30	585	799	1855	3239	13274

16:45	600	837	1835	3272	13267
17:00	656	838	1920	3414	13184
17:15	629	882	1839	3350	12780
17:30	612	873	1747	3232	12436
17:45	570	828	1791	3189	11950
18:00	575	802	1633	3009	11175
18:15	546	834	1626	3006	10458
18:30	515	719	1512	2746	9482
18:45	445	613	1356	2414	8682
19:00	465	617	1211	2293	8012
19:15	384	559	1087	2030	7486
19:30	394	521	1031	1946	7103
19:45	353	488	903	1744	6699
20:00	360	482	925	1767	6378
20:15	347	459	841	1647	5977
20:30	320	451	770	1541	5613
20:45	306	407	711	1423	5291
21:00	292	400	674	1366	4929
21:15	297	390	595	1282	4543
21:30	273	377	569	1219	4205
21:45	214	316	533	1062	3862
22:00	198	281	501	980	3545
22:15	180	274	490	944	3260
22:30	165	252	460	876	2943
22:45	150	196	400	745	2650
23:00	134	185	376	695	2435
23:15	105	168	354	627	
23:30	112	161	311	584	
23:45	102	144	283	529	
	33830	45178	105924	184932	
			check	184932	

	6:00	6:15	6:30	6:45	Total	Perc.
AM Pre Peak	2101	2606	2972	3001	10679	83.3%
	19.7%	24.4%	27.8%	28.1%	100.0%	
	7:00	7:15	7:30	7:45	Total	Perc.
AM Peak	3146	3339	3211	3125	12821	100.0%
	24.5%	26.0%	25.0%	24.4%	100.0%	
	8:00	8:15	8:30	8:45	Total	Perc.
AM Post Peak	3029	3037	2754	2804	11623	90.7%
	26.1%	26.1%	23.7%	24.1%	100.0%	
	15:30	15:45	16:00	16:15	Total	Perc.
PM Pre Peak	2975	2957	3103	3119	12154	91.6%
	24.5%	24.3%	25.5%	25.7%	100.0%	
	16:30	16:45	17:00	7:15	Total	Perc.
PM Peak	3239	3272	3414	3350	13274	100.0%
	24.4%	24.6%	25.7%	25.2%	100.0%	
	17:30	17:45	18:00	18:15	Total	Perc.
PM Post Peak	3232	3189	3009	3006	12436	93.7%
	26.0%	25.6%	24.2%	24.2%	100.0%	

Temporal Distribution of CORSIM Network Entry Volumes

Existing Year (2019) AM Peak Period - Raw Volumes

Entry Volume Location	Period 1 - Pre Peak Hour					Period 2 - Peak Hour					Period 3 - Post Peak Hour					Three-Hour Throughput (Veh)
	TP1	TP2	TP3	TP4	Total	TP5	TP6	TP7	TP8	Total	TP9	TP10	TP11	TP12	Total	
	6:00	6:15	6:30	6:45		7:00	7:15	7:30	7:45		8:00	8:15	8:30	8:45		
<u>I-75</u>																
Northbound I-75 South of Big Bend Road					82.3%					100.0%					84.8%	267.1%
	601	731	799	850	2981	930	1014	871	807	3622	817	823	646	784	3070	9673
	20.2%	24.5%	26.8%	28.5%	100.0%	25.7%	28.0%	24.0%	22.3%	100.0%	26.6%	26.8%	21.0%	25.5%	100.0%	
Southbound I-75 North of Big Bend Road					82.3%					100.0%					84.8%	267.1%
	676	822	898	955	3351	1045	1140	979	907	4071	918	925	726	881	3451	10872
	20.2%	24.5%	26.8%	28.5%	100.0%	25.7%	28.0%	24.0%	22.3%	100.0%	26.6%	26.8%	21.0%	25.5%	100.0%	
<u>Big Bend Road</u>																
Eastbound Big Bend Road West of Covington Gardens Drive					99.8%					100.0%					78.4%	278.2%
	177	234	284	231	926	216	221	267	224	928	212	176	165	175	728	2582
	19.1%	25.3%	30.7%	24.9%	100.0%	23.3%	23.8%	28.8%	24.1%	100.0%	29.1%	24.2%	22.7%	24.0%	100.0%	
Westbound Big Bend Road East of Simmons Loop					136.0%					100.0%					98.6%	334.6%
	465	491	524	507	1987	422	335	342	362	1461	337	376	359	369	1441	4889
	23.4%	24.7%	26.4%	25.5%	100.0%	28.9%	22.9%	23.4%	24.8%	100.0%	23.4%	26.1%	24.9%	25.6%	100.0%	
<u>Cross Streets</u>																
Northbound Covington Gardens Drive South of Big Bend Road					87.0%					100.0%					74.4%	261.4%
	79	119	155	177	530	166	146	149	148	609	140	99	122	92	453	1592
	14.9%	22.5%	29.2%	33.4%	100.0%	27.3%	24.0%	24.5%	24.3%	100.0%	30.9%	21.9%	26.9%	20.3%	100.0%	
Southbound Eisenhower Middle School Entrance North of Big Bend Road					39.0%					100.0%					68.0%	207.1%
	7	21	12	54	94	64	66	67	44	241	28	39	51	46	164	499
	7.4%	22.3%	12.8%	57.4%	100.0%	26.6%	27.4%	27.8%	18.3%	100.0%	17.1%	23.8%	31.1%	28.0%	100.0%	
Southbound East Bay High School Entrance					36.8%					100.0%					61.4%	198.1%
	22	26	79	129	256	180	152	204	160	696	61	65	181	120	427	1379
	8.6%	10.2%	30.9%	50.4%	100.0%	25.9%	21.8%	29.3%	23.0%	100.0%	14.3%	15.2%	42.4%	28.1%	100.0%	
Northbound Simmons Loop South of Big Bend Road					116.8%					100.0%					73.8%	290.6%
	25	64	64	70	223	69	64	21	37	191	34	32	45	30	141	555
	11.2%	28.7%	28.7%	31.4%	100.0%	36.1%	33.5%	11.0%	19.4%	100.0%	24.1%	22.7%	31.9%	21.3%	100.0%	

Existing Year (2019) PM Peak Period - Raw Volumes

Entry Volume Location	Period 1 - Pre Peak Hour					Period 2 - Peak Hour					Period 3 - Post Peak Hour					Three-Hour Throughput (Veh)
	TP1	TP2	TP3	TP4	Total	TP5	TP6	TP7	TP8	Total	TP9	TP10	TP11	TP12	Total	
	3:30	3:45	4:00	4:15		4:30	4:45	5:00	5:15		5:30	5:45	6:00	6:15		
<u>I-75</u>																
Northbound I-75 South of Big Bend Road					96.9%					100.0%					89.0%	285.8%
	990	927	995	996	3908	965	988	1044	1038	4035	987	913	850	841	3591	11534
	25.3%	23.7%	25.5%	25.5%	100.0%	23.9%	24.5%	25.9%	25.7%	100.0%	27.5%	25.4%	23.7%	23.4%	100.0%	
Southbound I-75 North of Big Bend Road					96.9%					100.0%					89.0%	285.8%
	1186	1110	1192	1193	4680	1156	1183	1250	1243	4832	1182	1093	1018	1007	4300	13812
	25.3%	23.7%	25.5%	25.5%	100.0%	23.9%	24.5%	25.9%	25.7%	100.0%	27.5%	25.4%	23.7%	23.4%	100.0%	
<u>Big Bend Road</u>																
Eastbound Big Bend Road West of Covington Gardens Drive					96.3%					100.0%					100.7%	297.0%
	364	278	271	242	1155	259	260	363	317	1199	334	304	279	290	1207	3561
	31.5%	24.1%	23.5%	21.0%	100.0%	21.6%	21.7%	30.3%	26.4%	100.0%	27.7%	25.2%	23.1%	24.0%	100.0%	
Westbound Big Bend Road East of Simmons Loop					98.9%					100.0%					85.2%	284.0%
	277	321	295	333	1226	295	304	348	293	1240	252	265	244	295	1056	3522
	22.6%	26.2%	24.1%	27.2%	100.0%	23.8%	24.5%	28.1%	23.6%	100.0%	23.9%	25.1%	23.1%	27.9%	100.0%	
<u>Cross Streets</u>																
Northbound Covington Gardens Drive South of Big Bend Road					104.1%					100.0%					118.0%	322.1%
	94	71	80	61	306	87	51	78	78	294	87	95	75	90	347	947
	30.7%	23.2%	26.1%	19.9%	100.0%	29.6%	17.3%	26.5%	26.5%	100.0%	25.1%	27.4%	21.6%	25.9%	100.0%	
Southbound Eisenhower Middle School Entrance North of Big Bend Road					165.2%					100.0%					102.2%	367.4%
	25	14	31	82	152	33	17	21	21	92	28	19	25	22	94	338
	16.4%	9.2%	20.4%	53.9%	100.0%	35.9%	18.5%	22.8%	22.8%	100.0%	29.8%	20.2%	26.6%	23.4%	100.0%	
Southbound East Bay High School Entrance					115.0%					100.0%					69.2%	284.2%
	104	83	93	172	452	137	77	79	100	393	48	75	85	64	272	1117
	23.0%	18.4%	20.6%	38.1%	100.0%	34.9%	19.6%	20.1%	25.4%	100.0%	17.6%	27.6%	31.3%	23.5%	100.0%	
Northbound Simmons Loop South of Big Bend Road					95.4%					100.0%					60.3%	255.6%
	43	32	35	34	144	45	35	39	32	151	23	26	22	20	91	386
	29.9%	22.2%	24.3%	23.6%	100.0%	29.8%	23.2%	25.8%	21.2%	100.0%	25.3%	28.6%	24.2%	22.0%	100.0%	

Legend:

Peak Hour Traffic Volumes

Pre/Post Hour Greater than Peak

Temporal Distribution of CORSIM Network Entry Volumes

Existing Year (2019) AM Peak Period - Calibrated Volumes

Entry Volume Location	Period 1 - Pre Peak Hour					Period 2 - Peak Hour					Period 3 - Post Peak Hour					Three-Hour Throughput (Veh)
	TP1	TP2	TP3	TP4	Total	TP5	TP6	TP7	TP8	Total	TP9	TP10	TP11	TP12	Total	
	6:00	6:15	6:30	6:45		7:00	7:15	7:30	7:45		8:00	8:15	8:30	8:45		
<u>I-75</u>																
Northbound I-75 South of Big Bend Road					82.3%					100.0%					84.8%	267.1%
	601	731	799	850	2981	930	1014	871	807	3622	817	823	646	784	3070	9673
	20.2%	24.5%	26.8%	28.5%	100.0%	25.7%	28.0%	24.0%	22.3%	100.0%	26.6%	26.8%	21.0%	25.5%	100.0%	
Southbound I-75 North of Big Bend Road					82.3%					100.0%					84.8%	267.1%
	676	822	898	956	3351	1045	1140	979	907	4071	918	925	726	881	3451	10873
	20.2%	24.5%	26.8%	28.5%	100.0%	25.7%	28.0%	24.0%	22.3%	100.0%	26.6%	26.8%	21.0%	25.5%	100.0%	
<u>Big Bend Road</u>																
Eastbound Big Bend Road West of Covington Gardens Drive					99.8%					100.0%					78.4%	278.2%
	198	261	317	258	1034	241	247	298	250	1036	237	197	184	195	813	2883
	19.1%	25.3%	30.7%	24.9%	100.0%	23.3%	23.8%	28.8%	24.1%	100.0%	29.1%	24.2%	22.7%	24.0%	100.0%	
Westbound Big Bend Road East of Simmons Loop					85.0%					100.0%					90.0%	275.0%
	401	424	452	437	1714	583	462	472	500	2017	424	474	452	465	1815	5546
	23.4%	24.7%	26.4%	25.5%	100.0%	28.9%	22.9%	23.4%	24.8%	100.0%	23.4%	26.1%	24.9%	25.6%	100.0%	
<u>Cross Streets</u>																
Northbound Covington Gardens Drive South of Big Bend Road					87.0%					100.0%					74.4%	261.4%
	79	119	155	177	530	166	146	149	148	609	140	99	122	92	453	1592
	14.9%	22.5%	29.2%	33.4%	100.0%	27.3%	24.0%	24.5%	24.3%	100.0%	30.9%	21.9%	26.9%	20.3%	100.0%	
Southbound Eisenhower Middle School Entrance North of Big Bend Road					39.0%					100.0%					68.0%	207.1%
	4	13	8	34	60	41	42	43	28	155	18	25	33	29	105	320
	7.4%	22.3%	12.8%	57.4%	100.0%	26.6%	27.4%	27.8%	18.3%	100.0%	17.1%	23.8%	31.1%	28.0%	100.0%	
Southbound East Bay High School Entrance					36.8%					100.0%					61.4%	198.1%
	10	12	35	57	114	80	67	91	71	309	27	29	81	53	190	613
	8.6%	10.2%	30.9%	50.4%	100.0%	25.9%	21.8%	29.3%	23.0%	100.0%	14.3%	15.2%	42.4%	28.1%	100.0%	
Northbound Simmons Loop South of Big Bend Road					100.0%					100.0%					73.8%	273.8%
	25	65	65	71	225	81	75	25	44	225	40	38	53	35	166	616
	11.2%	28.7%	28.7%	31.4%	100.0%	36.1%	33.5%	11.0%	19.4%	100.0%	24.1%	22.7%	31.9%	21.3%	100.0%	

Existing Year (2019) PM Peak Period - Calibrated Volumes

Entry Volume Location	Period 1 - Pre Peak Hour					Period 2 - Peak Hour					Period 3 - Post Peak Hour					Three-Hour Throughput (Veh)
	TP1	TP2	TP3	TP4	Total	TP5	TP6	TP7	TP8	Total	TP9	TP10	TP11	TP12	Total	
	3:30	3:45	4:00	4:15		4:30	4:45	5:00	5:15		5:30	5:45	6:00	6:15		
<u>I-75</u>																
Northbound I-75 South of Big Bend Road					96.9%					100.0%					89.0%	285.8%
	990	927	995	996	3908	965	988	1044	1038	4035	987	913	850	841	3591	11534
	25.3%	23.7%	25.5%	25.5%	100.0%	23.9%	24.5%	25.9%	25.7%	100.0%	27.5%	25.4%	23.7%	23.4%	100.0%	
Southbound I-75 North of Big Bend Road					96.9%					100.0%					89.0%	285.8%
	1186	1110	1192	1193	4680	1156	1183	1250	1243	4832	1182	1093	1018	1007	4300	13812
	25.3%	23.7%	25.5%	25.5%	100.0%	23.9%	24.5%	25.9%	25.7%	100.0%	27.5%	25.4%	23.7%	23.4%	100.0%	
<u>Big Bend Road</u>																
Eastbound Big Bend Road West of Covington Gardens Drive					96.3%					100.0%					100.0%	296.3%
	405	309	302	269	1285	288	289	404	353	1334	369	336	308	321	1334	3953
	31.5%	24.1%	23.5%	21.0%	100.0%	21.6%	21.7%	30.3%	26.4%	100.0%	27.7%	25.2%	23.1%	24.0%	100.0%	
Westbound Big Bend Road East of Simmons Loop					98.9%					100.0%					85.2%	284.0%
	312	361	332	375	1380	332	342	392	330	1396	284	298	275	332	1189	3965
	22.6%	26.2%	24.1%	27.2%	100.0%	23.8%	24.5%	28.1%	23.6%	100.0%	23.9%	25.1%	23.1%	27.9%	100.0%	
<u>Cross Streets</u>																
Northbound Covington Gardens Drive South of Big Bend Road					100.0%					100.0%					100.0%	300.0%
	92	69	78	59	298	88	52	79	79	298	75	82	64	77	298	894
	30.7%	23.2%	26.1%	19.9%	100.0%	29.6%	17.3%	26.5%	26.5%	100.0%	25.1%	27.4%	21.6%	25.9%	100.0%	
Southbound Eisenhower Middle School Entrance North of Big Bend Road					100.0%					100.0%					100.0%	300.0%
	14	8	17	45	83	30	15	19	19	83	25	17	22	19	83	249
	16.4%	9.2%	20.4%	53.9%	100.0%	35.9%	18.5%	22.8%	22.8%	100.0%	29.8%	20.2%	26.6%	23.4%	100.0%	
Southbound East Bay High School Entrance					100.0%					100.0%					58.3%	258.3%
	54	43	48	89	233	81	46	47	59	233	29	45	39	24	136	602
	23.0%	18.4%	20.6%	38.1%	100.0%	34.9%	19.6%	20.1%	25.4%	100.0%	21.0%	32.8%	28.4%	17.9%	100.0%	
Northbound Simmons Loop South of Big Bend Road					95.4%					100.0%					60.3%	255.6%
	37	28	30	30	125	39	30	34	28	131	20	23	19	17	79	335
	29.9%	22.2%	24.3%	23.6%	100.0%	29.8%	23.2%	25.8%	21.2%	100.0%	25.3%	28.6%	24.2%	22.0%	100.0%	

Legend:

Peak Hour Traffic Volumes

Adjusted to Equal Peak Hour

Temporal Distribution of CORSIM Network Entry Volumes

Existing Year (2019) AM Peak Period - Demand Volumes

Entry Volume Location	Period 1 - Pre Peak Hour					Period 2 - Peak Hour					Period 3 - Post Peak Hour					Three-Hour Throughput (Veh)
	TP1	TP2	TP3	TP4	Total	TP5	TP6	TP7	TP8	Total	TP9	TP10	TP11	TP12	Total	
	6:00	6:15	6:30	6:45		7:00	7:15	7:30	7:45		8:00	8:15	8:30	8:45		
<u>I-75</u>																
Northbound I-75 South of Big Bend Road					82.3%					100.0%					84.8%	267.1%
	824	1003	1096	1166	4089	1276	1391	1195	1107	4968	1121	1129	886	1075	4211	13268
	20.2%	24.5%	26.8%	28.5%	100.0%	25.7%	28.0%	24.0%	22.3%	100.0%	26.6%	26.8%	21.0%	25.5%	100.0%	
Southbound I-75 North of Big Bend Road					82.3%					100.0%					84.8%	267.1%
	961	1169	1277	1359	4766	1487	1621	1393	1290	5791	1306	1316	1033	1253	4908	15465
	20.2%	24.5%	26.8%	28.5%	100.0%	25.7%	28.0%	24.0%	22.3%	100.0%	26.6%	26.8%	21.0%	25.5%	100.0%	
<u>Big Bend Road</u>																
Eastbound Big Bend Road West of Covington Gardens Drive					99.8%					100.0%					78.4%	278.2%
	231	305	370	301	1206	281	288	348	292	1209	276	229	215	228	948	3363
	19.1%	25.3%	30.7%	24.9%	100.0%	23.3%	23.8%	28.8%	24.1%	100.0%	29.1%	24.2%	22.7%	24.0%	100.0%	
Westbound Big Bend Road East of Simmons Loop					85.0%					100.0%					90.0%	275.0%
	441	466	497	481	1886	641	509	519	550	2219	467	521	498	511	1997	6102
	23.4%	24.7%	26.4%	25.5%	100.0%	28.9%	22.9%	23.4%	24.8%	100.0%	23.4%	26.1%	24.9%	25.6%	100.0%	
<u>Cross Streets</u>																
Northbound Covington Gardens Drive South of Big Bend Road					87.0%					100.0%					74.4%	261.4%
	95	143	187	213	638	200	176	179	178	733	168	119	147	111	545	1916
	14.9%	22.5%	29.2%	33.4%	100.0%	27.3%	24.0%	24.5%	24.3%	100.0%	30.9%	21.9%	26.9%	20.3%	100.0%	
Southbound Eisenhower Middle School Entrance North of Big Bend Road					39.0%					100.0%					68.0%	207.1%
	4	13	7	32	56	38	39	40	26	144	17	23	30	27	98	298
	7.4%	22.3%	12.8%	57.4%	100.0%	26.6%	27.4%	27.8%	18.3%	100.0%	17.1%	23.8%	31.1%	28.0%	100.0%	
Southbound East Bay High School Entrance					36.8%					100.0%					61.4%	198.1%
	3	4	11	18	35	24	21	28	22	94	8	9	25	16	58	187
	8.6%	10.2%	30.9%	50.4%	100.0%	25.9%	21.8%	29.3%	23.0%	100.0%	14.3%	15.2%	42.4%	28.1%	100.0%	
Northbound Simmons Loop South of Big Bend Road					100.0%					100.0%					73.8%	273.8%
	22	56	56	62	196	71	66	22	38	196	35	33	46	31	145	537
	11.2%	28.7%	28.7%	31.4%	100.0%	36.1%	33.5%	11.0%	19.4%	100.0%	24.1%	22.7%	31.9%	21.3%	100.0%	

Existing Year (2019) PM Peak Period - Demand Volumes

Entry Volume Location	Period 1 - Pre Peak Hour					Period 2 - Peak Hour					Period 3 - Post Peak Hour					Three-Hour Throughput (Veh)
	TP1	TP2	TP3	TP4	Total	TP5	TP6	TP7	TP8	Total	TP9	TP10	TP11	TP12	Total	
	3:30	3:45	4:00	4:15		4:30	4:45	5:00	5:15		5:30	5:45	6:00	6:15		
<u>I-75</u>																
Northbound I-75 South of Big Bend Road					96.9%					100.0%					89.0%	285.8%
	1142	1069	1148	1149	4507	1113	1139	1204	1197	4653	1138	1053	980	970	4141	13301
	25.3%	23.7%	25.5%	25.5%	100.0%	23.9%	24.5%	25.9%	25.7%	100.0%	27.5%	25.4%	23.7%	23.4%	100.0%	
Southbound I-75 North of Big Bend Road					96.9%					100.0%					89.0%	285.8%
	1605	1503	1613	1615	6336	1565	1602	1693	1683	6542	1600	1480	1378	1363	5822	18700
	25.3%	23.7%	25.5%	25.5%	100.0%	23.9%	24.5%	25.9%	25.7%	100.0%	27.5%	25.4%	23.7%	23.4%	100.0%	
<u>Big Bend Road</u>																
Eastbound Big Bend Road West of Covington Gardens Drive					96.3%					100.0%					100.0%	296.3%
	452	345	336	300	1433	321	323	450	393	1488	412	375	344	358	1488	4409
	31.5%	24.1%	23.5%	21.0%	100.0%	21.6%	21.7%	30.3%	26.4%	100.0%	27.7%	25.2%	23.1%	24.0%	100.0%	
Westbound Big Bend Road East of Simmons Loop					98.9%					100.0%					85.2%	284.0%
	450	522	480	541	1993	480	494	566	476	2016	410	431	397	480	1717	5726
	22.6%	26.2%	24.1%	27.2%	100.0%	23.8%	24.5%	28.1%	23.6%	100.0%	23.9%	25.1%	23.1%	27.9%	100.0%	
<u>Cross Streets</u>																
Northbound Covington Gardens Drive South of Big Bend Road					100.0%					100.0%					100.0%	300.0%
	225	170	192	146	733	217	127	194	194	733	184	201	158	190	733	2199
	30.7%	23.2%	26.1%	19.9%	100.0%	29.6%	17.3%	26.5%	26.5%	100.0%	25.1%	27.4%	21.6%	25.9%	100.0%	
Southbound Eisenhower Middle School Entrance North of Big Bend Road					100.0%					100.0%					100.0%	300.0%
	0	0	0	1	1	0	0	0	0	1	0	0	0	0	1	3
	16.4%	9.2%	20.4%	53.9%	100.0%	35.9%	18.5%	22.8%	22.8%	100.0%	29.8%	20.2%	26.6%	23.4%	100.0%	
Southbound East Bay High School Entrance					100.0%					100.0%					58.3%	258.3%
	28	23	25	47	123	43	24	25	31	123	15	24	20	13	72	318
	23.0%	18.4%	20.6%	38.1%	100.0%	34.9%	19.6%	20.1%	25.4%	100.0%	21.0%	32.8%	28.4%	17.9%	100.0%	
Northbound Simmons Loop South of Big Bend Road					95.4%					100.0%					60.3%	255.6%
	40	30	33	32	135	42	33	37	30	142	22	25	21	19	86	363
	29.9%	22.2%	24.3%	23.6%	100.0%	29.8%	23.2%	25.8%	21.2%	100.0%	25.3%	28.6%	24.2%	22.0%	100.0%	

Legend:

Peak Hour Traffic Volumes

Adjusted to Equal Peak Hour

Temporal Distribution of CORSIM Network Entry Volumes

Opening Year (2025) No Build AM Peak Period

Entry Volume Location	Period 1 - Pre Peak Hour					Period 2 - Peak Hour					Period 3 - Post Peak Hour					Three-Hour Throughput (Veh)
	TP1	TP2	TP3	TP4	Total	TP5	TP6	TP7	TP8	Total	TP9	TP10	TP11	TP12	Total	
	6:00	6:15	6:30	6:45		7:00	7:15	7:30	7:45		8:00	8:15	8:30	8:45		
<u>I-75</u>																
Northbound I-75 South of Big Bend Road					82.3%					100.0%					84.8%	267.1%
	947	1152	1259	1339	4697	1465	1598	1372	1272	5707	1287	1297	1018	1235	4837	15241
	20.2%	24.5%	26.8%	28.5%	100.0%	25.7%	28.0%	24.0%	22.3%	100.0%	26.6%	26.8%	21.0%	25.5%	100.0%	
Southbound I-75 North of Big Bend Road					82.3%					100.0%					84.8%	267.1%
	1118	1359	1486	1581	5543	1729	1886	1620	1501	6735	1519	1530	1201	1458	5709	17987
	20.2%	24.5%	26.8%	28.5%	100.0%	25.7%	28.0%	24.0%	22.3%	100.0%	26.6%	26.8%	21.0%	25.5%	100.0%	
<u>Big Bend Road</u>																
Eastbound Big Bend Road West of Covington Gardens Drive					99.8%					100.0%					78.4%	278.2%
	356	471	572	465	1864	435	445	537	451	1868	427	354	332	352	1465	5197
	19.1%	25.3%	30.7%	24.9%	100.0%	23.3%	23.8%	28.8%	24.1%	100.0%	29.1%	24.2%	22.7%	24.0%	100.0%	
Westbound Big Bend Road East of Simmons Loop					85.0%					100.0%					90.0%	275.0%
	582	614	656	634	2486	845	671	685	725	2925	616	687	656	674	2633	8044
	23.4%	24.7%	26.4%	25.5%	100.0%	28.9%	22.9%	23.4%	24.8%	100.0%	23.4%	26.1%	24.9%	25.6%	100.0%	
<u>Cross Streets</u>																
Northbound Covington Gardens Drive South of Big Bend Road					87.0%					100.0%					74.4%	261.4%
	103	155	202	230	690	216	190	194	193	793	182	129	159	120	590	2073
	14.9%	22.5%	29.2%	33.4%	100.0%	27.3%	24.0%	24.5%	24.3%	100.0%	30.9%	21.9%	26.9%	20.3%	100.0%	
Southbound Eisenhower Middle School Entrance North of Big Bend Road					39.0%					100.0%					68.0%	207.1%
	5	15	9	39	68	46	48	49	32	175	20	28	37	33	119	362
	7.4%	22.3%	12.8%	57.4%	100.0%	26.6%	27.4%	27.8%	18.3%	100.0%	17.1%	23.8%	31.1%	28.0%	100.0%	
Southbound East Bay High School Entrance					36.8%					100.0%					61.4%	198.1%
	9	11	33	54	108	76	64	86	67	293	26	27	76	51	180	581
	8.6%	10.2%	30.9%	50.4%	100.0%	25.9%	21.8%	29.3%	23.0%	100.0%	14.3%	15.2%	42.4%	28.1%	100.0%	
Northbound Simmons Loop South of Big Bend Road					100.0%					100.0%					73.8%	273.8%
	40	102	102	111	355	128	119	39	69	355	63	59	84	56	262	972
	11.2%	28.7%	28.7%	31.4%	100.0%	36.1%	33.5%	11.0%	19.4%	100.0%	24.1%	22.7%	31.9%	21.3%	100.0%	
Southbound Simmons Loop					116.8%					100.0%					73.8%	290.6%
	45	116	116	127	404	125	116	38	67	346	61	58	81	54	255	1005
	11.2%	28.7%	28.7%	31.4%	100.0%	36.1%	33.5%	11.0%	19.4%	100.0%	24.1%	22.7%	31.9%	21.3%	100.0%	

Opening Year (2025) No Build PM Peak Period

Entry Volume Location	Period 1 - Pre Peak Hour					Period 2 - Peak Hour					Period 3 - Post Peak Hour					Three-Hour Throughput (Veh)
	TP1	TP2	TP3	TP4	Total	TP5	TP6	TP7	TP8	Total	TP9	TP10	TP11	TP12	Total	
	3:30	3:45	4:00	4:15		4:30	4:45	5:00	5:15		5:30	5:45	6:00	6:15		
<u>I-75</u>																
Northbound I-75 South of Big Bend Road					96.9%					100.0%					89.0%	285.8%
	1309	1225	1315	1317	5166	1276	1306	1380	1372	5334	1305	1207	1124	1112	4747	15247
	25.3%	23.7%	25.5%	25.5%	100.0%	23.9%	24.5%	25.9%	25.7%	100.0%	27.5%	25.4%	23.7%	23.4%	100.0%	
Southbound I-75 North of Big Bend Road					96.9%					100.0%					89.0%	285.8%
	1875	1756	1885	1886	7402	1828	1871	1978	1966	7643	1870	1729	1610	1593	6802	21847
	25.3%	23.7%	25.5%	25.5%	100.0%	23.9%	24.5%	25.9%	25.7%	100.0%	27.5%	25.4%	23.7%	23.4%	100.0%	
<u>Big Bend Road</u>																
Eastbound Big Bend Road West of Covington Gardens Drive					96.3%					100.0%					100.0%	296.3%
	570	435	424	379	1808	405	407	568	496	1877	519	473	434	451	1877	5562
	31.5%	24.1%	23.5%	21.0%	100.0%	21.6%	21.7%	30.3%	26.4%	100.0%	27.7%	25.2%	23.1%	24.0%	100.0%	
Westbound Big Bend Road East of Simmons Loop					98.9%					100.0%					85.2%	284.0%
	576	667	613	692	2548	613	632	723	609	2577	524	551	507	613	2195	7320
	22.6%	26.2%	24.1%	27.2%	100.0%	23.8%	24.5%	28.1%	23.6%	100.0%	23.9%	25.1%	23.1%	27.9%	100.0%	
<u>Cross Streets</u>																
Northbound Covington Gardens Drive South of Big Bend Road					100.0%					100.0%					100.0%	300.0%
	152	115	129	99	495	146	86	131	131	495	124	136	107	128	495	1485
	30.7%	23.2%	26.1%	19.9%	100.0%	29.6%	17.3%	26.5%	26.5%	100.0%	25.1%	27.4%	21.6%	25.9%	100.0%	
Southbound Eisenhower Middle School Entrance North of Big Bend Road					100.0%					100.0%					100.0%	300.0%
	16	9	20	52	96	34	18	22	22	96	29	19	26	22	96	288
	16.4%	9.2%	20.4%	53.9%	100.0%	35.9%	18.5%	22.8%	22.8%	100.0%	29.8%	20.2%	26.6%	23.4%	100.0%	
Southbound East Bay High School Entrance					100.0%					100.0%					58.3%	258.3%
	51	41	46	85	223	78	44	45	57	223	27	43	37	23	130	576
	23.0%	18.4%	20.6%	38.1%	100.0%	34.9%	19.6%	20.1%	25.4%	100.0%	21.0%	32.8%	28.4%	17.9%	100.0%	
Northbound Simmons Loop South of Big Bend Road					95.4%					100.0%					60.3%	255.6%
	112	83	91	88	374	117	91	101	83	392	60	67	57	52	236	1002
	29.9%	22.2%	24.3%	23.6%	100.0%	29.8%	23.2%	25.8%	21.2%	100.0%	25.3%	28.6%	24.2%	22.0%	100.0%	
Southbound Simmons Loop North of Big Bend Road					95.4%					100.0%					60.3%	255.6%
	109	81	88	86	364	114	89	99	81	382	58	66	56	51	230	976
	29.9%	22.2%	24.3%	23.6%	100.0%	29.8%	23.2%	25.8%	21.2%	100.0%	25.3%	28.6%	24.2%	22.0%	100.0%	

Legend:

Peak Hour Traffic Volumes

Adjusted to Equal Peak Hour

Temporal Distribution of CORSIM Network Entry Volumes

Opening Year (2025) Build AM Peak Period

Entry Volume Location	Period 1 - Pre Peak Hour					Period 2 - Peak Hour					Period 3 - Post Peak Hour					Three-Hour Throughput (Veh)
	TP1	TP2	TP3	TP4	Total	TP5	TP6	TP7	TP8	Total	TP9	TP10	TP11	TP12	Total	
	6:00	6:15	6:30	6:45		7:00	7:15	7:30	7:45		8:00	8:15	8:30	8:45		
<u>I-75</u>																
Northbound I-75 South of Big Bend Road					82.3%					100.0%					84.8%	267.1%
	947	1152	1259	1339	4697	1465	1598	1372	1272	5707	1287	1297	1018	1235	4837	15241
	20.2%	24.5%	26.8%	28.5%	100.0%	25.7%	28.0%	24.0%	22.3%	100.0%	26.6%	26.8%	21.0%	25.5%	100.0%	
Southbound I-75 North of Big Bend Road					82.3%					100.0%					84.8%	267.1%
	1118	1359	1486	1581	5543	1729	1886	1620	1501	6735	1519	1530	1201	1458	5709	17987
	20.2%	24.5%	26.8%	28.5%	100.0%	25.7%	28.0%	24.0%	22.3%	100.0%	26.6%	26.8%	21.0%	25.5%	100.0%	
<u>Big Bend Road</u>																
Eastbound Big Bend Road West of Covington Gardens Drive					99.8%					100.0%					78.4%	278.2%
	359	474	575	468	1876	438	448	541	454	1880	430	357	334	355	1475	5231
	19.1%	25.3%	30.7%	24.9%	100.0%	23.3%	23.8%	28.8%	24.1%	100.0%	29.1%	24.2%	22.7%	24.0%	100.0%	
Westbound Big Bend Road East of Simmons Loop					85.0%					100.0%					90.0%	275.0%
	582	614	656	634	2486	845	671	685	725	2925	616	687	656	674	2633	8044
	23.4%	24.7%	26.4%	25.5%	100.0%	28.9%	22.9%	23.4%	24.8%	100.0%	23.4%	26.1%	24.9%	25.6%	100.0%	
<u>Cross Streets</u>																
Northbound Covington Gardens Drive South of Big Bend Road					87.0%					100.0%					74.4%	261.4%
	103	155	202	230	690	216	190	194	193	793	182	129	159	120	590	2073
	14.9%	22.5%	29.2%	33.4%	100.0%	27.3%	24.0%	24.5%	24.3%	100.0%	30.9%	21.9%	26.9%	20.3%	100.0%	
Southbound Eisenhower Middle School Entrance North of Big Bend Road					39.0%					100.0%					68.0%	207.1%
	8	25	14	64	112	76	79	80	52	287	33	46	61	55	195	594
	7.4%	22.3%	12.8%	57.4%	100.0%	26.6%	27.4%	27.8%	18.3%	100.0%	17.1%	23.8%	31.1%	28.0%	100.0%	
Northbound Simmons Loop South of Big Bend Road					100.0%					100.0%					73.8%	273.8%
	38	98	98	108	343	124	115	38	66	343	61	57	81	54	253	939
	11.2%	28.7%	28.7%	31.4%	100.0%	36.1%	33.5%	11.0%	19.4%	100.0%	24.1%	22.7%	31.9%	21.3%	100.0%	
Southbound Simmons Loop North of Big Bend Road					100.0%					100.0%					73.8%	273.8%
	54	137	137	150	479	173	161	53	93	479	85	80	113	75	354	1312
	11.2%	28.7%	28.7%	31.4%	100.0%	36.1%	33.5%	11.0%	19.4%	100.0%	24.1%	22.7%	31.9%	21.3%	100.0%	

Opening Year (2025) Build PM Peak Period

Entry Volume Location	Period 1 - Pre Peak Hour					Period 2 - Peak Hour					Period 3 - Post Peak Hour					Three-Hour Throughput (Veh)
	TP1	TP2	TP3	TP4	Total	TP5	TP6	TP7	TP8	Total	TP9	TP10	TP11	TP12	Total	
	3:30	3:45	4:00	4:15		4:30	4:45	5:00	5:15		5:30	5:45	6:00	6:15		
<u>I-75</u>																
Northbound I-75 South of Big Bend Road					96.9%					100.0%					89.0%	285.8%
	1309	1225	1315	1317	5166	1276	1306	1380	1372	5334	1305	1207	1124	1112	4747	15247
	25.3%	23.7%	25.5%	25.5%	100.0%	23.9%	24.5%	25.9%	25.7%	100.0%	27.5%	25.4%	23.7%	23.4%	100.0%	
Southbound I-75 North of Big Bend Road					96.9%					100.0%					89.0%	285.8%
	1875	1756	1885	1886	7402	1828	1871	1978	1966	7643	1870	1729	1610	1593	6802	21847
	25.3%	23.7%	25.5%	25.5%	100.0%	23.9%	24.5%	25.9%	25.7%	100.0%	27.5%	25.4%	23.7%	23.4%	100.0%	
<u>Big Bend Road</u>																
Eastbound Big Bend Road West of Covington Gardens Drive					96.3%					100.0%					100.0%	296.3%
	579	442	431	385	1838	412	414	578	504	1908	528	481	441	458	1908	5654
	31.5%	24.1%	23.5%	21.0%	100.0%	21.6%	21.7%	30.3%	26.4%	100.0%	27.7%	25.2%	23.1%	24.0%	100.0%	
Westbound Big Bend Road East of Simmons Loop					98.9%					100.0%					85.2%	284.0%
	575	667	613	692	2547	613	632	723	609	2576	524	551	507	613	2194	7317
	22.6%	26.2%	24.1%	27.2%	100.0%	23.8%	24.5%	28.1%	23.6%	100.0%	23.9%	25.1%	23.1%	27.9%	100.0%	
<u>Cross Streets</u>																
Northbound Covington Gardens Drive South of Big Bend Road					100.0%					100.0%					100.0%	300.0%
	152	115	129	99	495	146	86	131	131	495	124	136	107	128	495	1485
	30.7%	23.2%	26.1%	19.9%	100.0%	29.6%	17.3%	26.5%	26.5%	100.0%	25.1%	27.4%	21.6%	25.9%	100.0%	
Southbound Eisenhower Middle School Entrance North of Big Bend Road					100.0%					100.0%					100.0%	300.0%
	25	14	30	80	149	53	28	34	34	149	44	30	40	35	149	447
	16.4%	9.2%	20.4%	53.9%	100.0%	35.9%	18.5%	22.8%	22.8%	100.0%	29.8%	20.2%	26.6%	23.4%	100.0%	
Northbound Simmons Loop South of Big Bend Road					95.4%					100.0%					60.3%	255.6%
	83	62	67	65	277	86	67	75	61	290	44	50	42	38	175	742
	29.9%	22.2%	24.3%	23.6%	100.0%	29.8%	23.2%	25.8%	21.2%	100.0%	25.3%	28.6%	24.2%	22.0%	100.0%	
Southbound Simmons Loop North of Big Bend Road					95.4%					100.0%					60.3%	255.6%
	138	103	113	109	463	145	113	126	103	486	74	84	71	64	293	1242
	29.9%	22.2%	24.3%	23.6%	100.0%	29.8%	23.2%	25.8%	21.2%	100.0%	25.3%	28.6%	24.2%	22.0%	100.0%	

Legend:

Peak Hour Traffic Volumes

Adjusted to Equal Peak Hour

Temporal Distribution of CORSIM Network Entry Volumes

Design Year (2045) No Build AM Peak Period

Entry Volume Location	Period 1 - Pre Peak Hour					Period 2 - Peak Hour					Period 3 - Post Peak Hour					Three-Hour Throughput (Veh)
	TP1	TP2	TP3	TP4	Total	TP5	TP6	TP7	TP8	Total	TP9	TP10	TP11	TP12	Total	
	6:00	6:15	6:30	6:45		7:00	7:15	7:30	7:45		8:00	8:15	8:30	8:45		
<u>I-75</u>																
Northbound I-75 South of Big Bend Road					82.3%					100.0%					84.8%	267.1%
	838	1020	1115	1186	4159	1297	1415	1215	1126	5053	1140	1148	901	1094	4283	13495
	20.2%	24.5%	26.8%	28.5%	100.0%	25.7%	28.0%	24.0%	22.3%	100.0%	26.6%	26.8%	21.0%	25.5%	100.0%	
Southbound I-75 North of Big Bend Road					82.3%					100.0%					84.8%	267.1%
	1197	1456	1591	1693	5936	1852	2019	1735	1607	7213	1627	1639	1287	1561	6114	19263
	20.2%	24.5%	26.8%	28.5%	100.0%	25.7%	28.0%	24.0%	22.3%	100.0%	26.6%	26.8%	21.0%	25.5%	100.0%	
<u>Big Bend Road</u>																
Eastbound Big Bend Road West of Covington Gardens Drive					99.8%					100.0%					78.4%	278.2%
	539	713	865	704	2821	658	673	813	682	2827	646	536	503	533	2218	7866
	19.1%	25.3%	30.7%	24.9%	100.0%	23.3%	23.8%	28.8%	24.1%	100.0%	29.1%	24.2%	22.7%	24.0%	100.0%	
Westbound Big Bend Road East of Simmons Loop					85.0%					100.0%					90.0%	275.0%
	816	862	920	890	3489	1186	941	961	1017	4105	864	964	921	946	3695	11289
	23.4%	24.7%	26.4%	25.5%	100.0%	28.9%	22.9%	23.4%	24.8%	100.0%	23.4%	26.1%	24.9%	25.6%	100.0%	
<u>Cross Streets</u>																
Northbound Covington Gardens Drive South of Big Bend Road					87.0%					100.0%					74.4%	261.4%
	178	269	350	399	1196	375	329	336	334	1374	316	223	275	208	1022	3592
	14.9%	22.5%	29.2%	33.4%	100.0%	27.3%	24.0%	24.5%	24.3%	100.0%	30.9%	21.9%	26.9%	20.3%	100.0%	
Southbound Eisenhower Middle School Entrance North of Big Bend Road					39.0%					100.0%					68.0%	207.1%
	7	21	12	53	93	63	65	66	44	239	28	39	51	46	163	495
	7.4%	22.3%	12.8%	57.4%	100.0%	26.6%	27.4%	27.8%	18.3%	100.0%	17.1%	23.8%	31.1%	28.0%	100.0%	
Southbound East Bay High School Entrance					36.8%					100.0%					61.4%	198.1%
	8	9	29	47	93	66	55	74	58	254	22	24	66	44	156	503
	8.6%	10.2%	30.9%	50.4%	100.0%	25.9%	21.8%	29.3%	23.0%	100.0%	14.3%	15.2%	42.4%	28.1%	100.0%	
Northbound Simmons Loop South of Big Bend Road					100.0%					100.0%					73.8%	273.8%
	69	177	177	194	617	223	207	68	120	617	110	103	145	97	455	1689
	11.2%	28.7%	28.7%	31.4%	100.0%	36.1%	33.5%	11.0%	19.4%	100.0%	24.1%	22.7%	31.9%	21.3%	100.0%	
Southbound Simmons Loop North of Big Bend Road					100.0%					100.0%					73.8%	273.8%
	67	173	173	189	602	217	202	66	117	602	107	101	142	94	444	1648
	11.2%	28.7%	28.7%	31.4%	100.0%	36.1%	33.5%	11.0%	19.4%	100.0%	24.1%	22.7%	31.9%	21.3%	100.0%	

Design Year (2045) No Build PM Peak Period

Entry Volume Location	Period 1 - Pre Peak Hour					Period 2 - Peak Hour					Period 3 - Post Peak Hour					Three-Hour Throughput (Veh)
	TP1	TP2	TP3	TP4	Total	TP5	TP6	TP7	TP8	Total	TP9	TP10	TP11	TP12	Total	
	3:30	3:45	4:00	4:15		4:30	4:45	5:00	5:15		5:30	5:45	6:00	6:15		
<u>I-75</u>																
Northbound I-75 South of Big Bend Road					96.9%					100.0%					89.0%	285.8%
	1131	1059	1136	1137	4463	1102	1128	1192	1185	4608	1127	1043	971	960	4101	13172
	25.3%	23.7%	25.5%	25.5%	100.0%	23.9%	24.5%	25.9%	25.7%	100.0%	27.5%	25.4%	23.7%	23.4%	100.0%	
Southbound I-75 North of Big Bend Road					96.9%					100.0%					89.0%	285.8%
	1988	1862	1998	2000	7848	1938	1984	2097	2084	8103	1982	1833	1707	1689	7211	23162
	25.3%	23.7%	25.5%	25.5%	100.0%	23.9%	24.5%	25.9%	25.7%	100.0%	27.5%	25.4%	23.7%	23.4%	100.0%	
<u>Cross Streets</u>																
Eastbound Big Bend Road West of Covington Gardens Drive					96.3%					100.0%					100.0%	296.3%
	793	605	590	527	2515	564	566	790	690	2611	723	658	604	627	2611	7737
	31.5%	24.1%	23.5%	21.0%	100.0%	21.6%	21.7%	30.3%	26.4%	100.0%	27.7%	25.2%	23.1%	24.0%	100.0%	
Westbound Big Bend Road East of Simmons Loop					98.9%					100.0%					85.2%	284.0%
	801	929	853	963	3547	853	879	1007	848	3587	729	767	706	853	3055	10189
	22.6%	26.2%	24.1%	27.2%	100.0%	23.8%	24.5%	28.1%	23.6%	100.0%	23.9%	25.1%	23.1%	27.9%	100.0%	
<u>Big Bend Road</u>																
Northbound Covington Gardens Drive South of Big Bend Road					100.0%					100.0%					100.0%	300.0%
	334	252	284	216	1086	321	188	288	288	1086	272	297	235	282	1086	3258
	30.7%	23.2%	26.1%	19.9%	100.0%	29.6%	17.3%	26.5%	26.5%	100.0%	25.1%	27.4%	21.6%	25.9%	100.0%	
Southbound Eisenhower Middle School Entrance North of Big Bend Road					100.0%					100.0%					100.0%	300.0%
	23	13	28	74	137	49	25	31	31	137	41	28	36	32	137	411
	16.4%	9.2%	20.4%	53.9%	100.0%	35.9%	18.5%	22.8%	22.8%	100.0%	29.8%	20.2%	26.6%	23.4%	100.0%	
Southbound East Bay High School Entrance					100.0%					100.0%					58.3%	258.3%
	44	35	39	72	190	66	37	38	48	190	23	36	32	20	111	491
	23.0%	18.4%	20.6%	38.1%	100.0%	34.9%	19.6%	20.1%	25.4%	100.0%	21.0%	32.8%	28.4%	17.9%	100.0%	
Northbound Simmons Loop South of Big Bend Road					95.4%					100.0%					60.3%	255.6%
	168	125	136	132	561	175	136	152	125	588	89	101	86	78	354	1503
	29.9%	22.2%	24.3%	23.6%	100.0%	29.8%	23.2%	25.8%	21.2%	100.0%	25.3%	28.6%	24.2%	22.0%	100.0%	
Southbound Simmons Loop North of Big Bend Road					95.4%					100.0%					60.3%	255.6%
	159	118	129	126	532	166	129	144	118	558	85	96	81	74	336	1426
	29.9%	22.2%	24.3%	23.6%	100.0%	29.8%	23.2%	25.8%	21.2%	100.0%	25.3%	28.6%	24.2%	22.0%	100.0%	

Legend:

Peak Hour Traffic Volumes

Adjusted to Equal Peak Hour

Temporal Distribution of CORSIM Network Entry Volumes

Design Year (2045) Build AM Peak Period

Entry Volume Location	Period 1 - Pre Peak Hour					Period 2 - Peak Hour					Period 3 - Post Peak Hour					Three-Hour Throughput (Veh)
	TP1	TP2	TP3	TP4	Total	TP5	TP6	TP7	TP8	Total	TP9	TP10	TP11	TP12	Total	
	6:00	6:15	6:30	6:45		7:00	7:15	7:30	7:45		8:00	8:15	8:30	8:45		
<u>I-75</u>																
Northbound I-75 South of Big Bend Road					82.3%					100.0%					84.8%	267.1%
	838	1020	1115	1186	4159	1297	1415	1215	1126	5053	1140	1148	901	1094	4283	13495
	20.2%	24.5%	26.8%	28.5%	100.0%	25.7%	28.0%	24.0%	22.3%	100.0%	26.6%	26.8%	21.0%	25.5%	100.0%	
Southbound I-75 North of Big Bend Road					82.3%					100.0%					84.8%	267.1%
	1197	1456	1591	1693	5936	1852	2019	1735	1607	7213	1627	1639	1287	1561	6114	19263
	20.2%	24.5%	26.8%	28.5%	100.0%	25.7%	28.0%	24.0%	22.3%	100.0%	26.6%	26.8%	21.0%	25.5%	100.0%	
<u>Big Bend Road</u>																
Eastbound Big Bend Road West of Covington Gardens Drive					99.8%					100.0%					78.4%	278.2%
	537	709	861	700	2807	655	670	809	679	2813	643	534	500	531	2207	7827
	19.1%	25.3%	30.7%	24.9%	100.0%	23.3%	23.8%	28.8%	24.1%	100.0%	29.1%	24.2%	22.7%	24.0%	100.0%	
Westbound Big Bend Road East of Simmons Loop					85.0%					100.0%					90.0%	275.0%
	816	862	920	890	3489	1186	941	961	1017	4105	864	964	921	946	3695	11289
	23.4%	24.7%	26.4%	25.5%	100.0%	28.9%	22.9%	23.4%	24.8%	100.0%	23.4%	26.1%	24.9%	25.6%	100.0%	
<u>Cross Streets</u>																
Northbound Covington Gardens Drive South of Big Bend Road					87.0%					100.0%					74.4%	261.4%
	178	269	350	399	1196	375	329	336	334	1374	316	223	275	208	1022	3592
	14.9%	22.5%	29.2%	33.4%	100.0%	27.3%	24.0%	24.5%	24.3%	100.0%	30.9%	21.9%	26.9%	20.3%	100.0%	
Southbound Eisenhower Middle School Entrance North of Big Bend Road					39.0%					100.0%					68.0%	207.1%
	9	28	16	73	127	86	89	90	59	325	38	53	69	62	221	673
	7.4%	22.3%	12.8%	57.4%	100.0%	26.6%	27.4%	27.8%	18.3%	100.0%	17.1%	23.8%	31.1%	28.0%	100.0%	
Northbound Simmons Loop South of Big Bend Road					100.0%					100.0%					73.8%	273.8%
	69	177	177	194	617	223	207	68	120	617	110	103	145	97	455	1689
	11.2%	28.7%	28.7%	31.4%	100.0%	36.1%	33.5%	11.0%	19.4%	100.0%	24.1%	22.7%	31.9%	21.3%	100.0%	
Southbound Simmons Loop North of Big Bend Road					100.0%					100.0%					73.8%	273.8%
	81	207	207	226	720	260	241	79	139	720	128	121	170	113	532	1972
	11.2%	28.7%	28.7%	31.4%	100.0%	36.1%	33.5%	11.0%	19.4%	100.0%	24.1%	22.7%	31.9%	21.3%	100.0%	


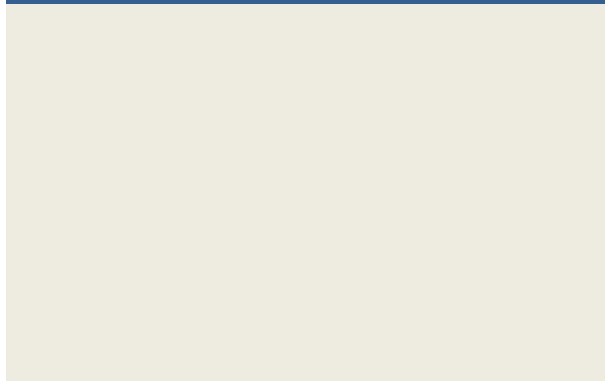


Design Year (2045) Build PM Peak Period

Entry Volume Location	Period 1 - Pre Peak Hour					Period 2 - Peak Hour					Period 3 - Post Peak Hour					Three-Hour Throughput (Veh)
	TP1	TP2	TP3	TP4	Total	TP5	TP6	TP7	TP8	Total	TP9	TP10	TP11	TP12	Total	
	3:30	3:45	4:00	4:15		4:30	4:45	5:00	5:15		5:30	5:45	6:00	6:15		
<u>I-75</u>																
Northbound I-75 South of Big Bend Road					96.9%					100.0%					89.0%	285.8%
	1131	1059	1136	1137	4463	1102	1128	1192	1185	4608	1127	1043	971	960	4101	13172
	25.3%	23.7%	25.5%	25.5%	100.0%	23.9%	24.5%	25.9%	25.7%	100.0%	27.5%	25.4%	23.7%	23.4%	100.0%	
Southbound I-75 North of Big Bend Road					96.9%					100.0%					89.0%	285.8%
	1988	1862	1998	2000	7848	1938	1984	2097	2084	8103	1982	1833	1707	1689	7211	23162
	25.3%	23.7%	25.5%	25.5%	100.0%	23.9%	24.5%	25.9%	25.7%	100.0%	27.5%	25.4%	23.7%	23.4%	100.0%	
<u>Big Bend Road</u>																
Eastbound Big Bend Road West of Covington Gardens Drive					96.3%					100.0%					100.0%	296.3%
	786	600	585	522	2493	559	561	784	684	2588	716	652	598	622	2588	7669
	31.5%	24.1%	23.5%	21.0%	100.0%	21.6%	21.7%	30.3%	26.4%	100.0%	27.7%	25.2%	23.1%	24.0%	100.0%	
Westbound Big Bend Road East of Simmons Loop					98.9%					100.0%					85.2%	284.0%
	801	928	853	963	3546	853	879	1006	847	3586	729	766	706	853	3054	10186
	22.6%	26.2%	24.1%	27.2%	100.0%	23.8%	24.5%	28.1%	23.6%	100.0%	23.9%	25.1%	23.1%	27.9%	100.0%	
<u>Cross Streets</u>																
Northbound Covington Gardens Drive South of Big Bend Road					100.0%					100.0%					100.0%	300.0%
	334	252	284	216	1086	321	188	288	288	1086	272	297	235	282	1086	3258
	30.7%	23.2%	26.1%	19.9%	100.0%	29.6%	17.3%	26.5%	26.5%	100.0%	25.1%	27.4%	21.6%	25.9%	100.0%	
Southbound Eisenhower Middle School Entrance North of Big Bend Road					100.0%					100.0%					100.0%	300.0%
	34	19	42	112	208	75	38	47	47	208	62	42	55	49	208	624
	16.4%	9.2%	20.4%	53.9%	100.0%	35.9%	18.5%	22.8%	22.8%	100.0%	29.8%	20.2%	26.6%	23.4%	100.0%	
Northbound Simmons Loop South of Big Bend Road					95.4%					100.0%					60.3%	255.6%
	168	125	136	132	561	175	136	152	125	588	89	101	86	78	354	1503
	29.9%	22.2%	24.3%	23.6%	100.0%	29.8%	23.2%	25.8%	21.2%	100.0%	25.3%	28.6%	24.2%	22.0%	100.0%	
Southbound Simmons Loop North of Big Bend Road					95.4%					100.0%					60.3%	255.6%
	187	139	152	148	627	196	152	170	139	657	100	113	96	87	396	1680
	29.9%	22.2%	24.3%	23.6%	100.0%	29.8%	23.2%	25.8%	21.2%	100.0%	25.3%	28.6%	24.2%	22.0%	100.0%	

Legend:

Peak Hour Traffic Volumes

Adjusted to Equal Peak Hour



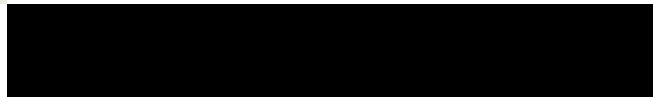
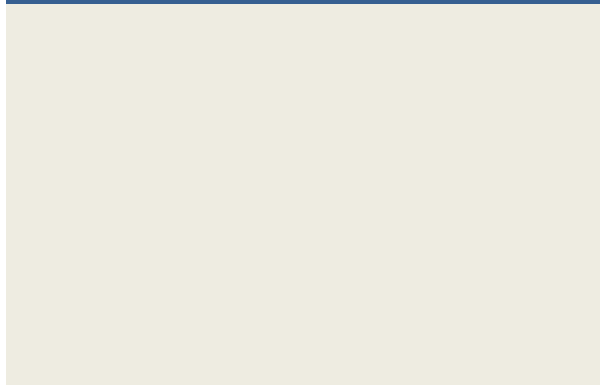
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Existing Year (2019) CORSIM Analysis Results



H.1

Calibration



Calibration Year (2019) - AM Peak Hour
Roadway Segment Measures of Effectiveness (MOEs)

On Roadway	Description		Link ID	Length (ft)	AM Peak Hour										
	Segment				Hourly Volumes (veh)					Link-Specific MOEs			Segment Averages (Weighted)		
	From	To			Actual	Simulated	Difference	% Vol Diff	GEH	Speed (mph)	Density (vphpl)	LOS	Speed (mph)	Density (vphpl)	LOS
Northbound I-75 Mainline	South of Big Bend Road	Northbound Off-ramp to Big Bend Road	USN 100 DSN 102 Link Freeway	2,174	3,622	3,626	4	0.1%	0.1	68.2	17.9	B	67.1	17.9	B
			USN 102 DSN 104 Link Freeway	1,525	3,622	3,626	4	0.1%	0.1	67.3	18.0	C			
			USN 104 DSN 106 Link Freeway	1,434	3,622	3,627	5	0.1%	0.1	66.8	18.1	C			
	Northbound Off-ramp to Big Bend Road	Northbound On-ramp from Big Bend Road	USN 106 DSN 108 Link Freeway	1,482	3,622	3,627	5	0.1%	0.1	65.5	17.7	B	66.9	15.7	B
			USN 108 DSN 110 Link Freeway	1,801	3,178	3,151	-27	-0.8%	0.5	66.9	15.7	B			
	Northbound On-Ramp from Big Bend Road	North of Big Bend Road	USN 110 DSN 112 Link Freeway	1,542	5,292	5,039	-253	-4.8%	3.5	57.8	22.0	C	64.5	25.3	C
			USN 112 DSN 114 Link Freeway	1,500	5,292	5,038	-254	-4.8%	3.5	64.6	26.0	D			
			USN 114 DSN 116 Link Freeway	1,462	5,292	5,037	-255	-4.8%	3.5	66.0	25.4	C			
			USN 116 DSN 118 Link Freeway	2,086	5,292	5,037	-255	-4.8%	3.5	65.6	25.6	C			
			USN 118 DSN 120 Link Freeway	1,727	5,292	5,036	-256	-4.8%	3.6	65.4	25.7	C			
USN 120 DSN 122 Link Freeway			1,720	5,292	5,038	-254	-4.8%	3.5	65.3	25.7	C				
USN 122 DSN 124 Link Freeway			1,562	5,292	5,038	-254	-4.8%	3.5	65.2	25.7	C				
		USN 124 DSN 126 Link Freeway	1,621	5,292	5,040	-252	-4.8%	3.5	65.2	25.8	C				
Northbound I-75 Ramps	Northbound Off-ramp to Big Bend Road	USN 108 DSN 208 Link Freeway	320	444	477	33	7.4%	1.5	44.9	10.6	A	36.0	10.7	B	
		USN 208 DSN 7208 Link Freeway	148	444	478	34	7.7%	1.6	43.6	11.0	B				
		USN 7208 DSN 210 Link Surface	165	444	478	34	7.6%	1.6	44.3		A				
		USN 210 DSN 212 Link Surface	781	444	477	33	7.5%	1.5	41.5		B				
		USN 212 DSN 214 Link Surface	571	444	477	33	7.4%	1.5	40.6		B				
		USN 214 DSN 216 Link Surface	422	444	476	32	7.2%	1.5	39.2		B				
		USN 216 DSN 218 Link Surface	316	341	370	29	8.6%	1.6	33.2		C				
		USN 218 DSN 918 Link Surface	411	341	369	28	8.3%	1.5	25.3		D				
	Northbound On-Ramp from Big Bend Road	USN 216 DSN 916 Link Surface	247	103	108	5	4.5%	0.4	1.9		F	27.3	49.6	C	
		USN 916 DSN 222 Link Surface	399	1,209	1,032	-177	-14.7%	5.3	30.7		C				
		USN 914 DSN 220 Link Surface	241	905	852	-53	-5.9%	1.8	6.6		F				
		USN 220 DSN 222 Link Surface	289	905	851	-54	-6.0%	1.8	5.0		F				
		USN 222 DSN 224 Link Surface	182	2,114	1,884	-230	-10.9%	5.1	29.6		C				
		USN 224 DSN 7226 Link Surface	322	2,114	1,884	-230	-10.9%	5.1	38.2		B				
		USN 7226 DSN 226 Link Freeway	381	2,114	1,885	-229	-10.8%	5.1	38.4	51.4	F				
		USN 226 DSN 110 Link Freeway	154	2,114	1,885	-229	-10.8%	5.1	39.5	47.8	F				
Southbound I-75 Mainline	North of Big Bend Rd	Southbound Off-ramp to Big Bend Road	USN 300 DSN 302 Link Freeway	1,665	4,071	4,071	0	0.0%	0.0	68.0	20.2	C	66.2	20.1	C
			USN 302 DSN 304 Link Freeway	1,649	4,071	4,072	1	0.0%	0.0	67.1	20.2	C			
			USN 304 DSN 306 Link Freeway	1,616	4,071	4,074	3	0.1%	0.0	66.6	20.4	C			
			USN 306 DSN 308 Link Freeway	1,745	4,071	4,074	3	0.1%	0.0	66.4	20.5	C			
			USN 308 DSN 310 Link Freeway	2,081	4,071	4,081	10	0.2%	0.2	66.2	20.5	C			
			USN 310 DSN 312 Link Freeway	1,549	4,071	4,082	11	0.3%	0.2	66.1	20.6	C			
			USN 312 DSN 314 Link Freeway	1,515	4,071	4,080	9	0.2%	0.1	65.1	20.9	C			
	Southbound Off-ramp to Big Bend Road	Southbound On-ramp from Big Bend Road	USN 314 DSN 316 Link Freeway	1,507	4,071	4,076	5	0.1%	0.1	63.6	17.4	B	67.1	14.8	B
			USN 316 DSN 318 Link Freeway	2,261	2,891	2,975	84	2.9%	1.6	67.1	14.8	B			
	Southbound On-ramp from Big Bend Road	South of Big Bend Road	USN 318 DSN 320 Link Freeway	1,391	3,590	3,705	115	3.2%	1.9	64.3	16.9	B	65.9	18.2	C
			USN 320 DSN 322 Link Freeway	1,039	3,590	3,702	112	3.1%	1.9	66.1	18.7	C			
			USN 322 DSN 324 Link Freeway	1,473	3,590	3,704	114	3.2%	1.9	66.5	18.6	C			
USN 324 DSN 326 Link Freeway			2,204	3,590	3,701	111	3.1%	1.8	66.3	18.6	C				
Southbound I-75 Ramps	SB Off-ramp to Big Bend Rd	USN 316 DSN 7416 Link Freeway	414	1,180	1,098	-82	-6.9%	2.4	37.5	29.3	D	25.6	29.3	D	
		USN 7416 DSN 416 Link Surface	409	1,180	1,099	-81	-6.9%	2.4	31.3		C				
		USN 416 DSN 418 Link Surface	185	1,180	1,099	-81	-6.8%	2.4	25.3		D				
		USN 418 DSN 420 Link Surface	217	600	588	-12	-2.0%	0.5	27.0		D				
		USN 420 DSN 910 Link Surface	173	600	588	-12	-2.0%	0.5	20.9		E				
		USN 418 DSN 908 Link Surface	301	516	513	-3	-0.7%	0.1	3.4		F				
	SB On-ramp from Big Bend Rd	USN 908 DSN 424 Link Surface	382	405	438	33	8.0%	1.6	29.9		C	35.1	13.7	B	
		USN 906 DSN 422 Link Surface	446	294	290	-4	-1.5%	0.3	30.7		C				
		USN 422 DSN 424 Link Surface	321	294	290	-4	-1.3%	0.2	17.9		E				
		USN 424 DSN 428 Link Surface	511	699	729	30	4.2%	1.1	35.4		B				
		USN 428 DSN 430 Link Surface	616	699	730	31	4.4%	1.2	38.8		B				
		USN 430 DSN 432 Link Surface	259	699	730	31	4.4%	1.2	39.0		B				
		USN 432 DSN 7432 Link Surface	113	699	730	31	4.4%	1.2	39.0		B				
		USN 7432 DSN 434 Link Freeway	113	699	730	31	4.4%	1.2	39.8	21.3	C				
		USN 434 DSN 436 Link Freeway	96	699	730	31	4.4%	1.2	43.2	16.9	B				
		USN 436 DSN 318 Link Freeway	533	699	730	31	4.4%	1.2	50.7	14.4	B				

Calibration Year (2019) - AM Peak Hour
Roadway Segment Measures of Effectiveness (MOEs)

On Roadway	Description		Link ID	Length (ft)	AM Peak Hour										
	Segment				Hourly Volumes (veh)					Link-Specific MOEs			Segment Averages (Weighted)		
	From	To			Actual	Simulated	Difference	% Vol Diff	GEH	Speed (mph)	Density (vphpl)	LOS	Speed (mph)	Density (vphpl)	LOS
Eastbound Big Bend Road	Covington Gardens Drive	East Bay High School	USN 902 DSN 904 Link Surface	1,224	1,389	1,381	-8	-0.6%	0.2	28.0		C	28.0		C
	East Bay High School	Southbound I-75 Ramp Terminal	USN 904 DSN 906 Link Surface	779	1,364	1,343	-21	-1.6%	0.6	36.4		B	23.8		D
	Southbound I-75 Ramp Terminal	Northbound I-75 Ramp Terminal	USN 906 DSN 908 Link Surface	691	1,070	1,054	-16	-1.5%	0.5	9.6		F			
			USN 908 DSN 910 Link Surface	281	1,070	1,054	-16	-1.5%	0.5	31.4		C			
			USN 910 DSN 914 Link Surface	955	1,670	1,648	-22	-1.3%	0.5	18.5		E	17.6		E
	Northbound I-75 Ramp Terminal	Simmons Loop	USN 914 DSN 916 Link Surface	383	765	803	38	4.9%	1.3	5.4		F			
			USN 916 DSN 918 Link Surface	721	765	803	38	4.9%	1.4	34.0		C			
			USN 918 DSN 920 Link Surface	512	1,106	1,172	66	6.0%	2.0	33.0		C	31.3		C
		USN 920 DSN 922 Link Surface	1,255	1,106	1,172	66	6.0%	2.0	29.0		C				
<i>Arterial Total - Weighted Average Speed</i>												25.8		D	
Westbound Big Bend Road	Simmons Loop	Northbound I-75 Ramp Terminal	USN 922 DSN 920 Link Surface	1,255	2,214	2,196	-18	-0.8%	0.4	22.1		D	14.0		F
			USN 920 DSN 916 Link Surface	1,233	2,214	2,140	-74	-3.4%	1.6	5.7		F			
	Northbound I-75 Ramp Terminal	Southbound I-75 Ramp Terminal	USN 916 DSN 914 Link Surface	383	1,108	1,215	107	9.6%	3.1	35.0		B			
			USN 914 DSN 912 Link Surface	700	1,108	1,213	105	9.5%	3.1	42.1		A	29.6		C
			USN 912 DSN 908 Link Surface	536	1,108	1,209	101	9.1%	3.0	9.5		F			
	Southbound I-75 Ramp Terminal	East Bay High School	USN 908 DSN 906 Link Surface	691	1,219	1,284	65	5.3%	1.8	35.6		B	26.9		D
			USN 906 DSN 904 Link Surface	779	1,219	1,284	65	5.3%	1.8	19.2		E			
	East Bay High School	Covington Garden Drive	USN 904 DSN 902 Link Surface	1,224	1,273	1,326	53	4.2%	1.5	25.5		D	25.5		D
<i>Arterial Total - Weighted Average Speed</i>												22.6		D	

Calibration Year (2019) - AM Peak Hour
Intersection Measures of Effectiveness (MOEs)

Big Bend Road Intersection	Approach	Link ID	Demand Traffic Volumes				Simulated Volumes		Control Delay Movement (sec/veh)			Approach LOS		Intersection LOS	
			Left	Through	Right	Total	Total	% Diff	Left	Through	Right	Delay	LOS	Delay	LOS
Covington Gardens Drive	Eastbound	USN 900 DSN 902 Link_Surface	3	925	108	1,036	1,037	0.1%	0.0	16.0	2.0	15.0	B	13.0	B
	Westbound	USN 904 DSN 902 Link_Surface	278	1,003	3	1,284	1,326	3.3%	8.0	8.0	0.0	8.0	A		
	Northbound	USN 928 DSN 902 Link_Surface	132	59	427	618	611	-1.1%	31.0	34.0	11.0	18.0	B		
	Southbound	USN 930 DSN 902 Link_Surface	34	56	65	155	154	-0.6%	28.0	26.0	18.0	23.0	C		
East Bay High School Entrance		USN 902 DSN 904 Link_Surface	169	1,220	0	1,389	1,381	-0.6%	17.0	4.0	0.0	5.0	A	13.7	B
	Westbound	USN 906 DSN 904 Link_Surface	5	1,161	111	1,277	1,284	0.5%	0.0	13.0	12.0	13.0	B		
	Southbound	USN 932 DSN 904 Link_Surface	141	0	168	309	291	-5.8%	67.0	0.0	51.0	58.0	E		
Southbound I-75 Ramp Terminal	Eastbound	USN 906 DSN 908 Link_Surface	0	1,070	0	1,070	1,054	-1.5%	0.0	34.0	0.0	34.0	C	33.1	C
	Westbound	USN 912 DSN 908 Link_Surface	405	716	0	1,121	1,209	7.9%	47.0	13.0	0.0	26.0	C		
	Northbound	USN 418 DSN 908 Link_Surface	516	0	0	516	513	-0.6%	48.0	0.0	0.0	48.0	D		
Northbound I-75 Ramp Terminal	Eastbound	USN 914 DSN 916 Link_Surface	0	765	0	765	803	5.0%	0.0	36.0	0.0	36.0	D	61.9	E
	Westbound	USN 920 DSN 916 Link_Surface	1,209	1,015	0	2,224	2,140	-3.8%	124.0	9.0	0.0	71.0	E		
	Northbound	USN 216 DSN 916 Link_Surface	103	0	0	103	108	4.9%	73.0	0.0	0.0	73.0	E		
Simmons Loop	Eastbound	USN 920 DSN 922 Link_Surface	16	1,045	61	1,122	1,172	4.5%	0.0	8.0	1.0	8.0	A	13.0	B
	Westbound	USN 924 DSN 922 Link_Surface	6	2,011	0	2,017	2,016	0.0%	76.0	7.0	0.0	7.0	A		
	Northbound	USN 926 DSN 922 Link_Surface	197	0	28	225	235	4.4%	99.0	0.0	8.0	89.0	F		

Calibration Year (2019) - AM Peak Hour Intersection Vehicle Queue Lengths

Big Bend Road Intersection	Approach	Lane	Link/Lane ID	Average Vehicle Queue Length (ft)	Maximum Vehicle Queue Length (ft)	Maximum Vehicle Queue in Lane Group (ft)
Covington Garden Drive	Eastbound	Through (Inside)	USN 900 DSN 902 Lane 2 Lane_Surface	50	325	325
		Through (Outside)	USN 900 DSN 902 Lane 1 Lane_Surface	50	300	
		Right	USN 900 DSN 902 Lane 7 Lane_Surface	0	50	50
	Westbound	Left	USN 904 DSN 902 Lane 7 Lane_Surface	25	200	325
		Through	USN 904 DSN 902 Lane 2 Lane_Surface	25	300	
		Through-Right	USN 904 DSN 902 Lane 1 Lane_Surface	25	325	
	Northbound	Through-Left	USN 928 DSN 902 Lane 2 Lane_Surface	50	225	225
		Right	USN 928 DSN 902 Lane 1 Lane_Surface	50	225	225
Southbound	Left-Through-Right	USN 930 DSN 902 Lane 1 Lane_Surface	25	150	150	
East Bay High School Entrance	Eastbound	Left	USN 902 DSN 904 Lane 7 Lane_Surface	25	150	275
		Through (Inside)	USN 902 DSN 904 Lane 2 Lane_Surface	25	275	
		Through (Outside)	USN 902 DSN 904 Lane 1 Lane_Surface	25	275	
	Westbound	Through (Inside)	USN 906 DSN 904 Lane 2 Lane_Surface	50	375	375
		Through (Outside)	USN 906 DSN 904 Lane 1 Lane_Surface	50	375	
		Right	USN 906 DSN 904 Lane 7 Lane_Surface	0	75	
	Southbound	Left-Right	USN 930 DSN 904 Lane 1 Lane_Surface	25	150	150
Southbound I-75 Ramp Terminal	Eastbound	Through (Inside)	USN 906 DSN 908 Lane 2 Lane_Surface	150	550	550
		Through (Outside)	USN 906 DSN 908 Lane 2 Lane_Surface	150	550	
		Right	USN 422 DSN 424 Lane 1 Lane_Surface	0	125	
	Westbound	Left	USN 912 DSN 908 Lane 7 Lane_Surface	150	350	375
		Through (Inside)	USN 912 DSN 908 Lane 2 Lane_Surface	50	375	
		Through (Outside)	USN 912 DSN 908 Lane 1 Lane_Surface	50	275	
	Northbound	Left (Outside)	USN 418 DSN 908 Lane 1 Lane_Surface	125	325	325
		Left (Inside)	USN 418 DSN 908 Lane 2 Lane_Surface	75	300	
		Right	USN 420 DSN 910 Lane 1 Lane_Surface	0	25	
Northbound I-75 Ramp Terminal	Eastbound	Through (Inside)	USN 914 DSN 916 Lane 2 Lane_Surface	125	400	400
		Through (Outside)	USN 914 DSN 916 Lane 1 Lane_Surface	125	375	
		Right	USN 220 DSN 222 Lane 1 Lane_Surface	175	350	
	Westbound	Left	USN 920 DSN 916 Lane 7 Lane_Surface	750	975	1,550
		Through (Inside)	USN 920 DSN 916 Lane 2 Lane_Surface	1,050	1,550	
		Through (Outside)	USN 920 DSN 916 Lane 1 Lane_Surface	175	900	
	Northbound	Left	USN 216 DSN 916 Lane 1 Lane_Surface	50	225	225
Right		USN 218 DSN 918 Lane 1 Lane_Surface	0	25	25	
Simmons Loop	Eastbound	Through (Inside)	USN 920 DSN 922 Lane 2 Lane_Surface	25	275	275
		Through (Outside)	USN 920 DSN 922 Lane 1 Lane_Surface	25	275	
		Right	USN 920 DSN 922 Lane 7 Lane_Surface	0	25	
	Westbound	Left	USN 924 DSN 922 Lane 7 Lane_Surface	0	75	500
		Through (Inside)	USN 924 DSN 922 Lane 2 Lane_Surface	50	500	
		Through (Outside)	USN 924 DSN 922 Lane 1 Lane_Surface	50	500	
	Northbound	Left	USN 926 DSN 922 Lane 2 Lane_Surface	175	500	500
		Right	USN 926 DSN 922 Lane 1 Lane_Surface	0	50	50

Calibration Year (2019) - AM Peak Hour
Roadway Segment Measures of Effectiveness (MOEs)

Description		Link ID	Free Flow Speed (mph)	Simulated Speed (mph) by Time Period													
On Roadway	Segment			TP1	TP2	TP3	TP4	TP5	TP6	TP7	TP8	TP9	TP10	TP11	TP12		
	From			To	6:00 AM	6:15 AM	6:30 AM	6:45 AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM	
Northbound I-75 Mainline	South of Big Bend Road	Northbound Off-ramp to Big Bend Road	USN 100 DSN 102 Link_Freeway	70	69	68	68	68	68	68	68	68	68	68	69	68	
			USN 102 DSN 104 Link_Freeway	70	68	68	68	68	67	67	67	68	68	68	68	68	68
			USN 104 DSN 106 Link_Freeway	70	68	67	67	67	67	66	67	67	67	67	67	68	67
			USN 106 DSN 108 Link_Freeway	70	67	66	66	66	65	65	66	66	66	66	66	67	66
	Northbound Off-ramp to Big Bend Road	Northbound On-ramp from Big Bend Road	USN 108 DSN 110 Link_Freeway	70	68	67	67	67	67	67	67	67	67	67	68	67	
			USN 110 DSN 112 Link_Freeway	70	62	60	59	59	57	56	59	59	59	59	60	59	
	Northbound On-Ramp from Big Bend Road	North of Big Bend Road	USN 112 DSN 114 Link_Freeway	70	67	66	66	65	64	64	65	65	66	66	66	66	
			USN 114 DSN 116 Link_Freeway	70	67	67	66	66	66	66	66	66	66	66	67	66	
			USN 116 DSN 118 Link_Freeway	70	67	66	66	66	66	65	66	66	66	66	66	66	
			USN 118 DSN 120 Link_Freeway	70	67	66	66	66	65	65	66	66	66	66	66	66	
USN 120 DSN 122 Link_Freeway			70	67	66	66	66	65	65	65	65	66	66	66	66		
USN 122 DSN 124 Link_Freeway			70	66	66	65	65	65	65	65	65	66	66	66	66		
USN 124 DSN 126 Link_Freeway	70	66	66	65	65	65	65	65	65	65	66	66	66				
Northbound I-75 Ramps	Northbound Off-ramp to Big Bend Road	USN 108 DSN 208 Link_Freeway	45	45	45	45	45	45	45	45	45	45	45	45	45		
		USN 208 DSN 7208 Link_Freeway	45	44	44	44	43	44	44	43	44	44	44	44	44		
		USN 7208 DSN 210 Link_Surface	45	45	44	44	44	44	44	44	44	44	44	45	44		
		USN 210 DSN 212 Link_Surface	45	42	42	42	41	41	41	41	42	42	42	42	42		
		USN 212 DSN 214 Link_Surface	45	42	41	41	41	40	41	41	41	41	41	42	41		
		USN 214 DSN 216 Link_Surface	45	41	40	40	39	39	37	39	40	39	40	41	40		
		USN 216 DSN 218 Link_Surface	35	35	34	34	33	33	33	34	34	34	34	34	34		
		USN 218 DSN 918 Link_Surface	35	26	26	26	26	25	25	25	26	25	25	26	26		
	USN 216 DSN 916 Link_Surface	45	2	2	2	2	2	2	2	2	2	2	2	2			
	Northbound On-Ramp from Big Bend Road	USN 916 DSN 222 Link_Surface	30	30	31	31	31	31	31	31	30	31	31	31	31		
		USN 914 DSN 220 Link_Surface	30	21	13	7	4	6	7	8	6	8	12	11	12		
		USN 220 DSN 222 Link_Surface	30	8	6	5	4	5	5	5	5	5	7	6	6		
		USN 222 DSN 224 Link_Surface	30	31	30	30	30	30	30	30	29	30	31	31	30		
		USN 224 DSN 7226 Link_Surface	30	38	38	38	38	38	38	38	38	38	38	38	38		
USN 7226 DSN 226 Link_Freeway		30	40	39	38	38	38	39	38	38	38	38	38	39			
USN 226 DSN 110 Link_Freeway	30	40	40	40	39	39	39	40	40	39	39	39	40				
Southbound I-75 Mainline	North of Big Bend Rd	Southbound Off-ramp to Big Bend Road	USN 300 DSN 302 Link_Freeway	70	69	68	68	68	68	68	68	68	68	68	69	68	
			USN 302 DSN 304 Link_Freeway	70	68	68	67	67	67	67	67	67	67	67	68	67	
			USN 304 DSN 306 Link_Freeway	70	68	67	67	67	66	66	67	67	67	67	68	67	
			USN 306 DSN 308 Link_Freeway	70	68	67	67	67	66	66	66	67	67	67	67	67	
			USN 308 DSN 310 Link_Freeway	70	67	67	67	66	66	66	66	66	66	66	67	66	
			USN 310 DSN 312 Link_Freeway	70	67	67	67	66	66	66	66	66	66	66	66	67	
			USN 312 DSN 314 Link_Freeway	70	67	66	66	66	65	65	65	66	66	66	66	67	
	USN 314 DSN 316 Link_Freeway	70	65	65	64	64	63	63	64	64	64	64	64	65			
	Southbound Off-ramp to Big Bend Road	Southbound On-ramp from Big Bend Road	USN 316 DSN 318 Link_Freeway	70	68	68	68	67	67	67	67	67	67	68	67		
	Southbound On-ramp from Big Bend Road	South of Big Bend Road	USN 318 DSN 320 Link_Freeway	70	66	66	65	65	64	64	64	65	65	66	66		
			USN 320 DSN 322 Link_Freeway	70	68	67	67	66	66	66	66	67	67	67	67		
			USN 322 DSN 324 Link_Freeway	70	68	67	67	67	66	66	67	67	67	67	67		
			USN 324 DSN 326 Link_Freeway	70	68	67	67	67	66	66	66	67	67	67	67		
	Southbound I-75 Ramps	SB Off-ramp to Big Bend Rd	USN 316 DSN 7416 Link_Freeway	30	39	38	38	38	38	37	38	38	38	38	38		
USN 7416 DSN 416 Link_Surface			30	33	33	32	32	31	31	32	31	32	31	33			
USN 416 DSN 418 Link_Surface			30	27	26	26	26	25	25	25	26	26	25	27			
USN 418 DSN 420 Link_Surface			30	28	28	27	27	27	27	27	27	27	27	27			
USN 420 DSN 910 Link_Surface			30	22	22	21	21	21	21	21	21	21	21	21			
USN 418 DSN 908 Link_Surface			30	3	4	3	3	3	3	3	3	4	3	4			
Southbound On-ramp from Big Bend Road		USN 908 DSN 424 Link_Surface	45	29	29	30	29	30	30	30	29	29	29	29			
		USN 906 DSN 422 Link_Surface	45	31	31	31	31	31	31	31	31	31	31	31			
		USN 422 DSN 424 Link_Surface	45	21	20	20	19	19	18	18	18	20	20	20			
		USN 424 DSN 428 Link_Surface	45	36	36	35	35	35	36	35	35	36	36	36			

Calibration Year (2019) - AM Peak Hour
Roadway Segment Measures of Effectiveness (MOEs)

Description		Link ID	Free Flow Speed (mph)	Simulated Speed (mph) by Time Period														
On Roadway	Segment			TP1	TP2	TP3	TP4	TP5	TP6	TP7	TP8	TP9	TP10	TP11	TP12			
	From			To	6:00 AM	6:15 AM	6:30 AM	6:45 AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM		
	SB On-ramp from Big Bend Rd		USN 428 DSN 430 Link_Surface	45	40	40	39	40	38	39	39	39	40	39	40			
			USN 430 DSN 432 Link_Surface	45	40	40	40	40	38	39	39	39	40	40	40	40		
			USN 432 DSN 7432 Link_Surface	45	40	39	39	40	38	39	39	39	40	40	39	40		
			USN 7432 DSN 434 Link_Freeway	45	41	41	40	41	40	40	40	40	41	40	41	41		
			USN 434 DSN 436 Link_Freeway	65	44	44	43	44	43	43	43	43	43	43	44	44		
			USN 436 DSN 318 Link_Freeway	65	52	51	51	51	51	51	51	51	51	51	52	52		
Eastbound Big Bend Road	Covington Gardens Drive	East Bay High School	USN 902 DSN 904 Link_Surface	45	35	33	29	29	28	28	27	29	31	32	30	30		
	East Bay High School	Southbound I-75 Ramp Terminal	USN 904 DSN 906 Link_Surface	45	39	38	37	36	36	37	36	36	37	38	37	37		
	Southbound I-75 Ramp Terminal	Northbound I-75 Ramp Terminal	USN 906 DSN 908 Link_Surface	45	12	12	10	10	10	10	9	10	12	12	12	12		
			USN 908 DSN 910 Link_Surface	45	32	32	32	32	31	32	31	31	32	32	32	32		
			USN 910 DSN 914 Link_Surface	45	32	29	21	15	17	21	21	15	19	26	29	29		
	Northbound I-75 Ramp Terminal	Simmons Loop	USN 914 DSN 916 Link_Surface	45	11	7	6	5	5	5	5	5	5	5	6	6		
			USN 916 DSN 918 Link_Surface	45	37	36	35	34	34	34	34	34	34	34	34	34		
			USN 918 DSN 920 Link_Surface	45	37	35	34	33	33	33	33	33	34	34	35	34		
			USN 920 DSN 922 Link_Surface	45	33	30	29	28	28	29	30	29	31	32	31	32		
			Simmons Loop	Northbound I-75 Ramp Terminal	USN 922 DSN 920 Link_Surface	45	39	38	38	37	23	16	23	28	34	35	36	37
					USN 920 DSN 916 Link_Surface	45	26	21	18	13	9	5	4	5	5	9	13	15
Westbound Big Bend Road	Northbound I-75 Ramp Terminal	Southbound I-75 Ramp Terminal	USN 916 DSN 914 Link_Surface	45	38	38	38	38	37	34	34	35	37	37	38	38		
			USN 914 DSN 912 Link_Surface	45	42	42	42	42	42	42	42	42	42	42	42	42		
	Southbound I-75 Ramp Terminal	East Bay High School	USN 912 DSN 908 Link_Surface	45	13	13	12	11	10	9	9	9	12	13	14	14		
			USN 908 DSN 906 Link_Surface	45	35	35	36	36	36	36	36	36	36	35	36	36		
			USN 906 DSN 904 Link_Surface	45	35	30	24	22	20	18	18	20	24	26	21	23		
East Bay High School	Covington Garden Drive	USN 904 DSN 902 Link_Surface	45	31	28	26	26	25	26	25	26	26	28	27	27			

Calibration Year (2019) - PM Peak Hour
Roadway Segment Measures of Effectiveness (MOEs)

On Roadway	Description		Link ID	Length (ft)	PM Peak Hour										
	Segment				Hourly Volumes (veh)					Link-Specific MOEs			Segment Averages (Weighted)		
	From	To			Actual	Simulated	Difference	% Vol Diff	GEH	Speed (mph)	Density (vphpl)	LOS	Speed (mph)	Density (vphpl)	LOS
Northbound I-75 Mainline	South of Big Bend Road	Northbound Off-ramp to Big Bend Road	USN 100 DSN 102 Link Freeway	2,174	4,035	4,036	1	0.0%	0.0	67.9	20.0	C	66.5	20.1	C
			USN 102 DSN 104 Link Freeway	1,525	4,035	4,034	-1	0.0%	0.0	66.9	20.1	C			
			USN 104 DSN 106 Link Freeway	1,434	4,035	4,031	-4	-0.1%	0.1	66.3	20.3	C			
	Northbound Off-ramp to Big Bend Road	Northbound On-ramp from Big Bend Road	USN 106 DSN 108 Link Freeway	1,482	4,035	4,033	-2	0.0%	0.0	64.4	20.1	C	66.7	16.4	B
			USN 108 DSN 110 Link Freeway	1,801	3,292	3,283	-9	-0.3%	0.2	66.7	16.4	B			
	Northbound On-Ramp from Big Bend Road	North of Big Bend Road	USN 110 DSN 112 Link Freeway	1,542	4,260	4,213	-47	-1.1%	0.7	62.0	17.1	B	65.4	20.8	C
			USN 112 DSN 114 Link Freeway	1,500	4,260	4,207	-53	-1.2%	0.8	65.9	21.3	C			
			USN 114 DSN 116 Link Freeway	1,462	4,260	4,202	-58	-1.4%	0.9	66.2	21.2	C			
			USN 116 DSN 118 Link Freeway	2,086	4,260	4,200	-60	-1.4%	0.9	66.0	21.2	C			
			USN 118 DSN 120 Link Freeway	1,727	4,260	4,200	-60	-1.4%	0.9	65.8	21.3	C			
USN 120 DSN 122 Link Freeway			1,720	4,260	4,198	-62	-1.5%	1.0	65.8	21.3	C				
USN 122 DSN 124 Link Freeway			1,562	4,260	4,194	-66	-1.5%	1.0	65.7	21.3	C				
USN 124 DSN 126 Link Freeway	1,621	4,260	4,198	-62	-1.5%	1.0	65.7	21.3	C						
Northbound I-75 Ramps	Northbound Off-ramp to Big Bend Road	USN 108 DSN 208 Link Freeway	320	743	745	2	0.3%	0.1	44.4	16.8	B	34.0	17.0	B	
		USN 208 DSN 7208 Link Freeway	148	743	745	2	0.3%	0.1	43.1	17.3	B				
		USN 7208 DSN 210 Link Surface	165	743	745	2	0.3%	0.1	43.5		A				
		USN 210 DSN 212 Link Surface	781	743	745	2	0.3%	0.1	40.3		B				
		USN 212 DSN 214 Link Surface	571	743	747	4	0.5%	0.1	39.0		B				
		USN 214 DSN 216 Link Surface	422	743	747	4	0.5%	0.1	34.4		B				
		USN 216 DSN 218 Link Surface	316	588	591	3	0.6%	0.1	31.5		C				
		USN 218 DSN 918 Link Surface	411	588	591	3	0.5%	0.1	20.7		E				
	Northbound On-Ramp from Big Bend Road	USN 216 DSN 916 Link Surface	247	155	153	-2	-1.5%	0.2	2.1		F	24.3	34.5	D	
		USN 916 DSN 222 Link Surface	399	511	499	-12	-2.4%	0.5	25.5		D				
		USN 914 DSN 220 Link Surface	241	457	426	-32	-6.9%	1.5	24.8		D				
		USN 220 DSN 222 Link Surface	289	457	426	-31	-6.8%	1.5	13.2		F				
		USN 222 DSN 224 Link Surface	182	968	925	-43	-4.4%	1.4	25.7		D				
		USN 224 DSN 7226 Link Surface	322	968	924	-44	-4.5%	1.4	26.5		D				
USN 7226 DSN 226 Link Freeway	381	968	929	-39	-4.0%	1.3	27.0	36.0	E						
USN 226 DSN 110 Link Freeway	154	968	928	-40	-4.1%	1.3	28.1	33.0	D						
Southbound I-75 Mainline	North of Big Bend Rd	Southbound Off-ramp to Big Bend Road	USN 300 DSN 302 Link Freeway	1,665	4,832	4,831	-1	0.0%	0.0	67.5	24.2	C	63.2	25.1	C
			USN 302 DSN 304 Link Freeway	1,649	4,832	4,832	0	0.0%	0.0	66.3	24.3	C			
			USN 304 DSN 306 Link Freeway	1,616	4,832	4,833	1	0.0%	0.0	65.9	24.5	C			
			USN 306 DSN 308 Link Freeway	1,745	4,832	4,833	1	0.0%	0.0	65.6	24.6	C			
			USN 308 DSN 310 Link Freeway	2,081	4,832	4,829	-3	-0.1%	0.0	65.4	24.6	C			
			USN 310 DSN 312 Link Freeway	1,549	4,832	4,829	-3	-0.1%	0.0	65.3	24.7	C			
			USN 312 DSN 314 Link Freeway	1,515	4,832	4,821	-11	-0.2%	0.2	57.8	27.9	D			
	Southbound Off-ramp to Big Bend Road	Southbound On-ramp from Big Bend Road	USN 314 DSN 316 Link Freeway	1,507	4,832	4,815	-17	-0.4%	0.2	49.3	26.9	D	67.1	14.9	B
			USN 316 DSN 318 Link Freeway	2,261	2,997	2,993	-4	-0.1%	0.1	67.1	14.9	B			
	Southbound On-ramp from Big Bend Road	South of Big Bend Road	USN 318 DSN 320 Link Freeway	1,391	3,367	3,367	0	0.0%	0.0	66.2	14.9	B	66.6	16.4	B
			USN 320 DSN 322 Link Freeway	1,039	3,367	3,366	-1	0.0%	0.0	66.7	16.8	B			
			USN 322 DSN 324 Link Freeway	1,473	3,367	3,367	0	0.0%	0.0	66.7	16.8	B			
USN 324 DSN 326 Link Freeway	2,204	3,367	3,368	1	0.0%	0.0	66.6	16.9	B						
Southbound I-75 Ramps	SB Off-ramp to Big Bend Rd	USN 316 DSN 7416 Link Freeway	414	1,835	1,821	-14	-0.8%	0.3	26.1	69.8	F	21.4	69.8	D	
		USN 7416 DSN 416 Link Surface	409	1,835	1,820	-15	-0.8%	0.4	29.4		C				
		USN 416 DSN 418 Link Surface	185	1,835	1,820	-15	-0.8%	0.4	25.4		D				
		USN 418 DSN 420 Link Surface	217	1,231	1,200	-31	-2.5%	0.9	22.2		D				
		USN 420 DSN 910 Link Surface	173	1,231	1,200	-31	-2.6%	0.9	14.1		F				
		USN 418 DSN 908 Link Surface	301	604	621	17	2.8%	0.7	5.4		F				
	SB On-ramp from Big Bend Rd	USN 908 DSN 424 Link Surface	382	159	156	-3	-1.8%	0.2	27.5		C	36.3	6.7	B	
		USN 906 DSN 422 Link Surface	446	211	216	5	2.3%	0.3	28.9		C				
		USN 422 DSN 424 Link Surface	321	211	216	5	2.3%	0.3	23.6		D				
		USN 424 DSN 428 Link Surface	511	370	373	3	0.8%	0.2	35.7		B				
		USN 428 DSN 430 Link Surface	616	370	373	3	0.7%	0.1	41.3		B				
		USN 430 DSN 432 Link Surface	259	370	372	2	0.6%	0.1	41.4		B				
		USN 432 DSN 7432 Link Surface	113	370	372	2	0.5%	0.1	40.9		B				
		USN 7432 DSN 434 Link Freeway	113	370	372	2	0.5%	0.1	42.3	10.2	A				
USN 434 DSN 436 Link Freeway	96	370	372	2	0.5%	0.1	44.2	8.4	A						
USN 436 DSN 318 Link Freeway	533	370	372	2	0.5%	0.1	52.9	7.0	A						

Calibration Year (2019) - PM Peak Hour
Roadway Segment Measures of Effectiveness (MOEs)

On Roadway	Description		Link ID	Length (ft)	PM Peak Hour										
	Segment				Hourly Volumes (veh)					Link-Specific MOEs			Segment Averages (Weighted)		
	From	To			Actual	Simulated	Difference	% Vol Diff	GEH	Speed (mph)	Density (vphpl)	LOS	Speed (mph)	Density (vphpl)	LOS
Eastbound Big Bend Road	Covington Gardens Drive	East Bay High School	USN 902 DSN 904 Link Surface	1,224	1,442	1,416	-26	-1.8%	0.7	31.2		C	31.2		C
	East Bay High School	Southbound I-75 Ramp Terminal	USN 904 DSN 906 Link Surface	779	1,452	1,430	-22	-1.5%	0.6	36.4		B	27.1		C
	Southbound I-75 Ramp Terminal	Northbound I-75 Ramp Terminal	USN 906 DSN 908 Link Surface	691	1,241	1,209	-32	-2.6%	0.9	16.6		E	19.6		E
			USN 908 DSN 910 Link Surface	281	1,241	1,208	-33	-2.6%	0.9	30.3		C			
			USN 910 DSN 914 Link Surface	955	2,472	2,417	-55	-2.2%	1.1	21.2		D			
	Northbound I-75 Ramp Terminal	Simmons Loop	USN 914 DSN 916 Link Surface	383	2,015	1,998	-17	-0.8%	0.4	7.8		F	26.7		D
			USN 916 DSN 918 Link Surface	721	2,015	1,991	-24	-1.2%	0.5	31.1		C			
			USN 918 DSN 920 Link Surface	512	2,603	2,573	-30	-1.2%	0.6	23.9		D			
			USN 920 DSN 922 Link Surface	1,255	2,603	2,559	-44	-1.7%	0.9	25.3		D			
<i>Arterial Total - Weighted Average Speed</i>												25.9		D	
Westbound Big Bend Road	Simmons Loop	Northbound I-75 Ramp Terminal	USN 922 DSN 920 Link Surface	1,255	1,479	1,485	6	0.4%	0.2	39.1		B	24.9		D
			USN 920 DSN 916 Link Surface	1,233	1,479	1,455	-24	-1.6%	0.6	10.5		F			
	Northbound I-75 Ramp Terminal	Southbound I-75 Ramp Terminal	USN 916 DSN 914 Link Surface	383	1,123	1,109	-15	-1.3%	0.4	36.0		B	32.1		C
			USN 914 DSN 912 Link Surface	700	1,123	1,110	-13	-1.2%	0.4	41.4		B			
			USN 912 DSN 908 Link Surface	536	1,123	1,115	-8	-0.7%	0.2	17.2		E			
	Southbound I-75 Ramp Terminal	East Bay High School	USN 908 DSN 906 Link Surface	691	1,573	1,578	5	0.3%	0.1	34.5		B	25.1		D
			USN 906 DSN 904 Link Surface	779	1,573	1,565	-8	-0.5%	0.2	16.7		E			
	East Bay High School	Covington Garden Drive	USN 904 DSN 902 Link Surface	1,224	1,586	1,654	68	4.3%	1.7	26.8		D	26.8		D
<i>Arterial Total - Weighted Average Speed</i>												27.0		C	

Calibration Year (2019) - PM Peak Hour
Intersection Measures of Effectiveness (MOEs)

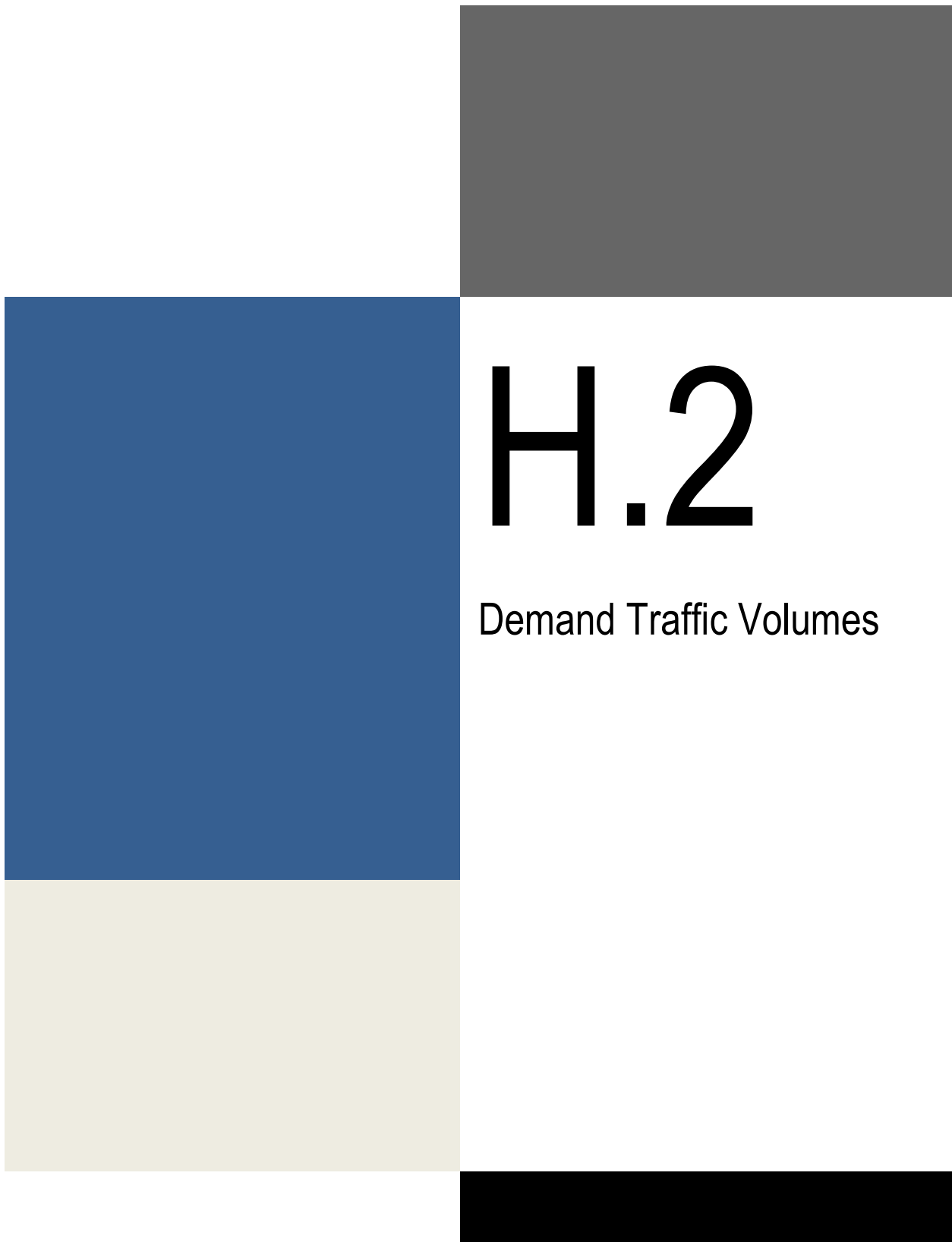
Big Bend Road Intersection	Approach	Link ID	Demand Traffic Volumes				Simulated Volumes		Control Delay Movement (sec/veh)			Approach LOS		Intersection LOS	
			Left	Through	Right	Total	Total	% Diff	Left	Through	Right	Delay	LOS	Delay	LOS
Covington Gardens Drive	Eastbound	USN 900 DSN 902 Link_Surface	0	1,201	133	1,334	1,306	-2.1%	0.0	38.0	9.0	35.0	D	18.8	B
	Westbound	USN 904 DSN 902 Link_Surface	492	1,091	17	1,600	1,654	3.4%	8.0	5.0	5.0	6.0	A		
	Northbound	USN 928 DSN 902 Link_Surface	71	19	208	298	298	0.0%	32.0	36.0	10.0	17.0	B		
	Southbound	USN 930 DSN 902 Link_Surface	30	20	33	83	84	1.2%	34.0	34.0	15.0	27.0	C		
East Bay High School Entrance		USN 902 DSN 904 Link_Surface	117	1,325	0	1,442	1,416	-1.8%	21.0	2.0	0.0	3.0	A	19.5	B
	Westbound	USN 906 DSN 904 Link_Surface	9	1,485	88	1,582	1,565	-1.1%	0.0	15.0	13.0	15.0	B		
	Southbound	USN 932 DSN 904 Link_Surface	118	0	115	233	204	-12.4%	189.0	0.0	158.0	169.0	F		
Southbound I-75 Ramp Terminal	Eastbound	USN 906 DSN 908 Link_Surface	0	1,241	0	1,241	1,209	-2.6%	0.0	14.0	0.0	14.0	B	15.4	B
	Westbound	USN 912 DSN 908 Link_Surface	159	978	0	1,137	1,115	-1.9%	20.0	8.0	0.0	10.0	B		
	Northbound	USN 418 DSN 908 Link_Surface	604	0	0	604	621	2.8%	28.0	0.0	0.0	28.0	C		
Northbound I-75 Ramp Terminal	Eastbound	USN 914 DSN 916 Link_Surface	0	2,015	0	2,015	1,998	-0.8%	0.0	21.0	0.0	21.0	C	37.2	D
	Westbound	USN 920 DSN 916 Link_Surface	511	973	0	1,484	1,455	-2.0%	136.0	4.0	0.0	56.0	E		
	Northbound	USN 216 DSN 916 Link_Surface	155	0	0	155	153	-1.3%	69.0	0.0	0.0	69.0	E		
Simmons Loop	Eastbound	USN 920 DSN 922 Link_Surface	5	2,359	244	2,608	2,559	-1.9%	0.0	7.0	2.0	7.0	A	8.0	A
	Westbound	USN 924 DSN 922 Link_Surface	26	1,370	0	1,396	1,398	0.1%	83.0	3.0	0.0	4.0	A		
	Northbound	USN 926 DSN 922 Link_Surface	109	0	22	131	132	0.8%	79.0	0.0	26.0	71.0	E		

Calibration Year (2019) - PM Peak Hour Intersection Vehicle Queue Lengths

Big Bend Road Intersection	Approach	Lane	Link/Lane ID	Average Vehicle Queue Length (ft)	Maximum Vehicle Queue Length (ft)	Maximum Vehicle Queue in Lane Group (ft)
Covington Garden Drive	Eastbound	Through (Inside)	USN 900 DSN 902 Lane 2 Lane_Surface	225	900	900
		Through (Outside)	USN 900 DSN 902 Lane 1 Lane_Surface	225	875	
		Right	USN 900 DSN 902 Lane 7 Lane_Surface	0	75	
	Westbound	Left	USN 904 DSN 902 Lane 7 Lane_Surface	25	300	300
		Through	USN 904 DSN 902 Lane 2 Lane_Surface	25	275	
		Through-Right	USN 904 DSN 902 Lane 1 Lane_Surface	25	300	
	Northbound	Through-Left	USN 928 DSN 902 Lane 2 Lane_Surface	25	125	125
		Right	USN 928 DSN 902 Lane 1 Lane_Surface	25	150	150
	Southbound	Left-Through-Right	USN 930 DSN 902 Lane 1 Lane_Surface	25	150	150
East Bay High School Entrance	Eastbound	Left	USN 902 DSN 904 Lane 7 Lane_Surface	0	75	200
		Through (Inside)	USN 902 DSN 904 Lane 2 Lane_Surface	0	175	
		Through (Outside)	USN 902 DSN 904 Lane 1 Lane_Surface	0	200	
	Westbound	Through (Inside)	USN 906 DSN 904 Lane 2 Lane_Surface	100	500	525
		Through (Outside)	USN 906 DSN 904 Lane 1 Lane_Surface	100	525	
		Right	USN 906 DSN 904 Lane 7 Lane_Surface	0	50	
	Southbound	Left-Right	USN 930 DSN 904 Lane 1 Lane_Surface	25	150	150
Southbound I-75 Ramp Terminal	Eastbound	Through (Inside)	USN 906 DSN 908 Lane 2 Lane_Surface	75	325	325
		Through (Outside)	USN 906 DSN 908 Lane 2 Lane_Surface	75	325	
		Right	USN 422 DSN 424 Lane 1 Lane_Surface	0	50	
	Westbound	Left	USN 912 DSN 908 Lane 7 Lane_Surface	25	150	225
		Through (Inside)	USN 912 DSN 908 Lane 2 Lane_Surface	25	225	
		Through (Outside)	USN 912 DSN 908 Lane 1 Lane_Surface	25	225	
	Northbound	Left (Outside)	USN 418 DSN 908 Lane 1 Lane_Surface	75	250	250
		Left (Inside)	USN 418 DSN 908 Lane 2 Lane_Surface	50	200	
		Right	USN 420 DSN 910 Lane 1 Lane_Surface	0	25	
Northbound I-75 Ramp Terminal	Eastbound	Through (Inside)	USN 914 DSN 916 Lane 2 Lane_Surface	175	450	450
		Through (Outside)	USN 914 DSN 916 Lane 1 Lane_Surface	150	450	
		Right	USN 220 DSN 222 Lane 1 Lane_Surface	25	250	
	Westbound	Left	USN 920 DSN 916 Lane 7 Lane_Surface	600	1,000	1,000
		Through (Inside)	USN 920 DSN 916 Lane 2 Lane_Surface	125	600	
		Through (Outside)	USN 920 DSN 916 Lane 1 Lane_Surface	25	200	
	Northbound	Left	USN 216 DSN 916 Lane 1 Lane_Surface	75	250	250
Right		USN 218 DSN 918 Lane 1 Lane_Surface	0	25	25	
Simmons Loop	Eastbound	Through (Inside)	USN 920 DSN 922 Lane 2 Lane_Surface	75	525	525
		Through (Outside)	USN 920 DSN 922 Lane 1 Lane_Surface	75	500	
		Right	USN 920 DSN 922 Lane 7 Lane_Surface	0	50	
	Westbound	Left	USN 924 DSN 922 Lane 7 Lane_Surface	25	100	200
		Through (Inside)	USN 924 DSN 922 Lane 2 Lane_Surface	25	200	
		Through (Outside)	USN 924 DSN 922 Lane 1 Lane_Surface	25	200	
	Northbound	Left	USN 926 DSN 922 Lane 2 Lane_Surface	75	225	225
		Right	USN 926 DSN 922 Lane 1 Lane_Surface	0	50	50

Calibration Year (2019) - PM Peak Hour
Roadway Segment Measures of Effectiveness (MOEs)

On Roadway	Description		Link ID	Free Flow Speed (mph)	Simulated Speed (mph) by Time Period												
	Segment				TP1	TP2	TP3	TP4	TP5	TP6	TP7	TP8	TP9	TP10	TP11	TP12	
	From	To			3:30 PM	3:45 PM	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM	6:00 PM	6:15 PM	
Southbound I-75 Ramps	SB On-ramp from Big Bend Rd		USN 908 DSN 424 Link_Surface	45	28	28	27	28	27	28	28	27	27	28	27	28	
			USN 906 DSN 422 Link_Surface	45	29	29	29	29	29	29	29	29	29	29	29	29	29
			USN 422 DSN 424 Link_Surface	45	23	24	23	24	24	24	23	24	24	24	24	24	24
			USN 424 DSN 428 Link_Surface	45	35	36	36	36	36	36	36	36	35	35	35	36	
			USN 428 DSN 430 Link_Surface	45	41	42	41	42	42	41	41	41	41	41	42	41	
			USN 430 DSN 432 Link_Surface	45	42	41	41	41	42	41	41	41	42	41	42	41	
			USN 432 DSN 7432 Link_Surface	45	41	40	41	41	41	41	41	40	41	40	41	40	
			USN 7432 DSN 434 Link_Freeway	45	42	42	42	42	43	42	42	42	42	42	43	42	
			USN 434 DSN 436 Link_Freeway	65	44	44	44	44	45	44	44	44	44	44	44	44	
USN 436 DSN 318 Link_Freeway	65	53	53	53	53	53	53	53	53	53	53	53	53				
Eastbound Big Bend Road	Covington Gardens Drive	East Bay High School	USN 902 DSN 904 Link_Surface	45	27	30	32	31	31	31	32	31	31	31	32	31	
	East Bay High School	Southbound I-75 Ramp Terminal	USN 904 DSN 906 Link_Surface	45	35	36	37	37	36	36	37	36	36	36	36	36	
	Southbound I-75 Ramp Terminal	Northbound I-75 Ramp Terminal	USN 906 DSN 908 Link_Surface	45	12	13	17	18	18	18	15	15	16	15	18	17	
			USN 908 DSN 910 Link_Surface	45	29	30	31	31	31	31	30	30	30	30	31	31	
			USN 910 DSN 914 Link_Surface	45	21	21	24	22	22	23	21	19	20	22	24	27	
	Northbound I-75 Ramp Terminal	Simmons Loop	USN 914 DSN 916 Link_Surface	45	9	8	8	7	8	8	8	7	8	8	8	9	
			USN 916 DSN 918 Link_Surface	45	30	31	32	32	32	32	31	30	30	32	33	33	
USN 918 DSN 920 Link_Surface			45	23	25	24	24	25	24	23	23	23	24	27	28		
USN 920 DSN 922 Link_Surface	45	32	28	27	25	26	26	25	24	26	26	26	29				
Westbound Big Bend Road	Simmons Loop	Northbound I-75 Ramp Terminal	USN 922 DSN 920 Link_Surface	45	40	39	39	39	40	39	39	39	40	40	40	40	
	Northbound I-75 Ramp Terminal	Southbound I-75 Ramp Terminal	USN 920 DSN 916 Link_Surface	45	17	15	15	14	13	12	10	7	7	11	16	20	
			USN 916 DSN 914 Link_Surface	45	36	36	35	36	36	36	36	36	36	36	36	36	
			USN 914 DSN 912 Link_Surface	45	41	41	41	41	41	41	41	42	42	42	42	41	
	Southbound I-75 Ramp Terminal	East Bay High School	USN 912 DSN 908 Link_Surface	45	17	17	17	17	18	17	17	17	17	18	18	17	
			USN 908 DSN 906 Link_Surface	45	34	34	34	35	35	35	35	34	34	34	35	35	
	USN 906 DSN 904 Link_Surface	45	14	16	19	17	17	17	17	17	16	18	18	17			
East Bay High School	Covington Garden Drive	USN 904 DSN 902 Link_Surface	45	24	26	27	25	27	28	26	27	27	27	29	28		



H.2

Demand Traffic Volumes

Existing Year (2019) - AM Peak Hour
Roadway Segment Measures of Effectiveness (MOEs)

On Roadway	Description		Link ID	Length (ft)	AM Peak Hour											
	Segment				Hourly Volumes (veh)					Link-Specific MOEs			Segment Averages (Weighted)			
	From	To			Actual	Simulated	Difference	% Vol Diff	GEH	Speed (mph)	Density (vphpl)	LOS	Speed (mph)	Density (vphpl)	LOS	
Northbound I-75 Mainline	South of Big Bend Road	Northbound Off-ramp to Big Bend Road	USN 100 DSN 102 Link_Freeway	2,174	4,968	4,966	-2	0.0%	0.0	67.3	24.8	C	65.5	25.2	C	
			USN 102 DSN 104 Link_Freeway	1,525	4,968	4,970	2	0.0%	0.0	66.1	25.1	C				
			USN 104 DSN 106 Link_Freeway	1,434	4,968	4,970	2	0.0%	0.0	65.7	25.2	C				
			USN 106 DSN 108 Link_Freeway	1,482	4,968	4,971	3	0.1%	0.0	62.1	25.7	C				
		Northbound Off-ramp to Big Bend Road	Northbound On-ramp from Big Bend Road	USN 108 DSN 110 Link_Freeway	1,801	4,479	4,501	22	0.5%	0.3	63.7	23.6	C	63.7	23.6	C
	Northbound On-Ramp from Big Bend Road	North of Big Bend Road	USN 110 DSN 112 Link_Freeway	1,542	6,542	6,033	-509	-7.8%	6.4	58.1	26.2	D	63.1	31.0	D	
			USN 112 DSN 114 Link_Freeway	1,500	6,542	6,032	-510	-7.8%	6.4	61.6	32.7	D				
			USN 114 DSN 116 Link_Freeway	1,462	6,542	6,035	-507	-7.7%	6.4	63.9	31.5	D				
			USN 116 DSN 118 Link_Freeway	2,086	6,542	6,035	-507	-7.7%	6.4	64.1	31.4	D				
			USN 118 DSN 120 Link_Freeway	1,727	6,542	6,037	-505	-7.7%	6.4	64.1	31.4	D				
			USN 120 DSN 122 Link_Freeway	1,720	6,542	6,035	-507	-7.7%	6.4	64.1	31.4	D				
			USN 122 DSN 124 Link_Freeway	1,562	6,542	6,039	-503	-7.7%	6.3	64.0	31.4	D				
				USN 124 DSN 126 Link_Freeway	1,621	6,542	6,045	-497	-7.6%	6.3	64.0	31.5	D			
Northbound I-75 Ramps	Northbound Off-ramp to Big Bend Road	USN 108 DSN 208 Link_Freeway	320	489	472	-17	-3.5%	0.8	43.9	10.7	A	35.4	10.7	B		
		USN 208 DSN 7208 Link_Freeway	148	489	471	-18	-3.7%	0.8	43.7	10.8	A					
		USN 7208 DSN 210 Link_Surface	165	489	471	-18	-3.6%	0.8	44.3		A					
		USN 210 DSN 212 Link_Surface	781	489	471	-19	-3.8%	0.8	41.8		B					
		USN 212 DSN 214 Link_Surface	571	489	471	-18	-3.6%	0.8	40.2		B					
		USN 214 DSN 216 Link_Surface	422	489	472	-17	-3.5%	0.8	35.2		B					
		USN 216 DSN 218 Link_Surface	316	353	342	-11	-3.1%	0.6	33.0		C					
		USN 218 DSN 918 Link_Surface	411	353	342	-11	-3.0%	0.6	25.3		D					
	Northbound On-Ramp from Big Bend Road	USN 216 DSN 916 Link_Surface	247	136	129	-7	-4.9%	0.6	1.7		F	28.9	37.9	C		
		USN 916 DSN 222 Link_Surface	399	1,227	732	-495	-40.4%	15.8	30.2		C					
		USN 914 DSN 220 Link_Surface	241	836	794	-42	-5.0%	1.5	12.2		F					
		USN 220 DSN 222 Link_Surface	289	836	794	-42	-5.0%	1.5	7.9		F					
		USN 222 DSN 224 Link_Surface	182	2,063	1,527	-536	-26.0%	12.7	28.9		C					
		USN 224 DSN 7226 Link_Surface	322	2,063	1,526	-537	-26.0%	12.7	38.1		B					
			USN 7226 DSN 226 Link_Freeway	381	2,063	1,525	-538	-26.1%	12.7	41.2	38.9	E				
			USN 226 DSN 110 Link_Freeway	154	2,063	1,525	-538	-26.1%	12.7	41.4	36.8	E				
Southbound I-75 Mainline	North of Big Bend Rd	Southbound Off-ramp to Big Bend Road	USN 300 DSN 302 Link_Freeway	1,665	5,791	5,792	1	0.0%	0.0	66.9	29.2	D	64.3	29.4	D	
			USN 302 DSN 304 Link_Freeway	1,649	5,791	5,794	3	0.1%	0.0	65.5	29.5	D				
			USN 304 DSN 306 Link_Freeway	1,616	5,791	5,795	4	0.1%	0.1	65.0	29.7	D				
			USN 306 DSN 308 Link_Freeway	1,745	5,791	5,796	5	0.1%	0.1	64.7	29.9	D				
			USN 308 DSN 310 Link_Freeway	2,081	5,791	5,795	4	0.1%	0.1	64.5	30.0	D				
			USN 310 DSN 312 Link_Freeway	1,549	5,791	5,798	7	0.1%	0.1	64.3	30.0	D				
			USN 312 DSN 314 Link_Freeway	1,515	5,791	5,805	14	0.2%	0.2	63.6	30.4	D				
				USN 314 DSN 316 Link_Freeway	1,507	5,791	5,807	16	0.3%	0.2	59.3	26.6	D			
	Southbound Off-ramp to Big Bend Road	Southbound On-ramp from Big Bend Road	USN 316 DSN 318 Link_Freeway	2,261	4,298	4,276	-22	-0.5%	0.3	66.0	21.6	C	66.0	21.6	C	
	Southbound On-ramp from Big Bend Road	South of Big Bend Road	USN 318 DSN 320 Link_Freeway	1,391	4,653	4,643	-10	-0.2%	0.1	64.3	21.1	C	65.1	23.1	C	
			USN 320 DSN 322 Link_Freeway	1,039	4,653	4,648	-5	-0.1%	0.1	65.2	23.7	C				
USN 322 DSN 324 Link_Freeway			1,473	4,653	4,650	-3	-0.1%	0.0	65.5	23.7	C					
USN 324 DSN 326 Link_Freeway			2,204	4,653	4,645	-8	-0.2%	0.1	65.3	23.7	C					

Existing Year (2019) - AM Peak Hour
Roadway Segment Measures of Effectiveness (MOEs)

On Roadway	Description		Link ID	Length (ft)	AM Peak Hour											
	Segment				Hourly Volumes (veh)					Link-Specific MOEs			Segment Averages (Weighted)			
	From	To			Actual	Simulated	Difference	% Vol Diff	GEH	Speed (mph)	Density (vphpl)	LOS	Speed (mph)	Density (vphpl)	LOS	
Southbound I-75 Ramps	SB Off-ramp to Big Bend Rd		USN 316 DSN 7416 Link_Freeway	414	1,493	1,535	42	2.8%	1.1	36.0	42.8	E	24.5	42.8	D	
			USN 7416 DSN 416 Link_Surface	409	1,493	1,534	41	2.7%	1.1	29.5		C				
			USN 416 DSN 418 Link_Surface	185	1,493	1,534	41	2.7%	1.1	24.1		D				
			USN 418 DSN 420 Link_Surface	217	888	890	2	0.2%	0.1	25.6		D				
			USN 420 DSN 910 Link_Surface	173	888	890	2	0.2%	0.1	20.0		E				
			USN 418 DSN 908 Link_Surface	301	605	643	38	6.2%	1.5	3.8		F				
	SB On-ramp from Big Bend Rd			USN 908 DSN 424 Link_Surface	382	256	263	7	2.9%	0.5	29.6		C	36.6	6.7	B
				USN 906 DSN 422 Link_Surface	446	99	100	1	0.9%	0.1	31.0		C			
				USN 422 DSN 424 Link_Surface	321	99	100	1	1.0%	0.1	23.7		D			
				USN 424 DSN 428 Link_Surface	511	355	364	9	2.5%	0.5	37.3		B			
				USN 428 DSN 430 Link_Surface	616	355	364	9	2.5%	0.5	40.0		B			
				USN 430 DSN 432 Link_Surface	259	355	364	9	2.5%	0.5	40.6		B			
				USN 432 DSN 7432 Link_Surface	113	355	364	9	2.6%	0.5	40.0		B			
				USN 7432 DSN 434 Link_Freeway	113	355	364	9	2.5%	0.5	41.1	10.3	A			
			USN 434 DSN 436 Link_Freeway	96	355	364	9	2.5%	0.5	43.8	8.3	A				
			USN 436 DSN 318 Link_Freeway	533	355	365	10	2.8%	0.5	51.9	7.0	A				
Eastbound Big Bend Road	Covington Gardens Drive	East Bay High School	USN 902 DSN 904 Link_Surface	1,224	1,781	1,698	-83	-4.7%	2.0	30.4		C	30.4		C	
	East Bay High School	Southbound I-75 Ramp Terminal	USN 904 DSN 906 Link_Surface	779	1,781	1,693	-88	-4.9%	2.1	36.9		B	24.4		D	
			USN 906 DSN 908 Link_Surface	691	1,682	1,596	-86	-5.1%	2.1	10.4		F				
	Southbound I-75 Ramp Terminal	Northbound I-75 Ramp Terminal	USN 908 DSN 910 Link_Surface	281	1,682	1,597	-85	-5.1%	2.1	26.8		D	12.5		F	
			USN 910 DSN 914 Link_Surface	955	2,570	2,474	-96	-3.7%	1.9	11.3		F				
			USN 914 DSN 916 Link_Surface	383	1,734	1,679	-55	-3.2%	1.3	5.0		F				
			USN 916 DSN 918 Link_Surface	721	1,734	1,681	-53	-3.0%	1.3	32.1		C	24.6		D	
Northbound I-75 Ramp Terminal	Simmons Loop	USN 918 DSN 920 Link_Surface	512	2,087	2,024	-63	-3.0%	1.4	28.8		C					
		USN 920 DSN 922 Link_Surface	1,255	2,087	2,024	-63	-3.0%	1.4	18.6		E					
<i>Arterial Total - Weighted Average Speed</i>												22.7		D		
Westbound Big Bend Road	Simmons Loop	Northbound I-75 Ramp Terminal	USN 922 DSN 920 Link_Surface	1,255	2,389	1,931	-458	-19.2%	9.8	5.3		F	4.5		F	
			USN 920 DSN 916 Link_Surface	1,233	2,389	1,931	-458	-19.2%	9.8	3.6		F				
	Northbound I-75 Ramp Terminal	Southbound I-75 Ramp Terminal	USN 916 DSN 914 Link_Surface	383	1,341	1,329	-12	-0.9%	0.3	32.7		C	29.3		C	
			USN 914 DSN 912 Link_Surface	700	1,341	1,328	-13	-1.0%	0.4	41.9		B				
			USN 912 DSN 908 Link_Surface	536	1,341	1,328	-13	-0.9%	0.3	10.3		F				
	Southbound I-75 Ramp Terminal	East Bay High School	USN 908 DSN 906 Link_Surface	691	1,647	1,707	60	3.6%	1.5	35.3		B	29.9		C	
			USN 906 DSN 904 Link_Surface	779	1,647	1,709	62	3.7%	1.5	25.2		D				
East Bay High School	Covington Garden Drive	USN 904 DSN 902 Link_Surface	1,224	1,618	1,687	69	4.2%	1.7	19.3		E	19.3		E		
<i>Arterial Total - Weighted Average Speed</i>												18.5		E		

Existing Year (2019) - AM Peak Hour
Intersection Measures of Effectiveness (MOEs)

Big Bend Road Intersection	Approach	Link ID	Demand Traffic Volumes				Simulated Volumes		Control Delay Movement (sec/veh)			Approach LOS		Intersection LOS	
			Left	Through	Right	Total	Total	% Diff	Left	Through	Right	Delay	LOS	Delay	LOS
Covington Gardens Drive	Eastbound	USN 900 DSN 902 Link_Surface	3	1,217	70	1,290	1,211	-6.1%	30.0	31.0	2.0	29.3	C	25.9	C
	Westbound	USN 904 DSN 902 Link_Surface	364	1,249	5	1,618	1,687	4.3%	52.0	9.0	0.0	19.3	B		
	Northbound	USN 928 DSN 902 Link_Surface	148	58	527	733	739	0.8%	56.0	60.0	21.0	32.0	C		
	Southbound	USN 930 DSN 902 Link_Surface	37	51	56	144	143	-0.7%	51.0	52.0	33.0	44.4	D		
East Bay High School Entrance	Eastbound	USN 902 DSN 904 Link_Surface	46	1,735	0	1,781	1,698	-4.7%	18.0	3.0	0.0	3.4	A	5.9	A
	Westbound	USN 906 DSN 904 Link_Surface	0	1,570	77	1,647	1,709	3.8%	0.0	6.0	6.0	5.9	A		
	Southbound	USN 932 DSN 904 Link_Surface	46	0	48	94	96	2.1%	67.0	0.0	36.0	50.6	D		
Southbound I-75 Ramp Terminal	Eastbound	USN 906 DSN 908 Link_Surface	0	1,682	0	1,682	1,596	-5.1%	0.0	30.0	0.0	29.6	C	30.3	C
	Westbound	USN 912 DSN 908 Link_Surface	256	1,042	0	1,298	1,328	2.3%	74.0	11.0	0.0	25.0	C		
	Northbound	USN 418 DSN 908 Link_Surface	605	0	0	605	643	6.3%	43.0	0.0	0.0	42.8	D		
Northbound I-75 Ramp Terminal	Eastbound	USN 914 DSN 916 Link_Surface	0	1,734	0	1,734	1,679	-3.2%	0.0	35.0	0.0	35.4	D	78.1	E
	Westbound	USN 920 DSN 916 Link_Surface	1,227	1,162	0	2,389	1,931	-19.2%	225.0	17.0	0.0	114.6	F		
	Northbound	USN 216 DSN 916 Link_Surface	136	0	0	136	129	-5.1%	89.0	0.0	0.0	88.9	F		
Simmons Loop	Eastbound	USN 920 DSN 922 Link_Surface	0	1,963	124	2,087	2,024	-3.0%	0.0	19.0	4.0	18.0	B	49.6	D
	Westbound	USN 924 DSN 922 Link_Surface	9	2,210	0	2,219	1,775	-20.0%	117.0	83.0	0.0	83.6	F		
	Northbound	USN 926 DSN 922 Link_Surface	179	0	17	196	199	1.5%	72.0	0.0	18.0	68.5	E		

Existing Year (2019) - AM Peak Hour
Intersection Vehicle Queue Lengths

Big Bend Road Intersection	Approach	Lane	Link/Lane ID	Average Vehicle Queue Length (ft)	Maximum Vehicle Queue Length (ft)	Maximum Vehicle Queue in Lane Group (ft)
Covington Garden Drive	Eastbound	Through (Inside)	USN 900 DSN 902 Lane 2 Lane_Surface	150	500	500
		Through (Outside)	USN 900 DSN 902 Lane 1 Lane_Surface	150	500	
		Right	USN 900 DSN 902 Lane 7 Lane_Surface	0	25	
	Westbound	Left	USN 904 DSN 902 Lane 7 Lane_Surface	150	450	300
		Through	USN 904 DSN 902 Lane 2 Lane_Surface	50	300	
		Through-Right	USN 904 DSN 902 Lane 1 Lane_Surface	50	275	
	Northbound	Through-Left	USN 928 DSN 902 Lane 2 Lane_Surface	100	325	325
		Right	USN 928 DSN 902 Lane 1 Lane_Surface	100	375	375
Southbound	Left-Through-Right	USN 930 DSN 902 Lane 1 Lane_Surface	50	200	200	
East Bay High School Entrance	Eastbound	Left	USN 902 DSN 904 Lane 7 Lane_Surface	0	75	250
		Through (Inside)	USN 902 DSN 904 Lane 2 Lane_Surface	25	225	
		Through (Outside)	USN 902 DSN 904 Lane 1 Lane_Surface	25	250	
	Westbound	Through (Inside)	USN 906 DSN 904 Lane 2 Lane_Surface	50	300	325
		Through (Outside)	USN 906 DSN 904 Lane 1 Lane_Surface	50	325	
		Right	USN 906 DSN 904 Lane 7 Lane_Surface	0	50	
	Southbound	Left-Right	USN 930 DSN 904 Lane 1 Lane_Surface	50	200	200
Southbound I-75 Ramp Terminal	Eastbound	Through (Inside)	USN 906 DSN 908 Lane 2 Lane_Surface	200	625	625
		Through (Outside)	USN 906 DSN 908 Lane 2 Lane_Surface	200	625	
		Right	USN 422 DSN 424 Lane 1 Lane_Surface	0	25	
	Westbound	Left	USN 912 DSN 908 Lane 7 Lane_Surface	150	300	350
		Through (Inside)	USN 912 DSN 908 Lane 2 Lane_Surface	75	350	
		Through (Outside)	USN 912 DSN 908 Lane 1 Lane_Surface	50	325	
	Northbound	Left (Outside)	USN 418 DSN 908 Lane 1 Lane_Surface	125	325	325
		Left (Inside)	USN 418 DSN 908 Lane 2 Lane_Surface	75	300	
		Right	USN 420 DSN 910 Lane 1 Lane_Surface	0	25	
Northbound I-75 Ramp Terminal	Eastbound	Through (Inside)	USN 914 DSN 916 Lane 2 Lane_Surface	250	450	450
		Through (Outside)	USN 914 DSN 916 Lane 1 Lane_Surface	250	450	
		Right	USN 220 DSN 222 Lane 1 Lane_Surface	75	350	
	Westbound	Left	USN 920 DSN 916 Lane 7 Lane_Surface	850	1,025	1,550
		Through (Inside)	USN 920 DSN 916 Lane 2 Lane_Surface	1,375	1,550	
		Through (Outside)	USN 920 DSN 916 Lane 1 Lane_Surface	500	1,075	
	Northbound	Left	USN 216 DSN 916 Lane 1 Lane_Surface	100	250	250
Right		USN 218 DSN 918 Lane 1 Lane_Surface	0	0	0	
Simmons Loop	Eastbound	Through (Inside)	USN 920 DSN 922 Lane 2 Lane_Surface	150	675	675
		Through (Outside)	USN 920 DSN 922 Lane 1 Lane_Surface	150	650	
		Right	USN 920 DSN 922 Lane 7 Lane_Surface	0	50	
	Westbound	Left	USN 924 DSN 922 Lane 7 Lane_Surface	0	50	1,850
		Through (Inside)	USN 924 DSN 922 Lane 2 Lane_Surface	1,325	1,850	
		Through (Outside)	USN 924 DSN 922 Lane 1 Lane_Surface	1,350	1,850	
	Northbound	Left	USN 926 DSN 922 Lane 2 Lane_Surface	100	375	375
		Right	USN 926 DSN 922 Lane 1 Lane_Surface	0	50	50

Existing Year (2019) - AM Peak Hour
Roadway Segment Measures of Effectiveness (MOEs)

Description		Link ID	Free Flow Speed (mph)	Simulated Speed (mph) by Time Period													
On Roadway	Segment			TP1	TP2	TP3	TP4	TP5	TP6	TP7	TP8	TP9	TP10	TP11	TP12		
	From			To	6:00 AM	6:15 AM	6:30 AM	6:45 AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM	
Northbound I-75 Mainline	South of Big Bend Road	Northbound Off-ramp to Big Bend Road	USN 100 DSN 102 Link_Freeway	70	68	68	68	67	67	67	67	68	68	68	68		
			USN 102 DSN 104 Link_Freeway	70	68	67	66	66	66	65	66	67	66	66	67	67	
			USN 104 DSN 106 Link_Freeway	70	67	67	66	66	66	65	66	66	66	66	66	67	66
			USN 106 DSN 108 Link_Freeway	70	65	64	63	63	62	61	62	63	63	63	63	65	64
	Northbound Off-ramp to Big Bend Road	Northbound On-ramp from Big Bend Road	USN 108 DSN 110 Link_Freeway	70	67	66	65	64	64	62	64	65	65	65	66	66	
			USN 110 DSN 112 Link_Freeway	70	62	61	60	59	59	57	58	59	60	60	62	61	
	Northbound On-Ramp from Big Bend Road	North of Big Bend Road	USN 112 DSN 114 Link_Freeway	70	66	65	63	62	62	60	61	63	63	63	65	64	
			USN 114 DSN 116 Link_Freeway	70	66	66	65	64	64	63	64	65	65	65	66	65	
			USN 116 DSN 118 Link_Freeway	70	66	65	65	64	64	64	64	64	65	65	65	65	
			USN 118 DSN 120 Link_Freeway	70	66	65	65	64	64	64	64	64	65	65	65	65	
USN 120 DSN 122 Link_Freeway			70	66	65	65	64	64	64	64	64	65	65	65	65		
USN 122 DSN 124 Link_Freeway			70	66	65	64	64	64	64	64	64	65	65	65	65		
		USN 124 DSN 126 Link_Freeway	70	66	65	65	64	64	64	64	64	65	65	65	65		
Northbound I-75 Ramps	Northbound Off-ramp to Big Bend Road	USN 108 DSN 208 Link_Freeway	45	44	44	44	44	44	44	44	44	44	44	44	44		
		USN 208 DSN 7208 Link_Freeway	45	44	44	44	44	44	44	44	44	44	44	44	44		
		USN 7208 DSN 210 Link_Surface	45	45	44	45	44	44	44	44	44	45	45	45	44		
		USN 210 DSN 212 Link_Surface	45	42	41	42	42	42	42	42	42	42	42	42	42		
		USN 212 DSN 214 Link_Surface	45	42	41	41	42	41	40	38	41	41	41	41	42	41	
		USN 214 DSN 216 Link_Surface	45	41	40	40	41	38	33	31	39	40	38	41	39		
		USN 216 DSN 218 Link_Surface	35	35	34	34	34	33	33	32	34	34	34	35	34		
		USN 218 DSN 918 Link_Surface	35	26	26	26	26	25	25	25	26	26	25	26	26		
	USN 216 DSN 916 Link_Surface	45	2	2	2	2	2	2	2	2	2	2	2	2			
	Northbound On-Ramp from Big Bend Road	USN 916 DSN 222 Link_Surface	30	31	32	31	31	31	31	30	29	31	31	31	31		
		USN 914 DSN 220 Link_Surface	30	21	14	11	11	12	13	12	12	13	17	16	17		
		USN 220 DSN 222 Link_Surface	30	8	7	8	8	8	8	8	8	8	8	7	7		
		USN 222 DSN 224 Link_Surface	30	32	31	30	30	29	29	28	28	30	30	31	30		
		USN 224 DSN 7226 Link_Surface	30	39	39	39	39	39	39	38	37	39	39	39	39		
USN 7226 DSN 226 Link_Freeway		30	42	42	42	42	42	42	41	41	42	42	42	42			
		USN 226 DSN 110 Link_Freeway	30	42	42	42	42	42	42	41	41	42	42	42	42		
Southbound I-75 Mainline	North of Big Bend Rd	Southbound Off-ramp to Big Bend Road	USN 300 DSN 302 Link_Freeway	70	68	68	67	67	67	67	67	67	67	68	67		
			USN 302 DSN 304 Link_Freeway	70	67	67	66	66	65	65	66	66	66	66	67	66	
			USN 304 DSN 306 Link_Freeway	70	67	66	66	65	65	65	65	66	66	65	67	66	
			USN 306 DSN 308 Link_Freeway	70	66	66	65	65	65	64	65	65	65	65	66	66	
			USN 308 DSN 310 Link_Freeway	70	66	66	65	65	64	64	65	65	65	65	66	65	
			USN 310 DSN 312 Link_Freeway	70	66	66	65	65	64	64	64	65	65	65	66	65	
			USN 312 DSN 314 Link_Freeway	70	66	65	65	64	64	63	64	64	65	64	66	65	
	USN 314 DSN 316 Link_Freeway	70	64	62	62	61	59	58	60	61	61	61	63	61			
	Southbound Off-ramp to Big Bend Road	Southbound On-ramp from Big Bend Road	USN 316 DSN 318 Link_Freeway	70	67	67	67	66	66	66	66	66	66	67	67		
	Southbound On-ramp from Big Bend Road	South of Big Bend Road	USN 318 DSN 320 Link_Freeway	70	66	66	65	65	64	64	64	65	65	65	66	66	
USN 320 DSN 322 Link_Freeway			70	67	66	66	65	65	65	65	66	66	66	66	66		
USN 322 DSN 324 Link_Freeway			70	67	66	66	66	65	65	65	66	66	66	66	66		
USN 324 DSN 326 Link_Freeway			70	67	66	66	66	65	65	65	66	66	66	66	66		
Southbound I-75 Ramps	SB Off-ramp to Big Bend Rd	USN 316 DSN 7416 Link_Freeway	30	38	37	38	37	36	35	36	37	37	37	38	37		
		USN 7416 DSN 416 Link_Surface	30	32	31	31	30	30	29	29	30	30	30	31	31		
		USN 416 DSN 418 Link_Surface	30	27	26	26	25	24	24	24	25	24	25	26	26		
		USN 418 DSN 420 Link_Surface	30	26	26	26	26	26	26	25	26	26	26	26	26		
		USN 420 DSN 910 Link_Surface	30	21	21	20	20	20	20	20	20	20	20	21	21		
		USN 418 DSN 908 Link_Surface	30	4	4	4	4	4	4	4	4	4	4	4	4		
	Southbound On-ramp from Big Bend Road	USN 908 DSN 424 Link_Surface	45	28	28	29	30	29	29	30	30	29	29	29	29		
		USN 906 DSN 422 Link_Surface	45	31	31	31	31	31	31	31	31	31	31	31	31		
		USN 422 DSN 424 Link_Surface	45	25	24	24	24	24	24	24	23	25	25	24	24		
		USN 424 DSN 428 Link_Surface	45	38	37	37	37	37	37	37	37	37	38	38	38		

Existing Year (2019) - AM Peak Hour
Roadway Segment Measures of Effectiveness (MOEs)

On Roadway	Description		Link ID	Free Flow Speed (mph)	Simulated Speed (mph) by Time Period													
	Segment				TP1	TP2	TP3	TP4	TP5	TP6	TP7	TP8	TP9	TP10	TP11	TP12		
	From	To			6:00 AM	6:15 AM	6:30 AM	6:45 AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM		
	SB On-ramp from Big Bend Rd		USN 428 DSN 430 Link_Surface	45	42	41	40	40	40	40	40	40	40	41	40	41		
			USN 430 DSN 432 Link_Surface	45	42	41	40	41	40	41	41	40	40	41	40	41	41	
			USN 432 DSN 7432 Link_Surface	45	41	40	40	41	40	40	40	40	40	40	39	40	40	
			USN 7432 DSN 434 Link_Freeway	45	43	42	41	41	41	41	41	41	41	41	42	41	42	
			USN 434 DSN 436 Link_Freeway	65	44	44	44	44	44	44	44	44	44	44	44	44	44	44
			USN 436 DSN 318 Link_Freeway	65	53	52	52	52	52	52	52	52	52	52	52	52	52	53
Eastbound Big Bend Road	Covington Gardens Drive	East Bay High School	USN 902 DSN 904 Link_Surface	45	36	34	32	31	31	31	29	31	33	33	32	33		
	East Bay High School	Southbound I-75 Ramp Terminal	USN 904 DSN 906 Link_Surface	45	39	38	37	36	38	38	36	36	39	38	38	38		
	Southbound I-75 Ramp Terminal	Northbound I-75 Ramp Terminal	USN 906 DSN 908 Link_Surface	45	20	14	10	9	12	12	9	9	13	14	14	15		
			USN 908 DSN 910 Link_Surface	45	35	33	31	30	31	30	23	23	32	33	33	33		
			USN 910 DSN 914 Link_Surface	45	32	28	22	16	15	12	8	10	15	22	28	28		
	Northbound I-75 Ramp Terminal	Simmons Loop	USN 914 DSN 916 Link_Surface	45	7	7	6	6	5	5	5	5	5	6	6	6		
			USN 916 DSN 918 Link_Surface	45	33	32	32	32	32	32	32	32	32	32	33	33		
			USN 918 DSN 920 Link_Surface	45	32	30	30	29	28	29	29	29	29	29	31	31		
Westbound Big Bend Road	Simmons Loop	Northbound I-75 Ramp Terminal	USN 920 DSN 922 Link_Surface	45	25	21	19	17	18	18	20	19	19	20	20	22		
			USN 922 DSN 920 Link_Surface	45	38	32	22	9	5	5	5	5	5	5	5	6		
	Northbound I-75 Ramp Terminal	Southbound I-75 Ramp Terminal	USN 920 DSN 916 Link_Surface	45	13	8	5	4	4	4	4	4	4	4	4	4		
			USN 916 DSN 914 Link_Surface	45	37	36	34	33	33	33	32	33	33	33	33	33		
			USN 914 DSN 912 Link_Surface	45	42	42	43	42	42	42	42	41	41	42	42	42		
Southbound I-75 Ramp Terminal	East Bay High School	USN 912 DSN 908 Link_Surface	45	18	16	11	9	10	12	10	9	10	11	13	14			
		USN 908 DSN 906 Link_Surface	45	36	36	36	35	35	35	35	35	35	36	36	36			
East Bay High School	Covington Garden Drive	USN 906 DSN 904 Link_Surface	45	34	33	29	27	25	26	24	25	29	29	27	28			
			USN 904 DSN 902 Link_Surface	45	23	24	21	19	19	19	19	20	20	22	21	22		

Existing Year (2019) - PM Peak Hour
Roadway Segment Measures of Effectiveness (MOEs)

Description		Segment	Link ID	Length (ft)	PM Peak Hour												
On Roadway	From				To	Hourly Volumes (veh)					Link-Specific MOEs			Segment Averages (Weighted)			
						Actual	Simulated	Difference	% Vol Diff	GEH	Speed (mph)	Density (vphpl)	LOS	Speed (mph)	Density (vphpl)	LOS	
Northbound I-75 Mainline	South of Big Bend Road	Northbound Off-ramp to Big Bend Road	USN 100 DSN 102 Link Freeway	2,174	4,653	4,646	-7	-0.2%	0.1	67.6	23.1	C	66.2	23.2	C		
			USN 102 DSN 104 Link Freeway	1,525	4,653	4,648	-5	-0.1%	0.1	66.4	23.3	C					
			USN 104 DSN 106 Link Freeway	1,434	4,653	4,647	-6	-0.1%	0.1	66.1	23.4	C					
			USN 106 DSN 108 Link Freeway	1,482	4,653	4,644	-9	-0.2%	0.1	64.1	23.2	C					
	Northbound Off-ramp to Big Bend Road	Northbound On-ramp from Big Bend Road	USN 108 DSN 110 Link Freeway	1,801	4,298	4,291	-7	-0.2%	0.1	65.3	21.9	C	65.3	21.9	C		
			USN 110 DSN 112 Link Freeway	1,542	5,791	5,614	-177	-3.1%	2.3	59.0	24.0	C	63.7	28.4	D		
	Northbound On-Ramp from Big Bend Road	North of Big Bend Road	USN 112 DSN 114 Link Freeway	1,500	5,791	5,612	-179	-3.1%	2.4	63.2	29.6	D					
			USN 114 DSN 116 Link Freeway	1,462	5,791	5,607	-184	-3.2%	2.4	64.6	28.9	D					
			USN 116 DSN 118 Link Freeway	2,086	5,791	5,601	-190	-3.3%	2.5	64.6	28.9	D					
			USN 118 DSN 120 Link Freeway	1,727	5,791	5,598	-193	-3.3%	2.6	64.5	28.9	D					
			USN 120 DSN 122 Link Freeway	1,720	5,791	5,597	-194	-3.4%	2.6	64.5	28.9	D					
			USN 122 DSN 124 Link Freeway	1,562	5,791	5,595	-196	-3.4%	2.6	64.4	29.0	D					
Northbound I-75 Ramps	Northbound Off-ramp to Big Bend Road	USN 124 DSN 126 Link Freeway	1,621	5,791	5,597	-194	-3.4%	2.6	64.4	29.0	D	35.5	7.9	B			
		USN 108 DSN 208 Link Freeway	320	355	352	-3	-0.8%	0.2	44.7	7.9	A						
		USN 208 DSN 7208 Link Freeway	148	355	352	-3	-0.8%	0.2	44.2	8.0	A						
		USN 7208 DSN 210 Link Surface	165	355	352	-3	-0.8%	0.2	44.6		A						
		USN 210 DSN 212 Link Surface	781	355	352	-3	-0.9%	0.2	42.3		A						
		USN 212 DSN 214 Link Surface	571	355	350	-5	-1.3%	0.2	40.8		B						
		USN 214 DSN 216 Link Surface	422	355	350	-5	-1.5%	0.3	36.4		B						
		USN 216 DSN 218 Link Surface	316	256	253	-3	-1.1%	0.2	33.7		C						
	Northbound On-Ramp from Big Bend Road		USN 218 DSN 918 Link Surface	411	256	254	-2	-0.9%	0.1	22.2		D	22.1	49.6	D		
			USN 216 DSN 916 Link Surface	247	99	97	-3	-2.5%	0.3	1.4		F					
			USN 916 DSN 222 Link Surface	399	888	719	-169	-19.0%	6.0	24.8		D					
			USN 914 DSN 220 Link Surface	241	605	599	-6	-1.0%	0.3	16.1		E					
			USN 220 DSN 222 Link Surface	289	605	597	-8	-1.3%	0.3	8.4		F					
			USN 222 DSN 224 Link Surface	182	1,493	1,316	-177	-11.9%	4.7	24.7		D					
Southbound I-75 Mainline	North of Big Bend Rd	Southbound Off-ramp to Big Bend Road	USN 224 DSN 7226 Link Surface	322	1,493	1,316	-177	-11.9%	4.7	25.8		D	18.1	107.5	F		
			USN 7226 DSN 226 Link Freeway	381	1,493	1,317	-176	-11.8%	4.7	26.6	52.0	F					
			USN 226 DSN 110 Link Freeway	154	1,493	1,317	-176	-11.8%	4.7	28.0	47.1	F					
			USN 300 DSN 302 Link Freeway	1,665	6,542	5,640	-902	-13.8%	11.6	18.7	108.8	F					
			USN 302 DSN 304 Link Freeway	1,649	6,542	5,630	-912	-13.9%	11.7	16.6	117.7	F					
			USN 304 DSN 306 Link Freeway	1,616	6,542	5,623	-919	-14.0%	11.8	16.0	118.9	F					
Southbound Off-ramp to Big Bend Road			Southbound On-ramp from Big Bend Road	USN 306 DSN 308 Link Freeway	1,745	6,542	5,623	-919	-14.0%	11.8	15.7	120.1	F	63.4	20.2	C	
				USN 308 DSN 310 Link Freeway	2,081	6,542	5,621	-921	-14.1%	11.8	15.8	119.9	F				
	USN 310 DSN 312 Link Freeway	1,549		6,542	5,614	-928	-14.2%	11.9	16.0	118.5	F						
	USN 312 DSN 314 Link Freeway	1,515		6,542	5,609	-933	-14.3%	12.0	21.8	87.5	F						
	USN 314 DSN 316 Link Freeway	1,507		6,542	5,609	-933	-14.3%	12.0	25.8	59.5	F						
	USN 316 DSN 318 Link Freeway	2,261		4,479	3,851	-628	-14.0%	9.7	63.4	20.2	C						
Southbound On-ramp from Big Bend Road	South of Big Bend Road	USN 318 DSN 320 Link Freeway	1,391	4,968	4,366	-602	-12.1%	8.8	64.3	19.9	C	65.3	21.7	C			
		USN 320 DSN 322 Link Freeway	1,039	4,968	4,371	-597	-12.0%	8.7	65.4	22.3	C						
		USN 322 DSN 324 Link Freeway	1,473	4,968	4,372	-596	-12.0%	8.7	65.7	22.2	C						
		USN 324 DSN 326 Link Freeway	2,204	4,968	4,372	-596	-12.0%	8.7	65.7	22.2	C						
		USN 316 DSN 7416 Link Freeway	414	2,063	1,762	-301	-14.6%	6.9	18.9	94.5	F				14.6	94.5	F
		USN 7416 DSN 416 Link Surface	409	2,063	1,761	-302	-14.6%	6.9	18.7		E						
USN 416 DSN 418 Link Surface	185	2,063	1,760	-303	-14.7%	6.9	10.0		F								
USN 418 DSN 420 Link Surface	217	1,227	1,020	-207	-16.9%	6.2	20.8		E								
USN 420 DSN 910 Link Surface	173	1,227	1,020	-207	-16.9%	6.2	12.9		F								
USN 418 DSN 908 Link Surface	301	836	740	-96	-11.5%	3.4	2.3		F								
Southbound I-75 Ramps	SB Off-ramp to Big Bend Rd		USN 908 DSN 424 Link Surface	382	353	387	34	9.6%	1.8	29.3		C	35.8	9.7	B		
			USN 906 DSN 422 Link Surface	446	136	130	-6	-4.5%	0.5	29.0		C					
			USN 422 DSN 424 Link Surface	321	136	130	-6	-4.5%	0.5	23.1		D					
			USN 424 DSN 428 Link Surface	511	489	517	28	5.8%	1.3	37.2		B					
			USN 428 DSN 430 Link Surface	616	489	518	29	5.9%	1.3	39.4		B					
	SB On-ramp from Big Bend Rd		USN 430 DSN 432 Link Surface	259	489	518	29	6.0%	1.3	39.5		B					
			USN 432 DSN 7432 Link Surface	113	489	518	29	6.0%	1.3	39.0		B					
			USN 7432 DSN 434 Link Freeway	113	489	518	29	5.9%	1.3	40.4	14.9	B					
			USN 434 DSN 436 Link Freeway	96	489	518	29	5.9%	1.3	43.5	11.9	B					
			USN 436 DSN 318 Link Freeway	533	489	517	28	5.7%	1.2	51.3	10.1	A					

Existing Year (2019) - PM Peak Hour
Roadway Segment Measures of Effectiveness (MOEs)

On Roadway	Description		Link ID	Length (ft)	PM Peak Hour											
	Segment				Hourly Volumes (veh)					Link-Specific MOEs			Segment Averages (Weighted)			
	From	To			Actual	Simulated	Difference	% Vol Diff	GEH	Speed (mph)	Density (vphpl)	LOS	Speed (mph)	Density (vphpl)	LOS	
Eastbound Big Bend Road	Covington Gardens Drive	East Bay High School	USN 902 DSN 904 Link Surface	1,224	1,651	1,649	-2	-0.1%	0.1	31.4		C	31.4		C	
	East Bay High School	Southbound I-75 Ramp Terminal	USN 904 DSN 906 Link Surface	779	1,647	1,614	-33	-2.0%	0.8	32.9		C	22.6		D	
	Southbound I-75 Ramp Terminal	Northbound I-75 Ramp Terminal	USN 906 DSN 908 Link Surface	691	1,511	1,453	-59	-3.9%	1.5	11.0		F	10.1		F	
			USN 908 DSN 910 Link Surface	281	1,511	1,448	-63	-4.2%	1.6	16.5		E				
			USN 910 DSN 914 Link Surface	955	2,738	2,431	-307	-11.2%	6.0	10.1		F				
	Northbound I-75 Ramp Terminal	Simmons Loop	USN 914 DSN 916 Link Surface	383	2,133	1,828	-305	-14.3%	6.8	5.6		F	26.6		D	
			USN 916 DSN 918 Link Surface	721	2,133	1,829	-304	-14.2%	6.8	31.9		C				
			USN 918 DSN 920 Link Surface	512	2,389	2,083	-306	-12.8%	6.5	28.3		C				
				USN 920 DSN 922 Link Surface	1,255	2,389	2,086	-303	-12.7%	6.4	22.9		D			
	<i>Arterial Total - Weighted Average Speed</i>												22.7		D	
Westbound Big Bend Road	Simmons Loop	Northbound I-75 Ramp Terminal	USN 922 DSN 920 Link Surface	1,255	2,086	2,073	-13	-0.6%	0.3	20.7		E	12.6		F	
	Northbound I-75 Ramp Terminal	Southbound I-75 Ramp Terminal	USN 920 DSN 916 Link Surface	1,233	2,083	2,079	-4	-0.2%	0.1	4.3		F	28.4		C	
			USN 916 DSN 914 Link Surface	383	1,297	1,455	158	12.2%	4.3	34.0		C				
			USN 914 DSN 912 Link Surface	700	1,297	1,453	156	12.0%	4.2	40.3		B				
	Southbound I-75 Ramp Terminal	East Bay High School	USN 912 DSN 908 Link Surface	536	1,297	1,437	140	10.8%	3.8	9.0		F	29.4		C	
			USN 908 DSN 906 Link Surface	691	1,780	1,790	10	0.5%	0.2	34.5		B				
	East Bay High School	Covington Garden Drive	USN 906 DSN 904 Link Surface	779	1,780	1,789	9	0.5%	0.2	24.8		D	30		C	
			USN 904 DSN 902 Link Surface	1,224	1,800	1,831	31	1.7%	0.7	30		C	30		C	
<i>Arterial Total - Weighted Average Speed</i>												23.2		D		

Existing Year (2019) - PM Peak Hour
Intersection Measures of Effectiveness (MOEs)

Big Bend Road Intersection	Approach	Link ID	Demand Traffic Volumes				Simulated Volumes		Control Delay Movement (sec/veh)			Approach LOS		Intersection LOS	
			Left	Through	Right	Total	Total	% Diff	Left	Through	Right	Delay	LOS	Delay	LOS
Covington Gardens Drive	Eastbound	USN 900 DSN 902 Link_Surface	0	1424	64	1488	1476	-0.8%	0.0	15.0	2.0	14.1	B	10.1	B
	Westbound	USN 904 DSN 902 Link_Surface	496	1303	9	1808	1831	1.3%	11.0	1.0	0.0	4.2	A		
	Northbound	USN 928 DSN 902 Link_Surface	58	15	243	316	305	-3.5%	63.0	58.0	14.0	25.5	C		
	Southbound	USN 930 DSN 902 Link_Surface	1	0	0	1	4	300.0%	23.0	0.0	7.0	25.9	C		
East Bay High School Entrance	Eastbound	USN 902 DSN 904 Link_Surface	60	1599	0	1659	1649	-0.6%	24.0	2.0	0.0	2.8	A	6.6	A
	Westbound	USN 906 DSN 904 Link_Surface	0	1733	47	1780	1789	0.5%	0.0	6.0	5.0	5.7	A		
	Southbound	USN 932 DSN 904 Link_Surface	48	0	75	123	128	4.1%	87.0	0.0	57.0	68.8	E		
Southbound I-75 Ramp Terminal	Eastbound	USN 906 DSN 908 Link_Surface	0	1511	0	1511	1453	-3.8%	0.0	30.0	0.0	30.1	C	38.9	D
	Westbound	USN 912 DSN 908 Link_Surface	353	944	0	1297	1437	10.8%	85.0	8.0	0.0	30.8	C		
	Northbound	USN 418 DSN 908 Link_Surface	836	0	0	836	740	-11.5%	72.0	0.0	0.0	71.8	E		
Northbound I-75 Ramp Terminal	Eastbound	USN 914 DSN 916 Link_Surface	0	2133	0	2133	1828	-14.3%	0.0	31.0	0.0	31.1	C	63.2	E
	Westbound	USN 920 DSN 916 Link_Surface	888	1198	0	2086	2079	-0.3%	197.0	9.0	0.0	89.3	F		
	Northbound	USN 216 DSN 916 Link_Surface	99	0	0	99	97	-2.0%	111.0	0.0	0.0	110.6	F		
Simmons Loop	Eastbound	USN 920 DSN 922 Link_Surface	0	2167	222	2389	2086	-12.7%	0.0	12.0	3.0	11.2	B	9.2	A
	Westbound	USN 924 DSN 922 Link_Surface	28	1988	0	2016	2021	0.2%	65.0	3.0	0.0	4.3	A		
	Northbound	USN 926 DSN 922 Link_Surface	98	0	44	142	142	0.0%	62.0	0.0	16.0	48.2	D		

Existing Year (2019) - PM Peak Hour
Intersection Vehicle Queue Lengths

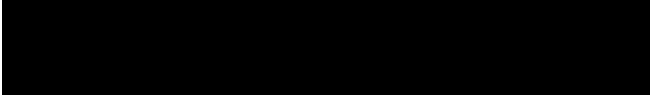
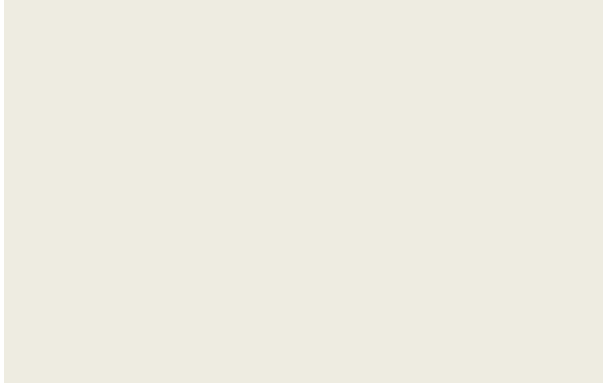
Big Bend Road Intersection	Approach	Lane	Link/Lane ID	Average Vehicle Queue Length (ft)	Maximum Vehicle Queue Length (ft)	Maximum Vehicle Queue in Lane Group (ft)
Covington Garden Drive	Eastbound	Through (Inside)	USN 900 DSN 902 Lane 2 Lane_Surface	100	525	525
		Through (Outside)	USN 900 DSN 902 Lane 1 Lane_Surface	100	500	
		Right	USN 900 DSN 902 Lane 7 Lane_Surface	0	25	
	Westbound	Left	USN 904 DSN 902 Lane 7 Lane_Surface	50	300	125
		Through	USN 904 DSN 902 Lane 2 Lane_Surface	0	125	
		Through-Right	USN 904 DSN 902 Lane 1 Lane_Surface	0	125	
	Northbound	Through-Left	USN 928 DSN 902 Lane 2 Lane_Surface	25	150	150
		Right	USN 928 DSN 902 Lane 1 Lane_Surface	25	175	175
	Southbound	Left-Through-Right	USN 930 DSN 902 Lane 1 Lane_Surface	0	25	25
East Bay High School Entrance	Eastbound	Left	USN 902 DSN 904 Lane 7 Lane_Surface	0	100	225
		Through (Inside)	USN 902 DSN 904 Lane 2 Lane_Surface	0	225	
		Through (Outside)	USN 902 DSN 904 Lane 1 Lane_Surface	25	225	
	Westbound	Through (Inside)	USN 906 DSN 904 Lane 2 Lane_Surface	50	325	325
		Through (Outside)	USN 906 DSN 904 Lane 1 Lane_Surface	50	325	
		Right	USN 906 DSN 904 Lane 7 Lane_Surface	0	25	
	Southbound	Left-Right	USN 930 DSN 904 Lane 1 Lane_Surface	0	25	25
Southbound I-75 Ramp Terminal	Eastbound	Through (Inside)	USN 906 DSN 908 Lane 2 Lane_Surface	200	725	725
		Through (Outside)	USN 906 DSN 908 Lane 2 Lane_Surface	200	725	
		Right	USN 422 DSN 424 Lane 1 Lane_Surface	0	50	
	Westbound	Left	USN 912 DSN 908 Lane 7 Lane_Surface	225	375	550
		Through (Inside)	USN 912 DSN 908 Lane 2 Lane_Surface	150	550	
		Through (Outside)	USN 912 DSN 908 Lane 1 Lane_Surface	50	450	
	Northbound	Left (Outside)	USN 418 DSN 908 Lane 1 Lane_Surface	225	350	350
		Left (Inside)	USN 418 DSN 908 Lane 2 Lane_Surface	200	350	
		Right	USN 420 DSN 910 Lane 1 Lane_Surface	0	150	
Northbound I-75 Ramp Terminal	Eastbound	Through (Inside)	USN 914 DSN 916 Lane 2 Lane_Surface	225	450	450
		Through (Outside)	USN 914 DSN 916 Lane 1 Lane_Surface	225	450	
		Right	USN 220 DSN 222 Lane 1 Lane_Surface	75	325	
	Westbound	Left	USN 920 DSN 916 Lane 7 Lane_Surface	850	1,025	1,500
		Through (Inside)	USN 920 DSN 916 Lane 2 Lane_Surface	1,300	1,500	
		Through (Outside)	USN 920 DSN 916 Lane 1 Lane_Surface	200	850	
	Northbound	Left	USN 216 DSN 916 Lane 1 Lane_Surface	100	225	225
Right		USN 218 DSN 918 Lane 1 Lane_Surface	0	0	0	
Simmons Loop	Eastbound	Through (Inside)	USN 920 DSN 922 Lane 2 Lane_Surface	100	575	575
		Through (Outside)	USN 920 DSN 922 Lane 1 Lane_Surface	100	525	
		Right	USN 920 DSN 922 Lane 7 Lane_Surface	0	75	
	Westbound	Left	USN 924 DSN 922 Lane 7 Lane_Surface	25	100	325
		Through (Inside)	USN 924 DSN 922 Lane 2 Lane_Surface	25	325	
		Through (Outside)	USN 924 DSN 922 Lane 1 Lane_Surface	25	325	
	Northbound	Left	USN 926 DSN 922 Lane 2 Lane_Surface	50	175	175
		Right	USN 926 DSN 922 Lane 1 Lane_Surface	0	50	50

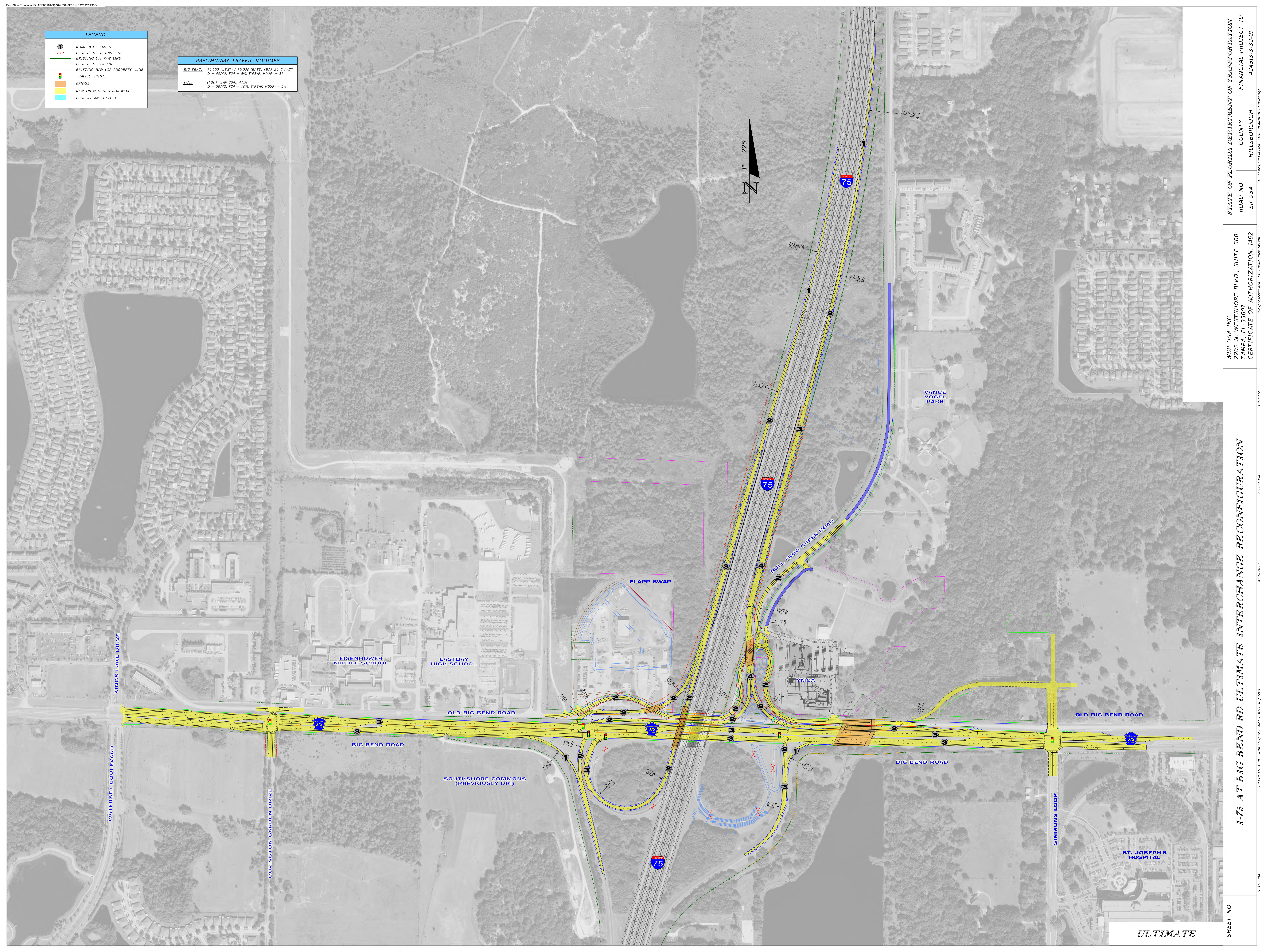
Existing Year (2019) - PM Peak Hour
Roadway Segment Measures of Effectiveness (MOEs)

On Roadway	Description		Link ID	Free Flow Speed (mph)	Simulated Speed (mph) by Time Period												
	Segment				TP1	TP2	TP3	TP4	TP5	TP6	TP7	TP8	TP9	TP10	TP11	TP12	
	From	To			3:30 PM	3:45 PM	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM	6:00 PM	6:15 PM	
	SB On-ramp from Big Bend Rd		USN 428 DSN 430 Link_Surface	45	40	39	40	40	39	39	40	39	40	40	40		
			USN 430 DSN 432 Link_Surface	45	40	39	39	40	39	39	40	39	39	40	40	41	
			USN 432 DSN 7432 Link_Surface	45	39	38	38	39	39	39	39	39	39	40	40	40	
			USN 7432 DSN 434 Link_Freeway	45	41	40	41	41	40	40	41	40	40	41	41	41	
			USN 434 DSN 436 Link_Freeway	65	44	43	44	44	43	43	44	43	44	44	44	44	
			USN 436 DSN 318 Link_Freeway	65	51	51	51	52	51	51	52	51	51	52	52	52	
Eastbound Big Bend Road	Covington Gardens Drive	East Bay High School	USN 902 DSN 904 Link_Surface	45	30	32	32	33	32	33	31	30	25	23	26	30	
	East Bay High School	Southbound I-75 Ramp Terminal	USN 904 DSN 906 Link_Surface	45	37	33	35	36	37	37	34	22	18	12	14	22	
			USN 906 DSN 908 Link_Surface	45	12	9	13	14	14	13	10	7	5	4	5	8	
	Southbound I-75 Ramp Terminal	Northbound I-75 Ramp Terminal	USN 908 DSN 910 Link_Surface	45	18	9	14	22	22	19	15	10	7	7	7	11	
			USN 910 DSN 914 Link_Surface	45	10	7	7	10	12	11	10	7	6	6	6	7	
	Northbound I-75 Ramp Terminal	Simmons Loop	USN 914 DSN 916 Link_Surface	45	6	5	5	5	6	6	6	6	5	5	5	5	
			USN 916 DSN 918 Link_Surface	45	32	32	32	32	32	31	32	32	32	32	33	32	32
			USN 918 DSN 920 Link_Surface	45	27	29	28	29	29	28	29	28	29	28	29	28	29
			USN 920 DSN 922 Link_Surface	45	19	21	22	23	23	23	23	23	24	23	24	23	
			USN 922 DSN 920 Link_Surface	45	38	31	30	26	25	28	17	13	29	34	35	32	
			USN 920 DSN 916 Link_Surface	45	12	8	5	5	4	5	4	4	4	5	5	6	
Westbound Big Bend Road	Simmons Loop	Northbound I-75 Ramp Terminal	USN 916 DSN 914 Link_Surface	45	38	37	35	35	34	34	34	34	35	37	37	38	
			USN 914 DSN 912 Link_Surface	45	41	42	41	42	41	42	41	37	37	41	42	42	
	Northbound I-75 Ramp Terminal	Southbound I-75 Ramp Terminal	USN 912 DSN 908 Link_Surface	45	12	12	10	11	10	10	9	6	5	7	10	12	
			USN 908 DSN 906 Link_Surface	45	34	34	34	34	35	34	34	34	34	34	35	34	
	Southbound I-75 Ramp Terminal	East Bay High School	USN 906 DSN 904 Link_Surface	45	30	27	26	25	25	25	25	25	26	25	25	26	
East Bay High School	Covington Garden Drive	USN 904 DSN 902 Link_Surface	45	32	32	32	32	31	32	29	29	29	31	32	32		



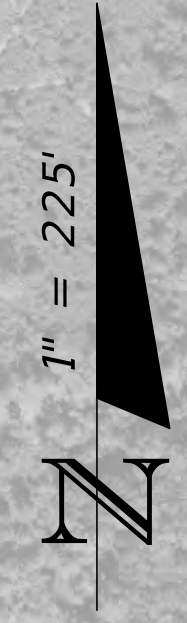
Build Alternative Conceptual Roadway Design Plan

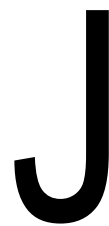




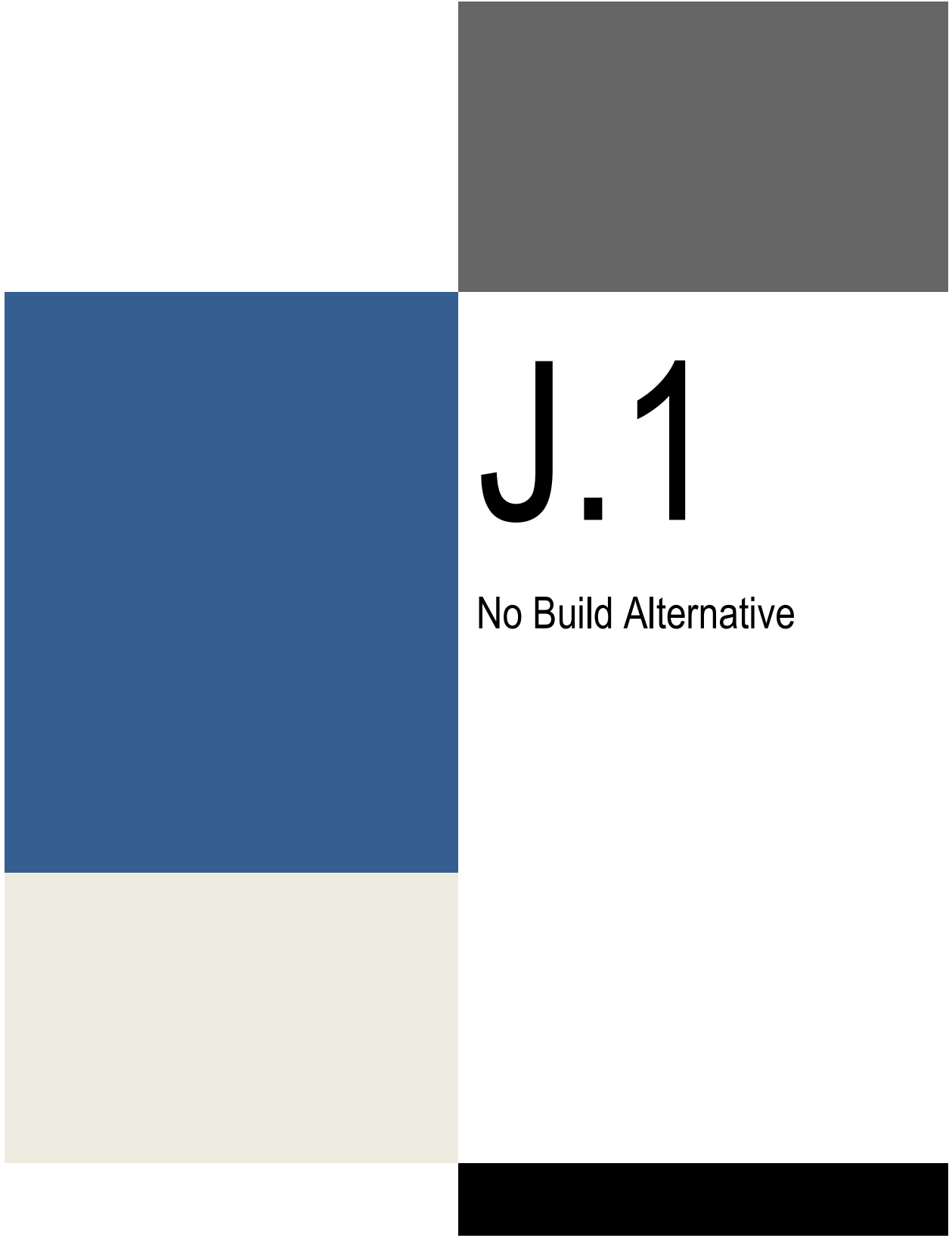
LEGEND	
①	NUMBER OF LANES
—	PROPOSED L.A. R/W LINE
—	EXISTING L.A. R/W LINE
—	PROPOSED R/W LINE
—	EXISTING R/W (OR PROPERTY) LINE
🚦	TRAFFIC SIGNAL
🌉	BRIDGE
🟡	NEW OR WIDENED ROADWAY
🟢	PEDESTRIAN CULVERT

PRELIMINARY TRAFFIC VOLUMES	
BIG BEND:	70,000 (WEST) / 79,000 (EAST) YEAR 2045 AADT D = 60/40, T24 = 6%, T(PEAK HOUR) = 3%
I-75:	(TBD) YEAR 2045 AADT D = 58/42, T24 = 10%, T(PEAK HOUR) = 5%





Opening Year (2025)
CORSIM Analysis Results

A large graphic composed of several colored rectangular blocks: a grey block at the top right, a blue block on the left, a light beige block at the bottom left, and a black block at the bottom right. The text "J.1" and "No Build Alternative" is positioned to the right of the blue and beige blocks.

J.1

No Build Alternative

Opening Year (2025) No Build - AM Peak Hour
Roadway Segment Measures of Effectiveness (MOEs)

On Roadway	Description		Link ID	Length (ft)	AM Peak Hour													
	Segment				Hourly Volumes (veh)					Link-Specific MOEs			Segment Averages (Weighted)					
	From	To			Actual	Simulated	Difference	% Vol Diff	GEH	Speed (mph)	Density (vphpl)	LOS	Speed (mph)	Density (vphpl)	LOS			
Northbound I-75 Mainline	South of Big Bend Road	Northbound Off-ramp to Big Bend Road	USN 100 DSN 102 Link_Freeway	2,174	5,707	4,686	-1,022	-17.9%	14.2	27.4	90.3	F	24.3	84.3	F			
			USN 102 DSN 104 Link_Freeway	1,525	5,707	4,576	-1,131	-19.8%	15.8	24.2	89.4	F						
			USN 104 DSN 106 Link_Freeway	1,434	5,707	4,483	-1,224	-21.4%	17.1	22.2	82.7	F						
			USN 106 DSN 108 Link_Freeway	1,482	5,707	4,417	-1,290	-22.6%	18.1	22.1	71.5	F						
	Northbound Off-ramp to Big Bend Road	Northbound On-ramp from Big Bend Road	USN 108 DSN 110 Link_Freeway	1,801	5,155	4,047	-1,108	-21.5%	16.3	51.7	30.9	D				51.7	30.9	D
	Northbound On-Ramp from Big Bend Road	North of Big Bend Road	USN 110 DSN 112 Link_Freeway	1,542	7,643	5,736	-1,907	-24.9%	23.3	44.4	37.4	E				61.4	31.1	D
			USN 112 DSN 114 Link_Freeway	1,500	7,643	5,745	-1,898	-24.8%	23.2	59.5	32.4	D						
			USN 114 DSN 116 Link_Freeway	1,462	7,643	5,751	-1,892	-24.8%	23.1	64.1	30.0	D						
			USN 116 DSN 118 Link_Freeway	2,086	7,643	5,756	-1,888	-24.7%	23.1	64.2	29.9	D						
			USN 118 DSN 120 Link_Freeway	1,727	7,643	5,758	-1,885	-24.7%	23.0	64.2	29.9	D						
USN 120 DSN 122 Link_Freeway			1,720	7,643	5,761	-1,882	-24.6%	23.0	64.2	29.9	D							
USN 122 DSN 124 Link_Freeway	1,562	7,643	5,764	-1,879	-24.6%	22.9	64.2	29.9	D									
USN 124 DSN 126 Link_Freeway	1,621	7,643	5,767	-1,876	-24.5%	22.9	64.3	29.9	D									
Northbound I-75 Ramps	Northbound Off-ramp to Big Bend Road		USN 108 DSN 208 Link_Freeway	320	552	371	-181	-32.8%	8.4	3.8	104.1	F	6.8	109.7	F			
			USN 208 DSN 7208 Link_Freeway	148	552	371	-181	-32.8%	8.4	3.1	121.7	F						
			USN 7208 DSN 210 Link_Surface	165	552	370	-182	-32.9%	8.5	2		F						
			USN 210 DSN 212 Link_Surface	781	552	365	-187	-33.9%	8.7	1.8		F						
			USN 212 DSN 214 Link_Surface	571	552	364	-188	-34.1%	8.8	1.7		F						
			USN 214 DSN 216 Link_Surface	422	552	365	-188	-34.0%	8.8	1.8		F						
			USN 216 DSN 218 Link_Surface	316	369	241	-128	-34.6%	7.3	26.4		D						
			USN 218 DSN 918 Link_Surface	411	369	241	-128	-34.6%	7.3	22.7		D						
	Northbound On-Ramp from Big Bend Road		USN 216 DSN 916 Link_Surface	247	183	124	-60	-32.5%	4.8	0.6		F				24.1	67.7	D
			USN 916 DSN 222 Link_Surface	399	1,419	673	-746	-52.6%	23.1	27.5		C						
			USN 914 DSN 220 Link_Surface	241	1,069	967	-102	-9.6%	3.2	12.4		F						
			USN 220 DSN 222 Link_Surface	289	1,069	967	-102	-9.5%	3.2	7.9		F						
			USN 222 DSN 224 Link_Surface	182	2,488	1,641	-847	-34.1%	18.6	24.2		D						
			USN 224 DSN 7226 Link_Surface	322	2,488	1,644	-844	-33.9%	18.6	30.8		C						
USN 7226 DSN 226 Link_Freeway	381	2,488	1,649	-839	-33.7%	18.5	31.1	71.2	F									
USN 226 DSN 110 Link_Freeway	154	2,488	1,650	-838	-33.7%	18.4	32.0	64.2	F									
Southbound I-75 Mainline	North of Big Bend Rd	Southbound Off-ramp to Big Bend Road	USN 300 DSN 302 Link_Freeway	1,665	6,735	3,612	-3,123	-46.4%	43.4	9.6	130.3	F	12.4	104.7	F			
			USN 302 DSN 304 Link_Freeway	1,649	6,735	3,606	-3,129	-46.5%	43.5	9.5	130.2	F						
			USN 304 DSN 306 Link_Freeway	1,616	6,735	3,596	-3,139	-46.6%	43.7	9.8	126.1	F						
			USN 306 DSN 308 Link_Freeway	1,745	6,735	3,587	-3,148	-46.7%	43.8	10.3	119.6	F						
			USN 308 DSN 310 Link_Freeway	2,081	6,735	3,571	-3,164	-47.0%	44.1	11.2	109.3	F						
			USN 310 DSN 312 Link_Freeway	1,549	6,735	3,568	-3,167	-47.0%	44.1	13.2	92.4	F						
	Southbound Off-ramp to Big Bend Road	Southbound On-ramp from Big Bend Road	USN 312 DSN 314 Link_Freeway	1,515	6,735	3,568	-3,167	-47.0%	44.1	17.0	71.7	F						
			USN 314 DSN 316 Link_Freeway	1,507	6,735	3,569	-3,167	-47.0%	44.1	20.4	47.6	F						
			USN 316 DSN 318 Link_Freeway	2,261	4,934	2,630	-2,305	-46.7%	37.5	64.7	13.6	B						
			USN 318 DSN 320 Link_Freeway	1,391	5,334	2,977	-2,358	-44.2%	36.6	66.2	13.2	B						
			USN 320 DSN 322 Link_Freeway	1,039	5,334	2,979	-2,355	-44.1%	36.5	66.8	14.9	B						
			USN 322 DSN 324 Link_Freeway	1,473	5,334	2,979	-2,355	-44.2%	36.5	66.9	14.8	B						
USN 324 DSN 326 Link_Freeway	2,204	5,334	2,984	-2,350	-44.1%	36.4	67.0	14.8	B									
Southbound I-75 Ramps	SB Off-ramp to Big Bend Rd		USN 316 DSN 7416 Link_Freeway	414	1,801	943	-858	-47.7%	23.2	8.7	109.0	F	9.2	109.0	F			
			USN 7416 DSN 416 Link_Surface	409	1,801	943	-858	-47.6%	23.2	5.7		F						
			USN 416 DSN 418 Link_Surface	185	1,801	944	-857	-47.6%	23.1	3.1		F						
			USN 418 DSN 420 Link_Surface	217	1,027	528	-499	-48.6%	17.9	25.0		D						
			USN 420 DSN 910 Link_Surface	173	1,027	528	-499	-48.6%	17.9	20.1		E						
	SB On-ramp from Big Bend Rd		USN 418 DSN 908 Link_Surface	301	774	416	-358	-46.3%	14.7	1.0		F						
			USN 908 DSN 424 Link_Surface	382	267	242	-25	-9.2%	1.5	28.6		C						
			USN 906 DSN 422 Link_Surface	446	133	107	-26	-19.4%	2.4	31.0		C						
			USN 422 DSN 424 Link_Surface	321	133	107	-26	-19.4%	2.4	24.0		D						
			USN 424 DSN 428 Link_Surface	511	400	350	-50	-12.6%	2.6	37.4		B						
			USN 428 DSN 430 Link_Surface	616	400	350	-51	-12.6%	2.6	40.7		B						
			USN 430 DSN 432 Link_Surface	259	400	349	-51	-12.7%	2.6	41.1		B						
			USN 432 DSN 7432 Link_Surface	113	400	349	-51	-12.7%	2.6	40.3		B						
			USN 7432 DSN 434 Link_Freeway	113	400	349	-51	-12.7%	2.6	41.7	9.8	A						
USN 434 DSN 436 Link_Freeway	96	400	349	-51	-12.8%	2.6	44.0	7.9	A									
USN 436 DSN 318 Link_Freeway	533	400	349	-51	-12.8%	2.6	52.3	6.7	A									
Eastbound Big Bend Road	Covington Gardens Drive	East Bay High School	USN 902 DSN 904 Link_Surface	1,224	2,340	2,196	-144	-6.1%	3.0	27.6		C	24.6		D			
	East Bay High School	Southbound I-75 Ramp Terminal	USN 904 DSN 906 Link_Surface	779	2,313	2,164	-149	-6.4%	3.1	34.9		B						
	Southbound I-75 Ramp Terminal	Northbound I-75 Ramp Terminal	USN 906 DSN 908 Link_Surface	691	2,180	2,056	-124	-5.7%	2.7	13.0		F						
			USN 908 DSN 910 Link_Surface	281	2,180	2,056	-124	-5.7%	2.7	30.9		C						
	Northbound I-75 Ramp Terminal	Simmons Loop	USN 910 DSN 914 Link_Surface	955	3,207	2,595	-612	-19.1%	11.4	18.6		E						
			USN 914 DSN 916 Link_Surface	383	2,138	1,629	-509	-23.8%	11.7	8.7		F						
			USN 916 DSN 918 Link_Surface	721	2,138	1,628	-510	-23.8%	11.7	34.0		C						
	USN 918 DSN 920 Link_Surface	512	2,507	1,871	-637	-25.4%	13.6	36.3		B								
USN 920 DSN 922 Link_Surface	1,255	2,507	1,869	-639	-25.5%	13.7	13.7		F									
<i>Arterial Total - Weighted Average Speed</i>												23.5		D				
Westbound Big Bend Road	Simmons Loop	Northbound I-75 Ramp Terminal	USN 922 DSN 920 Link_Surface	1,255	2,840	1,989	-851	-30.0%	17.3	5.7		F	31.8		C			
			USN 920 DSN 916 Link_Surface	1,233	2,840	1,991	-849	-29.9%	17.3	3.7		F						
	Northbound I-75 Ramp Terminal	Southbound I-75 Ramp Terminal	USN 916 DSN 914 Link_Surface	383	1,604	1,441	-163	-10.2%	4.2	32.3		C						
			USN 914 DSN 912 Link_Surface	700	1,640	1,443	-197	-12.0%	5.0	42.3		A						
	Southbound I-75 Ramp Terminal	East Bay High School	USN 912 DSN 908 Link_Surface	536	1,640	1,440	-200	-12.2%	5.1	17.6		E						
			USN 908 DSN 906 Link_Surface	691	2,111	1,614	-497	-23.5%	11.5	37.0		B						
	USN 906 DSN 904 Link_Surface	779	2,111	1,615	-496	-23.5%	11.5	20.6		E								
East Bay High School	Covington Garden Drive	USN 904 DSN 902 Link_Surface	1,224	2,132	1,678	-454	-21.3%	10.4	19.8		E							
<i>Arterial Total - Weighted Average Speed</i>												19.0		E				

Opening Year (2025) No Build - AM Peak Hour
Intersection Measures of Effectiveness (MOEs)

Big Bend Road Intersection	Approach	Link ID	Demand Traffic Volumes				Simulated Volumes		Control Delay Movement (sec/veh)			Approach LOS		Intersection LOS	
			Left	Through	Right	Total	Total	% Diff	Left	Through	Right	Delay	LOS	Delay	LOS
Covington Gardens Drive	Eastbound	USN 900 DSN 902 Link_Surface	22	1715	131	1868	1716	-8.1%	100.8	123.1	89.2	120.5	F	57.9	E
	Westbound	USN 904 DSN 902 Link_Surface	452	1675	5	2132	1678	-21.3%	39.3	9.3	0.0	16.1	B		
	Northbound	USN 928 DSN 902 Link_Surface	176	73	544	793	798	0.6%	27.7	31.6	15.5	19.8	B		
	Southbound	USN 930 DSN 902 Link_Surface	81	62	63	206	206	0.0%	30.6	26.9	13.2	24.6	C		
East Bay High School Entrance	Eastbound	USN 902 DSN 904 Link_Surface	128	2212	0	2340	2196	-6.2%	27.2	3.4	0.0	4.9	A	12.0	B
	Westbound	USN 906 DSN 904 Link_Surface	0	1987	124	2111	1615	-23.5%	0.0	12.1	9.5	11.9	B		
	Southbound	USN 932 DSN 904 Link_Surface	101	0	145	246	244	-0.8%	87.9	0.0	69.5	77.3	E		
Southbound I-75 Ramp Terminal	Eastbound	USN 906 DSN 908 Link_Surface	0	2180	133	2313	2056	-11.1%	0.0	17.3	0.0	17.3	B	29.3	C
	Westbound	USN 912 DSN 908 Link_Surface	267	1337	0	1604	1440	-10.2%	41.5	3.6	0.0	10.3	B		
	Northbound	USN 418 DSN 908 Link_Surface	774	0	1027	1801	416	-76.9%	154.6	0.0	0.0	154.6	F		
Northbound I-75 Ramp Terminal	Eastbound	USN 914 DSN 916 Link_Surface	0	2138	1069	3207	1629	-49.2%	0.0	20.6	0.0	20.6	C	73.8	E
	Westbound	USN 920 DSN 916 Link_Surface	1419	1421	0	2840	1991	-29.9%	238.0	11.3	0.0	109.8	F		
	Northbound	USN 216 DSN 916 Link_Surface	183	0	369	552	124	-77.5%	195.9	0.0	0.0	195.9	F		
Simmons Loop	Eastbound	USN 920 DSN 922 Link_Surface	139	2241	127	2507	1869	-25.4%	72.3	34.9	5.1	36.0	D	92.4	F
	Westbound	USN 924 DSN 922 Link_Surface	45	2514	366	2925	1933	-33.9%	132.7	102.1	72.9	99.6	F		
	Northbound	USN 926 DSN 922 Link_Surface	260	56	39	355	374	5.4%	344.8	143.0	146.3	292.6	F		
	Southbound	USN 934 DSN 922 Link_Surface	260	56	39	355	371	4.5%	91.2	208.1	168.3	137.1	F		

Opening Year (2025) No-Build Alternative - AM Peak Hour
Intersection Measures of Effectiveness (MOEs)

Big Bend Road Intersection	Approach	Lane	Link/Lane ID	Average Vehicle Queue Length (ft)	Maximum Vehicle Queue Length (ft)	Maximum Vehicle Queue in Lane Group (ft)
Covington Gardens Drive	Eastbound	Left	USN 900 DSN 902 Lane 7 Lane_Surface	0	50	50
		Through (Inside)	USN 900 DSN 902 Lane 2 Lane_Surface	1,675	1,925	1,925
		Through (Outside)	USN 900 DSN 902 Lane 1 Lane_Surface	1,650	1,900	
		Right	USN 900 DSN 902 Lane 6 Lane_Surface	0	100	100
	Westbound	Left (Outside)	USN 904 DSN 902 Lane 7 Lane_Surface	75	225	225
		Left (Inside)	USN 904 DSN 902 Lane 6 Lane_Surface	50	175	
		Through (Inside)	USN 904 DSN 902 Lane 2 Lane_Surface	50	375	375
		Through (Outside)	USN 904 DSN 902 Lane 1 Lane_Surface	50	350	
		Right	USN 904 DSN 902 Lane 5 Lane_Surface	0	0	0
	Northbound	Left	USN 928 DSN 902 Lane 7 Lane_Surface	25	100	100
		Through	USN 928 DSN 902 Lane 2 Lane_Surface	25	125	125
		Right (Inside)	USN 928 DSN 902 Lane 1 Lane_Surface	25	150	175
		Right (Inside)	USN 928 DSN 902 Lane 6 Lane_Surface	25	175	
	Southbound	Left	USN 930 DSN 902 Lane 2 Lane_Surface	25	125	125
Through-Right		USN 930 DSN 902 Lane 1 Lane_Surface	25	100	100	
East Bay High School Entrance	Eastbound	Left	USN 902 DSN 904 Lane 7 Lane_Surface	25	125	125
		Through (Inside)	USN 902 DSN 904 Lane 2 Lane_Surface	25	275	275
		Through (Outside)	USN 902 DSN 904 Lane 1 Lane_Surface	25	275	
	Westbound	Through (Inside)	USN 906 DSN 904 Lane 2 Lane_Surface	75	350	350
		Through (Outside)	USN 906 DSN 904 Lane 1 Lane_Surface	75	325	
	Southbound	Right	USN 906 DSN 904 Lane 7 Lane_Surface	0	50	50
		Left-Right	USN 932 DSN 904 Lane 1 Lane_Surface	150	325	325
Southbound I-75 Ramp Terminal	Eastbound	Through (Inside)	USN 906 DSN 908 Lane 2 Lane_Surface	150	575	575
		Through (Outside)	USN 906 DSN 908 Lane 2 Lane_Surface	150	575	
		Right	USN 422 DSN 424 Lane 1 Lane_Surface	0	25	25
	Westbound	Left	USN 912 DSN 908 Lane 7 Lane_Surface	75	250	250
		Through (Inside)	USN 912 DSN 908 Lane 2 Lane_Surface	25	200	200
		Through (Outside)	USN 912 DSN 908 Lane 1 Lane_Surface	25	200	
	Northbound	Left (Outside)	USN 418 DSN 908 Lane 1 Lane_Surface	275	350	350
		Left (Inside)	USN 418 DSN 908 Lane 2 Lane_Surface	300	350	
Right	USN 420 DSN 910 Lane 1 Lane_Surface	0	0	0		
Northbound I-75 Ramp Terminal	Eastbound	Through (Inside)	USN 914 DSN 916 Lane 2 Lane_Surface	125	425	425
		Through (Outside)	USN 914 DSN 916 Lane 1 Lane_Surface	125	400	
		Right	USN 220 DSN 222 Lane 1 Lane_Surface	100	325	325
	Westbound	Left	USN 920 DSN 916 Lane 7 Lane_Surface	850	1,000	1,000
		Through (Inside)	USN 920 DSN 916 Lane 2 Lane_Surface	1,375	1,550	1,550
	Through (Outside)	USN 920 DSN 916 Lane 1 Lane_Surface	350	950		
	Northbound	Left	USN 216 DSN 916 Lane 1 Lane_Surface	250	300	300
Right		USN 218 DSN 918 Lane 1 Lane_Surface	0	0	0	
Simmons Loop	Eastbound	Left (Outside)	USN 920 DSN 922 Lane 7 Lane_Surface	50	125	125
		Left (Inside)	USN 920 DSN 922 Lane 6 Lane_Surface	25	75	
		Through (Inside)	USN 920 DSN 922 Lane 2 Lane_Surface	250	825	825
		Through (Outside)	USN 920 DSN 922 Lane 1 Lane_Surface	250	825	
		Right	USN 920 DSN 922 Lane 5 Lane_Surface	0	50	50
	Westbound	Left	USN 924 DSN 922 Lane 7 Lane_Surface	25	100	100
		Through (Inside)	USN 924 DSN 922 Lane 2 Lane_Surface	1,350	1,925	1,925
		Through (Outside)	USN 924 DSN 922 Lane 1 Lane_Surface	1,350	1,900	
		Right	USN 924 DSN 922 Lane 6 Lane_Surface	0	75	75
	Northbound	Left (Outside)	USN 926 DSN 922 Lane 7 Lane_Surface	450	575	575
		Left (Inside)	USN 926 DSN 922 Lane 6 Lane_Surface	400	475	
		Through	USN 926 DSN 922 Lane 2 Lane_Surface	325	475	475
		Right	USN 926 DSN 922 Lane 1 Lane_Surface	225	425	425
	Southbound	Left (Outside)	USN 934 DSN 922 Lane 7 Lane_Surface	100	250	250
Left (Inside)		USN 934 DSN 922 Lane 6 Lane_Surface	50	175		
Through		USN 934 DSN 922 Lane 2 Lane_Surface	175	350	350	
Right		USN 934 DSN 922 Lane 1 Lane_Surface	225	375	375	

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Roadway Segment Measures of Effectiveness (MOEs)

Description		Link ID	Free Flow Speed (mph)	Simulated Speed (mph) by Time Period												
On Roadway	Segment			TP1	TP2	TP3	TP4	TP5	TP6	TP7	TP8	TP9	TP10	TP11	TP12	
	From			To	6:00 AM	6:15 AM	6:30 AM	6:45 AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM
Northbound I-75 Mainline	South of Big Bend Road	Northbound Off-ramp to Big Bend Road	USN 100 DSN 102 Link_Freeway	70	68	67	67	67	64	23	11	11	11	11	11	12
			USN 102 DSN 104 Link_Freeway	70	67	66	66	66	55	17	12	12	12	12	13	13
			USN 104 DSN 106 Link_Freeway	70	67	66	66	65	44	17	15	14	13	13	14	15
			USN 106 DSN 108 Link_Freeway	70	66	65	64	61	37	18	17	17	16	16	17	16
	Northbound Off-ramp to Big Bend Road	Northbound On-ramp from Big Bend Road	USN 108 DSN 110 Link_Freeway	70	67	66	65	61	43	46	58	60	60	60	61	60
	Northbound On-Ramp from Big Bend Road	North of Big Bend Road	USN 110 DSN 112 Link_Freeway	70	59	54	49	36	31	39	52	56	57	55	57	58
			USN 112 DSN 114 Link_Freeway	70	65	62	60	56	55	59	61	62	63	63	64	64
			USN 114 DSN 116 Link_Freeway	70	66	65	64	63	63	64	65	65	65	65	66	65
			USN 116 DSN 118 Link_Freeway	70	66	65	64	64	63	64	65	65	65	65	65	65
			USN 118 DSN 120 Link_Freeway	70	65	65	64	64	63	64	65	65	65	65	65	65
USN 120 DSN 122 Link_Freeway			70	65	65	64	64	63	64	65	65	65	65	65	65	
USN 122 DSN 124 Link_Freeway	70	65	65	64	64	64	64	65	65	65	65	65	65			
USN 124 DSN 126 Link_Freeway	70	65	65	64	64	64	64	65	65	65	65	65	65			
Northbound I-75 Ramps	Northbound Off-ramp to Big Bend Road	USN 108 DSN 208 Link_Freeway	45	45	44	40	24	5	3	3	3	3	3	3	3	
		USN 208 DSN 7208 Link_Freeway	45	44	43	36	18	4	3	3	3	3	3	3	3	
		USN 7208 DSN 210 Link_Surface	45	45	44	34	17	2	2	2	2	2	2	2	2	
		USN 210 DSN 212 Link_Surface	45	42	36	21	5	2	2	2	2	2	2	2	2	
		USN 212 DSN 214 Link_Surface	45	35	22	7	2	2	2	2	2	2	2	2	2	
		USN 214 DSN 216 Link_Surface	45	29	8	2	2	2	2	2	2	2	2	2	2	
		USN 216 DSN 218 Link_Surface	35	32	28	26	27	27	26	26	27	26	27	26	27	
		USN 218 DSN 918 Link_Surface	35	25	23	23	23	23	23	23	23	23	23	23	23	
	USN 216 DSN 916 Link_Surface	45	1	1	1	1	1	1	1	1	1	1	1	1		
	Northbound On-Ramp from Big Bend Road	USN 916 DSN 222 Link_Surface	30	30	30	30	29	26	26	29	30	30	30	30	30	
		USN 914 DSN 220 Link_Surface	30	28	15	15	16	11	11	13	14	16	14	14	17	
		USN 220 DSN 222 Link_Surface	30	11	8	9	9	7	7	8	9	9	8	8	9	
		USN 222 DSN 224 Link_Surface	30	29	29	29	27	21	21	27	28	29	28	29	29	
		USN 224 DSN 7226 Link_Surface	30	39	38	39	33	24	25	35	39	39	38	39	39	
USN 7226 DSN 226 Link_Freeway		30	40	39	39	30	23	26	36	39	40	39	39	40		
USN 226 DSN 110 Link_Freeway	30	40	40	40	30	23	28	37	40	40	40	40	40			
Southbound I-75 Mainline	North of Big Bend Rd	Southbound Off-ramp to Big Bend Road	USN 300 DSN 302 Link_Freeway	70	68	67	57	12	10	10	10	9	9	9	10	10
			USN 302 DSN 304 Link_Freeway	70	67	66	42	10	10	10	9	9	9	9	10	10
			USN 304 DSN 306 Link_Freeway	70	66	65	26	9	10	10	9	9	10	9	10	10
			USN 306 DSN 308 Link_Freeway	70	66	64	19	10	11	11	10	10	11	10	11	11
			USN 308 DSN 310 Link_Freeway	70	66	61	15	11	12	12	11	11	12	11	12	12
			USN 310 DSN 312 Link_Freeway	70	66	48	14	13	13	15	13	13	13	13	14	13
			USN 312 DSN 314 Link_Freeway	70	65	35	17	16	17	18	16	16	17	17	18	16
	USN 314 DSN 316 Link_Freeway	70	58	28	21	21	20	21	20	21	20	20	21	21		
	Southbound Off-ramp to Big Bend Road	Southbound On-ramp from Big Bend Road	USN 316 DSN 318 Link_Freeway	70	67	65	65	64	64	64	65	65	65	65	65	
	Southbound On-ramp from Big Bend Road	South of Big Bend Road	USN 318 DSN 320 Link_Freeway	70	66	66	66	66	66	66	66	66	66	66	66	66
USN 320 DSN 322 Link_Freeway			70	66	66	67	67	67	67	67	67	67	67	67		
USN 322 DSN 324 Link_Freeway			70	66	67	67	67	67	67	67	67	67	67	67		
USN 324 DSN 326 Link_Freeway			70	66	66	67	67	67	67	67	67	67	67	67		
Southbound I-75 Ramps	SB Off-ramp to Big Bend Rd	USN 316 DSN 7416 Link_Freeway	30	21	10	9	9	9	8	9	8	9	8	9	9	
		USN 7416 DSN 416 Link_Surface	30	17	6	6	6	6	6	6	5	6	6	6	5	
		USN 416 DSN 418 Link_Surface	30	6	3	3	3	3	3	3	3	3	3	3	3	
		USN 418 DSN 420 Link_Surface	30	26	26	25	24	25	25	25	25	25	25	25	25	
		USN 420 DSN 910 Link_Surface	30	20	20	20	20	20	20	20	20	20	20	20	20	
		USN 418 DSN 908 Link_Surface	30	1	1	1	1	1	1	1	1	1	1	1	1	
	SB On-ramp from Big Bend Rd	USN 908 DSN 424 Link_Surface	45	28	29	29	28	29	29	29	28	29	29	29	29	
		USN 906 DSN 422 Link_Surface	45	31	31	31	31	31	31	31	31	31	31	31	31	
		USN 422 DSN 424 Link_Surface	45	24	24	24	25	24	24	24	24	23	24	24	24	
		USN 424 DSN 428 Link_Surface	45	38	37	37	37	37	37	38	37	37	37	38	38	
USN 428 DSN 430 Link_Surface	45	42	41	41	41	41	40	41	41	41	40	41	41			
USN 430 DSN 432 Link_Surface	45	42	41	41	42	41	41	41	41	41	41	42	42			
USN 432 DSN 7432 Link_Surface	45	41	40	40	41	40	40	41	41	40	40	41	41			

Opening Year (2025) No Build - AM Peak Hour
Roadway Segment Measures of Effectiveness (MOEs)

Description		Link ID	Free Flow Speed (mph)	Simulated Speed (mph) by Time Period												
				TP1	TP2	TP3	TP4	TP5	TP6	TP7	TP8	TP9	TP10	TP11	TP12	
On Roadway	Segment				6:00 AM	6:15 AM	6:30 AM	6:45 AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM
	From	To														
			USN 7432 DSN 434 Link_Freeway	45	42	42	42	42	42	42	42	42	42	41	42	42
			USN 434 DSN 436 Link_Freeway	65	44	44	44	44	44	44	44	44	44	44	44	44
			USN 436 DSN 318 Link_Freeway	65	53	52	52	52	52	52	52	52	52	52	52	53
Eastbound Big Bend Road	Covington Gardens Drive	East Bay High School	USN 902 DSN 904 Link_Surface	45	33	31	29	29	27	28	28	27	30	31	27	28
	East Bay High School	Southbound I-75 Ramp Terminal	USN 904 DSN 906 Link_Surface	45	38	37	35	35	35	35	35	35	36	37	35	36
			USN 906 DSN 908 Link_Surface	45	24	17	15	13	13	13	13	13	14	16	13	14
			USN 908 DSN 910 Link_Surface	45	34	33	31	31	31	30	31	31	31	32	31	32
	Southbound I-75 Ramp Terminal	Northbound I-75 Ramp Terminal	USN 910 DSN 914 Link_Surface	45	34	26	21	20	18	17	19	21	20	22	20	22
			USN 914 DSN 916 Link_Surface	45	12	9	8	9	9	9	8	9	9	9	8	8
	Northbound I-75 Ramp Terminal	Simmons Loop	USN 916 DSN 918 Link_Surface	45	37	36	35	34	34	34	34	34	34	34	34	34
			USN 918 DSN 920 Link_Surface	45	37	37	36	36	36	37	36	36	36	36	37	37
			USN 920 DSN 922 Link_Surface	45	24	17	14	14	13	14	14	14	15	14	14	14
Westbound Big Bend Road	Simmons Loop	Northbound I-75 Ramp Terminal	USN 922 DSN 920 Link_Surface	45	21	9	6	6	6	6	6	6	6	6	6	6
			USN 920 DSN 916 Link_Surface	45	7	4	4	4	4	4	4	4	4	4	4	4
	Northbound I-75 Ramp Terminal	Southbound I-75 Ramp Terminal	USN 916 DSN 914 Link_Surface	45	34	33	32	32	32	32	32	33	32	32	32	33
			USN 914 DSN 912 Link_Surface	45	42	42	42	42	42	42	42	42	43	42	42	42
			USN 912 DSN 908 Link_Surface	45	22	20	19	18	18	17	18	17	19	20	18	20
	Southbound I-75 Ramp Terminal	East Bay High School	USN 908 DSN 906 Link_Surface	45	36	37	37	37	37	37	37	37	37	37	37	37
			USN 906 DSN 904 Link_Surface	45	34	27	23	22	21	21	20	21	23	24	21	22
East Bay High School	Covington Garden Drive	USN 904 DSN 902 Link_Surface	45	23	22	21	20	20	20	19	20	21	21	20	21	

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Roadway Segment Measures of Effectiveness (MOEs)

On Roadway	Description		Link ID	Length (ft)	PM Peak Hour											
	Segment				Hourly Volumes (veh)					Link-Specific MOEs			Segment Averages (Weighted)			
	From	To			Actual	Simulated	Difference	% Vol Diff	GEH	Speed (mph)	Density (vphpl)	LOS	Speed (mph)	Density (vphpl)	LOS	
Northbound I-75 Mainline	South of Big Bend Road	Northbound Off-ramp to Big Bend Road	USN 100 DSN 102 Link Freeway	2,174	5,334	5,333	-1	0.0%	0.0	67.1	26.8	D	65.7	26.9	D	
			USN 102 DSN 104 Link Freeway	1,525	5,334	5,333	-1	0.0%	0.0	65.7	27.1	D				
			USN 104 DSN 106 Link Freeway	1,434	5,334	5,330	-4	-0.1%	0.1	65.2	27.3	D				
			USN 106 DSN 108 Link Freeway	1,482	5,334	5,329	-6	-0.1%	0.1	64.1	26.6	D				
	Northbound On-Ramp from Big Bend Road	North of Big Bend Road	Northbound On-ramp from Big Bend Road	USN 108 DSN 110 Link Freeway	1,801	4,934	4,928	-6	-0.1%	0.1	65.1	25.2	C	63.9	29.1	D
				USN 110 DSN 112 Link Freeway	1,542	6,735	5,751	-984	-14.6%	12.5	61.9	23.4	C			
				USN 112 DSN 114 Link Freeway	1,500	6,735	5,752	-983	-14.6%	12.4	63.5	30.2	D			
				USN 114 DSN 116 Link Freeway	1,462	6,735	5,745	-990	-14.7%	12.5	64.5	29.7	D			
				USN 116 DSN 118 Link Freeway	2,086	6,735	5,747	-988	-14.7%	12.5	64.4	29.8	D			
				USN 118 DSN 120 Link Freeway	1,727	6,735	5,742	-993	-14.7%	12.6	64.3	29.8	D			
				USN 120 DSN 122 Link Freeway	1,720	6,735	5,737	-999	-14.8%	12.6	64.2	29.8	D			
				USN 122 DSN 124 Link Freeway	1,562	6,735	5,732	-1,003	-14.9%	12.7	64.1	29.8	D			
USN 124 DSN 126 Link Freeway	1,621	6,735	5,733	-1,002	-14.9%	12.7	64.2	29.8	D							
Northbound I-75 Ramps	Northbound Off-ramp to Big Bend Road		USN 108 DSN 208 Link Freeway	320	400	400	-1	-0.1%	0.0	44.7	8.9	A	36.1	9.0	B	
			USN 208 DSN 7208 Link Freeway	148	400	399	-1	-0.2%	0.0	44.0	9.1	A				
			USN 7208 DSN 210 Link Surface	165	400	400	-1	-0.1%	0.0	44.6		A				
			USN 210 DSN 212 Link Surface	781	400	399	-1	-0.2%	0.0	42.4		A				
			USN 212 DSN 214 Link Surface	571	400	400	0	0.0%	0.0	41.3		B				
			USN 214 DSN 216 Link Surface	422	400	400	0	0.0%	0.0	36.5		B				
			USN 216 DSN 218 Link Surface	316	267	270	3	1.2%	0.2	33.9		C				
			USN 218 DSN 918 Link Surface	411	267	270	3	1.0%	0.2	25.7		D				
	Northbound On-Ramp from Big Bend Road			USN 216 DSN 916 Link Surface	247	133	129	-4	-3.2%	0.4	1.6		F	33.1	19.8	C
				USN 916 DSN 222 Link Surface	399	1,027	485	-542	-52.7%	19.7	30.2		C			
				USN 914 DSN 220 Link Surface	241	774	332	-442	-57.1%	18.8	28.4		C			
				USN 220 DSN 222 Link Surface	289	774	331	-444	-57.3%	18.9	17.8		E			
				USN 222 DSN 224 Link Surface	182	1,801	815	-986	-54.8%	27.3	31.5		C			
				USN 224 DSN 7226 Link Surface	322	1,801	814	-987	-54.8%	27.3	39.5		B			
Southbound I-75 Mainline	North of Big Bend Rd	Southbound Off-ramp to Big Bend Road	USN 7226 DSN 226 Link Freeway	381	1,801	814	-987	-54.8%	27.3	42.3	20.2	C	13.0	125.8	F	
			USN 226 DSN 110 Link Freeway	154	1,801	814	-987	-54.8%	27.3	42.1	19.3	C				
			USN 300 DSN 302 Link Freeway	1,665	7,643	4,956	-2,687	-35.2%	33.9	13.1	128.9	F				
			USN 302 DSN 304 Link Freeway	1,649	7,643	4,939	-2,704	-35.4%	34.1	12.3	135.1	F				
			USN 304 DSN 306 Link Freeway	1,616	7,643	4,922	-2,721	-35.6%	34.3	12.3	135.5	F				
			USN 306 DSN 308 Link Freeway	1,745	7,643	4,906	-2,738	-35.8%	34.6	12.2	135.6	F				
			USN 308 DSN 310 Link Freeway	2,081	7,643	4,879	-2,764	-36.2%	34.9	12.1	135.5	F				
			USN 310 DSN 312 Link Freeway	1,549	7,643	4,861	-2,782	-36.4%	35.2	12.2	134.5	F				
	Southbound On-ramp from Big Bend Road	South of Big Bend Road	Southbound On-ramp from Big Bend Road	USN 312 DSN 314 Link Freeway	1,515	7,643	4,847	-2,796	-36.6%	35.4	14.5	113.4	F	65.9	18.1	C
				USN 314 DSN 316 Link Freeway	1,507	7,643	4,840	-2,803	-36.7%	35.5	16.2	80.9	F			
Southbound I-75 Ramps	SB Off-ramp to Big Bend Rd		USN 316 DSN 318 Link Freeway	2,261	5,155	3,276	-1,879	-36.5%	28.9	62.1	17.6	B	8.0	122.4	F	
			USN 318 DSN 320 Link Freeway	1,391	5,707	3,681	-2,026	-35.5%	29.6	65.1	16.6	B				
			USN 320 DSN 322 Link Freeway	1,039	5,707	3,680	-2,027	-35.5%	29.6	65.9	18.6	C				
			USN 322 DSN 324 Link Freeway	1,473	5,707	3,683	-2,024	-35.5%	29.5	66.1	18.6	C				
			USN 324 DSN 326 Link Freeway	2,204	5,707	3,685	-2,022	-35.4%	29.5	66.2	18.5	C				
			USN 316 DSN 7416 Link Freeway	414	2,488	1,566	-922	-37.1%	20.5	12.9	122.4	F				
	SB On-ramp from Big Bend Rd			USN 7416 DSN 416 Link Surface	409	2,488	1,561	-927	-37.3%	20.6	12.5		F	36.7	7.5	B
				USN 416 DSN 418 Link Surface	185	2,488	1,558	-930	-37.4%	20.7	4.9		F			
				USN 418 DSN 420 Link Surface	217	1,419	683	-736	-51.8%	22.7	3.8		F			
				USN 420 DSN 910 Link Surface	173	1,419	682	-737	-52.0%	22.7	3.4		F			
				USN 418 DSN 908 Link Surface	301	1,069	873	-196	-18.4%	6.3	2.5		F			
				USN 908 DSN 424 Link Surface	382	369	322	-47	-12.7%	2.5	28.4		C			
				USN 906 DSN 422 Link Surface	446	183	86	-97	-53.1%	8.4	31.0		C			
				USN 422 DSN 424 Link Surface	321	183	86	-97	-53.1%	8.4	22.0		D			
				USN 424 DSN 428 Link Surface	511	552	408	-144	-26.1%	6.6	38.4		B			
				USN 428 DSN 430 Link Surface	616	552	407	-145	-26.2%	6.6	40.8		B			
				USN 430 DSN 432 Link Surface	259	552	407	-145	-26.2%	6.6	41.2		B			
				USN 432 DSN 7432 Link Surface	113	552	407	-145	-26.2%	6.6	39.7		B			
USN 7432 DSN 434 Link Freeway	113	552	407	-145	-26.3%	6.6	41.6	11.4	B							
USN 434 DSN 436 Link Freeway	96	552	407	-145	-26.3%	6.6	43.9	9.3	A							
USN 436 DSN 318 Link Freeway	533	552	407	-145	-26.3%	6.6	52.4	7.8	A							

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Roadway Segment Measures of Effectiveness (MOEs)

On Roadway	Description		Link ID	Length (ft)	PM Peak Hour										
	Segment				Hourly Volumes (veh)					Link-Specific MOEs			Segment Averages (Weighted)		
	From	To			Actual	Simulated	Difference	% Vol Diff	GEH	Speed (mph)	Density (vphpl)	LOS	Speed (mph)	Density (vphpl)	LOS
Eastbound Big Bend Road	Covington Gardens Drive	East Bay High School	USN 902 DSN 904 Link Surface	1,224	2,126	1,075	-1,051	-49.4%	26.3	2.6		F	2.6		F
	East Bay High School	Southbound I-75 Ramp Terminal	USN 904 DSN 906 Link Surface	779	2,135	1,072	-1,064	-49.8%	26.6	2.5		F	2.4		F
	Southbound I-75 Ramp Terminal	Northbound I-75 Ramp Terminal	USN 906 DSN 908 Link Surface	691	1,952	984	-968	-49.6%	25.3	2.3		F			
			USN 908 DSN 910 Link Surface	281	1,952	983	-969	-49.6%	25.3	3.0		F			
			USN 910 DSN 914 Link Surface	955	3,371	1,684	-1,687	-50.0%	33.6	2.6		F	2.9		F
	Northbound I-75 Ramp Terminal	Simmons Loop	USN 914 DSN 916 Link Surface	383	2,597	1,348	-1,249	-48.1%	28.1	3.4		F			
			USN 916 DSN 918 Link Surface	721	2,597	1,328	-1,269	-48.9%	28.6	3.9		F			
		USN 918 DSN 920 Link Surface	512	2,864	1,599	-1,265	-44.2%	26.8	3.9		F	5.6		F	
<i>Arterial Total - Weighted Average Speed</i>												3.7		F	
Westbound Big Bend Road	Simmons Loop	Northbound I-75 Ramp Terminal	USN 920 DSN 916 Link Surface	1,233	2,480	1,862	-618	-24.9%	13.3	3.4		F	4.2		F
			USN 922 DSN 920 Link Surface	1,255	2,480	1,860	-620	-25.0%	13.3	5.0		F			
	Northbound I-75 Ramp Terminal	Southbound I-75 Ramp Terminal	USN 916 DSN 914 Link Surface	383	1,586	1,506	-80	-5.0%	2.0	22.7		D			
			USN 914 DSN 912 Link Surface	700	1,586	1,535	-51	-3.2%	1.3	16.5		E	13.9		F
	Southbound I-75 Ramp Terminal	East Bay High School	USN 912 DSN 908 Link Surface	536	1,586	1,551	-35	-2.2%	0.9	4.2		F			
			USN 908 DSN 906 Link Surface	691	2,286	2,102	-184	-8.0%	3.9	33.7		C	24.2		D
	East Bay High School	Covington Garden Drive	USN 906 DSN 904 Link Surface	779	2,286	2,089	-198	-8.6%	4.2	15.7		F			
		USN 904 DSN 902 Link Surface	1,224	2,347	2,121	-226	-9.6%	4.8	18.4		E	18.4		E	
<i>Arterial Total - Weighted Average Speed</i>												13.4		F	

Opening Year (2025) No Build - PM Peak Hour
Intersection Measures of Effectiveness (MOEs)

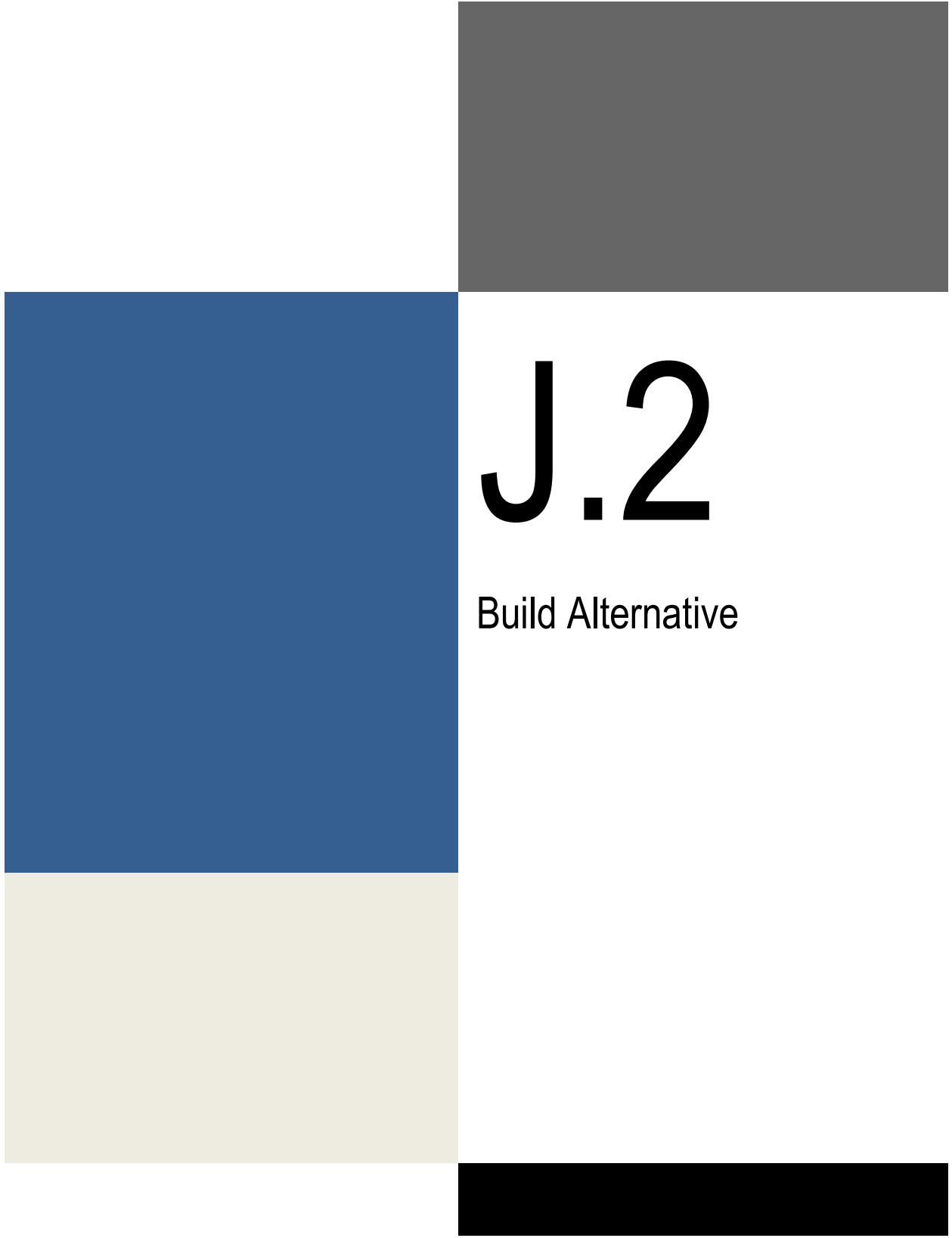
Big Bend Road Intersection	Approach	Link ID	Demand Traffic Volumes				Simulated Volumes		Control Delay Movement (sec/veh)			Approach LOS		Intersection LOS	
			Left	Through	Right	Total	Total	% Diff	Left	Through	Right	Delay	LOS	Delay	LOS
Covington Gardens Drive	Eastbound	USN 900 DSN 902 Link_Surface	0	1723	154	1877	744	-60.4%	0.0	310.1	236.1	304.5	F	84.5	F
	Westbound	USN 904 DSN 902 Link_Surface	636	1690	21	2347	2121	-9.6%	48.7	6.1	0.0	18.3	B		
	Northbound	USN 928 DSN 902 Link_Surface	103	21	371	495	484	-2.2%	34.5	67.2	49.4	47.2	D		
	Southbound	USN 930 DSN 902 Link_Surface	32	27	37	96	98	2.1%	50.4	32.8	14.7	32.4	C		
East Bay High School Entrance	Eastbound	USN 902 DSN 904 Link_Surface	98	2028	0	2126	1075	-49.4%	151.6	162.2	0.0	161.7	F	72.9	E
	Westbound	USN 906 DSN 904 Link_Surface	0	2231	55	2286	2089	-8.6%	0.0	14.7	13.0	14.7	B		
	Southbound	USN 932 DSN 904 Link_Surface	107	0	116	223	125	-43.9%	295.0	0.0	269.4	282.4	F		
Southbound I-75 Ramp Terminal	Eastbound	USN 906 DSN 908 Link_Surface	0	1952	183	2135	984	-53.9%	0.0	123.9	0.0	123.9	F	79.7	E
	Westbound	USN 912 DSN 908 Link_Surface	369	1217	0	1586	1551	-2.2%	180.1	24.3	0.0	62.4	E		
	Northbound	USN 418 DSN 908 Link_Surface	1069	0	1419	2488	873	-64.9%	60.7	0.0	0.0	60.7	E		
Northbound I-75 Ramp Terminal	Eastbound	USN 914 DSN 916 Link_Surface	0	2597	774	3371	1348	-60.0%	0.0	46.4	0.0	46.4	D	91.7	F
	Westbound	USN 920 DSN 916 Link_Surface	1027	1453	0	2480	1862	-24.9%	301.6	17.6	0.0	124.4	F		
	Northbound	USN 216 DSN 916 Link_Surface	133	0	267	400	129	-67.8%	91.9	0.0	0.0	91.9	F		
Simmons Loop	Eastbound	USN 920 DSN 922 Link_Surface	120	2484	260	2864	1592	-44.4%	847.9	42.3	6.8	190.8	F	133.0	F
	Westbound	USN 924 DSN 922 Link_Surface	51	2252	274	2577	1781	-30.9%	129.1	99.2	63.5	96.6	F		
	Northbound	USN 926 DSN 922 Link_Surface	161	44	85	290	390	34.5%	105.4	105.2	73.9	97.5	F		
	Southbound	USN 934 DSN 922 Link_Surface	260	56	39	355	383	7.9%	65.0	143.3	142.7	98.4	F		

Opening Year (2025) No-Build Alternative - PM Peak Hour
Intersection Measures of Effectiveness (MOEs)

Big Bend Road Intersection	Approach	Lane	Link/Lane ID	Average Vehicle Queue Length (ft)	Maximum Vehicle Queue Length (ft)	Maximum Vehicle Queue in Lane Group (ft)
Covington Gardens Drive	Eastbound	Left	USN 900 DSN 902 Lane 7 Lane_Surface	0	0	0
		Through (Inside)	USN 900 DSN 902 Lane 2 Lane_Surface	1,950	2,125	2,125
		Through (Outside)	USN 900 DSN 902 Lane 1 Lane_Surface	1,950	2,125	
		Right	USN 900 DSN 902 Lane 6 Lane_Surface	0	75	75
	Westbound	Left (Outside)	USN 904 DSN 902 Lane 7 Lane_Surface	125	325	325
		Left (Inside)	USN 904 DSN 902 Lane 6 Lane_Surface	100	275	
		Through (Inside)	USN 904 DSN 902 Lane 2 Lane_Surface	50	325	350
		Through (Outside)	USN 904 DSN 902 Lane 1 Lane_Surface	50	350	
		Right	USN 904 DSN 902 Lane 5 Lane_Surface	0	0	0
	Northbound	Left	USN 928 DSN 902 Lane 7 Lane_Surface	25	75	75
		Through	USN 928 DSN 902 Lane 2 Lane_Surface	25	75	75
		Right (Inside)	USN 928 DSN 902 Lane 1 Lane_Surface	75	200	200
		Right (Inside)	USN 928 DSN 902 Lane 6 Lane_Surface	75	200	
	Southbound	Left	USN 930 DSN 902 Lane 2 Lane_Surface	25	75	75
Through-Right		USN 930 DSN 902 Lane 1 Lane_Surface	0	50	50	
East Bay High School Entrance	Eastbound	Left	USN 902 DSN 904 Lane 7 Lane_Surface	25	100	100
		Through (Inside)	USN 902 DSN 904 Lane 2 Lane_Surface	1,150	1,375	1,375
		Through (Outside)	USN 902 DSN 904 Lane 1 Lane_Surface	1,175	1,375	
	Westbound	Through (Inside)	USN 906 DSN 904 Lane 2 Lane_Surface	125	525	525
		Through (Outside)	USN 906 DSN 904 Lane 1 Lane_Surface	125	525	
		Right	USN 906 DSN 904 Lane 7 Lane_Surface	0	25	25
	Southbound	Left-Right	USN 932 DSN 904 Lane 1 Lane_Surface	350	375	375
Southbound I-75 Ramp Terminal	Eastbound	Through (Inside)	USN 906 DSN 908 Lane 2 Lane_Surface	675	825	825
		Through (Outside)	USN 906 DSN 908 Lane 2 Lane_Surface	675	825	
		Right	USN 422 DSN 424 Lane 1 Lane_Surface	0	50	50
	Westbound	Left	USN 912 DSN 908 Lane 7 Lane_Surface	300	350	350
		Through (Inside)	USN 912 DSN 908 Lane 2 Lane_Surface	425	600	600
		Through (Outside)	USN 912 DSN 908 Lane 1 Lane_Surface	225	550	
	Northbound	Left (Outside)	USN 418 DSN 908 Lane 1 Lane_Surface	225	350	350
		Left (Inside)	USN 418 DSN 908 Lane 2 Lane_Surface	225	350	
Right	USN 420 DSN 910 Lane 1 Lane_Surface	125	225	225		
Northbound I-75 Ramp Terminal	Eastbound	Through (Inside)	USN 914 DSN 916 Lane 2 Lane_Surface	300	475	475
		Through (Outside)	USN 914 DSN 916 Lane 1 Lane_Surface	300	450	
		Right	USN 220 DSN 222 Lane 1 Lane_Surface	0	125	125
	Westbound	Left	USN 920 DSN 916 Lane 7 Lane_Surface	875	1,000	1,000
		Through (Inside)	USN 920 DSN 916 Lane 2 Lane_Surface	1,400	1,550	1,550
		Through (Outside)	USN 920 DSN 916 Lane 1 Lane_Surface	500	1,075	
	Northbound	Left	USN 216 DSN 916 Lane 1 Lane_Surface	100	225	225
Right		USN 218 DSN 918 Lane 1 Lane_Surface	0	0	0	
Simmons Loop	Eastbound	Left (Outside)	USN 920 DSN 922 Lane 7 Lane_Surface	725	725	725
		Left (Inside)	USN 920 DSN 922 Lane 6 Lane_Surface	625	625	
		Through (Inside)	USN 920 DSN 922 Lane 2 Lane_Surface	1,375	1,525	1,525
		Through (Outside)	USN 920 DSN 922 Lane 1 Lane_Surface	450	1,175	
		Right	USN 920 DSN 922 Lane 5 Lane_Surface	0	50	50
	Westbound	Left	USN 924 DSN 922 Lane 7 Lane_Surface	25	100	100
		Through (Inside)	USN 924 DSN 922 Lane 2 Lane_Surface	1,450	1,875	1,875
		Through (Outside)	USN 924 DSN 922 Lane 1 Lane_Surface	1,425	1,850	
		Right	USN 924 DSN 922 Lane 6 Lane_Surface	0	75	75
	Northbound	Left (Outside)	USN 926 DSN 922 Lane 7 Lane_Surface	125	225	225
		Left (Inside)	USN 926 DSN 922 Lane 6 Lane_Surface	75	175	
		Through	USN 926 DSN 922 Lane 2 Lane_Surface	25	125	125
		Right	USN 926 DSN 922 Lane 1 Lane_Surface	75	225	225
	Southbound	Left (Outside)	USN 934 DSN 922 Lane 7 Lane_Surface	75	200	200
Left (Inside)		USN 934 DSN 922 Lane 6 Lane_Surface	50	150		
Through		USN 934 DSN 922 Lane 2 Lane_Surface	50	150	150	
Right		USN 934 DSN 922 Lane 1 Lane_Surface	125	275	275	

Opening Year (2025) No Build - PM Peak Hour
Roadway Segment Measures of Effectiveness (MOEs)

Description			Link ID	Free Flow Speed (mph)	Simulated Speed (mph) by Time Period												
On Roadway	Segment				TP1	TP2	TP3	TP4	TP5	TP6	TP7	TP8	TP9	TP10	TP11	TP12	
	From	To			3:30 PM	3:45 PM	4:00 PM	4:15 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM	6:00 PM	6:15 PM	6:30 PM	
Southbound I-75 Ramps	SB On-ramp from Big Bend Rd		USN 908 DSN 424 Link_Surface	45	29	29	28	28	28	28	29	29	28	28	29	29	
			USN 906 DSN 422 Link_Surface	45	31	31	31	31	31	31	31	31	31	31	31	31	31
			USN 422 DSN 424 Link_Surface	45	20	20	22	22	22	23	22	21	21	22	22	22	21
			USN 424 DSN 428 Link_Surface	45	36	37	37	38	38	39	38	39	38	39	38	39	38
			USN 428 DSN 430 Link_Surface	45	40	40	42	42	40	41	41	41	41	42	41	40	40
			USN 430 DSN 432 Link_Surface	45	40	41	42	42	40	41	41	41	41	42	41	41	41
			USN 432 DSN 7432 Link_Surface	45	40	40	41	41	39	40	40	40	40	40	40	40	40
			USN 7432 DSN 434 Link_Freeway	45	41	41	42	42	41	42	42	42	42	42	42	42	41
			USN 434 DSN 436 Link_Freeway	65	44	44	44	44	44	44	44	44	44	44	44	44	44
USN 436 DSN 318 Link_Freeway	65	52	52	53	53	52	52	52	52	52	52	53	52	52			
Eastbound Big Bend Road	Covington Gardens Drive	East Bay High School	USN 902 DSN 904 Link_Surface	45	13	5	5	4	3	3	3	2	3	3	3		
	East Bay High School	Southbound I-75 Ramp Terminal	USN 904 DSN 906 Link_Surface	45	6	4	4	4	3	2	3	2	3	2	3		
			USN 906 DSN 908 Link_Surface	45	4	4	4	3	2	2	2	2	2	2	2		
	Southbound I-75 Ramp Terminal	Northbound I-75 Ramp Terminal	USN 908 DSN 910 Link_Surface	45	29	29	27	8	3	3	3	3	3	3	3		
			USN 910 DSN 914 Link_Surface	45	27	25	20	5	3	3	3	2	3	3	3		
			USN 914 DSN 916 Link_Surface	45	9	9	7	4	4	3	3	3	4	3	4		
	Northbound I-75 Ramp Terminal	Simmons Loop	USN 916 DSN 918 Link_Surface	45	34	32	11	5	4	4	4	4	4	4	4		
		USN 918 DSN 920 Link_Surface	45	35	24	5	4	4	4	4	4	4	4	4			
		USN 920 DSN 922 Link_Surface	45	34	16	10	9	8	7	7	7	8	7	7			
Westbound Big Bend Road	Simmons Loop	Northbound I-75 Ramp Terminal	USN 922 DSN 920 Link_Surface	45	16	6	5	5	5	5	5	5	5	5			
			USN 920 DSN 916 Link_Surface	45	7	4	3	3	3	3	3	3	4	3			
	Northbound I-75 Ramp Terminal	Southbound I-75 Ramp Terminal	USN 916 DSN 914 Link_Surface	45	34	32	29	20	19	22	25	26	27	29			
			USN 914 DSN 912 Link_Surface	45	41	32	15	7	8	15	18	25	27	26			
			USN 912 DSN 908 Link_Surface	45	10	6	3	3	3	4	4	6	7	7			
	Southbound I-75 Ramp Terminal	East Bay High School	USN 908 DSN 906 Link_Surface	45	34	34	34	34	33	34	34	34	34	34			
		USN 906 DSN 904 Link_Surface	45	13	16	16	16	15	15	16	16	15	17				
East Bay High School	Covington Garden Drive	USN 904 DSN 902 Link_Surface	45	19	19	20	19	18	19	18	18	18	19				



J.2

Build Alternative

Opening Year (2025) Build Alternative - AM Peak Hour
Roadway Segment Measures of Effectiveness (MOEs)

On Roadway	Description		Link ID	Length (ft)	AM Peak Hour										Segment Average (Weighted)		
	Segment				Hourly Volumes (veh)					Link-Specific MOEs			Speed (mph)	Density (vplpm)	LOS		
	From	To			Actual	Simulated	Difference	% Vol Diff	GEH	Speed (mph)	Density (vplpm)	LOS					
Northbound I-75 Mainline	South of Big Bend Road	Northbound Off-ramp to Big Bend Road	USN 1001 DSN 1002 Link_Freeway	2,635	5,707	5,706	-2	0.0%	0.0	66.4	28.9	D	65.3	28.9	D		
			USN 1002 DSN 1003 Link_Freeway	2,000	5,707	5,707	0	0.0%	0.0	64.9	29.3	D					
			USN 1003 DSN 1004 Link_Freeway	1,500	5,707	5,706	-1	0.0%	0.0	63.7	28.5	D					
	Northbound Off-ramp to Big Bend Road	Northbound On-ramp from Big Bend Road	USN 1004 DSN 1005 Link_Freeway	1,500	5,155	5,153	-2	0.0%	0.0	65.0	26.4	D	63.4	27.3	D		
			USN 1005 DSN 1006 Link_Freeway	2,000	5,155	5,153	-2	0.0%	0.0	65.3	26.3	D					
			USN 1006 DSN 1007 Link_Freeway	2,714	5,155	5,166	11	0.2%	0.2	61.0	28.6	D					
	Northbound On-ramp from Big Bend Road	North of Big Bend Road	USN 1007 DSN 1008 Link_Freeway	1,500	7,643	7,664	21	0.3%	0.2	33.1	58.4	F	46.6	52.2	F		
			USN 1008 DSN 1009 Link_Freeway	2,500	7,643	7,670	27	0.3%	0.3	43.6	56.1	F					
			USN 1009 DSN 1010 Link_Freeway	2,500	7,643	7,672	29	0.4%	0.3	57.7	44.5	E					
Northbound I-75 Ramps	Northbound Off-ramp to Big Bend Road	USN 1004 DSN 1200 Link_Freeway	320	552	554	2	0.4%	0.1	49.0	11.3	B	36.6	11.3	B			
		USN 1200 DSN 7100 Link_Freeway	148	552	554	2	0.4%	0.1	48.6	11.4	B						
		USN 7100 DSN 1201 Link_Surface	165	552	554	2	0.4%	0.1	44.3		A						
		USN 1201 DSN 1202 Link_Surface	781	552	555	3	0.5%	0.1	41.1		B						
		USN 1202 DSN 1203 Link_Surface	640	552	555	3	0.6%	0.1	40.8		B						
		USN 1203 DSN 1204 Link_Surface	317	552	555	3	0.5%	0.1	34.4		B						
		USN 1204 DSN 1205 Link_Surface	166	369	348	-21	-5.8%	1.1	28.4		C						
		USN 1204 DSN 7 Link_Surface	247	183	208	25	13.5%	1.8	4.4		F						
		USN 1205 DSN 8 Link_Surface	162	369	349	-21	-5.6%	1.1	17.4		E						
	Northbound On-ramp from Big Bend Road	USN 5 DSN 1206 Link_Surface	222	1,060	1,065	5	0.5%	0.2	31.4		C	37.0	24.2	B			
		USN 1206 DSN 1207 Link_Surface	938	1,060	1,062	2	0.2%	0.1	30.4		C						
		USN 1207 DSN 1209 Link_Surface	480	1,060	1,063	3	0.3%	0.1	30.3		C						
		USN 9 DSN 14 Link_Surface	149	1,428	1,432	4	0.3%	0.1	38.7		B						
		USN 14 DSN 15 Link_Surface	1,088	1,428	1,433	5	0.3%	0.1	36.5		B						
		USN 15 DSN 1209 Link_Surface	555	1,428	1,433	5	0.3%	0.1	36.2		B						
		USN 1209 DSN 1213 Link_Surface	614	2,488	2,498	10	0.4%	0.2	28.4		C						
		USN 1213 DSN 7001 Link_Surface	731	2,488	2,497	9	0.3%	0.2	37.0		B						
		USN 7001 DSN 38 Link_Freeway	900	2,488	2,496	8	0.3%	0.2	43.4	19.6	C						
USN 38 DSN 1007 Link_Freeway	1,265	2,488	2,496	8	0.3%	0.2	45.5	27.4	D								
Southbound I-75 Mainline	North of Big Bend Road	Southbound Off-ramp to Big Bend Road	USN 2000 DSN 2001 Link_Freeway	2,500	6,735	6,747	12	0.2%	0.2	65.7	34.6	D	64.2	31.7	D		
			USN 2001 DSN 2002 Link_Freeway	1,600	6,735	6,754	19	0.3%	0.2	64.2	35.1	E					
			USN 2002 DSN 2003 Link_Freeway	1,600	6,735	6,754	19	0.3%	0.2	64.3	27.6	D					
	Southbound Off-ramp to Big Bend Road	Southbound On-ramp from Big Bend Road	USN 2003 DSN 2004 Link_Freeway	1,500	6,735	6,754	19	0.3%	0.2	61.5	27.5	D	65.1	25.3	C		
			USN 2004 DSN 2005 Link_Freeway	2,794	4,934	4,932	-2	0.0%	0.0	64.7	25.4	C					
			USN 2005 DSN 2006 Link_Freeway	1,728	4,934	4,935	1	0.0%	0.0	65.4	25.1	C					
	Southbound On-ramp from Big Bend Road	South of Big Bend Road	USN 2006 DSN 2007 Link_Freeway	1,500	4,934	4,934	0	0.0%	0.0	65.3	25.2	C	64.3	26.8	D		
			USN 2007 DSN 2008 Link_Freeway	1,500	5,334	5,335	1	0.0%	0.0	62.9	25.1	C					
			USN 2008 DSN 2009 Link_Freeway	2,000	5,334	5,331	-3	-0.1%	0.0	64.8	27.5	D					
USN 2009 DSN 2010 Link_Freeway	2,000	5,334	5,334	0	0.0%	0.0	64.8	27.4	D								
Southbound I-75 Ramps	Southbound Off-ramp to Big Bend Road	USN 2004 DSN 12 Link_Freeway	1,244	1,801	1,823	22	1.2%	0.5	48.8	16.5	B	37.8	15.1	B			
		USN 12 DSN 7002 Link_Freeway	656	1,801	1,820	19	1.1%	0.5	48.7	12.5	B						
		USN 7002 DSN 2201 Link_Surface	656	1,801	1,821	20	1.1%	0.5	44.5		A						
		USN 2201 DSN 2202 Link_Surface	784	751	735	-16	-2.1%	0.6	39.0		B						
		USN 2202 DSN 2203 Link_Surface	351	751	736	-15	-2.0%	0.6	37.0		B						
		USN 2203 DSN 5 Link_Surface	211	751	735	-16	-2.2%	0.6	6.9		F						
		USN 2201 DSN 2204 Link_Surface	1,206	1,050	1,084	34	3.2%	1.0	37.5		B						
		USN 2204 DSN 2205 Link_Surface	575	1,050	1,085	35	3.3%	1.1	29.0		C						
		USN 2205 DSN 2206 Link_Surface	435	1,050	1,086	36	3.4%	1.1	28.0		C						
	Southbound On-ramp from Big Bend Road	USN 2206 DSN 5 Link_Surface	328	1,050	1,088	38	3.6%	1.2	8.2		F	38.2	8.9	B			
		USN 5 DSN 2207 Link_Surface	382	400	399	-1	-0.3%	0.1	25.8		D						
		USN 2207 DSN 2208 Link_Surface	511	400	399	-1	-0.3%	0.1	33.2		C						
		USN 2208 DSN 2209 Link_Surface	616	400	399	-1	-0.2%	0.0	38.4		B						
		USN 2209 DSN 2210 Link_Surface	616	400	399	-1	-0.3%	0.1	40.0		B						
		USN 2210 DSN 7201 Link_Surface	113	400	398	-2	-0.4%	0.1	39.5		B						
		USN 7201 DSN 2214 Link_Freeway	113	400	398	-2	-0.5%	0.1	41.2	11.3	B						
		USN 2214 DSN 2215 Link_Freeway	96	400	398	-2	-0.6%	0.1	43.8	9.1	A						
		USN 2215 DSN 2007 Link_Freeway	533	400	398	-2	-0.5%	0.1	47.3	8.4	A						
Eastbound Big Bend Road	Covington Gardens Drive	Southbound I-75 Ramp Terminal	USN 2 DSN 3 Link_Surface	931	2,305	2,323	18	0.8%	0.4	35.7		B	26.8		D		
			USN 3 DSN 5 Link_Surface	1,705	2,305	2,320	15	0.7%	0.3	22.0		D					
	Southbound I-75 Ramp Terminal	Northbound I-75 Ramp Terminal	USN 5 DSN 6 Link_Surface	1,142	2,162	2,228	66	3.0%	1.4	36.1		B	32.7		C		
			USN 6 DSN 7 Link_Surface	569	2,162	2,226	64	3.0%	1.4	25.9		D					
	Northbound I-75 Ramp Terminal	Simmons Loop	USN 7 DSN 8 Link_Surface	220	2,162	2,225	63	2.9%	1.4	31.6		C	28.9		C		
			USN 8 DSN 9 Link_Surface	1,133	2,531	2,578	47	1.8%	0.9	37.9		B					
			USN 9 DSN 10 Link_Surface	950	2,531	2,581	50	2.0%	1.0	17.7		E					
Arterial Total - Weighted Average Speed												29.1		C			
Westbound Big Bend Road	Simmons Loop	Northbound I-75 Ramp Terminal	USN 10 DSN 9 Link_Surface	950	2,961	2,976	15	0.5%	0.3	34.9		B	34.8		B		
			USN 9 DSN 8 Link_Surface	1,133	1,533	1,540	7	0.4%	0.2	38.8		B					
	Northbound I-75 Ramp Terminal	Southbound I-75 Ramp Terminal	USN 8 DSN 7 Link_Surface	220	1,533	1,539	6	0.4%	0.1	13.5		F	25.3		D		
			USN 7 DSN 6 Link_Surface	569	1,716	1,747	31	1.8%	0.7	34.3		B					
	Southbound I-75 Ramp Terminal	Covington Gardens Drive	USN 6 DSN 5 Link_Surface	1,142	1,716	1,749	33	1.9%	0.8	20.8		E	29.8		C		
			USN 5 DSN 3 Link_Surface	1,705	2,200	2,204	4	0.2%	0.1	37.8		B					
			USN 3 DSN 2 Link_Surface	931	2,200	2,209	9	0.4%	0.2	15.3		F					
Arterial Total - Weighted Average Speed												30.4		C			

Opening Year (2025) Build Alternative - AM Peak Hour
Intersection Measures of Effectiveness (MOEs)

Big Bend Road Intersection	Approach	Link ID	Demand Traffic Volumes				Simulated Volumes		Control Delay Movement (sec/veh)			Approach LOS		Intersection LOS	
			Left	Through	Right	Total	Total	% Diff	Left	Through	Right	Delay	LOS	Delay	LOS
Covington Gardens Drive	Eastbound	USN 1 DSN 2 Link_Surface	150	1,599	131	1,880	1,880	0.0%	56.4	24.7	4.6	26.4	C	26.0	C
	Westbound	USN 3 DSN 2 Link_Surface	444	1,627	129	2,200	2,209	0.4%	62.7	12.0	1.0	22.8	C		
	Northbound	USN 6001 DSN 2 Link_Surface	176	73	544	793	795	0.3%	45.9	53.8	15.6	26.4	C		
	Southbound	USN 6002 DSN 2 Link_Surface	162	75	63	300	300	-0.1%	43.3	57.8	37.0	45.9	D		
Southbound I-75 Ramp Terminal	Eastbound	USN 3 DSN 5 Link_Surface	1,060	1,112	133	2,305	2,320	0.7%	30.2	11.0	1.1	19.4	B	16.7	B
	Westbound	USN 6 DSN 5 Link_Surface	267	1,449	0	1,716	1,749	1.9%	34.9	12.0	0.0	15.7	B		
	Northbound	USN 2206 DSN 5 Link_Surface	0	0	1,050	1,050	1,088	3.6%	0.0	0.0	14.5	14.5	B		
	Southbound	USN 2203 DSN 5 Link_Surface	0	0	751	751	735	-2.2%	0.0	0.0	13.2	13.2	B		
Northbound I-75 Ramp Terminal	Eastbound	USN 6 DSN 7 Link_Surface	0	2,162	0	2,162	2,226	3.0%	0.0	3.5	0.0	3.5	A	5.6	A
	Westbound	USN 8 DSN 7 Link_Surface	0	1,533	0	1,533	1,539	0.4%	0.0	5.4	0.0	5.4	A		
	Northbound	USN 1204 DSN 7 Link_Surface	183	0	0	183	208	13.5%	30.1	0.0	0.0	30.1	C		
Simmons Loop	Eastbound	USN 9 DSN 10 Link_Surface	139	2,264	128	2,531	2,581	2.0%	71.0	12.8	1.2	15.9	B	21.5	C
	Westbound	USN 11 DSN 10 Link_Surface	45	2,514	366	2,925	2,924	0.0%	67.9	18.3	3.1	17.6	B		
	Northbound	USN 6004 DSN 10 Link_Surface	248	56	39	343	349	1.7%	64.7	58.5	13.9	59.3	E		
	Southbound	USN 6005 DSN 10 Link_Surface	206	74	199	479	487	1.6%	58.2	59.1	28.3	46.9	D		

Opening Year (2025) Build Alternative - AM Peak Hour**Intersection Measures of Effectiveness (MOEs)**

Big Bend Road Intersection	Approach	Lane	Link/Lane ID	Average Vehicle Queue Length (ft)	Maximum Vehicle Queue Length (ft)	Maximum Vehicle Queue in Lane Group (ft)	
Covington Gardens Drive	Eastbound	Left	USN 1 DSN 2 Lane 7 Lane_Surface	75	225	225	
		Through (Inside)	USN 1 DSN 2 Lane 3 Lane_Surface	100	400	400	
		Through (Middle)	USN 1 DSN 2 Lane 2 Lane_Surface	125	400		
		Through (Outside)	USN 1 DSN 2 Lane 1 Lane_Surface	100	400		
		Right	USN 1 DSN 2 Lane 6 Lane_Surface	0	50		50
	Westbound	Left (Outside)	USN 3 DSN 2 Lane 7 Lane_Surface	125	325	325	
		Left (Inside)	USN 3 DSN 2 Lane 6 Lane_Surface	100	300		
		Through (Inside)	USN 3 DSN 2 Lane 3 Lane_Surface	50	250	300	
		Through (Middle)	USN 3 DSN 2 Lane 2 Lane_Surface	50	300		
		Through (Outside)	USN 3 DSN 2 Lane 1 Lane_Surface	50	250		
		Right	USN 3 DSN 2 Lane 5 Lane_Surface	0	50		50
	Northbound	Left	USN 6001 DSN 2 Lane 7 Lane_Surface	75	225	225	
		Through	USN 6001 DSN 2 Lane 2 Lane_Surface	25	125	125	
		Right (Inside)	USN 6001 DSN 2 Lane 1 Lane_Surface	25	175	175	
Right (Inside)		USN 6001 DSN 2 Lane 6 Lane_Surface	25	175			
Southbound	Left	USN 6002 DSN 2 Lane 2 Lane_Surface	50	200	200		
	Through-Right	USN 6002 DSN 2 Lane 1 Lane_Surface	50	200	200		
Southbound I-75 Ramp Terminal	Eastbound	Left (Outside)	USN 3 DSN 5 Lane 7 Lane_Surface	150	525	525	
		Left (Inside)	USN 3 DSN 5 Lane 6 Lane_Surface	125	450		
		Through (Inside)	USN 3 DSN 5 Lane 3 Lane_Surface	25	275	300	
		Through (Middle)	USN 3 DSN 5 Lane 2 Lane_Surface	25	300		
		Through (Outside)	USN 3 DSN 5 Lane 1 Lane_Surface	25	300		
		Right	USN 3 DSN 5 Lane 5 Lane_Surface	0	50		50
	Westbound	Left (Outside)	USN 6 DSN 5 Lane 7 Lane_Surface	50	200	200	
		Left (Inside)	USN 6 DSN 5 Lane 6 Lane_Surface	25	150		
		Through (Inside)	USN 6 DSN 5 Lane 3 Lane_Surface	50	250	250	
		Through (Middle)	USN 6 DSN 5 Lane 2 Lane_Surface	50	250		
		Through (Outside)	USN 6 DSN 5 Lane 1 Lane_Surface	50	225		
	Northbound	Right (Inside)	USN 2206 DSN 5 Lane 3 Lane_Surface	75	250	250	
		Right (Middle)	USN 2206 DSN 5 Lane 2 Lane_Surface	50	175		
		Right (Outside)	USN 2206 DSN 5 Lane 1 Lane_Surface	25	125		
	Southbound	Right (Inside)	USN 2203 DSN 5 Lane 2 Lane_Surface	50	225	225	
		Right (Outside)	USN 2203 DSN 5 Lane 1 Lane_Surface	25	175		
	Northbound I-75 Ramp Terminal	Eastbound	Through (Inside)	USN 6 DSN 7 Lane 3 Lane_Surface	25	200	225
			Through (Middle)	USN 6 DSN 7 Lane 2 Lane_Surface	25	225	
Through (Outside)			USN 6 DSN 7 Lane 1 Lane_Surface	25	200		
Westbound		Through (Inside)	USN 8 DSN 7 Lane 3 Lane_Surface	25	250	250	
		Through (Middle)	USN 8 DSN 7 Lane 2 Lane_Surface	25	200		
		Through (Outside)	USN 8 DSN 7 Lane 1 Lane_Surface	25	175		
		Right	USN 10 DSN 9 Lane 1 Lane_Surface	0	0	0	
Northbound		Left (Inside)	USN 1204 DSN 7 Lane 2 Lane_Surface	50	175	175	
		Left (Outside)	USN 1204 DSN 7 Lane 1 Lane_Surface	0	25		
Right	USN 1205 DSN 8 Lane 1 Lane_Surface	0	0	0			
Simmons Loop	Eastbound	Left (Outside)	USN 9 DSN 10 Lane 7 Lane_Surface	50	150	150	
		Left (Inside)	USN 9 DSN 10 Lane 6 Lane_Surface	25	100		
		Through (Inside)	USN 9 DSN 10 Lane 3 Lane_Surface	75	450	475	
		Through (Middle)	USN 9 DSN 10 Lane 2 Lane_Surface	100	475		
		Through (Outside)	USN 9 DSN 10 Lane 1 Lane_Surface	75	425		
		Right	USN 9 DSN 10 Lane 5 Lane_Surface	0	50		50
	Westbound	Left	USN 11 DSN 10 Lane 7 Lane_Surface	25	125	125	
		Through (Inside)	USN 11 DSN 10 Lane 3 Lane_Surface	125	525	525	
		Through (Middle)	USN 11 DSN 10 Lane 2 Lane_Surface	125	525		
		Through (Outside)	USN 11 DSN 10 Lane 1 Lane_Surface	100	500		
		Right	USN 11 DSN 10 Lane 6 Lane_Surface	0	100	100	
	Northbound	Left (Outside)	USN 6004 DSN 10 Lane 7 Lane_Surface	100	225	225	
		Left (Inside)	USN 6004 DSN 10 Lane 6 Lane_Surface	50	150		
		Through	USN 6004 DSN 10 Lane 2 Lane_Surface	25	100	100	
		Right	USN 6004 DSN 10 Lane 1 Lane_Surface	0	50	50	
Southbound	Left (Outside)	USN 6005 DSN 10 Lane 7 Lane_Surface	75	200	200		
	Left (Inside)	USN 6005 DSN 10 Lane 6 Lane_Surface	25	125			
	Through	USN 6005 DSN 10 Lane 2 Lane_Surface	25	125	125		
	Right	USN 6005 DSN 10 Lane 1 Lane_Surface	50	200	200		

Opening Year (2025) Build Alternative - AM Peak Hour
Roadway Segment Measures of Effectiveness (MOEs)

Description			Link ID	Free Flow Speed (mph)	Simulated Speed (mph) by Time Period											
On Roadway	Segment				TP1	TP2	TP3	TP4	TP5	TP6	TP7	TP8	TP9	TP10	TP11	TP12
	From	To			6:00 AM	6:15 AM	6:30 AM	6:45 AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM
Northbound I-75 Mainline	South of Big Bend Road	Northbound Off-ramp to Big Bend Road	USN 1001 DSN 1002 Link_Freeway	70	68	67	67	67	66	66	67	67	67	68	67	
			USN 1002 DSN 1003 Link_Freeway	70	67	66	66	65	65	64	65	66	66	66	67	66
			USN 1003 DSN 1004 Link_Freeway	70	66	65	65	64	64	63	64	65	65	65	65	65
	Northbound Off-ramp to Big Bend Road	Northbound On-ramp from Big Bend Road	USN 1004 DSN 1005 Link_Freeway	70	67	66	66	66	65	64	65	66	66	66	66	66
			USN 1005 DSN 1006 Link_Freeway	70	67	66	66	66	65	65	65	66	66	66	66	66
			USN 1006 DSN 1007 Link_Freeway	70	67	66	66	65	65	57	58	65	65	65	66	66
	Northbound On-ramp from Big Bend Road	North of Big Bend Road	USN 1007 DSN 1008 Link_Freeway	70	60	57	50	50	35	23	27	48	53	54	58	56
			USN 1008 DSN 1009 Link_Freeway	70	59	56	51	48	44	40	42	49	51	53	57	54
			USN 1009 DSN 1010 Link_Freeway	70	65	64	63	62	59	56	56	61	63	63	64	64
Northbound I-75 Ramps	Northbound Off-ramp to Big Bend Road		USN 1004 DSN 1200 Link_Freeway	50	49	49	49	49	49	49	49	49	49	49	49	
			USN 1200 DSN 7100 Link_Freeway	50	49	49	49	49	48	49	48	49	49	49	49	
			USN 7100 DSN 1201 Link_Surface	45	44	45	45	45	44	45	44	45	45	45	45	
			USN 1201 DSN 1202 Link_Surface	45	41	42	42	41	41	41	41	41	41	42	42	
			USN 1202 DSN 1203 Link_Surface	45	41	42	42	41	41	41	41	41	41	42	41	
			USN 1203 DSN 1204 Link_Surface	35	35	35	35	35	34	35	34	35	35	35	35	
			USN 1204 DSN 1205 Link_Surface	30	28	29	29	28	28	28	29	29	29	29	29	
			USN 1204 DSN 7 Link_Surface	30	4	4	5	5	4	5	4	4	4	4	4	
			USN 1205 DSN 8 Link_Surface	30	18	18	18	17	17	17	17	18	17	18	18	
	Northbound On-ramp from Big Bend Road			USN 5 DSN 1206 Link_Surface	35	31	31	31	31	32	31	31	31	31	31	
				USN 1206 DSN 1207 Link_Surface	35	31	30	30	30	30	31	30	30	30	31	
				USN 1207 DSN 1209 Link_Surface	35	31	31	30	30	30	30	30	30	30	31	
				USN 9 DSN 14 Link_Surface	40	39	39	39	39	38	39	39	39	39	39	
				USN 14 DSN 15 Link_Surface	40	37	37	37	37	36	36	37	37	37		
				USN 15 DSN 1209 Link_Surface	40	37	37	37	37	36	36	36	36	37		
				USN 1209 DSN 1213 Link_Surface	40	30	30	29	29	27	29	29	29	30		
				USN 1213 DSN 7001 Link_Surface	45	37	37	37	37	37	37	37	37	37		
				USN 7001 DSN 38 Link_Freeway	50	45	44	43	44	44	43	44	43	44		
				USN 38 DSN 1007 Link_Freeway	50	47	47	46	46	46	44	46	46	46		
Southbound I-75 Mainline	North of Big Bend Road	Southbound Off-ramp to Big Bend Road	USN 2001 DSN 2002 Link_Freeway	70	67	66	65	65	64	63	64	65	65	66		
			USN 2001 DSN 2002 Link_Freeway	70	67	66	65	65	64	63	64	65	65	65		
			USN 2002 DSN 2003 Link_Freeway	70	67	66	65	65	64	63	64	65	65	66		
	Southbound Off-ramp to Big Bend Road	Southbound On-ramp from Beg Bend Road	USN 2003 DSN 2004 Link_Freeway	70	65	64	62	62	62	60	62	63	63	62		
			USN 2004 DSN 2005 Link_Freeway	70	67	66	65	65	65	64	64	65	65	66		
			USN 2005 DSN 2006 Link_Freeway	70	67	66	66	66	65	65	65	66	66	67		
	Southbound On-ramp from Big Bend Road	South of Big Bend Road	USN 2006 DSN 2007 Link_Freeway	70	67	66	66	66	65	65	65	66	66	66		
			USN 2007 DSN 2008 Link_Freeway	70	66	65	64	64	63	62	63	64	64			
			USN 2008 DSN 2009 Link_Freeway	70	67	66	66	65	65	64	65	65	65			
USN 2009 DSN 2010 Link_Freeway	70	67	66	65	65	65	64	65	65	65	66					

Southbound I-75 Ramps	Southbound Off-ramp to Big Bend Road		USN 2004 DSN 12 Link_Freeway	50	49	49	49	49	49	49	49	49	49	49	49	
			USN 12 DSN 7002 Link_Freeway	50	49	49	49	49	49	48	49	49	49	49	49	49
			USN 7002 DSN 2201 Link_Surface	45	47	46	46	45	44	44	45	45	45	45	47	46
			USN 2201 DSN 2202 Link_Surface	40	39	39	39	39	39	39	39	39	39	39	39	39
			USN 2202 DSN 2203 Link_Surface	40	34	38	38	38	37	36	37	38	38	38	38	38
			USN 2203 DSN 5 Link_Surface	30	3	9	8	7	6	6	7	8	8	8	9	8
			USN 2201 DSN 2204 Link_Surface	40	38	38	38	38	37	37	38	38	38	38	38	38
			USN 2204 DSN 2205 Link_Surface	30	29	29	29	29	29	29	29	29	29	29	29	29
			USN 2205 DSN 2206 Link_Surface	30	28	28	28	28	28	28	28	28	28	28	28	28
			USN 2206 DSN 5 Link_Surface	30	4	9	8	8	8	8	7	9	10	11	11	11
	Southbound On-ramp from Big Bend Road		USN 5 DSN 2207 Link_Surface	30	26	25	25	26	26	26	26	26	26	26	25	
			USN 2207 DSN 2208 Link_Surface	45	35	34	34	34	32	33	34	34	34	33	33	
			USN 2208 DSN 2209 Link_Surface	45	39	39	39	39	38	38	39	39	39	38	38	
			USN 2209 DSN 2210 Link_Surface	45	41	40	40	40	40	40	41	40	40	39	40	
USN 2210 DSN 7201 Link_Surface			45	40	40	40	40	40	39	40	39	39	39	39		
USN 7201 DSN 2214 Link_Freeway			45	42	41	41	41	41	41	42	41	41	41	41		
USN 2214 DSN 2215 Link_Freeway			50	44	44	44	44	44	44	44	44	44	44	44		
USN 2215 DSN 2007 Link_Freeway	50	48	47	47	47	47	47	47	47	47	47	47				
Eastbound Big Bend Road	Covington Gardens Drive	Southbound I-75 Ramp Terminal	USN 2 DSN 3 Link_Surface	45	37	36	36	36	36	36	36	36	36	36		
			USN 3 DSN 5 Link_Surface	45	21	24	23	23	22	21	23	22	22	22		
	Southbound I-75 Ramp Terminal	Northbound I-75 Ramp Terminal	USN 5 DSN 6 Link_Surface	45	36	36	36	36	36	36	36	36	36	36		
			USN 6 DSN 7 Link_Surface	45	29	26	25	26	26	26	26	26	26	26		
	Northbound I-75 Ramp Terminal	Simmons Loop	USN 7 DSN 8 Link_Surface	45	33	31	32	31	31	32	32	32	31	32		
			USN 8 DSN 9 Link_Surface	45	39	38	38	38	38	38	38	38	38	39		
USN 9 DSN 10 Link_Surface			45	19	17	18	17	17	17	18	18	18	18			
Westbound Big Bend Road	Simmons Loop	Northbound I-75 Ramp Terminal	USN 10 DSN 9 Link_Surface	45	36	36	36	35	34	35	36	35	35	35		
			USN 9 DSN 8 Link_Surface	45	41	40	40	39	38	39	39	39	40	39		
			USN 8 DSN 7 Link_Surface	45	17	14	13	13	13	12	14	15	13	14		
	Northbound I-75 Ramp Terminal	Southbound I-75 Ramp Terminal	USN 7 DSN 6 Link_Surface	45	36	35	34	34	34	34	34	35	34	34		
			USN 6 DSN 5 Link_Surface	45	24	21	20	20	21	20	21	21	21	22		
	Southbound I-75 Ramp Terminal	Covington Gardens Drive	USN 5 DSN 3 Link_Surface	45	39	38	38	38	38	38	38	38	38	38		
USN 3 DSN 2 Link_Surface			45	18	17	17	16	15	15	15	16	17	17			

Opening Year (2025) Build Alternative - PM Peak Hour

Roadway Segment Measures of Effectiveness (MOEs)

On Roadway		Description		Link ID	Length (ft)	PM Peak Hour									
		Segment				Hourly Volumes (veh)					Link-Specific MOEs			Segment Average (Weighted)	
		From	To			Actual	Simulated	Difference	% Vol Diff	GEH	Speed (mph)	Density (vplpm)	LOS	Speed (mph)	Density (vplpm)
Northbound I-75 Mainline	South of Big Bend Road	Northbound Off-ramp to Big Bend Road	USN 1001 DSN 1002 Link_Freeway	2,635	5,334	5,326	-8	-0.1%	0.1	66.7	26.9	D	65.7	26.8	D
			USN 1002 DSN 1003 Link_Freeway	2,000	5,334	5,318	-16	-0.3%	0.2	65.4	27.1	D			
			USN 1003 DSN 1004 Link_Freeway	1,500	5,334	5,319	-15	-0.3%	0.2	64.5	26.2	D			
	Northbound Off-ramp to Big Bend Road	Northbound On-ramp from Big Bend Road	USN 1004 DSN 1005 Link_Freeway	1,500	4,934	4,921	-13	-0.3%	0.2	65.4	25.1	C	65.3	25.1	C
			USN 1005 DSN 1006 Link_Freeway	2,000	4,934	4,924	-10	-0.2%	0.1	65.5	25.1	C			
			USN 1006 DSN 1007 Link_Freeway	2,714	4,934	4,929	-5	-0.1%	0.1	65.1	25.2	C			
	Northbound On-ramp from Big Bend Road	North of Big Bend Road	USN 1007 DSN 1008 Link_Freeway	1,500	6,735	6,736	1	0.0%	0.0	56.3	27.3	D	58.1	35.2	E
			USN 1008 DSN 1009 Link_Freeway	2,500	6,735	6,731	-4	-0.1%	0.1	54.5	39.3	E			
			USN 1009 DSN 1010 Link_Freeway	2,500	6,735	6,728	-7	-0.1%	0.1	62.8	35.8	E			
Northbound I-75 Ramps	Northbound Off-ramp to Big Bend Road	USN 1004 DSN 1200 Link_Freeway	320	400	398	-2	-0.4%	0.1	49.4	8.1	A	37.5	8.1	B	
		USN 1200 DSN 7100 Link_Freeway	148	400	398	-2	-0.5%	0.1	49.1	8.1	A				
		USN 7100 DSN 1201 Link_Surface	165	400	398	-2	-0.5%	0.1	45.3		A				
		USN 1201 DSN 1202 Link_Surface	781	400	398	-2	-0.5%	0.1	42.2		A				
		USN 1202 DSN 1203 Link_Surface	640	400	397	-3	-0.7%	0.1	42.1		A				
		USN 1203 DSN 1204 Link_Surface	317	400	398	-3	-0.6%	0.1	35.5		B				
		USN 1204 DSN 1205 Link_Surface	166	267	254	-13	-5.0%	0.8	29.7		C				
		USN 1204 DSN 7 Link_Surface	247	133	146	13	9.5%	1.1	3.9		F				
		USN 1205 DSN 8 Link_Surface	162	267	253	-14	-5.2%	0.9	17.9		E				
	Northbound On-ramp from Big Bend Road	USN 5 DSN 1206 Link_Surface	222	751	749	-2	-0.3%	0.1	31.1		C	38.2	16.6	B	
		USN 1206 DSN 1207 Link_Surface	938	751	746	-5	-0.6%	0.2	30.1		C				
		USN 1207 DSN 1209 Link_Surface	480	751	744	-7	-0.9%	0.2	30.4		C				
		USN 9 DSN 14 Link_Surface	149	1,050	1,056	6	0.5%	0.2	39.4		B				
		USN 14 DSN 15 Link_Surface	1,088	1,050	1,057	7	0.7%	0.2	37.2		B				
		USN 15 DSN 1209 Link_Surface	555	1,050	1,058	8	0.8%	0.2	37.0		B				
		USN 1209 DSN 1213 Link_Surface	614	1,801	1,803	2	0.1%	0.1	31.1		C				
		USN 1213 DSN 7001 Link_Surface	731	1,801	1,802	1	0.0%	0.0	37.9		B				
		USN 7001 DSN 38 Link_Freeway	900	1,801	1,804	3	0.2%	0.1	45.9	13.4	B				
Southbound I-75 Mainline	North of Big Bend Road	Southbound Off-ramp to Big Bend Road	USN 2000 DSN 2001 Link_Freeway	2,500	7,643	7,619	-24	-0.3%	0.3	64.9	39.5	E	62.8	36.4	E
			USN 2001 DSN 2002 Link_Freeway	1,600	7,643	7,614	-29	-0.4%	0.3	63.3	40.1	E			
			USN 2002 DSN 2003 Link_Freeway	1,600	7,643	7,612	-31	-0.4%	0.4	63.1	31.6	D			
			USN 2003 DSN 2004 Link_Freeway	1,500	7,643	7,608	-35	-0.5%	0.4	58.5	32.6	D			
	Southbound Off-ramp to Big Bend Road	Southbound On-ramp from Big Bend Road	USN 2004 DSN 2005 Link_Freeway	2,794	5,155	5,135	-20	-0.4%	0.3	64.3	26.6	D	64.8	26.4	D
			USN 2005 DSN 2006 Link_Freeway	1,728	5,155	5,129	-26	-0.5%	0.4	65.3	26.2	D			
			USN 2006 DSN 2007 Link_Freeway	1,500	5,155	5,128	-27	-0.5%	0.4	65.1	26.3	D			
	Southbound On-ramp from Big Bend Road	South of Big Bend Road	USN 2007 DSN 2008 Link_Freeway	1,500	5,707	5,693	-14	-0.2%	0.2	61.4	27.4	D	63.6	28.9	D
			USN 2008 DSN 2009 Link_Freeway	2,000	5,707	5,690	-17	-0.3%	0.2	64.3	29.5	D			
			USN 2009 DSN 2010 Link_Freeway	2,000	5,707	5,689	-18	-0.3%	0.2	64.5	29.4	D			

Southbound I-75 Ramps	Southbound Off-ramp to Big Bend Road		USN 2004 DSN 12 Link_Freeway	1,244	2,488	2,476	-12	-0.5%	0.2	48.3	22.6	C	36.8	20.7	B	
			USN 12 DSN 7002 Link_Freeway	656	2,488	2,474	-14	-0.6%	0.3	48.2	17.1	B				
			USN 7002 DSN 2201 Link_Surface	656	2,488	2,473	-15	-0.6%	0.3	41.8		B				
			USN 2201 DSN 2202 Link_Surface	784	1,060	1,031	-29	-2.8%	0.9	38.6		B				
			USN 2202 DSN 2203 Link_Surface	351	1,060	1,032	-28	-2.7%	0.9	31.8		C				
			USN 2203 DSN 5 Link_Surface	211	1,060	1,032	-28	-2.6%	0.9	5.6		F				
			USN 2201 DSN 2204 Link_Surface	1,206	1,428	1,441	13	0.9%	0.3	37.0		B				
			USN 2204 DSN 2205 Link_Surface	575	1,428	1,439	11	0.8%	0.3	28.6		C				
			USN 2205 DSN 2206 Link_Surface	435	1,428	1,437	9	0.6%	0.2	26.7		D				
			USN 2206 DSN 5 Link_Surface	328	1,428	1,428	0	0.0%	0.0	7.1		F				
	Southbound On-ramp from Big Bend Road		USN 5 DSN 2207 Link_Surface	382	552	566	14	2.5%	0.6	25.9		D	37.2	12.8	B	
			USN 2207 DSN 2208 Link_Surface	511	552	566	14	2.5%	0.6	31.0		C				
			USN 2208 DSN 2209 Link_Surface	616	552	564	12	2.2%	0.5	37.3		B				
			USN 2209 DSN 2210 Link_Surface	616	552	565	13	2.3%	0.5	39.0		B				
			USN 2210 DSN 7201 Link_Surface	113	552	564	12	2.2%	0.5	39.0		B				
			USN 7201 DSN 2214 Link_Freeway	113	552	564	12	2.2%	0.5	40.6	16.2	B				
USN 2214 DSN 2215 Link_Freeway			96	552	564	12	2.2%	0.5	43.5	13.0	B					
Eastbound Big Bend Road		Covington Gardens Drive	Southbound I-75 Ramp Terminal	USN 2 DSN 3 Link_Surface	931	2,112	2,093	-19	-0.9%	0.4	36.2	25.9		D		
				USN 3 DSN 5 Link_Surface	1,705	2,122	2,087	-35	-1.7%	0.8	20.3					
		Southbound I-75 Ramp Terminal	Northbound I-75 Ramp Terminal	USN 5 DSN 6 Link_Surface	1,142	2,606	2,602	-4	-0.2%	0.1	35.7				33.9	C
				USN 6 DSN 7 Link_Surface	569	2,606	2,601	-5	-0.2%	0.1	30.2					
Northbound I-75 Ramp Terminal	Simmons Loop	USN 7 DSN 8 Link_Surface	220	2,606	2,602	-4	-0.1%	0.1	33.3	29.6	C					
		USN 8 DSN 9 Link_Surface	1,133	2,873	2,856	-17	-0.6%	0.3	38.0							
		USN 9 DSN 10 Link_Surface	950	2,873	2,851	-22	-0.8%	0.4	18.9							
<i>Arterial Total - Weighted Average Speed</i>												29.3		C		
Westbound Big Bend Road		Simmons Loop	Northbound I-75 Ramp Terminal	USN 10 DSN 9 Link_Surface	950	2,584	2,618	34	1.3%	0.7	34.8	35.1		B		
				USN 9 DSN 8 Link_Surface	1,133	1,534	1,567	33	2.1%	0.8	38.8					
				USN 8 DSN 7 Link_Surface	220	1,534	1,570	36	2.3%	0.9	18.0					
		Northbound I-75 Ramp Terminal	Southbound I-75 Ramp Terminal	USN 7 DSN 6 Link_Surface	569	1,667	1,714	47	2.8%	1.2	35.7			24.9	D	
				USN 6 DSN 5 Link_Surface	1,142	1,667	1,713	46	2.8%	1.1	19.5					
		Southbound I-75 Ramp Terminal	Covington Gardens Drive	USN 5 DSN 3 Link_Surface	1,705	2,358	2,350	-8	-0.3%	0.2	37.6			30.0	C	
				USN 3 DSN 2 Link_Surface	931	2,358	2,355	-3	-0.1%	0.1	16.0					
<i>Arterial Total - Weighted Average Speed</i>												30.5		C		

Opening Year (2025) Build Alternative - PM Peak Hour
Intersection Measures of Effectiveness (MOEs)

Big Bend Road Intersection	Approach	Link ID	Demand Traffic Volumes				Simulated Volumes		Control Delay Movement (sec/veh)			Approach LOS		Intersection LOS	
			Left	Through	Right	Total	Total	% Diff	Left	Through	Right	Delay	LOS	Delay	LOS
Covington Gardens Drive	Eastbound	USN 1 DSN 2 Link_Surface	98	1,656	154	1,908	1,901	-0.4%	62.5	20.8	4.2	22.1	C	22.5	C
	Westbound	USN 3 DSN 2 Link_Surface	613	1,669	76	2,358	2,355	-0.1%	52.5	8.9	1.0	20.3	C		
	Northbound	USN 6001 DSN 2 Link_Surface	103	21	371	495	492	-0.7%	57.1	61.4	13.3	25.7	C		
	Southbound	USN 6002 DSN 2 Link_Surface	85	27	37	149	153	2.8%	57.0	65.2	26.0	51.3	D		
Southbound I-75 Ramp Terminal	Eastbound	USN 3 DSN 5 Link_Surface	751	1,178	0	1,929	2,087	8.2%	47.6	10.6	0.9	23.8	C	19.4	B
	Westbound	USN 6 DSN 5 Link_Surface	369	1,298	0	1,667	1,713	2.8%	23.6	15.5	0.0	17.5	B		
	Northbound	USN 2206 DSN 5 Link_Surface	0	0	1,428	1,428	1,428	0.0%	0.0	0.0	18.0	18.0	B		
	Southbound	USN 2203 DSN 5 Link_Surface	0	0	1,060	1,060	1,032	-2.6%	0.0	0.0	15.8	15.8	B		
Northbound I-75 Ramp Terminal	Eastbound	USN 6 DSN 7 Link_Surface	0	2,606	0	2,606	2,601	-0.2%	0.0	2.0	0.0	2.0	A	3.5	A
	Westbound	USN 8 DSN 7 Link_Surface	0	1,534	0	1,534	1,570	2.3%	0.0	3.4	0.0	3.4	A		
	Northbound	USN 1204 DSN 7 Link_Surface	133	0	0	133	146	9.5%	33.7	0.0	0.0	33.7	C		
Simmons Loop	Eastbound	USN 9 DSN 10 Link_Surface	120	2,493	260	2,873	2,851	-0.8%	76.4	10.8	1.3	13.5	B	19.1	B
	Westbound	USN 11 DSN 10 Link_Surface	50	2,252	274	2,576	2,582	0.2%	67.6	16.5	1.8	16.2	B		
	Northbound	USN 6004 DSN 10 Link_Surface	161	44	85	290	288	-0.6%	62.5	64.4	13.4	50.2	D		
	Southbound	USN 6005 DSN 10 Link_Surface	234	81	171	486	487	0.1%	61.1	60.5	23.7	48.3	D		

Opening Year (2025) Build Alternative - PM Peak Hour

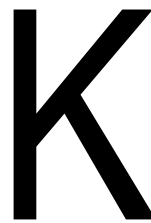
Intersection Measures of Effectiveness (MOEs)

Big Bend Road Intersection	Approach	Lane	Link/Lane ID	Average Vehicle Queue Length (ft)	Maximum Vehicle Queue Length (ft)	Maximum Vehicle Queue in Lane Group (ft)
Covington Gardens Drive	Eastbound	Left	USN 1 DSN 2 Lane 7 Lane_Surface	50	200	200
		Through (Inside)	USN 1 DSN 2 Lane 3 Lane_Surface	100	375	400
		Through (Middle)	USN 1 DSN 2 Lane 2 Lane_Surface	100	400	
		Through (Outside)	USN 1 DSN 2 Lane 1 Lane_Surface	75	375	
		Right	USN 1 DSN 2 Lane 6 Lane_Surface	0	50	50
	Westbound	Left (Outside)	USN 3 DSN 2 Lane 7 Lane_Surface	150	375	375
		Left (Inside)	USN 3 DSN 2 Lane 6 Lane_Surface	100	325	300
		Through (Inside)	USN 3 DSN 2 Lane 3 Lane_Surface	25	250	
		Through (Middle)	USN 3 DSN 2 Lane 2 Lane_Surface	50	300	
		Through (Outside)	USN 3 DSN 2 Lane 1 Lane_Surface	50	275	
		Right	USN 3 DSN 2 Lane 5 Lane_Surface	0	25	25
	Northbound	Left	USN 6001 DSN 2 Lane 7 Lane_Surface	50	175	175
		Through	USN 6001 DSN 2 Lane 2 Lane_Surface	0	50	50
		Right (Inside)	USN 6001 DSN 2 Lane 1 Lane_Surface	25	100	125
Right (Inside)		USN 6001 DSN 2 Lane 6 Lane_Surface	25	125		
Southbound	Left	USN 6002 DSN 2 Lane 2 Lane_Surface	50	150	150	
	Through-Right	USN 6002 DSN 2 Lane 1 Lane_Surface	25	100	100	
Southbound I-75 Ramp Terminal	Eastbound	Left (Outside)	USN 3 DSN 5 Lane 7 Lane_Surface	175	475	475
		Left (Inside)	USN 3 DSN 5 Lane 6 Lane_Surface	150	425	300
		Through (Inside)	USN 3 DSN 5 Lane 3 Lane_Surface	25	275	
		Through (Middle)	USN 3 DSN 5 Lane 2 Lane_Surface	25	300	
		Through (Outside)	USN 3 DSN 5 Lane 1 Lane_Surface	25	275	
		Right	USN 3 DSN 5 Lane 5 Lane_Surface	0	50	50
	Westbound	Left (Outside)	USN 6 DSN 5 Lane 7 Lane_Surface	50	225	225
		Left (Inside)	USN 6 DSN 5 Lane 6 Lane_Surface	25	175	300
		Through (Inside)	USN 6 DSN 5 Lane 3 Lane_Surface	50	300	
		Through (Middle)	USN 6 DSN 5 Lane 2 Lane_Surface	50	275	
	Through (Outside)	USN 6 DSN 5 Lane 1 Lane_Surface	50	250		
	Northbound	Right (Inside)	USN 2206 DSN 5 Lane 3 Lane_Surface	100	350	350
		Right (Middle)	USN 2206 DSN 5 Lane 2 Lane_Surface	75	275	
		Right (Outside)	USN 2206 DSN 5 Lane 1 Lane_Surface	50	225	
Southbound	Right (Inside)	USN 2203 DSN 5 Lane 2 Lane_Surface	75	275	275	
	Right (Outside)	USN 2203 DSN 5 Lane 1 Lane_Surface	50	250		
Northbound I-75 Ramp Terminal	Eastbound	Through (Inside)	USN 6 DSN 7 Lane 3 Lane_Surface	0	150	175
		Through (Middle)	USN 6 DSN 7 Lane 2 Lane_Surface	25	175	
		Through (Outside)	USN 6 DSN 7 Lane 1 Lane_Surface	0	150	
	Westbound	Through (Inside)	USN 8 DSN 7 Lane 3 Lane_Surface	25	250	250
		Through (Middle)	USN 8 DSN 7 Lane 2 Lane_Surface	0	175	
		Through (Outside)	USN 8 DSN 7 Lane 1 Lane_Surface	0	150	
		Right	USN 10 DSN 9 Lane 1 Lane_Surface	0	0	0
	Northbound	Left (Inside)	USN 1204 DSN 7 Lane 2 Lane_Surface	25	125	125
Left (Outside)		USN 1204 DSN 7 Lane 1 Lane_Surface	0	25		
Right		USN 1205 DSN 8 Lane 1 Lane_Surface	0	0	0	
Simmons Loop	Eastbound	Left (Outside)	USN 9 DSN 10 Lane 7 Lane_Surface	50	150	150
		Left (Inside)	USN 9 DSN 10 Lane 6 Lane_Surface	25	100	425
		Through (Inside)	USN 9 DSN 10 Lane 3 Lane_Surface	75	400	
		Through (Middle)	USN 9 DSN 10 Lane 2 Lane_Surface	75	425	
		Through (Outside)	USN 9 DSN 10 Lane 1 Lane_Surface	75	375	
		Right	USN 9 DSN 10 Lane 5 Lane_Surface	0	75	75
	Westbound	Left	USN 11 DSN 10 Lane 7 Lane_Surface	25	100	100
		Through (Inside)	USN 11 DSN 10 Lane 3 Lane_Surface	125	500	500
		Through (Middle)	USN 11 DSN 10 Lane 2 Lane_Surface	100	425	
		Through (Outside)	USN 11 DSN 10 Lane 1 Lane_Surface	75	400	
		Right	USN 11 DSN 10 Lane 6 Lane_Surface	0	75	75
	Northbound	Left (Outside)	USN 6004 DSN 10 Lane 7 Lane_Surface	50	150	150
		Left (Inside)	USN 6004 DSN 10 Lane 6 Lane_Surface	25	100	
		Through	USN 6004 DSN 10 Lane 2 Lane_Surface	25	100	100
Right		USN 6004 DSN 10 Lane 1 Lane_Surface	0	75	75	
Southbound	Left (Outside)	USN 6005 DSN 10 Lane 7 Lane_Surface	75	200	200	
	Left (Inside)	USN 6005 DSN 10 Lane 6 Lane_Surface	25	125		
	Through	USN 6005 DSN 10 Lane 2 Lane_Surface	25	125	125	
	Right	USN 6005 DSN 10 Lane 1 Lane_Surface	25	150	150	

Opening Year (2025) Build Alternative - PM Peak Hour

Roadway Segment Measures of Effectiveness (MOEs)

Description			Link ID	Free Flow Speed (mph)	Simulated Speed (mph) by Time Period											
On Roadway	Segment				TP1	TP2	TP3	TP4	TP5	TP6	TP7	TP8	TP9	TP10	TP11	TP12
	From	To			3:30 AM	3:45 PM	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM	6:00 PM	6:15 PM
Northbound I-75 Mainline	South of Big Bend Road	Northbound Off-ramp to Big Bend Road	USN 1001 DSN 1002 Link_Freeway	70	67	67	67	67	67	67	67	67	67	67	67	
			USN 1002 DSN 1003 Link_Freeway	70	66	66	66	65	66	66	65	65	66	66	66	66
			USN 1003 DSN 1004 Link_Freeway	70	65	65	65	65	65	65	64	64	65	65	66	65
	Northbound Off-ramp to Big Bend Road	Northbound On-ramp from Big Bend Road	USN 1004 DSN 1005 Link_Freeway	70	65	66	66	65	65	66	65	65	65	66	66	66
			USN 1005 DSN 1006 Link_Freeway	70	65	66	66	65	66	66	65	65	65	66	66	66
			USN 1006 DSN 1007 Link_Freeway	70	65	66	65	65	65	65	65	65	65	66	66	66
	Northbound On-ramp from Big Bend Road	North of Big Bend Road	USN 1007 DSN 1008 Link_Freeway	70	56	59	57	58	58	58	54	56	57	58	60	60
			USN 1008 DSN 1009 Link_Freeway	70	55	58	56	57	56	57	52	52	56	58	59	60
			USN 1009 DSN 1010 Link_Freeway	70	63	64	63	63	64	64	62	62	63	64	65	65
Northbound I-75 Ramps	Northbound Off-ramp to Big Bend Road		USN 1004 DSN 1200 Link_Freeway	50	49	50	49	49	49	50	50	49	49	50	49	
			USN 1200 DSN 7100 Link_Freeway	50	49	49	49	49	49	49	49	49	49	49	49	
			USN 7100 DSN 1201 Link_Surface	45	45	45	45	45	45	45	46	45	45	46	45	
			USN 1201 DSN 1202 Link_Surface	45	42	42	42	42	42	42	43	42	42	43	42	
			USN 1202 DSN 1203 Link_Surface	45	42	42	42	41	42	42	42	42	41	43	42	
			USN 1203 DSN 1204 Link_Surface	35	35	36	35	35	35	36	36	35	35	36	36	
			USN 1204 DSN 1205 Link_Surface	30	30	30	29	30	30	30	30	30	29	31	30	
			USN 1204 DSN 7 Link_Surface	30	4	4	4	4	4	4	4	4	4	4	4	
			USN 1205 DSN 8 Link_Surface	30	18	18	18	18	18	18	18	18	18	18	18	
	Northbound On-ramp from Big Bend Road			USN 5 DSN 1206 Link_Surface	35	31	31	31	31	31	31	31	31	31	31	
				USN 1206 DSN 1207 Link_Surface	35	30	30	30	30	30	30	30	30	30	30	
				USN 1207 DSN 1209 Link_Surface	35	31	31	30	31	30	31	30	30	30	31	
				USN 9 DSN 14 Link_Surface	40	39	40	40	39	39	39	39	39	40	40	
				USN 14 DSN 15 Link_Surface	40	37	37	37	37	37	37	37	37	38		
				USN 15 DSN 1209 Link_Surface	40	37	37	37	37	37	37	37	37	37		
				USN 1209 DSN 1213 Link_Surface	40	32	31	31	31	31	31	31	31	32		
				USN 1213 DSN 7001 Link_Surface	45	38	38	38	38	38	38	38	38	38		
				USN 7001 DSN 38 Link_Freeway	50	46	46	46	46	46	46	45	46	46		
USN 38 DSN 1007 Link_Freeway	50	47	48	48	48	48	48	48	48	48						
Southbound I-75 Mainline	North of Big Bend Road	Southbound Off-ramp to Big Bend Road	USN 2000 DSN 2001 Link_Freeway	70	65	65	65	65	65	65	65	65	65	66		
			USN 2001 DSN 2002 Link_Freeway	70	63	64	63	63	64	63	63	63	64			
			USN 2002 DSN 2003 Link_Freeway	70	63	64	63	63	63	63	63	63	64			
			USN 2003 DSN 2004 Link_Freeway	70	60	61	59	60	60	60	58	56	58			
	Southbound Off-ramp to Big Bend Road	Southbound On-ramp from Beg Bend Road	USN 2004 DSN 2005 Link_Freeway	70	65	65	64	65	65	64	64	64	65			
			USN 2005 DSN 2006 Link_Freeway	70	65	66	65	65	65	65	65	65	66			
			USN 2006 DSN 2007 Link_Freeway	70	65	65	65	65	65	65	65	65	66			
	Southbound On-ramp from Big Bend Road	South of Big Bend Road	USN 2007 DSN 2008 Link_Freeway	70	62	63	62	62	62	62	60	61	62			
			USN 2008 DSN 2009 Link_Freeway	70	65	65	65	64	65	64	64	64	65			
USN 2009 DSN 2010 Link_Freeway			70	65	65	65	65	65	65	64	64	65				

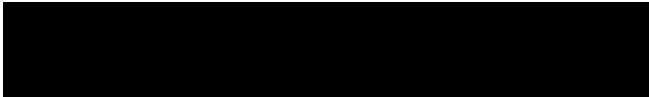
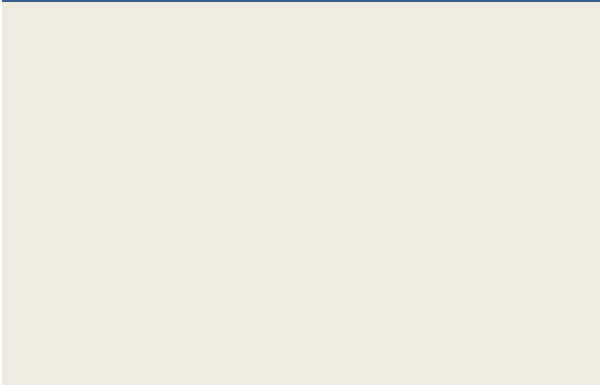


Design Year (2045) CORSIM
Analysis Results



K.1

No Build Alternative



Design Year (2045) No Build - AM Peak Hour
Roadway Segment Measures of Effectiveness (MOEs)

On Roadway	Description Segment		Link ID	Length (ft)	AM Peak Hour										
	From	To			Hourly Volumes (veh)					Link-Specific MOEs			Segment Averages (Weighted)		
					Actual	Simulated	Difference	% Vol Diff	GEH	Speed (mph)	Density (vphpl)	LOS	Speed (mph)	Density (vphpl)	LOS
Northbound I-75 Mainline	South of Big Bend Road	Northbound Off-ramp to Big Bend Road	USN 100 DSN 102 Link_Freeway	2,174	5,053	2,557	-2,496	-49.4%	40.5	19.5	57.9	F	19.5	51.4	F
			USN 102 DSN 104 Link_Freeway	1,525	5,053	2,519	-2,534	-50.1%	41.2	20.7	50.1	F			
			USN 104 DSN 106 Link_Freeway	1,434	5,053	2,508	-2,545	-50.4%	41.4	21.7	44.7	E			
			USN 106 DSN 108 Link_Freeway	1,482	5,053	2,516	-2,537	-50.2%	41.2	16.4	49.5	F			
	Northbound Off-ramp to Big Bend Road	Northbound On-ramp from Big Bend Road	USN 108 DSN 110 Link_Freeway	1,801	4,296	2,218	-2,078	-48.4%	36.4	63.3	11.7	B	63.3	11.7	B
	Northbound On-Ramp from Big Bend Road	North of Big Bend Road	USN 110 DSN 112 Link_Freeway	1,542	8,044	4,030	-4,014	-49.9%	51.7	60.7	16.7	B	65.5	20.0	C
			USN 112 DSN 114 Link_Freeway	1,500	8,044	4,033	-4,011	-49.9%	51.6	66.4	20.2	C			
			USN 114 DSN 116 Link_Freeway	1,462	8,044	4,038	-4,007	-49.8%	51.5	66.4	20.3	C			
			USN 116 DSN 118 Link_Freeway	2,086	8,044	4,040	-4,004	-49.8%	51.5	66.3	20.3	C			
			USN 118 DSN 120 Link_Freeway	1,727	8,044	4,046	-3,998	-49.7%	51.4	66.1	20.4	C			
USN 120 DSN 122 Link_Freeway			1,720	8,044	4,051	-3,994	-49.6%	51.4	66.1	20.4	C				
USN 122 DSN 124 Link_Freeway	1,562	8,044	4,058	-3,986	-49.6%	51.2	66.0	20.5	C						
USN 124 DSN 126 Link_Freeway	1,621	8,044	4,062	-3,982	-49.5%	51.2	65.9	20.5	C						
Northbound I-75 Ramps	Northbound Off-ramp to Big Bend Road	USN 108 DSN 208 Link_Freeway	320	757	304	-453	-59.8%	19.6	3.2	95.8	F	6.7	101.4	F	
		USN 208 DSN 7208 Link_Freeway	148	757	305	-452	-59.8%	19.6	2.7	113.4	F				
		USN 7208 DSN 210 Link_Surface	165	757	305	-452	-59.7%	19.6	2		F				
		USN 210 DSN 212 Link_Surface	781	757	307	-450	-59.5%	19.5	1.4		F				
		USN 212 DSN 214 Link_Surface	571	757	306	-451	-59.5%	19.5	1.4		F				
		USN 214 DSN 216 Link_Surface	422	757	307	-450	-59.4%	19.5	1.5		F				
		USN 216 DSN 218 Link_Surface	316	444	181	-263	-59.3%	14.9	27.3		C				
		USN 218 DSN 918 Link_Surface	411	444	181	-263	-59.3%	14.9	23.8		D				
	USN 216 DSN 916 Link_Surface	247	313	126	-187	-59.7%	12.6	0.6		F					
	Northbound On-Ramp from Big Bend Road	USN 916 DSN 222 Link_Surface	399	2,015	606	-1,409	-69.9%	38.9	29.6		C	27.7	46.5	C	
		USN 914 DSN 220 Link_Surface	241	1,733	1,200	-534	-30.8%	13.9	8.4		F				
		USN 220 DSN 222 Link_Surface	289	1,733	1,200	-534	-30.8%	13.9	7.4		F				
		USN 222 DSN 224 Link_Surface	182	3,748	1,806	-1,942	-51.8%	36.8	27.6		C				
		USN 224 DSN 7226 Link_Surface	322	3,748	1,807	-1,941	-51.8%	36.8	38.5		B				
USN 7226 DSN 226 Link_Freeway		381	3,748	1,806	-1,942	-51.8%	36.8	39.4	48.0	F					
USN 226 DSN 110 Link_Freeway	154	3,748	1,806	-1,942	-51.8%	36.8	40.2	45.0	E						
Southbound I-75 Mainline	North of Big Bend Rd	Southbound Off-ramp to Big Bend Road	USN 300 DSN 302 Link_Freeway	1,665	7,213	3,382	-3,831	-53.1%	52.6	10.0	118.9	F	13.3	93.6	F
			USN 302 DSN 304 Link_Freeway	1,649	7,213	3,388	-3,825	-53.0%	52.5	9.9	118.4	F			
			USN 304 DSN 306 Link_Freeway	1,616	7,213	3,390	-3,823	-53.0%	52.5	10.4	113.5	F			
			USN 306 DSN 308 Link_Freeway	1,745	7,213	3,385	-3,828	-53.1%	52.6	11.1	106.3	F			
			USN 308 DSN 310 Link_Freeway	2,081	7,213	3,388	-3,825	-53.0%	52.5	12.4	95.8	F			
			USN 310 DSN 312 Link_Freeway	1,549	7,213	3,379	-3,835	-53.2%	52.7	14.7	80.5	F			
			USN 312 DSN 314 Link_Freeway	1,515	7,213	3,381	-3,832	-53.1%	52.7	18.6	63.2	F			
	USN 314 DSN 316 Link_Freeway	1,507	7,213	3,377	-3,836	-53.2%	52.7	21.1	43.7	E					
	Southbound Off-ramp to Big Bend Road	Southbound On-ramp from Big Bend Road	USN 316 DSN 318 Link_Freeway	2,261	4,499	2,486	-2,013	-44.7%	34.1	64.7	12.8	B	64.7	12.8	B
	Southbound On-ramp from Big Bend Road	South of Big Bend Road	USN 318 DSN 320 Link_Freeway	1,391	5,047	2,823	-2,224	-44.1%	35.5	66.3	12.5	B	66.9	13.7	B
USN 320 DSN 322 Link_Freeway			1,039	5,047	2,824	-2,223	-44.0%	35.4	66.9	14.1	B				
USN 322 DSN 324 Link_Freeway			1,473	5,047	2,823	-2,224	-44.1%	35.4	67.1	14.0	B				
USN 324 DSN 326 Link_Freeway	2,204	5,047	2,828	-2,220	-44.0%	35.4	67.2	14.0	B						

Design Year (2045) No Build - AM Peak Hour
Roadway Segment Measures of Effectiveness (MOEs)

On Roadway	Description		Link ID	Length (ft)	AM Peak Hour											
	Segment				Hourly Volumes (veh)					Link-Specific MOEs			Segment Averages (Weighted)			
	From	To			Actual	Simulated	Difference	% Vol Diff	GEH	Speed (mph)	Density (vphpl)	LOS	Speed (mph)	Density (vphpl)	LOS	
Southbound I-75 Ramps	SB Off-ramp to Big Bend Rd		USN 316 DSN 7416 Link_Freeway	414	2,714	889	-1,825	-67.2%	43.0	8.4	105.7	F	9.1	105.7	F	
			USN 7416 DSN 416 Link_Surface	409	2,714	890	-1,824	-67.2%	43.0	5.2		F				
			USN 416 DSN 418 Link_Surface	185	2,714	888	-1,826	-67.3%	43.0	2.8		F				
			USN 418 DSN 420 Link_Surface	217	1,459	474	-985	-67.5%	31.7	25.3		D				
			USN 420 DSN 910 Link_Surface	173	1,459	474	-985	-67.5%	31.7	20.2		E				
			USN 418 DSN 908 Link_Surface	301	1,255	414	-841	-67.0%	29.1	1.0		F				
	SB On-ramp from Big Bend Rd			USN 908 DSN 424 Link_Surface	382	321	191	-130	-40.5%	8.1	29.2		C	36.5	6.3	B
				USN 906 DSN 422 Link_Surface	446	227	150	-77	-34.1%	5.6	31.0		C			
				USN 422 DSN 424 Link_Surface	321	227	150	-77	-34.1%	5.6	23.1		D			
				USN 424 DSN 428 Link_Surface	511	548	341	-207	-37.8%	9.8	36.0		B			
				USN 428 DSN 430 Link_Surface	616	548	342	-206	-37.7%	9.8	40.4		B			
				USN 430 DSN 432 Link_Surface	259	548	341	-207	-37.7%	9.8	41.2		B			
				USN 432 DSN 7432 Link_Surface	113	548	341	-207	-37.7%	9.8	40.9		B			
				USN 7432 DSN 434 Link_Freeway	113	548	341	-207	-37.8%	9.8	41.6	9.5	A			
Eastbound Big Bend Road	Covington Gardens Drive	East Bay High School	USN 902 DSN 904 Link_Surface	1,224	3,266	2,465	-801	-24.5%	15.0	13.9		F	13.9		F	
	East Bay High School	Southbound I-75 Ramp Terminal	USN 904 DSN 906 Link_Surface	779	3,582	2,522	-1,060	-29.6%	19.2	10.9		F	9.1		F	
	Southbound I-75 Ramp Terminal	Northbound I-75 Ramp Terminal	USN 906 DSN 908 Link_Surface	691	3,355	2,370	-986	-29.4%	18.4	7.2		F	16.5		E	
			USN 908 DSN 910 Link_Surface	281	3,355	2,369	-986	-29.4%	18.4	14.3		F				
			USN 910 DSN 914 Link_Surface	955	4,814	2,839	-1,975	-41.0%	31.9	20.5		E				
	Northbound I-75 Ramp Terminal	Simmons Loop	USN 914 DSN 916 Link_Surface	383	3,081	1,644	-1,438	-46.7%	29.6	8.4		F	25.4		D	
			USN 916 DSN 918 Link_Surface	721	3,081	1,643	-1,438	-46.7%	29.6	35.1		B				
			USN 918 DSN 920 Link_Surface	512	3,525	1,825	-1,700	-48.2%	32.9	37.1		B				
		USN 920 DSN 922 Link_Surface	1,255	3,525	1,821	-1,704	-48.4%	33.0	15.1		F					
<i>Arterial Total - Weighted Average Speed</i>												17.7		E		
Westbound Big Bend Road	Simmons Loop	Northbound I-75 Ramp Terminal	USN 922 DSN 920 Link_Surface	1,255	4,022	1,938	-2,084	-51.8%	38.2	5.4		F	4.5		F	
			USN 920 DSN 916 Link_Surface	1,233	4,022	1,938	-2,085	-51.8%	38.2	3.6		F				
	Northbound I-75 Ramp Terminal	Southbound I-75 Ramp Terminal	USN 916 DSN 914 Link_Surface	383	2,320	1,456	-864	-37.2%	19.9	32.0		C	30.8		C	
			USN 914 DSN 912 Link_Surface	700	2,320	1,455	-865	-37.3%	19.9	42.2		A				
			USN 912 DSN 908 Link_Surface	536	2,320	1,452	-868	-37.4%	20.0	15.1		F				
	Southbound I-75 Ramp Terminal	East Bay High School	USN 908 DSN 906 Link_Surface	691	3,254	1,675	-1,579	-48.5%	31.8	37.1		B	27.4		C	
			USN 906 DSN 904 Link_Surface	779	3,254	1,671	-1,583	-48.7%	31.9	18.9		E				
	East Bay High School	Covington Garden Drive	USN 904 DSN 902 Link_Surface	1,224	3,266	1,753	-1,513	-46.3%	30.2	19.2		E	19.2		E	
<i>Arterial Total - Weighted Average Speed</i>												18.4		E		

Design Year (2045) No Build - AM Peak Hour
Intersection Measures of Effectiveness (MOEs)

Big Bend Road Intersection	Approach	Link ID	Demand Traffic Volumes				Simulated Volumes		Control Delay Movement (sec/veh)			Approach LOS		Intersection LOS	
			Left	Through	Right	Total	Total	% Diff	Left	Through	Right	Delay	LOS	Delay	LOS
Covington Gardens Drive	Eastbound	USN 900 DSN 902 Link_Surface	26	2,593	208	2,827	1,577	-44.2%	119.8	138.9	101.0	135.9	F	58.2	E
	Westbound	USN 904 DSN 902 Link_Surface	560	2,701	5	3,266	1,753	-46.3%	37.5	11.8	0.0	16.0	B		
	Northbound	USN 928 DSN 902 Link_Surface	321	120	933	1,374	1,381	0.5%	27.7	32.6	28.5	28.9	C		
	Southbound	USN 930 DSN 902 Link_Surface	91	81	71	243	245	0.8%	34.2	23.4	14.5	25.2	C		
East Bay High School Entrance	Eastbound	USN 902 DSN 904 Link_Surface	148	3,469	0	3,617	2,465	-31.8%	39.6	26.6	0.0	26.9	C	26.0	C
	Westbound	USN 906 DSN 904 Link_Surface	0	3,113	141	3,254	1,671	-48.6%	0.0	12.5	11.0	12.5	B		
	Southbound	USN 932 DSN 904 Link_Surface	113	0	153	266	247	-7.1%	119.6	0.0	101.0	109.1	F		
Southbound I-75 Ramp Terminal	Eastbound	USN 906 DSN 908 Link_Surface	0	3,355	227	3,582	2,370	-33.8%	0.0	30.1	0.0	30.1	C	36.6	D
	Westbound	USN 912 DSN 908 Link_Surface	321	1,999	0	2,320	1,452	-37.4%	75.9	3.5	0.0	14.1	B		
	Northbound	USN 418 DSN 908 Link_Surface	1,255	0	1,459	2,714	414	-84.7%	153.0	0.0	0.0	153.0	F		
Northbound I-75 Ramp Terminal	Eastbound	USN 914 DSN 916 Link_Surface	0	3,081	1,733	4,814	1,644	-65.8%	0.0	20.2	0.0	20.2	C	76.1	E
	Westbound	USN 920 DSN 916 Link_Surface	2,015	2,007	0	4,022	1,938	-51.8%	260.9	12.3	0.0	115.6	F		
	Northbound	USN 216 DSN 916 Link_Surface	313	0	444	757	126	-83.4%	196.6	0.0	0.0	196.6	F		
Simmons Loop	Eastbound	USN 920 DSN 922 Link_Surface	207	3,127	191	3,525	1,821	-48.3%	82.6	30.4	4.5	32.6	C	125.5	F
	Westbound	USN 924 DSN 922 Link_Surface	174	3,485	446	4,105	1,875	-54.3%	130.9	103.0	71.8	101.1	F		
	Northbound	USN 926 DSN 922 Link_Surface	439	83	95	617	392	-36.5%	453.1	262.7	265.4	397.5	F		
	Southbound	USN 934 DSN 922 Link_Surface	394	110	98	602	534	-11.3%	286.3	407.1	362.5	328.0	F		

Design Year (2045) No-Build Alternative - AM Peak Hour
Intersection Measures of Effectiveness (MOEs)

Big Bend Road Intersection	Approach	Lane	Link/Lane ID	Average Vehicle Queue Length (ft)	Maximum Vehicle Queue Length (ft)	Maximum Vehicle Queue in Lane Group (ft)
Covington Gardens Drive	Eastbound	Left	USN 900 DSN 902 Lane 7 Lane_Surface	0	75	75
		Through (Inside)	USN 900 DSN 902 Lane 2 Lane_Surface	1,725	1,950	1,950
		Through (Outside)	USN 900 DSN 902 Lane 1 Lane_Surface	1,700	1,950	
		Right	USN 900 DSN 902 Lane 6 Lane_Surface	0	100	100
	Westbound	Left (Outside)	USN 904 DSN 902 Lane 7 Lane_Surface	50	200	200
		Left (Inside)	USN 904 DSN 902 Lane 6 Lane_Surface	25	125	
		Through (Inside)	USN 904 DSN 902 Lane 2 Lane_Surface	75	400	400
		Through (Outside)	USN 904 DSN 902 Lane 1 Lane_Surface	75	375	
		Right	USN 904 DSN 902 Lane 5 Lane_Surface	0	0	0
	Northbound	Left	USN 928 DSN 902 Lane 7 Lane_Surface	50	175	175
		Through	USN 928 DSN 902 Lane 2 Lane_Surface	50	175	175
		Right (Inside)	USN 928 DSN 902 Lane 1 Lane_Surface	125	375	375
		Right (Inside)	USN 928 DSN 902 Lane 6 Lane_Surface	100	325	
	Southbound	Left	USN 930 DSN 902 Lane 2 Lane_Surface	25	125	125
Through-Right		USN 930 DSN 902 Lane 1 Lane_Surface	25	100	100	
East Bay High School Entrance	Eastbound	Left	USN 902 DSN 904 Lane 7 Lane_Surface	0	75	75
		Through (Inside)	USN 902 DSN 904 Lane 2 Lane_Surface	350	875	900
		Through (Outside)	USN 902 DSN 904 Lane 1 Lane_Surface	375	900	
	Westbound	Through (Inside)	USN 906 DSN 904 Lane 2 Lane_Surface	75	400	400
		Through (Outside)	USN 906 DSN 904 Lane 1 Lane_Surface	75	375	
		Right	USN 906 DSN 904 Lane 7 Lane_Surface	0	50	50
	Southbound	Left-Right	USN 932 DSN 904 Lane 1 Lane_Surface	250	375	375
Southbound I-75 Ramp Terminal	Eastbound	Through (Inside)	USN 906 DSN 908 Lane 2 Lane_Surface	350	775	775
		Through (Outside)	USN 906 DSN 908 Lane 2 Lane_Surface	350	775	
		Right	USN 422 DSN 424 Lane 1 Lane_Surface	0	50	50
	Westbound	Left	USN 912 DSN 908 Lane 7 Lane_Surface	125	275	275
		Through (Inside)	USN 912 DSN 908 Lane 2 Lane_Surface	25	200	200
		Through (Outside)	USN 912 DSN 908 Lane 1 Lane_Surface	25	200	
	Northbound	Left (Outside)	USN 418 DSN 908 Lane 1 Lane_Surface	275	350	350
		Left (Inside)	USN 418 DSN 908 Lane 2 Lane_Surface	300	350	
		Right	USN 420 DSN 910 Lane 1 Lane_Surface	0	0	0
Northbound I-75 Ramp Terminal	Eastbound	Through (Inside)	USN 914 DSN 916 Lane 2 Lane_Surface	125	425	425
		Through (Outside)	USN 914 DSN 916 Lane 1 Lane_Surface	125	425	
		Right	USN 220 DSN 222 Lane 1 Lane_Surface	125	325	325
	Westbound	Left	USN 920 DSN 916 Lane 7 Lane_Surface	875	1,000	1,000
		Through (Inside)	USN 920 DSN 916 Lane 2 Lane_Surface	1,400	1,550	1,550
		Through (Outside)	USN 920 DSN 916 Lane 1 Lane_Surface	400	1,025	
	Northbound	Left	USN 216 DSN 916 Lane 1 Lane_Surface	250	300	300
Right		USN 218 DSN 918 Lane 1 Lane_Surface	0	0	0	
Simmons Loop	Eastbound	Left (Outside)	USN 920 DSN 922 Lane 7 Lane_Surface	50	125	125
		Left (Inside)	USN 920 DSN 922 Lane 6 Lane_Surface	25	75	
		Through (Inside)	USN 920 DSN 922 Lane 2 Lane_Surface	225	725	725
		Through (Outside)	USN 920 DSN 922 Lane 1 Lane_Surface	225	725	
		Right	USN 920 DSN 922 Lane 5 Lane_Surface	0	50	50
	Westbound	Left	USN 924 DSN 922 Lane 7 Lane_Surface	50	175	175
		Through (Inside)	USN 924 DSN 922 Lane 2 Lane_Surface	1,350	1,925	1,925
		Through (Outside)	USN 924 DSN 922 Lane 1 Lane_Surface	1,375	1,900	
		Right	USN 924 DSN 922 Lane 6 Lane_Surface	0	75	75
	Northbound	Left (Outside)	USN 926 DSN 922 Lane 7 Lane_Surface	575	625	625
		Left (Inside)	USN 926 DSN 922 Lane 6 Lane_Surface	500	550	
		Through	USN 926 DSN 922 Lane 2 Lane_Surface	550	600	600
		Right	USN 926 DSN 922 Lane 1 Lane_Surface	575	625	625
	Southbound	Left (Outside)	USN 934 DSN 922 Lane 7 Lane_Surface	250	350	350
Left (Inside)		USN 934 DSN 922 Lane 6 Lane_Surface	175	275		
Through		USN 934 DSN 922 Lane 2 Lane_Surface	875	1,025	1,025	
Right		USN 934 DSN 922 Lane 1 Lane_Surface	925	1,050	1,050	

Design Year (2045) No Build - AM Peak Hour
Roadway Segment Measures of Effectiveness (MOEs)

Description		Link ID	Free Flow Speed (mph)	Simulated Speed (mph) by Time Period													
				TP1	TP2	TP3	TP4	TP5	TP6	TP7	TP8	TP9	TP10	TP11	TP12		
On Roadway	Segment				6:00 AM	6:15 AM	6:30 AM	6:45 AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM	
	From	To															
Southbound I-75 Ramps	SB Off-ramp to Big Bend Rd	USN 316 DSN 7416 Link_Freeway	30	12	9	9	9	8	9	8	8	8	9	8	9	8	
		USN 7416 DSN 416 Link_Surface	30	7	5	5	5	5	5	5	5	5	5	5	5	5	5
		USN 416 DSN 418 Link_Surface	30	3	3	3	3	3	3	3	3	3	3	3	3	3	3
		USN 418 DSN 420 Link_Surface	30	26	26	26	25	26	25	25	25	25	25	25	25	25	25
		USN 420 DSN 910 Link_Surface	30	20	20	20	20	20	20	20	20	20	20	20	20	20	20
		USN 418 DSN 908 Link_Surface	30	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	SB On-ramp from Big Bend Rd	USN 908 DSN 424 Link_Surface	45	29	28	29	30	29	29	29	29	29	29	29	30	29	29
		USN 906 DSN 422 Link_Surface	45	31	31	31	31	31	31	31	31	31	31	31	31	31	31
		USN 422 DSN 424 Link_Surface	45	23	24	24	23	23	23	23	23	23	23	23	24	24	24
		USN 424 DSN 428 Link_Surface	45	37	36	37	36	36	36	36	36	36	36	36	37	36	37
		USN 428 DSN 430 Link_Surface	45	41	41	41	41	40	40	41	40	40	40	40	41	41	41
		USN 430 DSN 432 Link_Surface	45	41	41	42	41	41	41	42	41	41	41	41	42	42	42
		USN 432 DSN 7432 Link_Surface	45	40	40	41	41	41	41	41	41	41	41	40	41	41	40
		USN 7432 DSN 434 Link_Freeway	45	42	42	42	42	42	42	42	41	42	41	42	42	42	42
USN 434 DSN 436 Link_Freeway	65	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	
USN 436 DSN 318 Link_Freeway	65	53	52	52	52	52	52	52	52	52	52	52	52	52	53		
Eastbound Big Bend Road	Covington Gardens Drive	East Bay High School	USN 902 DSN 904 Link_Surface	45	33	31	30	20	15	13	13	15	18	29	29	28	
	East Bay High School	Southbound I-75 Ramp Terminal	USN 904 DSN 906 Link_Surface	45	37	35	31	17	11	10	11	11	13	22	32	34	
	Southbound I-75 Ramp Terminal	Northbound I-75 Ramp Terminal	USN 906 DSN 908 Link_Surface	45	16	12	11	8	7	7	7	7	7	9	11	13	
			USN 908 DSN 910 Link_Surface	45	16	14	14	13	15	14	14	14	14	14	15	15	
			USN 910 DSN 914 Link_Surface	45	32	27	24	23	22	21	19	20	20	21	21	23	
	Northbound I-75 Ramp Terminal	Simmons Loop	USN 914 DSN 916 Link_Surface	45	10	9	9	9	8	8	8	8	9	9	8	9	8
			USN 916 DSN 918 Link_Surface	45	37	37	35	35	35	35	35	35	35	35	35	35	35
USN 918 DSN 920 Link_Surface			45	38	38	38	38	37	37	37	37	37	37	37	38	37	
USN 920 DSN 922 Link_Surface	45	21	18	16	15	15	15	15	15	15	15	15	15	15	15		
Westbound Big Bend Road	Simmons Loop	Northbound I-75 Ramp Terminal	USN 922 DSN 920 Link_Surface	45	8	5	6	5	5	5	5	5	5	5	6	6	
			USN 920 DSN 916 Link_Surface	45	5	4	4	4	4	4	4	4	4	4	4	4	4
	Northbound I-75 Ramp Terminal	Southbound I-75 Ramp Terminal	USN 916 DSN 914 Link_Surface	45	32	32	32	32	32	32	32	32	32	32	32	32	
			USN 914 DSN 912 Link_Surface	45	42	42	43	42	42	42	42	42	42	42	42	42	
			USN 912 DSN 908 Link_Surface	45	19	17	16	15	16	15	15	14	13	14	16	18	
	Southbound I-75 Ramp Terminal	East Bay High School	USN 908 DSN 906 Link_Surface	45	37	37	37	37	37	37	37	37	37	37	37	37	
USN 906 DSN 904 Link_Surface			45	27	26	22	19	19	19	19	18	21	22	20	20		
East Bay High School	Covington Garden Drive	USN 904 DSN 902 Link_Surface	45	21	19	18	19	19	19	19	19	19	18	19	20	22	

Design Year (2045) No Build - PM Peak Hour
Roadway Segment Measures of Effectiveness (MOEs)

On Roadway	Description		Link ID	Length (ft)	Hourly Volumes (veh)			
	Segment				Actual	Simulated	Difference	% Vol Diff
	From	To						
Northbound I-75 Mainline	South of Big Bend Road	Northbound Off-ramp to Big Bend Road	USN 100 DSN 102 Link Freeway	2,174	4,608	4,540	-68	-1.5%
			USN 102 DSN 104 Link Freeway	1,525	4,608	4,530	-78	-1.7%
			USN 104 DSN 106 Link Freeway	1,434	4,608	4,512	-96	-2.1%
			USN 106 DSN 108 Link Freeway	1,482	4,608	4,486	-122	-2.6%
	Northbound Off-ramp to Big Bend Road	Northbound On-ramp from Big Bend Road	USN 108 DSN 110 Link Freeway	1,801	4,060	3,988	-72	-1.8%
	Northbound On-Ramp from Big Bend Road	North of Big Bend Road	USN 110 DSN 112 Link Freeway	1,542	6,774	5,116	-1,658	-24.5%
			USN 112 DSN 114 Link Freeway	1,500	6,774	5,112	-1,662	-24.5%
			USN 114 DSN 116 Link Freeway	1,462	6,774	5,113	-1,662	-24.5%
			USN 116 DSN 118 Link Freeway	2,086	6,774	5,118	-1,656	-24.5%
			USN 118 DSN 120 Link Freeway	1,727	6,774	5,120	-1,654	-24.4%
			USN 120 DSN 122 Link Freeway	1,720	6,774	5,119	-1,655	-24.4%
	USN 122 DSN 124 Link Freeway	1,562	6,774	5,119	-1,655	-24.4%		
	USN 124 DSN 126 Link Freeway	1,621	6,774	5,123	-1,651	-24.4%		
Northbound I-75 Ramps	Northbound Off-ramp to Big Bend Road	USN 108 DSN 208 Link Freeway	320	548	487	-61	-11.1%	
		USN 208 DSN 7208 Link Freeway	148	548	485	-63	-11.5%	
		USN 7208 DSN 210 Link Surface	165	548	484	-64	-11.7%	
		USN 210 DSN 212 Link Surface	781	548	473	-75	-13.7%	
		USN 212 DSN 214 Link Surface	571	548	467	-81	-14.8%	
		USN 214 DSN 216 Link Surface	422	548	466	-83	-15.1%	
		USN 216 DSN 218 Link Surface	316	321	278	-43	-13.5%	
		USN 218 DSN 918 Link Surface	411	321	278	-43	-13.4%	
	Northbound On-Ramp from Big Bend Road	USN 216 DSN 916 Link Surface	247	227	188	-40	-17.4%	
		USN 916 DSN 222 Link Surface	399	1,459	468	-992	-68.0%	
		USN 914 DSN 220 Link Surface	241	1,255	650	-606	-48.2%	
		USN 220 DSN 222 Link Surface	289	1,255	651	-604	-48.1%	
		USN 222 DSN 224 Link Surface	182	2,714	1,120	-1,595	-58.8%	
		USN 224 DSN 7226 Link Surface	322	2,714	1,120	-1,594	-58.7%	
USN 7226 DSN 226 Link Freeway	381	2,714	1,122	-1,592	-58.7%			
USN 226 DSN 110 Link Freeway	154	2,714	1,123	-1,591	-58.6%			
Southbound I-75 Mainline	North of Big Bend Rd	Southbound Off-ramp to Big Bend Road	USN 300 DSN 302 Link Freeway	1,665	8,103	4,104	-3,999	-49.4%
			USN 302 DSN 304 Link Freeway	1,649	8,103	4,097	-4,006	-49.4%
			USN 304 DSN 306 Link Freeway	1,616	8,103	4,090	-4,014	-49.5%
			USN 306 DSN 308 Link Freeway	1,745	8,103	86	-8,017	-98.9%
			USN 308 DSN 310 Link Freeway	2,081	8,103	4,087	-4,016	-49.6%
			USN 310 DSN 312 Link Freeway	1,549	8,103	4,085	-4,018	-49.6%
			USN 312 DSN 314 Link Freeway	1,515	8,103	4,085	-4,018	-49.6%
	USN 314 DSN 316 Link Freeway	1,507	8,103	4,083	-4,021	-49.6%		
	Southbound Off-ramp to Big Bend Road	Southbound On-ramp from Big Bend Road	USN 316 DSN 318 Link Freeway	2,261	4,355	2,226	-2,130	-48.9%
	Southbound On-ramp from Big Bend Road	South of Big Bend Road	USN 318 DSN 320 Link Freeway	1,391	5,112	2,639	-2,473	-48.4%
			USN 320 DSN 322 Link Freeway	1,039	5,112	2,639	-2,473	-48.4%
			USN 322 DSN 324 Link Freeway	1,473	5,112	2,641	-2,471	-48.3%
USN 324 DSN 326 Link Freeway			2,204	5,112	2,642	-2,470	-48.3%	

Design Year (2045) No Build - PM Peak Hour
Roadway Segment Measures of Effectiveness (MOEs)

On Roadway	Description		Link ID	Length (ft)	Hourly Volumes (veh)				
	Segment				Actual	Simulated	Difference	% Vol Diff	
	From	To							
Southbound I-75 Ramps	SB Off-ramp to Big Bend Rd		USN 316 DSN 7416 Link Freeway	414	3,748	1,855	-1,893	-50.5%	
			USN 7416 DSN 416 Link Surface	409	3,748	1,856	-1,892	-50.5%	
			USN 416 DSN 418 Link Surface	185	3,748	1,859	-1,889	-50.4%	
			USN 418 DSN 420 Link Surface	217	2,015	993	-1,022	-50.7%	
			USN 420 DSN 910 Link Surface	173	2,015	993	-1,022	-50.7%	
			USN 418 DSN 908 Link Surface	301	1,733	870	-863	-49.8%	
	SB On-ramp from Big Bend Rd			USN 908 DSN 424 Link Surface	382	444	238	-206	-46.4%
				USN 906 DSN 422 Link Surface	446	313	175	-138	-44.1%
				USN 422 DSN 424 Link Surface	321	313	175	-138	-44.1%
				USN 424 DSN 428 Link Surface	511	757	413	-345	-45.5%
				USN 428 DSN 430 Link Surface	616	757	412	-345	-45.5%
				USN 430 DSN 432 Link Surface	259	757	412	-345	-45.5%
				USN 432 DSN 7432 Link Surface	113	757	412	-345	-45.5%
				USN 7432 DSN 434 Link Freeway	113	757	413	-344	-45.5%
			USN 434 DSN 436 Link Freeway	96	757	412	-345	-45.5%	
			USN 436 DSN 318 Link Freeway	533	757	413	-344	-45.5%	
Eastbound Big Bend Road	Covington Gardens Drive	East Bay High School	USN 902 DSN 904 Link Surface	1,224	3,235	1,726	-1,509	-46.6%	
	East Bay High School	Southbound I-75 Ramp Terminal	USN 904 DSN 906 Link Surface	779	3,234	1,740	-1,494	-46.2%	
			USN 906 DSN 908 Link Surface	691	2,921	1,564	-1,357	-46.4%	
	Southbound I-75 Ramp Terminal	Northbound I-75 Ramp Terminal	USN 908 DSN 910 Link Surface	281	2,921	1,563	-1,358	-46.5%	
			USN 910 DSN 914 Link Surface	955	4,936	2,563	-2,373	-48.1%	
			USN 914 DSN 916 Link Surface	383	3,681	1,922	-1,759	-47.8%	
	Northbound I-75 Ramp Terminal	Simmons Loop	USN 916 DSN 918 Link Surface	721	3,681	1,915	-1,766	-48.0%	
			USN 918 DSN 920 Link Surface	512	4,002	2,190	-1,812	-45.3%	
		USN 920 DSN 922 Link Surface	1,255	4,002	2,179	-1,823	-45.6%		
<i>Arterial Total - Weighted Average Speed</i>									
Westbound Big Bend Road	Simmons Loop	Northbound I-75 Ramp Terminal	USN 922 DSN 920 Link Surface	1,255	3,532	1,829	-1,703	-48.2%	
			USN 920 DSN 916 Link Surface	1,233	3,532	1,829	-1,704	-48.2%	
	Northbound I-75 Ramp Terminal	Southbound I-75 Ramp Terminal	USN 916 DSN 914 Link Surface	383	2,300	1,544	-756	-32.9%	
			USN 914 DSN 912 Link Surface	700	2,300	1,533	-767	-33.3%	
			USN 912 DSN 908 Link Surface	536	2,300	1,529	-771	-33.5%	
	Southbound I-75 Ramp Terminal	East Bay High School	USN 908 DSN 906 Link Surface	691	3,589	2,161	-1,428	-39.8%	
			USN 906 DSN 904 Link Surface	779	3,589	2,142	-1,447	-40.3%	
	East Bay High School	Covington Garden Drive	USN 904 DSN 902 Link Surface	1,224	3,620	2,182	-1,438	-39.7%	
<i>Arterial Total - Weighted Average Speed</i>									

PM Peak Hour						
GEH	Link-Specific MOEs			Segment Averages (Weighted)		
	Speed (mph)	Density (vphpl)	LOS	Speed (mph)	Density (vphpl)	LOS
1.0	67.4	22.7	C	64.3	24.5	C
1.2	65.3	23.7	C			
1.4	63.5	25.5	C			
1.8	59.3	26.8	D			
1.1	65.5	20.3	C	65.5	20.3	C
21.5	58.9	21.9	C	64.5	25.7	C
21.6	64.8	26.3	D			
21.6	66.1	25.8	C			
21.5	65.5	26.0	D			
21.4	65.2	26.2	D			
21.5	65.1	26.2	D			
21.5	65.0	26.3	D			
21.4	64.9	26.3	D			
2.7	22.0	53.9	F	11.8	62.5	F
2.8	17.3	81.2	F			
2.8	15.6		F			
3.3	7.2		F			
3.6	3.5		F			
3.7	2.3		F			
2.5	28.8		C			
2.5	23.5		D			
2.7	0.9		F			
31.9	30.0		C	31.8	28.3	C
19.6	28.2		C			
19.6	14.7		F			
36.4	28.8		C			
36.4	39.1		B			
36.4	40.4	29.1	D			
36.3	40.8	27.5	D			
51.2	9.0	153.2	F	10.7	136.7	F
51.3	8.8	156.0	F			
51.4	8.8	155.8	F			
####	8.8	155.4	F			
51.4	8.8	154.3	F			
51.5	9.2	148.9	F			
51.5	13.6	100.1	F			
51.5	20.1	55.2	F			
37.1	65.7	11.3	B	65.7	11.3	B
39.7	66.3	11.7	B	67.0	12.8	B
39.7	67.1	13.1	B			
39.7	67.2	13.1	B			
39.7	67.3	13.1	B			

PM Peak Hour						
GEH	Link-Specific MOEs			Segment Averages (Weighted)		
	Speed (mph)	Density (vphpl)	LOS	Speed (mph)	Density (vphpl)	LOS
35.8	23.4	80.3	F	19.1	80.3	E
35.7	24.6		D			
35.7	15.3		F			
26.4	25.8		D			
26.4	20.3		E			
23.9	2.8		F	36.1	7.6	B
11.2	28.9		C			
8.8	30.7		C			
8.8	20.9		E			
14.2	36.1		B			
14.3	40.5		B			
14.3	41.0		B			
14.3	40.1		B			
14.2	41.3	11.6	B			
14.3	43.8	9.4	A			
14.2	52.0	7.9	A	4.5		F
30.3	4.5		F			
29.9	4.5		F	4.3		F
28.6	4.1		F			
28.7	28.8		C	23.1		D
38.8	27.1		C			
33.2	8.9		F			
33.4	34.2		B	27.5		C
32.6	36.7		B			
32.8	19.9		E			
				17.3		E
32.9	5.0		F	4.2		F
32.9	3.3		F			
17.3	20.7		E	16.3		E
17.5	21.6		D			
17.6	6.3		F			
26.6	34.1		B	24.1		D
27.0	15.2		F			
26.7	18.0		E	18.0		E
				13.9		F

Design Year (2045) No Build - PM Peak Hour
Intersection Measures of Effectiveness (MOEs)

Big Bend Road Intersection	Approach	Link ID	Demand Traffic Volumes				Simulated Volumes		Control Delay Movement (sec/veh)			Approach LOS		Intersection LOS	
			Left	Through	Right	Total	Total	% Diff	Left	Through	Right	Delay	LOS	Delay	LOS
Covington Gardens Drive	Eastbound	USN 900 DSN 902 Link_Surface	0	2,349	223	2,572	1,072	-58.3%	0.0	214.6	148.4	209.5	F	103.5	F
	Westbound	USN 904 DSN 902 Link_Surface	1,024	2,563	33	3,620	2,182	-39.7%	53.5	5.8	0.7	19.6	B		
	Northbound	USN 928 DSN 902 Link_Surface	208	29	849	1,086	1,003	-7.6%	53.5	144.5	220.6	181.5	F		
	Southbound	USN 930 DSN 902 Link_Surface	37	50	50	137	142	3.6%	72.2	34.2	18.2	42.2	D		
East Bay High School Entrance	Eastbound	USN 902 DSN 904 Link_Surface	111	3,124	0	3,235	1,726	-46.6%	83.6	75.5	0.0	75.8	E	49.4	D
	Westbound	USN 906 DSN 904 Link_Surface	0	3,501	88	3,589	2,142	-40.3%	0.0	15.4	14.3	15.4	B		
	Southbound	USN 932 DSN 904 Link_Surface	110	0	119	229	146	-36.2%	245.7	0.0	227.3	235.9	F		
Southbound I-75 Ramp Terminal	Eastbound	USN 906 DSN 908 Link_Surface	0	2,921	313	3,234	1,564	-51.6%	0.0	70.2	0.0	70.2	E	61.6	E
	Westbound	USN 912 DSN 908 Link_Surface	444	1,856	0	2,300	1,529	-33.5%	190.8	22.1	0.0	55.2	E		
	Northbound	USN 418 DSN 908 Link_Surface	1,733	0	2,015	3,748	870	-76.8%	57.2	0.0	0.0	57.2	E		
Northbound I-75 Ramp Terminal	Eastbound	USN 914 DSN 916 Link_Surface	0	3,681	1,255	4,936	1,922	-61.1%	0.0	17.3	0.0	17.3	B	75.0	E
	Westbound	USN 920 DSN 916 Link_Surface	1,459	2,073	0	3,532	1,829	-48.2%	313.0	19.2	0.0	128.0	F		
	Northbound	USN 216 DSN 916 Link_Surface	227	0	321	548	188	-65.7%	150.1	0.0	0.0	150.1	F		
Simmons Loop	Eastbound	USN 920 DSN 922 Link_Surface	179	3,445	378	4,002	2,179	-45.6%	80.8	16.6	2.1	17.9	B	105.0	F
	Westbound	USN 924 DSN 922 Link_Surface	108	3,102	377	3,587	1,737	-51.6%	151.5	107.4	72.9	105.3	F		
	Northbound	USN 926 DSN 922 Link_Surface	330	66	192	588	509	-13.4%	354.4	142.1	133.8	268.8	F		
	Southbound	USN 934 DSN 922 Link_Surface	338	120	100	558	356	-36.2%	314.0	511.3	464.8	401.8	F		

Design Year (2045) No-Build Alternative - PM Peak Hour
Intersection Measures of Effectiveness (MOEs)

Big Bend Road Intersection	Approach	Lane	Link/Lane ID	Average Vehicle Queue Length (ft)	Maximum Vehicle Queue Length (ft)	Maximum Vehicle Queue in Lane Group (ft)
Covington Gardens Drive	Eastbound	Left	USN 900 DSN 902 Lane 7 Lane_Surface	0	0	0
		Through (Inside)	USN 900 DSN 902 Lane 2 Lane_Surface	1,900	2,100	2,100
		Through (Outside)	USN 900 DSN 902 Lane 1 Lane_Surface	1,850	2,075	
		Right	USN 900 DSN 902 Lane 6 Lane_Surface	0	75	75
	Westbound	Left (Outside)	USN 904 DSN 902 Lane 7 Lane_Surface	150	350	350
		Left (Inside)	USN 904 DSN 902 Lane 6 Lane_Surface	100	300	
		Through (Inside)	USN 904 DSN 902 Lane 2 Lane_Surface	25	325	325
		Through (Outside)	USN 904 DSN 902 Lane 1 Lane_Surface	50	325	
		Right	USN 904 DSN 902 Lane 5 Lane_Surface	0	25	
	Northbound	Left	USN 928 DSN 902 Lane 7 Lane_Surface	75	200	200
		Through	USN 928 DSN 902 Lane 2 Lane_Surface	600	1,025	
		Right (Inside)	USN 928 DSN 902 Lane 1 Lane_Surface	1,275	1,500	1,500
		Right (Inside)	USN 928 DSN 902 Lane 6 Lane_Surface	425	500	
	Southbound	Left	USN 930 DSN 902 Lane 2 Lane_Surface	25	100	100
Through-Right		USN 930 DSN 902 Lane 1 Lane_Surface	25	100	100	
East Bay High School Entrance	Eastbound	Left	USN 902 DSN 904 Lane 7 Lane_Surface	25	100	100
		Through (Inside)	USN 902 DSN 904 Lane 2 Lane_Surface	1,000	1,300	
		Through (Outside)	USN 902 DSN 904 Lane 1 Lane_Surface	1,050	1,325	1,325
	Westbound	Through (Inside)	USN 906 DSN 904 Lane 2 Lane_Surface	125	550	550
		Through (Outside)	USN 906 DSN 904 Lane 1 Lane_Surface	150	550	
		Right	USN 906 DSN 904 Lane 7 Lane_Surface	0	25	25
	Southbound	Left-Right	USN 932 DSN 904 Lane 1 Lane_Surface	350	375	375
Southbound I-75 Ramp Terminal	Eastbound	Through (Inside)	USN 906 DSN 908 Lane 2 Lane_Surface	575	800	800
		Through (Outside)	USN 906 DSN 908 Lane 2 Lane_Surface	575	800	
		Right	USN 422 DSN 424 Lane 1 Lane_Surface	0	75	75
	Westbound	Left	USN 912 DSN 908 Lane 7 Lane_Surface	250	350	350
		Through (Inside)	USN 912 DSN 908 Lane 2 Lane_Surface	350	500	
		Through (Outside)	USN 912 DSN 908 Lane 1 Lane_Surface	200	475	500
	Northbound	Left (Outside)	USN 418 DSN 908 Lane 1 Lane_Surface	225	350	350
		Left (Inside)	USN 418 DSN 908 Lane 2 Lane_Surface	200	350	
		Right	USN 420 DSN 910 Lane 1 Lane_Surface	0	0	0
Northbound I-75 Ramp Terminal	Eastbound	Through (Inside)	USN 914 DSN 916 Lane 2 Lane_Surface	125	450	450
		Through (Outside)	USN 914 DSN 916 Lane 1 Lane_Surface	125	425	
		Right	USN 220 DSN 222 Lane 1 Lane_Surface	25	200	200
	Westbound	Left	USN 920 DSN 916 Lane 7 Lane_Surface	900	1,000	1,000
		Through (Inside)	USN 920 DSN 916 Lane 2 Lane_Surface	1,425	1,550	
		Through (Outside)	USN 920 DSN 916 Lane 1 Lane_Surface	525	1,100	1,550
	Northbound	Left	USN 216 DSN 916 Lane 1 Lane_Surface	250	300	300
Right		USN 218 DSN 918 Lane 1 Lane_Surface	0	0	0	
Simmons Loop	Eastbound	Left (Outside)	USN 920 DSN 922 Lane 7 Lane_Surface	25	125	125
		Left (Inside)	USN 920 DSN 922 Lane 6 Lane_Surface	25	50	
		Through (Inside)	USN 920 DSN 922 Lane 2 Lane_Surface	150	575	575
		Through (Outside)	USN 920 DSN 922 Lane 1 Lane_Surface	150	550	
		Right	USN 920 DSN 922 Lane 5 Lane_Surface	0	50	
	Westbound	Left	USN 924 DSN 922 Lane 7 Lane_Surface	50	125	125
		Through (Inside)	USN 924 DSN 922 Lane 2 Lane_Surface	1,450	1,900	
		Through (Outside)	USN 924 DSN 922 Lane 1 Lane_Surface	1,425	1,875	1,900
		Right	USN 924 DSN 922 Lane 6 Lane_Surface	0	75	
	Northbound	Left (Outside)	USN 926 DSN 922 Lane 7 Lane_Surface	500	575	575
		Left (Inside)	USN 926 DSN 922 Lane 6 Lane_Surface	425	500	
		Through	USN 926 DSN 922 Lane 2 Lane_Surface	350	450	450
		Right	USN 926 DSN 922 Lane 1 Lane_Surface	350	525	
	Southbound	Left (Outside)	USN 934 DSN 922 Lane 7 Lane_Surface	125	325	325
		Left (Inside)	USN 934 DSN 922 Lane 6 Lane_Surface	100	225	
Through		USN 934 DSN 922 Lane 2 Lane_Surface	875	1,000	1,000	
Right		USN 934 DSN 922 Lane 1 Lane_Surface	925	1,025		1,025

Design Year (2045) No Build - PM Peak Hour
Roadway Segment Measures of Effectiveness (MOEs)

On Roadway	Description		Link ID	Length (ft)	PM Peak Hour										
	Segment				Hourly Volumes (veh)					Link-Specific MOEs			Segment Averages (Weighted)		
	From	To			Actual	Simulated	Difference	% Vol Diff	GEH	Speed (mph)	Density (vphpl)	LOS	Speed (mph)	Density (vphpl)	LOS
Northbound I-75 Mainline	South of Big Bend Road	Northbound Off-ramp to Big Bend Road	USN 100 DSN 102 Link Freeway	2,174	4,608	4,544	-64	-1.4%	0.9	67.5	22.6	C	63.4	25.1	C
			USN 102 DSN 104 Link Freeway	1,525	4,608	4,537	-71	-1.5%	1.0	66.2	22.9	C			
			USN 104 DSN 106 Link Freeway	1,434	4,608	4,522	-86	-1.9%	1.3	62.5	25.2	C			
			USN 106 DSN 108 Link Freeway	1,482	4,608	4,496	-113	-2.4%	1.7	55.3	30.8	D			
	Northbound Off-ramp to Big Bend Road	Northbound On-ramp from Big Bend Road	USN 108 DSN 110 Link Freeway	1,801	4,060	3,987	-73	-1.8%	1.1	65.1	20.4	C	65.1	20.4	C
			USN 110 DSN 112 Link Freeway	1,542	6,774	5,113	-1,661	-24.5%	21.5	59.1	21.8	C			
	Northbound On-Ramp from Big Bend Road	North of Big Bend Road	USN 112 DSN 114 Link Freeway	1,500	6,774	5,113	-1,661	-24.5%	21.5	64.8	26.3	D	64.4	25.7	C
			USN 114 DSN 116 Link Freeway	1,462	6,774	5,111	-1,663	-24.6%	21.6	66.0	25.8	C			
			USN 116 DSN 118 Link Freeway	2,086	6,774	5,115	-1,659	-24.5%	21.5	65.4	26.1	D			
			USN 118 DSN 120 Link Freeway	1,727	6,774	5,118	-1,656	-24.5%	21.5	65.1	26.2	D			
USN 120 DSN 122 Link Freeway			1,720	6,774	5,119	-1,655	-24.4%	21.5	65.0	26.3	D				
USN 122 DSN 124 Link Freeway			1,562	6,774	5,118	-1,656	-24.4%	21.5	64.9	26.3	D				
			USN 124 DSN 126 Link Freeway	1,621	6,774	5,116	-1,658	-24.5%	21.5	64.8	26.3	D			
Northbound I-75 Ramps	Northbound Off-ramp to Big Bend Road	USN 108 DSN 208 Link Freeway	320	548	501	-47	-8.6%	2.0	18.9	65.2	F	10.7	73.5	F	
		USN 208 DSN 7208 Link Freeway	148	548	500	-48	-8.8%	2.1	14.6	91.5	F				
		USN 7208 DSN 210 Link Surface	165	548	499	-49	-8.9%	2.1	12.9		F				
		USN 210 DSN 212 Link Surface	781	548	491	-57	-10.4%	2.5	5.9		F				
		USN 212 DSN 214 Link Surface	571	548	485	-63	-11.6%	2.8	2.6		F				
		USN 214 DSN 216 Link Surface	422	548	484	-64	-11.6%	2.8	2.3		F				
		USN 216 DSN 218 Link Surface	316	321	290	-31	-9.8%	1.8	28.5		C				
		USN 218 DSN 918 Link Surface	411	321	290	-31	-9.8%	1.8	23.2		D				
	Northbound On-Ramp from Big Bend Road	USN 216 DSN 916 Link Surface	247	227	195	-32	-14.1%	2.2	0.9		F	31.4	28.4	C	
		USN 916 DSN 222 Link Surface	399	1,459	466	-993	-68.1%	32.0	30.0		C				
		USN 914 DSN 220 Link Surface	241	1,255	650	-606	-48.2%	19.6	27.1		C				
		USN 220 DSN 222 Link Surface	289	1,255	652	-603	-48.0%	19.5	13.5		F				
		USN 222 DSN 224 Link Surface	182	2,714	1,120	-1,595	-58.8%	36.4	28.7		C				
		USN 224 DSN 7226 Link Surface	322	2,714	1,122	-1,592	-58.7%	36.4	39.0		B				
			USN 7226 DSN 226 Link Freeway	381	2,714	1,123	-1,591	-58.6%	36.3	40.3	29.2	D			
			USN 226 DSN 110 Link Freeway	154	2,714	1,123	-1,591	-58.6%	36.3	40.7	27.6	D			
Southbound I-75 Mainline	North of Big Bend Rd	Southbound Off-ramp to Big Bend Road	USN 300 DSN 302 Link Freeway	1,665	8,103	4,029	-4,074	-50.3%	52.3	8.8	154.4	F	10.5	137.3	F
			USN 302 DSN 304 Link Freeway	1,649	8,103	4,033	-4,070	-50.2%	52.2	8.6	157.0	F			
			USN 304 DSN 306 Link Freeway	1,616	8,103	4,030	-4,073	-50.3%	52.3	8.6	156.5	F			
			USN 306 DSN 308 Link Freeway	1,745	8,103	86	-8,017	-98.9%	125.3	8.6	156.0	F			
			USN 308 DSN 310 Link Freeway	2,081	8,103	4,009	-4,094	-50.5%	52.6	8.6	155.3	F			
			USN 310 DSN 312 Link Freeway	1,549	8,103	4,011	-4,092	-50.5%	52.6	8.9	149.6	F			
	Southbound Off-ramp to Big Bend Road	Southbound On-ramp from Big Bend Road	USN 312 DSN 314 Link Freeway	1,515	8,103	4,009	-4,094	-50.5%	52.6	13.4	99.8	F	66.0	11.0	B
			USN 314 DSN 316 Link Freeway	1,507	8,103	4,006	-4,097	-50.6%	52.7	19.8	55.0	F			
			USN 316 DSN 318 Link Freeway	2,261	4,355	2,169	-2,186	-50.2%	38.3	66.0	11.0	B			
			USN 318 DSN 320 Link Freeway	1,391	5,112	2,590	-2,522	-49.3%	40.6	66.4	11.4	B			
Southbound On-ramp from Big Bend Road	South of Big Bend Road	USN 320 DSN 322 Link Freeway	1,039	5,112	2,589	-2,524	-49.4%	40.7	67.1	12.9	B	67.1	12.5	B	
		USN 322 DSN 324 Link Freeway	1,473	5,112	2,590	-2,522	-49.3%	40.6	67.3	12.8	B				
		USN 324 DSN 326 Link Freeway	2,204	5,112	2,596	-2,516	-49.2%	40.5	67.3	12.8	B				
					USN 316 DSN 7416 Link Freeway	414	3,748	1,836	-1,912	-51.0%	36.2				23.5
Southbound I-75 Ramps	SB Off-ramp to Big Bend Rd	USN 7416 DSN 416 Link Surface	409	3,748	1,837	-1,911	-51.0%	36.2	24.8		D	19.3	79.2	E	
		USN 416 DSN 418 Link Surface	185	3,748	1,837	-1,911	-51.0%	36.2	15.8		F				
		USN 418 DSN 420 Link Surface	217	2,015	981	-1,034	-51.3%	26.7	25.7		D				
		USN 420 DSN 910 Link Surface	173	2,015	981	-1,034	-51.3%	26.7	20.3		E				
		USN 418 DSN 908 Link Surface	301	1,733	854	-879	-50.7%	24.4	2.9		F				
	SB On-ramp from Big Bend Rd	USN 908 DSN 424 Link Surface	382	444	246	-198	-44.7%	10.7	29.0		C	36.3	7.9	B	
		USN 906 DSN 422 Link Surface	446	313	180	-133	-42.6%	8.5	30.8		C				
		USN 422 DSN 424 Link Surface	321	313	181	-133	-42.3%	8.4	21.2		D				
		USN 424 DSN 428 Link Surface	511	757	427	-330	-43.6%	13.5	36.2		B				
		USN 428 DSN 430 Link Surface	616	757	428	-329	-43.5%	13.5	40.7		B				
		USN 430 DSN 432 Link Surface	259	757	427	-330	-43.6%	13.6	41.1		B				
		USN 432 DSN 7432 Link Surface	113	757	427	-330	-43.5%	13.5	40.2		B				
		USN 7432 DSN 434 Link Freeway	113	757	427	-330	-43.6%	13.6	41.5	12.0	B				
		USN 434 DSN 436 Link Freeway	96	757	427	-330	-43.6%	13.6	43.9	9.7	A				
			USN 436 DSN 318 Link Freeway	533	757	426	-331	-43.7%	13.6	52.2	8.2	A			
	Covington Gardens Drive	East Bay High School	USN 902 DSN 904 Link Surface	1,224	3,235	1,723	-1,512	-46.7%	30.4	4.4		F	4.4		F
	East Bay High School	Southbound I-75 Ramp Terminal	USN 904 DSN 906 Link Surface	779	3,234	1,743	-1,491	-46.1%	29.9	4.5		F	4.3		F

Design Year (2045) No Build - PM Peak Hour
Roadway Segment Measures of Effectiveness (MOEs)

On Roadway	Description		Link ID	Length (ft)	PM Peak Hour										
	Segment				Hourly Volumes (veh)					Link-Specific MOEs			Segment Averages (Weighted)		
	From	To			Actual	Simulated	Difference	% Vol Diff	GEH	Speed (mph)	Density (vphpl)	LOS	Speed (mph)	Density (vphpl)	LOS
Eastbound Big Bend Road	East Bay High School	Southbound I-75 Ramp Terminal	USN 906 DSN 908 Link Surface	691	2,921	1,570	-1,352	-46.3%	28.5	4.1		F			
	Southbound I-75 Ramp Terminal	Northbound I-75 Ramp Terminal	USN 908 DSN 910 Link Surface	281	2,921	1,569	-1,352	-46.3%	28.5	28.8		C	23.8		
			USN 910 DSN 914 Link Surface	955	4,936	2,550	-2,387	-48.3%	39.0	28.1		C			
			USN 914 DSN 916 Link Surface	383	3,681	1,913	-1,768	-48.0%	33.4	9.3		F			
	Northbound I-75 Ramp Terminal	Simmons Loop	USN 916 DSN 918 Link Surface	721	3,681	1,910	-1,771	-48.1%	33.5	34.3		B	26.5		
			USN 918 DSN 920 Link Surface	512	4,002	2,196	-1,806	-45.1%	32.4	36.7		B			
			USN 920 DSN 922 Link Surface	1,255	4,002	2,187	-1,815	-45.3%	32.6	17.8		E			
<i>Arterial Total - Weighted Average Speed</i>													17.1		E
Westbound Big Bend Road	Simmons Loop	Northbound I-75 Ramp Terminal	USN 922 DSN 920 Link Surface	1,255	3,532	1,826	-1,706	-48.3%	33.0	5.0		F	4.2		
			USN 920 DSN 916 Link Surface	1,233	3,532	1,825	-1,707	-48.3%	33.0	3.3		F			
	Northbound I-75 Ramp Terminal	Southbound I-75 Ramp Terminal	USN 916 DSN 914 Link Surface	383	2,300	1,547	-753	-32.7%	17.2	22.7		D	17.7		
			USN 914 DSN 912 Link Surface	700	2,300	1,534	-766	-33.3%	17.5	23.8		D			
	Southbound I-75 Ramp Terminal	East Bay High School	USN 912 DSN 908 Link Surface	536	2,300	1,530	-770	-33.5%	17.6	6.3		F	23.9		
			USN 908 DSN 906 Link Surface	691	3,589	2,140	-1,449	-40.4%	27.1	34.0		C			
	East Bay High School	Covington Garden Drive	USN 906 DSN 904 Link Surface	779	3,589	2,121	-1,469	-40.9%	27.5	14.9		F	17.8		
USN 904 DSN 902 Link Surface			1,224	3,620	2,173	-1,447	-40.0%	26.9	17.8		E				
<i>Arterial Total - Weighted Average Speed</i>													14.1		F

Design Year (2045) No Build - PM Peak Hour
Intersection Measures of Effectiveness (MOEs)

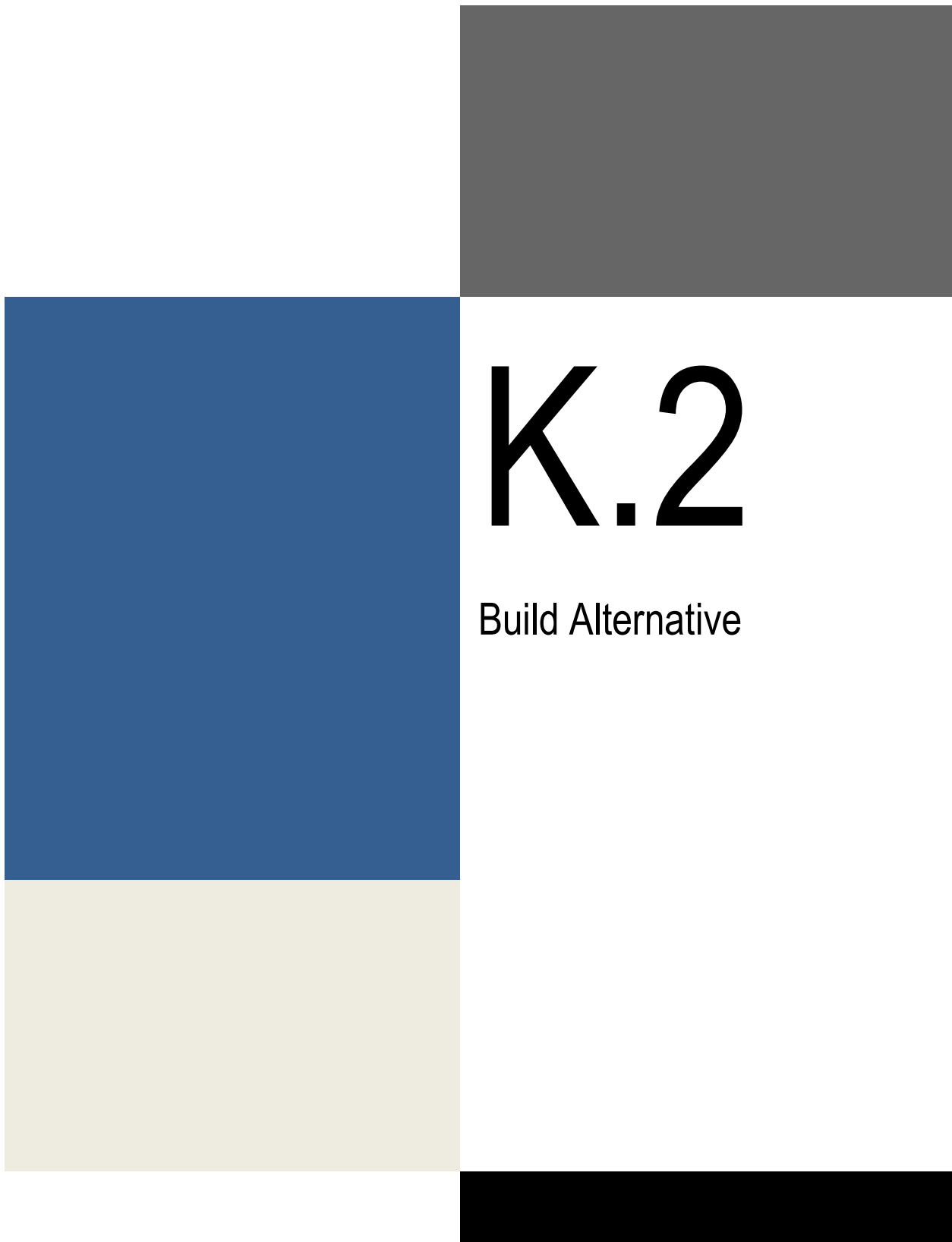
Big Bend Road Intersection	Approach	Link ID	Demand Traffic Volumes				Simulated Volumes		Control Delay Movement (sec/veh)			Approach LOS		Intersection LOS	
			Left	Through	Right	Total	Total	% Diff	Left	Through	Right	Delay	LOS	Delay	LOS
Covington Gardens Drive	Eastbound	USN 900 DSN 902 Link_Surface	0	2,349	223	2,572	1,055	-59.0%	0.0	218.8	155.3	213.9	F	102.0	F
	Westbound	USN 904 DSN 902 Link_Surface	1,024	2,563	33	3,620	2,173	-40.0%	48.7	6.6	0.9	18.7	B		
	Northbound	USN 928 DSN 902 Link_Surface	208	29	849	1,086	1,002	-7.7%	51.9	132.6	211.5	173.9	F		
	Southbound	USN 930 DSN 902 Link_Surface	37	50	50	137	143	4.4%	58.5	37.3	24.8	39.9	D		
East Bay High School Entrance	Eastbound	USN 902 DSN 904 Link_Surface	111	3,124	0	3,235	1,723	-46.7%	90.5	74.7	0.0	75.2	E	49.5	D
	Westbound	USN 906 DSN 904 Link_Surface	0	3,501	88	3,589	2,121	-40.9%	0.0	16.0	13.4	15.9	B		
	Southbound	USN 932 DSN 904 Link_Surface	110	0	119	229	166	-27.5%	221.7	0.0	202.1	211.9	F		
Southbound I-75 Ramp Terminal	Eastbound	USN 906 DSN 908 Link_Surface	0	2,921	313	3,234	1,570	-51.5%	0.0	69.6	0.0	69.6	E	60.1	E
	Westbound	USN 912 DSN 908 Link_Surface	444	1,856	0	2,300	1,530	-33.5%	184.5	20.5	0.0	52.6	D		
	Northbound	USN 418 DSN 908 Link_Surface	1,733	0	2,015	3,748	854	-77.2%	56.3	0.0	0.0	56.3	E		
Northbound I-75 Ramp Terminal	Eastbound	USN 914 DSN 916 Link_Surface	0	3,681	1,255	4,936	1,913	-61.2%	0.0	16.3	0.0	16.3	B	74.6	E
	Westbound	USN 920 DSN 916 Link_Surface	1,459	2,073	0	3,532	1,825	-48.3%	314.7	18.5	0.0	128.5	F		
	Northbound	USN 216 DSN 916 Link_Surface	227	0	321	548	195	-64.4%	142.7	0.0	0.0	142.7	F		
Simmons Loop	Eastbound	USN 920 DSN 922 Link_Surface	179	3,445	378	4,002	2,187	-45.4%	75.9	20.8	3.2	21.5	C	109.2	F
	Westbound	USN 924 DSN 922 Link_Surface	108	3,102	377	3,587	1,757	-51.0%	151.1	109.4	74.7	107.3	F		
	Northbound	USN 926 DSN 922 Link_Surface	330	66	192	588	480	-18.4%	383.4	163.7	163.7	297.6	F		
	Southbound	USN 934 DSN 922 Link_Surface	338	120	100	558	348	-37.6%	326.9	515.7	471.2	410.5	F		

Design Year (2045) No-Build Alternative - PM Peak Hour
Intersection Measures of Effectiveness (MOEs)

Big Bend Road Intersection	Approach	Lane	Link/Lane ID	Average Vehicle Queue Length (ft)	Maximum Vehicle Queue Length (ft)	Maximum Vehicle Queue in Lane Group (ft)
Covington Gardens Drive	Eastbound	Left	USN 900 DSN 902 Lane 7 Lane_Surface	0	0	0
		Through (Inside)	USN 900 DSN 902 Lane 2 Lane_Surface	1,900	2,100	2,100
		Through (Outside)	USN 900 DSN 902 Lane 1 Lane_Surface	1,850	2,075	
		Right	USN 900 DSN 902 Lane 6 Lane_Surface	0	75	75
	Westbound	Left (Outside)	USN 904 DSN 902 Lane 7 Lane_Surface	125	325	325
		Left (Inside)	USN 904 DSN 902 Lane 6 Lane_Surface	100	275	
		Through (Inside)	USN 904 DSN 902 Lane 2 Lane_Surface	50	350	350
		Through (Outside)	USN 904 DSN 902 Lane 1 Lane_Surface	50	350	
		Right	USN 904 DSN 902 Lane 5 Lane_Surface	0	25	
	Northbound	Left	USN 928 DSN 902 Lane 7 Lane_Surface	50	175	175
		Through	USN 928 DSN 902 Lane 2 Lane_Surface	550	950	950
		Right (Inside)	USN 928 DSN 902 Lane 1 Lane_Surface	1,175	1,450	
		Right (Inside)	USN 928 DSN 902 Lane 6 Lane_Surface	400	500	1,450
	Southbound	Left	USN 930 DSN 902 Lane 2 Lane_Surface	25	100	100
Through-Right		USN 930 DSN 902 Lane 1 Lane_Surface	25	100	100	
East Bay High School Entrance	Eastbound	Left	USN 902 DSN 904 Lane 7 Lane_Surface	25	100	100
		Through (Inside)	USN 902 DSN 904 Lane 2 Lane_Surface	1,000	1,325	1,325
		Through (Outside)	USN 902 DSN 904 Lane 1 Lane_Surface	1,050	1,325	
	Westbound	Through (Inside)	USN 906 DSN 904 Lane 2 Lane_Surface	150	550	550
		Through (Outside)	USN 906 DSN 904 Lane 1 Lane_Surface	150	550	
		Right	USN 906 DSN 904 Lane 7 Lane_Surface	0	25	25
	Southbound	Left-Right	USN 932 DSN 904 Lane 1 Lane_Surface	350	375	375
Southbound I-75 Ramp Terminal	Eastbound	Through (Inside)	USN 906 DSN 908 Lane 2 Lane_Surface	575	800	800
		Through (Outside)	USN 906 DSN 908 Lane 2 Lane_Surface	575	800	
		Right	USN 422 DSN 424 Lane 1 Lane_Surface	0	75	75
	Westbound	Left	USN 912 DSN 908 Lane 7 Lane_Surface	275	350	350
		Through (Inside)	USN 912 DSN 908 Lane 2 Lane_Surface	300	475	
		Through (Outside)	USN 912 DSN 908 Lane 1 Lane_Surface	175	450	475
	Northbound	Left (Outside)	USN 418 DSN 908 Lane 1 Lane_Surface	200	350	350
		Left (Inside)	USN 418 DSN 908 Lane 2 Lane_Surface	175	350	
Right	USN 420 DSN 910 Lane 1 Lane_Surface	0	0	0		
Northbound I-75 Ramp Terminal	Eastbound	Through (Inside)	USN 914 DSN 916 Lane 2 Lane_Surface	125	450	450
		Through (Outside)	USN 914 DSN 916 Lane 1 Lane_Surface	125	425	
		Right	USN 220 DSN 222 Lane 1 Lane_Surface	25	225	225
	Westbound	Left	USN 920 DSN 916 Lane 7 Lane_Surface	900	1,000	1,000
		Through (Inside)	USN 920 DSN 916 Lane 2 Lane_Surface	1,425	1,550	
		Through (Outside)	USN 920 DSN 916 Lane 1 Lane_Surface	525	1,125	1,550
	Northbound	Left	USN 216 DSN 916 Lane 1 Lane_Surface	250	300	300
Right		USN 218 DSN 918 Lane 1 Lane_Surface	0	0	0	
Simmons Loop	Eastbound	Left (Outside)	USN 920 DSN 922 Lane 7 Lane_Surface	25	100	100
		Left (Inside)	USN 920 DSN 922 Lane 6 Lane_Surface	25	50	
		Through (Inside)	USN 920 DSN 922 Lane 2 Lane_Surface	175	650	650
		Through (Outside)	USN 920 DSN 922 Lane 1 Lane_Surface	175	650	
		Right	USN 920 DSN 922 Lane 5 Lane_Surface	0	75	
	Westbound	Left	USN 924 DSN 922 Lane 7 Lane_Surface	50	125	125
		Through (Inside)	USN 924 DSN 922 Lane 2 Lane_Surface	1,425	1,925	1,925
		Through (Outside)	USN 924 DSN 922 Lane 1 Lane_Surface	1,425	1,875	
		Right	USN 924 DSN 922 Lane 6 Lane_Surface	0	75	75
	Northbound	Left (Outside)	USN 926 DSN 922 Lane 7 Lane_Surface	500	600	600
		Left (Inside)	USN 926 DSN 922 Lane 6 Lane_Surface	425	500	
		Through	USN 926 DSN 922 Lane 2 Lane_Surface	400	500	500
	Southbound	Right	USN 926 DSN 922 Lane 1 Lane_Surface	425	550	550
		Left (Outside)	USN 934 DSN 922 Lane 7 Lane_Surface	125	325	325
Left (Inside)		USN 934 DSN 922 Lane 6 Lane_Surface	100	225		
Through		USN 934 DSN 922 Lane 2 Lane_Surface	875	1,025	1,025	
Right	USN 934 DSN 922 Lane 1 Lane_Surface	925	1,025	1,025		

Design Year (2045) No Build - PM Peak Hour
Roadway Segment Measures of Effectiveness (MOEs)

Description			Link ID	Free Flow Speed (mph)	Simulated Speed (mph) by Time Period												
On Roadway	Segment				TP1	TP2	TP3	TP4	TP5	TP6	TP7	TP8	TP9	TP10	TP11	TP12	
	From	To			3:30 PM	3:45 PM	4:00 PM	4:15 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM	6:00 PM	6:15 PM	6:30 PM	
I-75 Ramps	SB On-ramp from Big Bend Rd		USN 422 DSN 424 Link_Surface	45	21	20	20	21	20	22	22	21	21	21	22	21	
			USN 424 DSN 428 Link_Surface	45	36	36	36	36	36	36	36	36	36	36	36	36	36
			USN 428 DSN 430 Link_Surface	45	40	40	40	40	40	41	41	41	41	40	40	41	41
			USN 430 DSN 432 Link_Surface	45	40	40	40	41	41	41	41	41	41	41	41	41	41
			USN 432 DSN 7432 Link_Surface	45	39	39	40	40	40	41	40	40	40	40	40	40	40
			USN 7432 DSN 434 Link_Freeway	45	41	41	41	41	41	42	41	42	41	41	41	42	42
			USN 434 DSN 436 Link_Freeway	65	44	44	44	44	44	44	44	44	44	44	44	44	44
			USN 436 DSN 318 Link_Freeway	65	52	52	52	52	52	52	52	52	52	52	52	52	52
Eastbound Big Bend Road	Covington Gardens Drive	East Bay High School	USN 902 DSN 904 Link_Surface	45	5	5	4	5	4	4	4	4	4	4	5		
	East Bay High School	Southbound I-75 Ramp Terminal	USN 904 DSN 906 Link_Surface	45	5	5	5	5	5	5	5	4	4	5	4		
			USN 906 DSN 908 Link_Surface	45	4	4	4	4	4	4	4	4	4	4	4		
	Southbound I-75 Ramp Terminal	Northbound I-75 Ramp Terminal	USN 908 DSN 910 Link_Surface	45	29	29	29	29	29	29	29	29	29	29	29		
			USN 910 DSN 914 Link_Surface	45	29	26	28	28	29	27	28	29	28	29	28		
			USN 914 DSN 916 Link_Surface	45	9	9	9	9	10	10	9	10	10	9	10		
	Northbound I-75 Ramp Terminal	Simmons Loop	USN 916 DSN 918 Link_Surface	45	34	34	34	34	34	35	34	34	34	34	35		
			USN 918 DSN 920 Link_Surface	45	36	36	37	37	37	37	36	37	37	37	37		
USN 920 DSN 922 Link_Surface			45	29	21	18	17	17	18	17	18	18	17	17			
Westbound Big Bend Road	Simmons Loop	Northbound I-75 Ramp Terminal	USN 922 DSN 920 Link_Surface	45	8	5	5	5	5	5	5	5	5	5			
			USN 920 DSN 916 Link_Surface	45	6	4	3	3	3	3	3	3	3	3			
	Northbound I-75 Ramp Terminal	Southbound I-75 Ramp Terminal	USN 916 DSN 914 Link_Surface	45	33	33	33	28	25	24	22	19	17	16	16		
			USN 914 DSN 912 Link_Surface	45	42	42	37	29	27	27	23	19	17	15	15		
			USN 912 DSN 908 Link_Surface	45	11	10	8	7	7	7	6	6	5	6	5		
	Southbound I-75 Ramp Terminal	East Bay High School	USN 908 DSN 906 Link_Surface	45	33	34	33	34	34	34	34	34	34	34	34		
			USN 906 DSN 904 Link_Surface	45	13	15	15	16	15	15	15	15	14	15	15		
East Bay High School	Covington Garden Drive	USN 904 DSN 902 Link_Surface	45	18	17	17	19	18	18	18	17	17	17	18			



K.2

Build Alternative

Design Year (2045) Build Alternative - AM Peak Hour
Roadway Segment Measures of Effectiveness (MOEs)

On Roadway	Description		Link ID	Length (ft)	AM Peak Hour										Segment Average (Weighted)		
	Segment				Hourly Volumes (veh)					Link-Specific MOEs			Speed (mph)	Density (vplpm)	LOS		
	From	To			Actual	Simulated	Difference	% Vol Diff	GEH	Speed (mph)	Density (vplpm)	LOS					
Northbound I-75 Mainline	South of Big Bend Road	Northbound Off-ramp to Big Bend Road	USN 1001 DSN 1002 Link_Freeway	2,635	5,053	5,055	2	0.0%	0.0	66.9	25.4	C	65.8	25.4	C		
			USN 1002 DSN 1003 Link_Freeway	2,000	5,053	5,057	4	0.1%	0.1	65.6	25.7	C					
			USN 1003 DSN 1004 Link_Freeway	1,500	5,053	5,057	4	0.1%	0.1	64.0	25.1	C					
	Northbound Off-ramp to Big Bend Road	Northbound On-ramp from Big Bend Road	USN 1004 DSN 1005 Link_Freeway	1,500	4,296	4,290	-6	-0.1%	0.1	65.9	21.7	C	65.8	21.8	C		
			USN 1005 DSN 1006 Link_Freeway	2,000	4,296	4,293	-3	-0.1%	0.0	66.2	21.6	C					
			USN 1006 DSN 1007 Link_Freeway	2,714	4,296	4,296	-1	0.0%	0.0	65.4	21.9	C					
	Northbound On-ramp from Big Bend Road	North of Big Bend Road	USN 1007 DSN 1008 Link_Freeway	1,500	8,044	7,882	-162	-2.0%	1.8	22.0	82.2	F	44.0	58.5	F		
			USN 1008 DSN 1009 Link_Freeway	2,500	8,044	7,882	-162	-2.0%	1.8	43.9	56.9	F					
			USN 1009 DSN 1010 Link_Freeway	2,500	8,044	7,878	-166	-2.1%	1.9	57.4	45.8	F					
Northbound I-75 Ramps	Northbound Off-ramp to Big Bend Road	USN 1004 DSN 1200 Link_Freeway	320	757	768	11	1.5%	0.4	48.8	15.8	B	30.9	15.8	C			
		USN 1200 DSN 7100 Link_Freeway	148	757	768	11	1.5%	0.4	48.0	16.0	B						
		USN 7100 DSN 1201 Link_Surface	165	757	769	12	1.5%	0.4	43.6		A						
		USN 1201 DSN 1202 Link_Surface	781	757	770	13	1.7%	0.5	38.6		B						
		USN 1202 DSN 1203 Link_Surface	640	757	769	12	1.5%	0.4	30.8		C						
		USN 1203 DSN 1204 Link_Surface	317	757	762	5	0.7%	0.2	11.9		F						
		USN 1204 DSN 1205 Link_Surface	166	444	431	-13	-2.9%	0.6	26.8		D						
		USN 1204 DSN 7 Link_Surface	247	313	328	15	4.8%	0.8	1.7		F						
		USN 1205 DSN 8 Link_Surface	162	444	431	-13	-3.0%	0.6	16.4		E						
	Northbound On-ramp from Big Bend Road	USN 5 DSN 1206 Link_Surface	222	1,704	1,727	23	1.3%	0.6	31.6		C	26.6	112.7	D			
		USN 1206 DSN 1207 Link_Surface	938	1,704	1,728	24	1.4%	0.6	29.3		C						
		USN 1207 DSN 1209 Link_Surface	480	1,704	1,730	26	1.5%	0.6	28.4		C						
		USN 9 DSN 14 Link_Surface	149	2,044	1,962	-82	-4.0%	1.8	38.2		B						
		USN 14 DSN 15 Link_Surface	1,088	2,044	1,960	-84	-4.1%	1.9	35.9		B						
		USN 15 DSN 1209 Link_Surface	555	2,044	1,961	-83	-4.1%	1.9	34.4		B						
		USN 1209 DSN 1213 Link_Surface	614	3,748	3,683	-65	-1.7%	1.1	23.8		D						
		USN 1213 DSN 7001 Link_Surface	731	3,748	3,672	-76	-2.0%	1.2	26.5		D						
		USN 7001 DSN 38 Link_Freeway	900	3,748	3,638	-110	-2.9%	1.8	19.1	95.8	F						
USN 38 DSN 1007 Link_Freeway	1,265	3,748	3,604	-145	-3.9%	2.4	17.1	124.8	F								
Southbound I-75 Mainline	North of Big Bend Road	Southbound Off-ramp to Big Bend Road	USN 2001 DSN 2002 Link_Freeway	2,500	7,213	7,220	7	0.1%	0.1	63.8	37.8	E	62.4	34.7	D		
			USN 2001 DSN 2002 Link_Freeway	1,600	7,213	7,220	7	0.1%	0.1	63.8	37.8	E					
			USN 2002 DSN 2003 Link_Freeway	1,600	7,213	7,222	9	0.1%	0.1	63.1	30.1	D					
	Southbound Off-ramp to Big Bend Road	Southbound On-ramp from Big Bend Road	USN 2003 DSN 2004 Link_Freeway	1,500	7,213	7,224	11	0.2%	0.1	57.8	31.4	D	65.4	23.0	C		
			USN 2004 DSN 2005 Link_Freeway	2,794	4,499	4,518	19	0.4%	0.3	65.0	23.2	C					
			USN 2005 DSN 2006 Link_Freeway	1,728	4,499	4,517	18	0.4%	0.3	65.9	22.9	C					
	Southbound On-ramp from Big Bend Road	South of Big Bend Road	USN 2006 DSN 2007 Link_Freeway	1,500	4,499	4,517	18	0.4%	0.3	65.8	22.9	C	64.6	25.3	C		
			USN 2007 DSN 2008 Link_Freeway	1,500	5,047	5,070	23	0.5%	0.3	63.1	23.7	C					
			USN 2008 DSN 2009 Link_Freeway	2,000	5,047	5,068	21	0.4%	0.3	65.1	25.9	C					
USN 2009 DSN 2010 Link_Freeway	2,000	5,047	5,066	19	0.4%	0.3	65.1	25.9	C								
Southbound I-75 Ramps	Southbound Off-ramp to Big Bend Road	USN 2004 DSN 12 Link_Freeway	1,244	2,714	2,714	0	0.0%	0.0	48.2	24.9	C	35.7	22.8	B			
		USN 12 DSN 7002 Link_Freeway	656	2,714	2,713	-1	0.0%	0.0	48.0	18.9	C						
		USN 7002 DSN 2201 Link_Surface	656	2,714	2,714	0	0.0%	0.0	40.7		B						
		USN 2201 DSN 2202 Link_Surface	784	1,232	1,241	9	0.7%	0.3	38.1		B						
		USN 2202 DSN 2203 Link_Surface	351	1,232	1,242	10	0.8%	0.3	19.8		E						
		USN 2203 DSN 5 Link_Surface	211	1,232	1,242	10	0.8%	0.3	5.1		F						
		USN 2201 DSN 2204 Link_Surface	1,206	1,482	1,472	-10	-0.7%	0.3	37.0		B						
		USN 2204 DSN 2205 Link_Surface	575	1,482	1,471	-11	-0.7%	0.3	28.6		C						
		USN 2205 DSN 2206 Link_Surface	435	1,482	1,471	-11	-0.7%	0.3	25.8		D						
	Southbound On-ramp from Big Bend Road	USN 2206 DSN 5 Link_Surface	328	1,482	1,471	-11	-0.8%	0.3	6.0		F	38.3	12.3	B			
		USN 5 DSN 2207 Link_Surface	382	548	546	-2	-0.4%	0.1	25.5		D						
		USN 2207 DSN 2208 Link_Surface	511	548	545	-3	-0.5%	0.1	34.2		B						
		USN 2208 DSN 2209 Link_Surface	616	548	546	-2	-0.4%	0.1	38.9		B						
		USN 2209 DSN 2210 Link_Surface	616	548	546	-2	-0.3%	0.1	39.7		B						
		USN 2210 DSN 7201 Link_Surface	113	548	546	-2	-0.3%	0.1	39.8		B						
		USN 7201 DSN 2214 Link_Freeway	113	548	546	-3	-0.5%	0.1	41.2	15.4	B						
		USN 2214 DSN 2215 Link_Freeway	96	548	546	-2	-0.4%	0.1	43.7	12.5	B						
		USN 2215 DSN 2007 Link_Freeway	533	548	546	-2	-0.4%	0.1	47.2	11.6	B						
Eastbound Big Bend Road	Covington Gardens Drive	Southbound I-75 Ramp Terminal	USN 2 DSN 3 Link_Surface	931	3,553	3,560	7	0.2%	0.1	35.0		B	25.1		D		
			USN 3 DSN 5 Link_Surface	1,705	3,553	3,566	13	0.4%	0.2	19.7		E					
	Southbound I-75 Ramp Terminal	Northbound I-75 Ramp Terminal	USN 5 DSN 6 Link_Surface	1,142	3,104	3,104	0	0.0%	0.0	35.4		B	32.3		C		
			USN 6 DSN 7 Link_Surface	569	3,104	3,107	3	0.1%	0.0	26.1		D					
	Northbound I-75 Ramp Terminal	Simmons Loop	USN 7 DSN 8 Link_Surface	220	3,104	3,108	4	0.1%	0.1	31.7		C	24.8		D		
			USN 8 DSN 9 Link_Surface	1,133	3,548	3,536	-12	-0.3%	0.2	35.1		B					
			USN 9 DSN 10 Link_Surface	950	3,548	3,524	-24	-0.7%	0.4	11.0		F					
Arterial Total - Weighted Average Speed												26.9		D			
Westbound Big Bend Road	Simmons Loop	Northbound I-75 Ramp Terminal	USN 10 DSN 9 Link_Surface	950	4,140	4,038	-102	-2.5%	1.6	33.7		C	34.9		B		
			USN 9 DSN 8 Link_Surface	1,133	2,096	2,077	-19	-0.9%	0.4	39.5		B					
			USN 8 DSN 7 Link_Surface	220	2,096	2,078	-18	-0.9%	0.4	16.1		E					
	Northbound I-75 Ramp Terminal	Southbound I-75 Ramp Terminal	USN 7 DSN 6 Link_Surface	569	2,409	2,404	-6	-0.2%	0.1	34.5		B	21.3		D		
			USN 6 DSN 5 Link_Surface	1,142	2,409	2,399	-10	-0.4%	0.2	14.7		F					
	Southbound I-75 Ramp Terminal	Covington Gardens Drive	USN 5 DSN 3 Link_Surface	1,705	3,320	3,310	-10	-0.3%	0.2	36.6		B	28.4		C		
USN 3 DSN 2 Link_Surface			931	3,320	3,311	-9	-0.3%	0.2	13.4		F						
Arterial Total - Weighted Average Speed												28.8		C			

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Intersection Measures of Effectiveness (MOEs)

Big Bend Road Intersection	Approach	Link ID	Demand Traffic Volumes				Simulated Volumes		Control Delay Movement (sec/veh)			Approach LOS		Intersection LOS	
			Left	Through	Right	Total	Total	% Diff	Left	Through	Right	Delay	LOS	Delay	LOS
Covington Gardens Drive	Eastbound	USN 1 DSN 2 Link_Surface	174	2,431	208	2,813	2,814	0.0%	77.7	26.1	10.2	29.2	C	33.7	C
	Westbound	USN 3 DSN 2 Link_Surface	557	2,617	146	3,320	3,311	-0.3%	86.4	14.8	1.5	27.9	C		
	Northbound	USN 6001 DSN 2 Link_Surface	321	120	933	1,374	546	-60.3%	69.7	77.1	31.0	45.1	D		
	Southbound	USN 6002 DSN 2 Link_Surface	189	81	71	341	546	60.1%	55.4	129.6	107.9	80.9	F		
Southbound I-75 Ramp Terminal	Eastbound	USN 3 DSN 5 Link_Surface	1,704	1,622	227	3,553	3,566	0.4%	26.4	20.3	1.7	22.2	C	23.5	C
	Westbound	USN 6 DSN 5 Link_Surface	321	2,088	0	2,409	2,399	-0.4%	22.4	29.4	0.0	28.4	C		
	Northbound	USN 2206 DSN 5 Link_Surface	0	0	1,482	1,482	1,471	-0.8%	0.0	0.0	23.3	23.3	C		
	Southbound	USN 2203 DSN 5 Link_Surface	0	0	1,232	1,232	1,242	0.8%	0.0	0.0	17.8	17.8	B		
Northbound I-75 Ramp Terminal	Eastbound	USN 6 DSN 7 Link_Surface	0	3,104	0	3,104	3,107	0.1%	0.0	3.3	0.0	3.3	A	8.0	A
	Westbound	USN 8 DSN 7 Link_Surface	0	2,096	0	2,096	2,078	-0.9%	0.0	3.8	0.0	3.8	A		
	Northbound	USN 1204 DSN 7 Link_Surface	313	0	0	313	328	4.8%	78.6	0.0	0.0	78.6	E		
Simmons Loop	Eastbound	USN 9 DSN 10 Link_Surface	207	3,150	191	3,548	3,524	-0.7%	219.0	21.2	5.5	36.1	D	61.4	E
	Westbound	USN 11 DSN 10 Link_Surface	174	3,485	446	4,105	4,004	-2.5%	328.4	30.9	12.0	52.8	D		
	Northbound	USN 6004 DSN 10 Link_Surface	439	83	95	617	546	-11.5%	242.7	488.6	44.3	237.5	F		
	Southbound	USN 6005 DSN 10 Link_Surface	394	110	216	720	546	-24.2%	122.3	200.6	55.5	112.1	F		

Design Year (2045) Build Alternative - AM Peak Hour**Intersection Measures of Effectiveness (MOEs)**

Big Bend Road Intersection	Approach	Lane	Link/Lane ID	Average Vehicle Queue Length (ft)	Maximum Vehicle Queue Length (ft)	Maximum Vehicle Queue in Lane Group (ft)
Covington Gardens Drive	Eastbound	Left	USN 1 DSN 2 Lane 7 Lane_Surface	125	325	325
		Through (Inside)	USN 1 DSN 2 Lane 3 Lane_Surface	175	550	600
		Through (Middle)	USN 1 DSN 2 Lane 2 Lane_Surface	200	600	
		Through (Outside)	USN 1 DSN 2 Lane 1 Lane_Surface	175	575	
		Right	USN 1 DSN 2 Lane 6 Lane_Surface	0	50	
	Westbound	Left (Outside)	USN 3 DSN 2 Lane 7 Lane_Surface	225	450	450
		Left (Inside)	USN 3 DSN 2 Lane 6 Lane_Surface	175	400	425
		Through (Inside)	USN 3 DSN 2 Lane 3 Lane_Surface	100	375	
		Through (Middle)	USN 3 DSN 2 Lane 2 Lane_Surface	100	425	
		Through (Outside)	USN 3 DSN 2 Lane 1 Lane_Surface	100	375	
		Right	USN 3 DSN 2 Lane 5 Lane_Surface	0	50	
	Northbound	Left	USN 6001 DSN 2 Lane 7 Lane_Surface	200	425	425
		Through	USN 6001 DSN 2 Lane 2 Lane_Surface	100	250	375
		Right (Inside)	USN 6001 DSN 2 Lane 1 Lane_Surface	125	375	
		Right (Inside)	USN 6001 DSN 2 Lane 6 Lane_Surface	125	375	
Southbound	Left	USN 6002 DSN 2 Lane 2 Lane_Surface	100	225	225	
	Through-Right	USN 6002 DSN 2 Lane 1 Lane_Surface	125	225	225	
Southbound I-75 Ramp Terminal	Eastbound	Left (Outside)	USN 3 DSN 5 Lane 7 Lane_Surface	250	625	625
		Left (Inside)	USN 3 DSN 5 Lane 6 Lane_Surface	200	575	450
		Through (Inside)	USN 3 DSN 5 Lane 3 Lane_Surface	100	425	
		Through (Middle)	USN 3 DSN 5 Lane 2 Lane_Surface	100	450	
		Through (Outside)	USN 3 DSN 5 Lane 1 Lane_Surface	100	425	
		Right	USN 3 DSN 5 Lane 5 Lane_Surface	0	75	
	Westbound	Left (Outside)	USN 6 DSN 5 Lane 7 Lane_Surface	25	175	175
		Left (Inside)	USN 6 DSN 5 Lane 6 Lane_Surface	25	150	475
		Through (Inside)	USN 6 DSN 5 Lane 3 Lane_Surface	175	475	
		Through (Middle)	USN 6 DSN 5 Lane 2 Lane_Surface	175	475	
	Through (Outside)	USN 6 DSN 5 Lane 1 Lane_Surface	150	450		
	Northbound	Right (Inside)	USN 2206 DSN 5 Lane 3 Lane_Surface	125	375	375
		Right (Middle)	USN 2206 DSN 5 Lane 2 Lane_Surface	100	300	
		Right (Outside)	USN 2206 DSN 5 Lane 1 Lane_Surface	50	225	
	Southbound	Right (Inside)	USN 2203 DSN 5 Lane 2 Lane_Surface	100	275	275
Right (Outside)		USN 2203 DSN 5 Lane 1 Lane_Surface	75	275		
Northbound I-75 Ramp Terminal	Eastbound	Through (Inside)	USN 6 DSN 7 Lane 3 Lane_Surface	25	250	250
		Through (Middle)	USN 6 DSN 7 Lane 2 Lane_Surface	25	250	
		Through (Outside)	USN 6 DSN 7 Lane 1 Lane_Surface	25	250	
	Westbound	Through (Inside)	USN 8 DSN 7 Lane 3 Lane_Surface	25	225	225
		Through (Middle)	USN 8 DSN 7 Lane 2 Lane_Surface	25	175	
		Through (Outside)	USN 8 DSN 7 Lane 1 Lane_Surface	25	150	
		Right	USN 10 DSN 9 Lane 1 Lane_Surface	0	0	
	Northbound	Left (Inside)	USN 1204 DSN 7 Lane 2 Lane_Surface	200	300	300
		Left (Outside)	USN 1204 DSN 7 Lane 1 Lane_Surface	25	50	
Right	USN 1205 DSN 8 Lane 1 Lane_Surface	0	0	0		
Simmons Loop	Eastbound	Left (Outside)	USN 9 DSN 10 Lane 7 Lane_Surface	250	350	350
		Left (Inside)	USN 9 DSN 10 Lane 6 Lane_Surface	200	300	
		Through (Inside)	USN 9 DSN 10 Lane 3 Lane_Surface	200	725	775
		Through (Middle)	USN 9 DSN 10 Lane 2 Lane_Surface	225	775	
		Through (Outside)	USN 9 DSN 10 Lane 1 Lane_Surface	200	725	
		Right	USN 9 DSN 10 Lane 5 Lane_Surface	0	50	
	Westbound	Left	USN 11 DSN 10 Lane 7 Lane_Surface	625	750	750
		Through (Inside)	USN 11 DSN 10 Lane 3 Lane_Surface	725	1,350	1,350
		Through (Middle)	USN 11 DSN 10 Lane 2 Lane_Surface	525	1,125	
		Through (Outside)	USN 11 DSN 10 Lane 1 Lane_Surface	375	975	
	Right	USN 11 DSN 10 Lane 6 Lane_Surface	0	100	100	
	Northbound	Left (Outside)	USN 6004 DSN 10 Lane 7 Lane_Surface	350	550	550
		Left (Inside)	USN 6004 DSN 10 Lane 6 Lane_Surface	300	475	
		Through	USN 6004 DSN 10 Lane 2 Lane_Surface	725	875	875
		Right	USN 6004 DSN 10 Lane 1 Lane_Surface	425	700	700
Southbound	Left (Outside)	USN 6005 DSN 10 Lane 7 Lane_Surface	150	300	300	
	Left (Inside)	USN 6005 DSN 10 Lane 6 Lane_Surface	100	225		
	Through	USN 6005 DSN 10 Lane 2 Lane_Surface	300	475	475	
	Right	USN 6005 DSN 10 Lane 1 Lane_Surface	225	475	475	

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Roadway Segment Measures of Effectiveness (MOEs)

Description			Link ID	Free Flow Speed (mph)	Simulated Speed (mph) by Time Period											
On Roadway	Segment				TP1	TP2	TP3	TP4	TP5	TP6	TP7	TP8	TP9	TP10	TP11	TP12
	From	To			6:00 AM	6:15 AM	6:30 AM	6:45 AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM
Northbound I-75 Mainline	South of Big Bend Road	Northbound Off-ramp to Big Bend Road	USN 1001 DSN 1002 Link_Freeway	70	68	68	68	67	67	66	67	67	67	68	67	
			USN 1002 DSN 1003 Link_Freeway	70	67	67	66	66	66	65	66	66	66	66	67	66
			USN 1003 DSN 1004 Link_Freeway	70	66	65	65	64	64	63	64	65	65	65	66	65
	Northbound Off-ramp to Big Bend Road	Northbound On-ramp from Big Bend Road	USN 1004 DSN 1005 Link_Freeway	70	67	67	67	66	66	65	66	66	66	66	67	66
			USN 1005 DSN 1006 Link_Freeway	70	67	67	67	66	66	66	66	67	67	67	67	67
			USN 1006 DSN 1007 Link_Freeway	70	67	67	66	66	66	65	65	66	66	66	67	66
	Northbound On-ramp from Big Bend Road	North of Big Bend Road	USN 1007 DSN 1008 Link_Freeway	70	59	51	37	28	24	20	21	22	27	43	53	50
			USN 1008 DSN 1009 Link_Freeway	70	57	51	47	46	44	42	44	45	46	48	51	50
			USN 1009 DSN 1010 Link_Freeway	70	65	64	62	61	57	57	57	59	60	62	65	64
Northbound I-75 Ramps	Northbound Off-ramp to Big Bend Road	USN 1004 DSN 1200 Link_Freeway	50	49	49	49	49	49	49	49	49	49	49	49	49	
		USN 1200 DSN 7100 Link_Freeway	50	48	48	48	48	48	48	48	48	48	48	48	48	
		USN 7100 DSN 1201 Link_Surface	45	44	44	44	44	44	44	44	44	44	44	44	44	
		USN 1201 DSN 1202 Link_Surface	45	41	41	41	40	40	40	36	38	40	39	37	41	
		USN 1202 DSN 1203 Link_Surface	45	41	41	40	40	39	31	24	29	35	35	37	37	
		USN 1203 DSN 1204 Link_Surface	35	35	31	27	24	19	10	10	9	12	15	20	26	
		USN 1204 DSN 1205 Link_Surface	30	29	28	28	28	28	27	26	27	27	28	27	28	
		USN 1204 DSN 7 Link_Surface	30	4	3	2	2	2	2	2	2	2	2	2	3	
		USN 1205 DSN 8 Link_Surface	30	18	17	17	17	17	16	16	16	17	17	17	17	
	Northbound On-ramp from Big Bend Road	USN 5 DSN 1206 Link_Surface	35	31	32	32	32	32	32	32	32	32	32	31	31	
		USN 1206 DSN 1207 Link_Surface	35	30	30	29	29	29	29	29	29	30	30	30	31	
		USN 1207 DSN 1209 Link_Surface	35	31	30	29	29	29	29	28	27	30	30	30	31	
		USN 9 DSN 14 Link_Surface	40	39	38	38	38	38	38	38	38	38	38	38	38	
		USN 14 DSN 15 Link_Surface	40	36	36	36	36	36	36	36	36	36	36	36	36	
		USN 15 DSN 1209 Link_Surface	40	36	36	36	36	35	35	34	33	35	36	36	36	
		USN 1209 DSN 1213 Link_Surface	40	29	28	27	27	26	26	21	21	26	28	28	28	
		USN 1213 DSN 7001 Link_Surface	45	37	37	37	37	37	31	18	21	32	37	37	37	
		USN 7001 DSN 38 Link_Freeway	50	45	43	41	40	39	17	9	11	30	43	44	44	
		USN 38 DSN 1007 Link_Freeway	50	47	46	45	42	30	13	12	14	26	44	47	47	
Southbound I-75 Mainline	North of Big Bend Road	Southbound Off-ramp to Big Bend Road	USN 2001 DSN 2002 Link_Freeway	70	66	65	65	64	64	63	64	65	65	66	65	
			USN 2001 DSN 2002 Link_Freeway	70	66	65	65	64	64	63	64	65	65	65	66	65
			USN 2002 DSN 2003 Link_Freeway	70	66	65	64	64	63	62	63	64	64	64	65	64
			USN 2003 DSN 2004 Link_Freeway	70	63	62	61	61	59	54	58	61	61	61	62	62
	Southbound Off-ramp to Big Bend Road	Southbound On-ramp from Beg Bend Road	USN 2004 DSN 2005 Link_Freeway	70	67	66	66	66	65	64	65	66	66	66	66	66
			USN 2005 DSN 2006 Link_Freeway	70	67	67	67	66	66	66	66	66	66	66	67	66
			USN 2006 DSN 2007 Link_Freeway	70	67	67	66	66	66	66	66	66	66	66	67	66
	Southbound On-ramp from Big Bend Road	South of Big Bend Road	USN 2007 DSN 2008 Link_Freeway	70	66	65	64	64	63	63	63	64	64	64	65	64
			USN 2008 DSN 2009 Link_Freeway	70	67	66	66	66	65	65	65	66	66	66	66	66
USN 2009 DSN 2010 Link_Freeway			70	67	66	66	66	65	65	65	66	66	66	66	66	

Southbound I-75 Ramps	Southbound Off-ramp to Big Bend Road		USN 2004 DSN 12 Link_Freeway	50	49	49	48	48	48	48	48	48	48	48	49	48			
			USN 12 DSN 7002 Link_Freeway	50	49	48	48	48	48	48	48	48	48	48	48	48	48	48	
			USN 7002 DSN 2201 Link_Surface	45	45	43	42	41	41	40	41	41	42	42	44	43			
			USN 2201 DSN 2202 Link_Surface	40	39	39	38	38	38	38	38	39	39	39	39	39			
			USN 2202 DSN 2203 Link_Surface	40	27	32	25	26	20	17	18	24	25	26	32	29			
			USN 2203 DSN 5 Link_Surface	30	5	6	5	5	5	5	5	5	5	5	5	6	5		
			USN 2201 DSN 2204 Link_Surface	40	38	37	37	37	37	37	37	37	37	37	37	37	37	37	
			USN 2204 DSN 2205 Link_Surface	30	29	29	29	29	28	29	29	29	29	29	29	29	29	29	
			USN 2205 DSN 2206 Link_Surface	30	26	28	27	26	26	26	25	26	27	27	28	27			
			USN 2206 DSN 5 Link_Surface	30	5	7	6	5	6	6	6	6	6	7	8	8			
	Southbound On-ramp from Big Bend Road		USN 5 DSN 2207 Link_Surface	30	26	25	25	25	26	25	25	26	25	26	26	25			
			USN 2207 DSN 2208 Link_Surface	45	35	35	34	34	34	34	34	35	34	34	34	33			
			USN 2208 DSN 2209 Link_Surface	45	39	40	38	39	39	38	39	39	39	39	38	38			
			USN 2209 DSN 2210 Link_Surface	45	41	40	39	40	40	39	40	40	40	40	40	40			
			USN 2210 DSN 7201 Link_Surface	45	40	40	40	40	40	40	40	40	40	40	40	40			
USN 7201 DSN 2214 Link_Freeway			45	42	41	41	41	41	41	41	42	41	41	41	41				
USN 2214 DSN 2215 Link_Freeway			50	44	44	44	44	44	44	44	44	44	44	44	44				
USN 2215 DSN 2007 Link_Freeway	50	48	47	47	47	47	47	47	47	47	47	47	47						
Eastbound Big Bend Road	Covington Gardens Drive	Southbound I-75 Ramp Terminal	USN 2 DSN 3 Link_Surface	45	36	35	34	35	35	35	35	35	36	36	36				
			USN 3 DSN 5 Link_Surface	45	21	22	20	19	20	20	19	20	22	22	23	24			
	Southbound I-75 Ramp Terminal	Northbound I-75 Ramp Terminal	USN 5 DSN 6 Link_Surface	45	36	36	36	36	35	35	35	36	35	36	36	36			
			USN 6 DSN 7 Link_Surface	45	30	27	26	26	26	27	25	27	27	27	26	27			
	Northbound I-75 Ramp Terminal	Simmons Loop	USN 7 DSN 8 Link_Surface	45	34	32	32	32	32	32	31	32	32	32	32	32			
			USN 8 DSN 9 Link_Surface	45	38	37	37	37	36	36	33	35	37	37	38	38			
Westbound Big Bend Road	Simmons Loop	Northbound I-75 Ramp Terminal	USN 9 DSN 10 Link_Surface	45	16	15	14	13	12	12	10	10	10	12	12	15			
			USN 10 DSN 9 Link_Surface	45	35	35	35	34	34	34	34	34	34	34	34	34			
			USN 9 DSN 8 Link_Surface	45	40	40	39	40	40	40	39	40	40	39	40	39			
			USN 8 DSN 7 Link_Surface	45	16	16	16	16	16	17	16	16	16	17	17	16			
	Northbound I-75 Ramp Terminal	Southbound I-75 Ramp Terminal	USN 7 DSN 6 Link_Surface	45	35	34	34	34	35	35	35	34	34	34	35	34			
			USN 6 DSN 5 Link_Surface	45	19	17	15	16	14	14	15	16	16	16	16	16			
Southbound I-75 Ramp Terminal	Covington Gardens Drive	USN 5 DSN 3 Link_Surface	45	38	37	37	37	37	36	37	37	37	37	37	37				
		USN 3 DSN 2 Link_Surface	45	17	16	16	15	15	13	12	14	15	15	16	16				

Design Year (2045) Build Alternative - PM Peak Hour
Roadway Segment Measures of Effectiveness (MOEs)

Description			Link ID	Length (ft)	PM Peak Hour															
On Roadway	Segment				Hourly Volumes (veh)					Link-Specific MOEs			Segment Average (Weighted)							
	From	To			Actual	Simulated	Difference	% Vol Diff	GEH	Speed (mph)	Density (vplpm)	LOS	Speed (mph)	Density (vplpm)	LOS					
Northbound I-75 Mainline	South of Big Bend Road	Northbound Off-ramp to Big Bend Road	USN 1001 DSN 1002 Link_Freeway	2,635	4,608	4,604	-4	-0.1%	0.1	67.2	23.0	C	66.2	23.0	C					
			USN 1002 DSN 1003 Link_Freeway	2,000	4,608	4,609	1	0.0%	0.0	66.1	23.2	C								
			USN 1003 DSN 1004 Link_Freeway	1,500	4,608	4,608	0	0.0%	0.0	64.8	22.6	C								
	Northbound Off-ramp to Big Bend Road	Northbound On-ramp from Big Bend Road	USN 1004 DSN 1005 Link_Freeway	1,500	4,060	4,065	5	0.1%	0.1	66.0	20.5	C	64.8	20.9	C					
			USN 1005 DSN 1006 Link_Freeway	2,000	4,060	4,066	6	0.1%	0.1	66.1	20.5	C								
			USN 1006 DSN 1007 Link_Freeway	2,714	4,060	4,061	1	0.0%	0.0	63.2	21.4	C								
	Northbound On-ramp from Big Bend Road	North of Big Bend Road	USN 1007 DSN 1008 Link_Freeway	1,500	6,774	6,744	-30	-0.4%	0.4	53.9	28.6	D	59.3	34.3	D					
			USN 1008 DSN 1009 Link_Freeway	2,500	6,774	6,737	-37	-0.5%	0.4	58.6	36.5	E								
			USN 1009 DSN 1010 Link_Freeway	2,500	6,774	6,737	-37	-0.5%	0.5	63.3	35.5	E								
Northbound I-75 Ramps	Northbound Off-ramp to Big Bend Road	USN 1004 DSN 1200 Link_Freeway	320	548	540	-8	-1.5%	0.4	49.1	11.0	A	36.5	11.0	B						
		USN 1200 DSN 7100 Link_Freeway	148	548	540	-8	-1.5%	0.4	48.5	11.1	B									
		USN 7100 DSN 1201 Link_Surface	165	548	539	-9	-1.6%	0.4	44.5		A									
		USN 1201 DSN 1202 Link_Surface	781	548	539	-9	-1.6%	0.4	41.2		B									
		USN 1202 DSN 1203 Link_Surface	640	548	539	-9	-1.7%	0.4	40.8		B									
		USN 1203 DSN 1204 Link_Surface	317	548	539	-9	-1.6%	0.4	33.6		C									
		USN 1204 DSN 1205 Link_Surface	166	321	299	-22	-6.8%	1.2	28.9		C									
		USN 1204 DSN 7 Link_Surface	247	227	240	13	5.5%	0.8	3.2		F									
		USN 1205 DSN 8 Link_Surface	162	321	299	-22	-6.9%	1.3	17.6		E									
	Northbound On-ramp from Big Bend Road		USN 5 DSN 1206 Link_Surface	222	1,232	1,276	44	3.6%	1.2	31.6		C	37.5	25.4	B					
			USN 1206 DSN 1207 Link_Surface	938	1,232	1,276	44	3.6%	1.3	30.0		C								
			USN 1207 DSN 1209 Link_Surface	480	1,232	1,277	45	3.6%	1.3	30.2		C								
			USN 9 DSN 14 Link_Surface	149	1,482	1,411	-71	-4.8%	1.9	38.9		B								
			USN 14 DSN 15 Link_Surface	1,088	1,482	1,411	-71	-4.8%	1.9	36.8		B								
			USN 15 DSN 1209 Link_Surface	555	1,482	1,412	-70	-4.8%	1.9	36.6		B								
		USN 1209 DSN 1213 Link_Surface	614	2,714	2,688	-26	-1.0%	0.5	30.0		C									
		USN 1213 DSN 7001 Link_Surface	731	2,714	2,690	-24	-0.9%	0.5	37.4		B									
		USN 7001 DSN 38 Link_Freeway	900	2,714	2,691	-24	-0.9%	0.5	44.5	20.6	C									
		USN 38 DSN 1007 Link_Freeway	1,265	2,714	2,694	-20	-0.7%	0.4	46.7	28.9	D									
		Southbound I-75 Mainline	North of Big Bend Road	Southbound Off-ramp to Big Bend Road	USN 2001 DSN 2002 Link_Freeway	2,500	8,103	7,852	-251	-3.1%	2.8				63.1	41.5	E	57.4	41.5	E
					USN 2001 DSN 2002 Link_Freeway	1,600	8,103	7,852	-251	-3.1%	2.8				63.1	41.5	E			
USN 2002 DSN 2003 Link_Freeway	1,600				8,103	7,853	-250	-3.1%	2.8	57.3	36.2	E								
USN 2003 DSN 2004 Link_Freeway	1,500				8,103	7,852	-251	-3.1%	2.8	41.9	47.3	F								
Southbound Off-ramp to Big Bend Road	Southbound On-ramp from Big Bend Road		USN 2004 DSN 2005 Link_Freeway	2,794	4,355	4,202	-153	-3.5%	2.3	63.9	21.9	C	65.0	21.5	C					
			USN 2005 DSN 2006 Link_Freeway	1,728	4,355	4,203	-152	-3.5%	2.3	66.0	21.2	C								
Southbound On-ramp from Big Bend Road	South of Big Bend Road	USN 2006 DSN 2007 Link_Freeway	1,500	4,355	4,198	-157	-3.6%	2.4	66.0	21.2	C	64.6	24.7	C						
		USN 2007 DSN 2008 Link_Freeway	1,500	5,112	4,940	-173	-3.4%	2.4	62.7	23.3	C									
		USN 2008 DSN 2009 Link_Freeway	2,000	5,112	4,942	-170	-3.3%	2.4	65.3	25.2	C									
			USN 2009 DSN 2010 Link_Freeway	2,000	5,112	4,939	-173	-3.4%	2.4	65.4	25.2	C								

Southbound I-75 Ramps	Southbound Off-ramp to Big Bend Road		USN 2004 DSN 12 Link_Freeway	1,244	3,748	3,649	-99	-2.6%	1.6	46.9	34.4	D	33.3	31.6	C	
			USN 12 DSN 7002 Link_Freeway	656	3,748	3,648	-100	-2.7%	1.6	46.2	26.4	D				
			USN 7002 DSN 2201 Link_Surface	656	3,748	3,648	-100	-2.7%	1.6	33.2		C				
			USN 2201 DSN 2202 Link_Surface	784	1,704	1,632	-73	-4.3%	1.8	35.3		B				
			USN 2202 DSN 2203 Link_Surface	351	1,704	1,632	-72	-4.2%	1.8	12.4		F				
			USN 2203 DSN 5 Link_Surface	211	1,704	1,632	-72	-4.2%	1.8	5.3		F				
			USN 2201 DSN 2204 Link_Surface	1,206	2,044	2,017	-27	-1.3%	0.6	36.3		B				
			USN 2204 DSN 2205 Link_Surface	575	2,044	2,016	-28	-1.4%	0.6	28.1		C				
			USN 2205 DSN 2206 Link_Surface	435	2,044	2,013	-31	-1.5%	0.7	20.7		E				
			USN 2206 DSN 5 Link_Surface	328	2,044	2,016	-28	-1.4%	0.6	6.8		F				
	Southbound On-ramp from Big Bend Road		USN 5 DSN 2207 Link_Surface	382	757	742	-15	-1.9%	0.5	25.1		D	37.4	16.8	B	
			USN 2207 DSN 2208 Link_Surface	511	757	742	-15	-1.9%	0.5	32.3		C				
			USN 2208 DSN 2209 Link_Surface	616	757	742	-15	-2.0%	0.5	37.9		B				
			USN 2209 DSN 2210 Link_Surface	616	757	742	-15	-1.9%	0.5	38.9		B				
			USN 2210 DSN 7201 Link_Surface	113	757	742	-15	-1.9%	0.5	39.4		B				
			USN 7201 DSN 2214 Link_Freeway	113	757	742	-15	-1.9%	0.5	40.4	21.5	C				
			USN 2214 DSN 2215 Link_Freeway	96	757	743	-15	-1.9%	0.5	43.4	17.1	B				
Covington Gardens Drive		Southbound I-75 Ramp Terminal	USN 2 DSN 3 Link_Surface	931	3,211	3,251	40	1.2%	0.7	35.1		B	24.6		D	
			USN 3 DSN 5 Link_Surface	1,705	3,211	3,233	22	0.7%	0.4	18.9		E				
		Southbound I-75 Ramp Terminal	Northbound I-75 Ramp Terminal	USN 5 DSN 6 Link_Surface	1,142	3,710	3,674	-36	-1.0%	0.6	34.6		B		29.4	C
Northbound I-75 Ramp Terminal		Simmons Loop	USN 6 DSN 7 Link_Surface	569	3,710	3,669	-41	-1.1%	0.7	19.0		E	26.6		D	
			USN 7 DSN 8 Link_Surface	220	3,710	3,669	-41	-1.1%	0.7	30.0		C				
			USN 8 DSN 9 Link_Surface	1,133	4,031	3,962	-69	-1.7%	1.1	36.1		B				
			USN 9 DSN 10 Link_Surface	950	4,031	3,960	-71	-1.8%	1.1	14.5		F	26.6		D	
			<i>Arterial Total - Weighted Average Speed</i>													
Westbound Big Bend Road	Simmons Loop		Northbound I-75 Ramp Terminal	USN 10 DSN 9 Link_Surface	950	3,631	3,563	-68	-1.9%	1.1	33.6		C	34.0		C
				USN 9 DSN 8 Link_Surface	1,133	2,149	2,152	3	0.2%	0.1	37.8		B			
				USN 8 DSN 7 Link_Surface	220	2,149	2,154	5	0.3%	0.1	16.0		E			
	Northbound I-75 Ramp Terminal		Southbound I-75 Ramp Terminal	USN 7 DSN 6 Link_Surface	569	2,376	2,393	17	0.7%	0.4	34.1		B	20.1		E
				USN 6 DSN 5 Link_Surface	1,142	2,376	2,404	28	1.2%	0.6	13.1		F			
	Southbound I-75 Ramp Terminal		Covington Gardens Drive	USN 5 DSN 3 Link_Surface	1,705	3,636	3,593	-43	-1.2%	0.7	36.1		B	27.8		C
				USN 3 DSN 2 Link_Surface	931	3,636	3,594	-42	-1.2%	0.7	12.6		F			
<i>Arterial Total - Weighted Average Speed</i>													28.0		C	

Design Year (2045) Build Alternative - PM Peak Hour
Intersection Measures of Effectiveness (MOEs)

Big Bend Road Intersection	Approach	Link ID	Demand Traffic Volumes				Simulated Volumes		Control Delay Movement (sec/veh)			Approach LOS		Intersection LOS	
			Left	Through	Right	Total	Total	% Diff	Left	Through	Right	Delay	LOS	Delay	LOS
Covington Gardens Drive	Eastbound	USN 1 DSN 2 Link_Surface	111	2,215	223	2,549	2,570	0.8%	67.8	30.5	12.4	31.1	C	34.0	C
	Westbound	USN 3 DSN 2 Link_Surface	1,016	2,499	121	3,636	3,594	-1.2%	79.9	9.1	0.8	29.6	C		
	Northbound	USN 6001 DSN 2 Link_Surface	208	29	849	1,086	1,076	-0.9%	98.1	67.9	24.6	42.3	D		
	Southbound	USN 6002 DSN 2 Link_Surface	147	50	50	247	278	12.7%	71.6	128.4	97.3	87.6	F		
Southbound I-75 Ramp Terminal	Eastbound	USN 3 DSN 5 Link_Surface	1,232	1,666	313	3,211	3,233	0.7%	30.3	26.5	2.0	25.9	C	24.5	C
	Westbound	USN 6 DSN 5 Link_Surface	444	1,932	0	2,376	2,404	1.2%	21.1	37.3	0.0	34.3	C		
	Northbound	USN 2206 DSN 5 Link_Surface	0	0	2,044	2,044	2,016	-1.4%	0.0	0.0	18.2	18.2	B		
	Southbound	USN 2203 DSN 5 Link_Surface	0	0	1,704	1,704	1,632	-4.2%	0.0	0.0	15.3	15.3	B		
Northbound I-75 Ramp Terminal	Eastbound	USN 6 DSN 7 Link_Surface	0	3,710	0	3,710	3,669	-1.1%	0.0	6.6	0.0	6.6	A	7.2	A
	Westbound	USN 8 DSN 7 Link_Surface	0	2,149	0	2,149	2,154	0.3%	0.0	3.7	0.0	3.7	A		
	Northbound	USN 1204 DSN 7 Link_Surface	227	0	0	227	240	5.5%	46.3	0.0	0.0	46.3	D		
Simmons Loop	Eastbound	USN 9 DSN 10 Link_Surface	179	3,474	378	4,031	3,960	-1.8%	162.4	13.5	2.4	21.1	C	48.5	D
	Westbound	USN 11 DSN 10 Link_Surface	108	3,102	377	3,587	3,480	-3.0%	534.1	26.0	6.0	67.3	E		
	Northbound	USN 6004 DSN 10 Link_Surface	330	66	192	588	588	-0.1%	134.2	73.5	35.8	99.5	F		
	Southbound	USN 6005 DSN 10 Link_Surface	338	120	199	657	658	0.2%	76.9	87.9	39.8	68.3	E		

Design Year (2045) Build Alternative - PM Peak Hour**Intersection Measures of Effectiveness (MOEs)**

Big Bend Road Intersection	Approach	Lane	Link/Lane ID	Average Vehicle Queue Length (ft)	Maximum Vehicle Queue Length (ft)	Maximum Vehicle Queue in Lane Group (ft)
Covington Gardens Drive	Eastbound	Left	USN 1 DSN 2 Lane 7 Lane_Surface	75	225	225
		Through (Inside)	USN 1 DSN 2 Lane 3 Lane_Surface	200	600	625
		Through (Middle)	USN 1 DSN 2 Lane 2 Lane_Surface	225	625	
		Through (Outside)	USN 1 DSN 2 Lane 1 Lane_Surface	200	600	
		Right	USN 1 DSN 2 Lane 6 Lane_Surface	0	50	50
	Westbound	Left (Outside)	USN 3 DSN 2 Lane 7 Lane_Surface	350	650	650
		Left (Inside)	USN 3 DSN 2 Lane 6 Lane_Surface	300	575	400
		Through (Inside)	USN 3 DSN 2 Lane 3 Lane_Surface	100	400	
		Through (Middle)	USN 3 DSN 2 Lane 2 Lane_Surface	75	350	
		Through (Outside)	USN 3 DSN 2 Lane 1 Lane_Surface	50	350	
		Right	USN 3 DSN 2 Lane 5 Lane_Surface	0	25	25
	Northbound	Left	USN 6001 DSN 2 Lane 7 Lane_Surface	175	375	375
		Through	USN 6001 DSN 2 Lane 2 Lane_Surface	25	100	100
		Right (Inside)	USN 6001 DSN 2 Lane 1 Lane_Surface	75	300	300
Right (Inside)		USN 6001 DSN 2 Lane 6 Lane_Surface	75	300		
Southbound	Left	USN 6002 DSN 2 Lane 2 Lane_Surface	100	225	225	
	Through-Right	USN 6002 DSN 2 Lane 1 Lane_Surface	100	200	200	
Southbound I-75 Ramp Terminal	Eastbound	Left (Outside)	USN 3 DSN 5 Lane 7 Lane_Surface	200	550	550
		Left (Inside)	USN 3 DSN 5 Lane 6 Lane_Surface	175	525	475
		Through (Inside)	USN 3 DSN 5 Lane 3 Lane_Surface	125	475	
		Through (Middle)	USN 3 DSN 5 Lane 2 Lane_Surface	125	475	
		Through (Outside)	USN 3 DSN 5 Lane 1 Lane_Surface	125	450	
		Right	USN 3 DSN 5 Lane 5 Lane_Surface	0	100	100
	Westbound	Left (Outside)	USN 6 DSN 5 Lane 7 Lane_Surface	25	225	225
		Left (Inside)	USN 6 DSN 5 Lane 6 Lane_Surface	25	175	625
		Through (Inside)	USN 6 DSN 5 Lane 3 Lane_Surface	225	625	
		Through (Middle)	USN 6 DSN 5 Lane 2 Lane_Surface	200	550	
	Through (Outside)	USN 6 DSN 5 Lane 1 Lane_Surface	175	525		
	Northbound	Right (Inside)	USN 2206 DSN 5 Lane 3 Lane_Surface	150	400	400
		Right (Middle)	USN 2206 DSN 5 Lane 2 Lane_Surface	100	375	
		Right (Outside)	USN 2206 DSN 5 Lane 1 Lane_Surface	75	275	
Southbound	Right (Inside)	USN 2203 DSN 5 Lane 2 Lane_Surface	100	300	300	
	Right (Outside)	USN 2203 DSN 5 Lane 1 Lane_Surface	100	275		
Northbound I-75 Ramp Terminal	Eastbound	Through (Inside)	USN 6 DSN 7 Lane 3 Lane_Surface	75	350	400
		Through (Middle)	USN 6 DSN 7 Lane 2 Lane_Surface	75	400	
		Through (Outside)	USN 6 DSN 7 Lane 1 Lane_Surface	75	375	
	Westbound	Through (Inside)	USN 8 DSN 7 Lane 3 Lane_Surface	25	250	250
		Through (Middle)	USN 8 DSN 7 Lane 2 Lane_Surface	25	175	
		Through (Outside)	USN 8 DSN 7 Lane 1 Lane_Surface	25	175	
		Right	USN 10 DSN 9 Lane 1 Lane_Surface	0	0	
	Northbound	Left (Inside)	USN 1204 DSN 7 Lane 2 Lane_Surface	75	225	225
		Left (Outside)	USN 1204 DSN 7 Lane 1 Lane_Surface	0	25	25
Right	USN 1205 DSN 8 Lane 1 Lane_Surface	0	0	0		
Simmons Loop	Eastbound	Left (Outside)	USN 9 DSN 10 Lane 7 Lane_Surface	150	250	250
		Left (Inside)	USN 9 DSN 10 Lane 6 Lane_Surface	125	200	625
		Through (Inside)	USN 9 DSN 10 Lane 3 Lane_Surface	125	575	
		Through (Middle)	USN 9 DSN 10 Lane 2 Lane_Surface	150	625	
		Through (Outside)	USN 9 DSN 10 Lane 1 Lane_Surface	125	600	
		Right	USN 9 DSN 10 Lane 5 Lane_Surface	0	75	75
	Westbound	Left	USN 11 DSN 10 Lane 7 Lane_Surface	775	825	825
		Through (Inside)	USN 11 DSN 10 Lane 3 Lane_Surface	975	1,425	1,425
		Through (Middle)	USN 11 DSN 10 Lane 2 Lane_Surface	400	875	
		Through (Outside)	USN 11 DSN 10 Lane 1 Lane_Surface	225	725	
		Right	USN 11 DSN 10 Lane 6 Lane_Surface	0	75	
	Northbound	Left (Outside)	USN 6004 DSN 10 Lane 7 Lane_Surface	225	375	375
		Left (Inside)	USN 6004 DSN 10 Lane 6 Lane_Surface	175	325	
		Through	USN 6004 DSN 10 Lane 2 Lane_Surface	25	125	
Right		USN 6004 DSN 10 Lane 1 Lane_Surface	50	200		
Southbound	Left (Outside)	USN 6005 DSN 10 Lane 7 Lane_Surface	125	275	275	
	Left (Inside)	USN 6005 DSN 10 Lane 6 Lane_Surface	75	200		
	Through	USN 6005 DSN 10 Lane 2 Lane_Surface	75	200		
	Right	USN 6005 DSN 10 Lane 1 Lane_Surface	50	225		

Southbound I-75 Ramps	Southbound Off-ramp to Big Bend Road		USN 2004 DSN 12 Link_Freeway	50	47	47	47	47	47	47	47	47	47	47	48	
			USN 12 DSN 7002 Link_Freeway	50	46	47	47	47	46	46	46	47	46	46	46	47
			USN 7002 DSN 2201 Link_Surface	45	33	34	35	32	33	34	33	33	33	32	33	36
			USN 2201 DSN 2202 Link_Surface	40	33	34	37	36	36	35	34	36	37	37	35	37
			USN 2202 DSN 2203 Link_Surface	40	10	11	13	13	13	13	11	12	14	17	14	18
			USN 2203 DSN 5 Link_Surface	30	5	5	5	5	5	5	5	5	6	6	6	5
			USN 2201 DSN 2204 Link_Surface	40	36	36	36	36	36	36	36	36	36	36	36	36
			USN 2204 DSN 2205 Link_Surface	30	28	28	28	28	28	28	28	28	28	28	28	28
			USN 2205 DSN 2206 Link_Surface	30	17	20	22	22	21	21	20	20	19	20	22	22
			USN 2206 DSN 5 Link_Surface	30	7	6	7	7	7	7	7	7	6	7	7	6
	Southbound On-ramp from Big Bend Road		USN 5 DSN 2207 Link_Surface	30	27	25	25	25	25	25	25	25	25	25	25	
			USN 2207 DSN 2208 Link_Surface	45	34	32	32	33	32	33	33	31	33	33	32	
			USN 2208 DSN 2209 Link_Surface	45	38	38	38	38	38	38	38	38	38	38	39	
			USN 2209 DSN 2210 Link_Surface	45	39	39	39	39	39	39	39	39	39	39	40	
USN 2210 DSN 7201 Link_Surface			45	39	39	39	39	39	40	39	39	40	40	40		
USN 7201 DSN 2214 Link_Freeway			45	40	40	41	41	40	41	40	40	41	41	41		
USN 2214 DSN 2215 Link_Freeway			50	43	43	44	44	43	43	43	43	44	44	44		
USN 2215 DSN 2007 Link_Freeway	50	47	47	47	47	47	47	47	47	47	47	47				
Eastbound Big Bend Road	Covington Gardens Drive	Southbound I-75 Ramp Terminal	USN 2 DSN 3 Link_Surface	45	35	35	35	35	35	35	35	35	35	35		
			USN 3 DSN 5 Link_Surface	45	17	19	20	20	19	20	18	18	18	18		
	Southbound I-75 Ramp Terminal	Northbound I-75 Ramp Terminal	USN 5 DSN 6 Link_Surface	45	34	34	35	35	35	35	34	34	34	35		
			USN 6 DSN 7 Link_Surface	45	16	19	22	21	20	21	17	17	17	20		
	Northbound I-75 Ramp Terminal	Simmons Loop	USN 7 DSN 8 Link_Surface	45	29	30	31	30	30	31	29	29	29	30		
			USN 8 DSN 9 Link_Surface	45	35	35	37	36	37	37	36	36	36	35		
USN 9 DSN 10 Link_Surface	45	16	14	15	15	15	15	14	14	14	13	14				
Westbound Big Bend Road	Simmons Loop	Northbound I-75 Ramp Terminal	USN 10 DSN 9 Link_Surface	45	35	34	34	33	33	34	33	34	35			
			USN 9 DSN 8 Link_Surface	45	37	37	37	36	38	38	38	38	40			
			USN 8 DSN 7 Link_Surface	45	15	16	15	15	16	16	17	16	16	17		
	Northbound I-75 Ramp Terminal	Southbound I-75 Ramp Terminal	USN 7 DSN 6 Link_Surface	45	34	34	34	34	34	34	34	34	35			
			USN 6 DSN 5 Link_Surface	45	15	14	15	13	13	14	13	12	15			
	Southbound I-75 Ramp Terminal	Covington Gardens Drive	USN 5 DSN 3 Link_Surface	45	37	37	36	36	36	36	36	36	37			
USN 3 DSN 2 Link_Surface			45	14	15	14	13	13	13	12	12	13				



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Design Year (2045) Red
Time Formula Vehicle
Queue Length Estimates –
Build Alternative

**Vehicle Queue Length Analysis for Big Bend Road and Covington Gardens Drive
Red Time Formula Method¹**

Design Year (2045) AM Peak Hour - Build Alternative

Approach/Movement		Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors ²	g/C	1-g/C	Queue Length (ft)
Eastbound	Left	150	1.03	174	1	174	1.89	0.11	0.89	325
	Through	150	1.03	2431	3	810	1.28	0.51	0.49	550
	Right	150	1.03	208	1	208	1.78	0.51	0.49	200
Westbound	Left	150	1.03	557	2	279	1.68	0.17	0.83	425
	Through	150	1.03	2617	3	872	1.25	0.57	0.43	500
	Right	150	1.03	146	1	146	1.98	0.55	0.45	150
Northbound	Left	150	1.03	321	1	321	1.58	0.25	0.75	400
	Through	150	1.03	120	1	120	2.04	0.12	0.88	225
	Right	150	1.03	933	2	467	1.43	0.31	0.69	500
Southbound	Left	150	1.03	189	1	189	1.86	0.17	0.83	325
	Through-Right	150	1.03	81	1	136	2.01	0.07	0.93	275
				55						

Design Year (2045) PM Peak Hour - Build Alternative

Approach/Movement		Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors ²	g/C	1-g/C	Queue Length (ft)
Eastbound	Left	150	1.03	111	1	111	2.07	0.09	0.91	225
	Through	150	1.03	2254	3	751	1.32	0.45	0.55	575
	Right	150	1.03	223	1	223	1.72	0.45	0.55	225
Westbound	Left	150	1.03	1016	2	508	1.43	0.29	0.71	550
	Through	150	1.03	2499	3	833	1.27	0.65	0.35	400
	Right	150	1.03	121	1	121	2.04	0.63	0.37	100
Northbound	Left	150	1.03	208	1	208	1.78	0.14	0.86	350
	Through	150	1.03	29	1	29	2.13	0.07	0.93	50
	Right	150	1.03	849	2	425	1.42	0.35	0.65	425
Southbound	Left	150	1.03	108	1	108	2.10	0.16	0.84	200
	Through- Right	150	1.03	50	1	100	2.10	0.07	0.93	200
				50						

Notes:

¹Queue length: $(DHV) \cdot (1 + \text{truck}\%) \cdot (\text{Arrival Factor}) \cdot (1 - g/C) \cdot (\text{Cycle Length}) \cdot (25) / 3600 \cdot (\# \text{ of Lanes})$.²Source: Martin Wohl & Brian, Traffic Systems Analyses for Engineers & Planners, (New York: McGraw Hill, 1967)

**Vehicle Queue Length Analysis for Big Bend Road and Southbound I-75
Red Time Formula Method¹**

Design Year (2045) AM Peak Hour - Build Alternative

Approach/Movement		Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors ²	g/C	1-g/C	Queue Length (ft)
Eastbound	Left	150	1.03	1704	2	852	1.26	0.50	0.50	575
	Through	150	1.03	1619	3	540	1.41	0.48	0.52	425
Westbound	Left	150	1.03	321	2	161	1.92	0.47	0.53	175
	Through	150	1.03	2088	3	696	1.35	0.43	0.57	575
Northbound	Right	150	1.05	1482	3	494	1.34	0.47	0.53	375
Southbound	Right	150	1.05	1232	2	616	1.37	0.52	0.48	450

Design Year (2045) PM Peak Hour - Build Alternative

Approach/Movement		Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors ²	g/C	1-g/C	Queue Length (ft)
Eastbound	Left	150	1.03	1232	2	616	1.37	0.55	0.45	400
	Through	150	1.03	1666	3	555	1.40	0.38	0.62	525
Westbound	Left	150	1.03	444	2	222	1.72	0.57	0.43	175
	Through	150	1.03	1932	3	644	1.36	0.37	0.63	600
Northbound	Right	150	1.05	2044	3	681	1.35	0.57	0.43	425
Southbound	Right	150	1.05	1704	2	852	1.26	0.57	0.43	500

Notes:

¹Queue length: $(DHV) \cdot (1 + \text{truck}\%) \cdot (\text{Arrival Factor}) \cdot (1 - g/C) \cdot (\text{Cycle Length}) \cdot (25) / 3600 \cdot (\# \text{ of Lanes})$.

²Source: Martin Wohl & Brian, Traffic Systems Analyses for Engineers & Planners, (New York: McGraw Hill, 1967)

**Vehicle Queue Length Analysis for Big Bend Road and Northbound I-75
Red Time Formula Method¹**

Design Year (2045) AM Peak Hour - Build Alternative

Approach/Movement		Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors ²	g/C	1-g/C	Queue Length (ft)
Eastbound										
	Through	75	1.03	3104	3	1035	1.48	0.75	0.25	200
Westbound										
	Through	75	1.03	2096	3	699	1.59	0.75	0.25	150
Northbound	Left	75	1.05	313	2	157	2.59	0.15	0.85	200
Southbound										

Design Year (2045) PM Peak Hour - Build Alternative

Approach/Movement		Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors ²	g/C	1-g/C	Queue Length (ft)
Eastbound										
	Through	75	1.03	3710	3	1237	1.48	0.75	0.25	250
Westbound										
	Through	75	1.03	2149	3	716	1.58	0.75	0.25	150
Northbound	Left	75	1.05	227	2	114	2.95	0.15	0.85	150
Southbound										

Notes:

¹Queue length: $(DHV) \cdot (1 + \text{truck}\%) \cdot (\text{Arrival Factor}) \cdot (1 - g/C) \cdot (\text{Cycle Length}) \cdot (25) / 3600 \cdot (\# \text{ of Lanes})$.

²Source: Martin Wohl & Brian, Traffic Systems Analyses for Engineers & Planners, (New York: McGraw Hill, 1967)

**Vehicle Queue Length Analysis for Big Bend Road and Simmons Loop
Red Time Formula Method¹**

Design Year (2045) AM Peak Hour - Build Alternative

Approach/Movement		Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors ²	g/C	1-g/C	Queue Length (ft)
Eastbound	Left	150	1.03	207	2	104	2.10	0.06	0.94	225
	Through	150	1.03	3150	3	1050	1.23	0.60	0.40	550
	Right	150	1.03	191	1	191	1.83	0.60	0.40	150
Westbound	Left	150	1.03	174	1	174	1.89	0.09	0.91	325
	Through	150	1.03	3485	3	1162	1.23	0.64	0.36	550
	Right	150	1.03	446	1	446	1.36	0.64	0.36	225
Northbound	Left	150	1.03	439	2	220	1.75	0.12	0.88	375
	Through	150	1.03	83	1	83	2.12	0.08	0.92	175
	Right	150	1.03	95	1	95	2.11	0.08	0.92	200
Southbound	Left	150	1.03	394	2	197	1.83	0.12	0.88	350
	Through	150	1.03	110	1	110	2.07	0.08	0.92	225
	Right	150	1.03	216	1	216	1.75	0.08	0.92	375

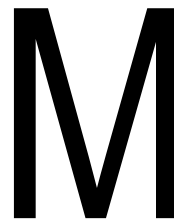
Design Year (2045) PM Peak Hour - Build Alternative

Approach/Movement		Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors ²	g/C	1-g/C	Queue Length (ft)
Eastbound	Left	150	1.03	179	2	90	2.12	0.06	0.94	200
	Through	150	1.03	3474	3	1158	1.23	0.66	0.34	525
	Right	150	1.03	378	1	378	1.51	0.66	0.34	200
Westbound	Left	150	1.03	107	1	107	2.10	0.06	0.94	225
	Through	150	1.03	3102	3	1034	1.23	0.66	0.34	475
	Right	150	1.03	377	1	377	1.51	0.66	0.34	200
Northbound	Left	150	1.03	330	2	165	1.92	0.09	0.91	300
	Through	150	1.03	66	1	66	2.13	0.08	0.92	150
	Right	150	1.03	192	1	192	1.83	0.08	0.92	350
Southbound	Left	150	1.03	338	2	169	1.92	0.09	0.91	325
	Through	150	1.03	120	1	120	2.04	0.08	0.92	250
	Right	150	1.03	199	1	199	1.83	0.08	0.92	350

Notes:

¹Queue length: $(DHV) \cdot (1 + \text{truck}\%) \cdot (\text{Arrival Factor}) \cdot (1 - g/C) \cdot (\text{Cycle Length}) \cdot (25) / 3600 \cdot (\# \text{ of Lanes})$.

²Source: Martin Wohl & Brian, Traffic Systems Analyses for Engineers & Planners, (New York: McGraw Hill, 1967)



M

FHWA Crash Modification
Factors (CMFs) and Safety
Benefit-to-Cost Worksheets

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION SAFETY OFFICE ANNUAL BENEFIT COST ANALYSIS

Yellow cells require information from you.

Gray cells are automatically tabulated.

1. SUBMITTED BY:	DJS	WPA NO.:		S.N.:	
2. DATE SUBMITTED:	April 2020	SKID (I.D.):		SPEED:	45 mph
3. FM PROJECT NO.:	424513-3				
4. ALTERNATIVE NO.:		5. PRIORITY:			
6. DISTRICT 7 COUNTY:	Hillsborough	SECTION:		S.R.:	
7. BEGINNING MILE POST:		END M.P.:		LGTH:	0.000
				U.S. RD.:	
				NODE:	

8. DESCRIPTION OF LOCATION/FACILITY TYPE:	Big Bend Road is a four lane divided highway from Covington Garden Dr to Simmons Loop.
9. CAUSE OF CRASH PROBLEMS (LIST AND DISCUSS):	Growing traffic volumes with limited capacity.
10. PROPOSED IMPROVEMENTS (LIST AND DISCUSS):	Widen Big Bend Road from four lanes to six lanes.
COMMENTS/CRASH REDUCTION METHOD:	The crash reduction factor obtained from FHWA's Clearinghouse.
HIGH CRASH LISTINGS:	

11. CRASH TYPES		NO. OF CRASHES			CRF %	TOTAL TO BE PREVENTED	14. CRASH INFORMATION FOR FACILITY				
A. FATAL AND SERIOUS INJURY	2014	2015	2016				A. COST PER CRASH:	\$ 127,104			
FATAL CRASHES	-	-	-	24%	0.00	B. CRASH CLEANUP:		per year			
SERIOUS INJURY CRASHES	6.0	6.0	8.0	24%	4.80	C. INTEREST (DISCOUNT) RATE:					
					0.00	15. ANNUAL COST OF IMPROVEMENTS					
					0.00	TYPE	COST	LIFE (YR)	CRF	COST/YR	
SUBTOTAL: CORRECTED SEVERE INJURY CRASHES:					4.80	A. R.O.W.:					
B. MINOR INJURY CRASH TYPES		NO. OF CRASHES			CRF	PREVENTED	B. P.E.C.E.I.:				
MINOR INJURY CRASHES	37.0	39.0	32.0	24%			25.92	C. STRUCTURE:			
					0.00	D. ROADWAY:					
					0.00	E. PAVEMENT:					
SUBTOTAL: CORRECTED MINOR INJURY CRASHES:					25.92	F. SIGNAL:					
C. ALL OTHER CRASHE TYPES		NO. OF CRASHES			CRF	PREVENTED	G. LIGHTING:				
Angle	3.0	1.0	7.0	15%			1.65	H. SUBTOTAL:	\$ -	0	\$ -
Left Turn	1.0	2.0	3.0	15%	0.90	I. CHANGE IN MAINTENANCE:			\$ -		
Rear End	29.0	57.0	52.0	15%	20.70	J. CRASH CLEANUP:			\$ -		
Sideswipe	2.0	10.0	9.0	15%	3.15	K. TOTAL ANNUAL COST:			\$ -		
Single Vehicle/Run Off Road	1.0	5.0	6.0	15%	1.80	16. BENEFIT/COST:			#DIV/0!		
SUBTOTAL: CORRECTED ALL OTHER CRASHES:					28.20	17. NET PRESENT VALUE					
D. TOTAL CRASHES (ALL TYPES)	79.00	120.00	117.00			A. CURRENT YEAR					
12. TOTAL TO BE PREVENTED	15.72	22.05	21.15		60.00	B. PROJECT COMPLETION					
13. BENEFIT						C. NPV				\$ -	
A. TOTAL CRASH BENEFIT					\$ 7,626,240	Prepared By:		Date:			
B. TOTAL ANNUAL BENEFIT:					\$ 2,542,080	Approved By:		Date:			

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

SAFETY OFFICE ANNUAL BENEFIT COST ANALYSIS

Yellow cells require information from you.

Gray cells are automatically tabulated.

1. SUBMITTED BY:	DJS	WPA NO.:		S.N.:	
2. DATE SUBMITTED:	April 2020	SKID (I.D.):		SPEED:	45 mph
3. FM PROJECT NO.:	424513-3				
4. ALTERNATIVE NO.:		5. PRIORITY:			
6. DISTRICT 7 COUNTY:	Hillsborough	SECTION:		S.R.:	
7. BEGINNING MILE POST:		END M.P.:		LGTH:	0.000
				U.S. RD.:	
				NODE:	

8. DESCRIPTION OF LOCATION/FACILITY TYPE: The I-75 ramps at Big Bend Road are oriented south of Big Bend Road due to the close proximity of Old Big Bend service road that is located to the north.

9. CAUSE OF CRASH PROBLEMS (LIST AND DISCUSS): Heavy volume left turn movements compete for signal green time with through movements on Big Bend Road.

10. PROPOSED IMPROVEMENTS (LIST AND DISCUSS): Modify the ramp design and signal phasing.

COMMENTS/CRASH REDUCTION METHOD: The crash reduction factors were obtained from FDOT's Benefit-Cost Analysis Template.

HIGH CRASH LISTINGS:

11. CRASH TYPES		NO. OF CRASHES			CRF %	TOTAL TO BE PREVENTED	14. CRASH INFORMATION FOR FACILITY				
A. FATAL AND SERIOUS INJURY	2014	2015	2016	A. COST PER CRASH:			\$ 127,104				
FATAL CRASHES	-	-	-	11%	0.00	B. CRASH CLEANUP:		per year			
SERIOUS INJURY CRASHES	-	5.0	2.0	31%	2.17	C. INTEREST (DISCOUNT) RATE:					
					0.00	15. ANNUAL COST OF IMPROVEMENTS					
					0.00	TYPE	COST	LIFE (YR)	CRF	COST/YR	
SUBTOTAL: CORRECTED SEVERE INJURY CRASHES:						2.17	A. R.O.W.:				
B. MINOR INJURY CRASH TYPES	NO. OF CRASHES			CRF	PREVENTED	B. P.E.C.E.I.:					
MINOR INJURY CRASHES	7.0	19.0	4.0	31%	9.30	C. STRUCTURE:					
					0.00	D. ROADWAY:					
					0.00	E. PAVEMENT:					
SUBTOTAL: CORRECTED MINOR INJURY CRASHES:						9.30	F. SIGNAL:				
C. ALL OTHER CRASHE TYPES	NO. OF CRASHES			CRF	PREVENTED	G. LIGHTING:					
Angle	-	2.0	1.0	20%	0.60	H. SUBTOTAL:	\$ -	0		\$ -	
Left Turn	-	3.0	1.0	17%	0.68	I. CHANGE IN MAINTENANCE:				\$ -	
Rear End	2.0	23.0	11.0	29%	10.44	J. CRASH CLEANUP:				\$ -	
Sideswipe					0.00	K. TOTAL ANNUAL COST:				\$ -	
Single Vehicle/Run Off Road					0.00	16. BENEFIT/COST:				#DIV/0!	
SUBTOTAL: CORRECTED ALL OTHER CRASHES:						11.72	17. NET PRESENT VALUE				
D. TOTAL CRASHES (ALL TYPES)	9.00	52.00	19.00			A. CURRENT YEAR					
12. TOTAL TO BE PREVENTED	2.75	15.02	5.42		24.00	B. PROJECT COMPLETION					
13. BENEFIT						C. NPV				\$ -	
A. TOTAL CRASH BENEFIT						\$ 3,050,496	Prepared By:		Date:		
B. TOTAL ANNUAL BENEFIT:						\$ 1,016,832	Approved By:		Date:		

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

SAFETY OFFICE ANNUAL BENEFIT COST ANALYSIS

Yellow cells require information from you.

Gray cells are automatically tabulated.

1. SUBMITTED BY:	DJS	WPA NO.:		S.N.:	
2. DATE SUBMITTED:	April 2020	SKID (I.D.):		SPEED:	70 mph
3. FM PROJECT NO.:	424513-3				
4. ALTERNATIVE NO.:		5. PRIORITY:			
6. DISTRICT 7 COUNTY:	Hillsborough	SECTION:		S.R.:	93A
7. BEGINNING MILE POST:	12.193	END M.P.:	12.500	LGTH:	0.307
				U.S. RD.:	
				NODE:	10075011

8. DESCRIPTION OF LOCATION/FACILITY TYPE:	The southbound I-75 exit to Big Bend Road is a one lane loop ramp.
9. CAUSE OF CRASH PROBLEMS (LIST AND DISCUSS):	Rear end crashes on southbound I-75 are frequent because drivers must slow down drastically (from 70 miles per hour to 25 miles per hour) to negotiate the horizontal curve of the loop off ramp.
10. PROPOSED IMPROVEMENTS (LIST AND DISCUSS):	Add a second lane to the off ramp to accommodate future traffic demand
COMMENTS/CRASH REDUCTION METHOD:	The crash reduction factor was obtained came from FHWA's Clearinghouse.
HIGH CRASH LISTINGS:	

11. CRASH TYPES		NO. OF CRASHES			CRF %	TOTAL TO BE PREVENTED	14. CRASH INFORMATION FOR FACILITY				
A. FATAL AND SERIOUS INJURY	2014	2015	2016	A. COST PER CRASH:			\$ 127,104				
FATAL CRASHES	-	-	-	24%	0.00	B. CRASH CLEANUP:					per year
SERIOUS INJURY CRASHES	-	3.0	-	24%	0.72	C. INTEREST (DISCOUNT) RATE:					
					0.00	15. ANNUAL COST OF IMPROVEMENTS					
					0.00	TYPE	COST	LIFE (YR)	CRF	COST/YR	
<i>SUBTOTAL: CORRECTED SEVERE INJURY CRASHES:</i>						0.72	A. R.O.W.:				
B. MINOR INJURY CRASH TYPES	NO. OF CRASHES			CRF	PREVENTED	B. P.E.C.E.I.:					
MINOR INJURY CRASHES	3.0	7.0	1.0	24%	2.64	C. STRUCTURE:					
					0.00	D. ROADWAY:					
					0.00	E. PAVEMENT:					
					0.00	F. SIGNAL:					
<i>SUBTOTAL: CORRECTED MINOR INJURY CRASHES:</i>						2.64	G. LIGHTING:				
C. ALL OTHER CRASHE TYPES	NO. OF CRASHES			CRF	PREVENTED	H. SUBTOTAL:	\$	-	0		\$ -
Angle	1.0	1.0	-	24%	0.48	I. CHANGE IN MAINTENANCE:					\$ -
Left Turn	-	2.0	1.0	24%	0.72	J. CRASH CLEANUP:					\$ -
Rear End	-	3.0	4.0	24%	1.68	K. TOTAL ANNUAL COST:					\$ -
Single Vehicle	2.0	4.0	1.0	24%	1.68	16. BENEFIT/COST:					#DIV/0!
<i>SUBTOTAL: CORRECTED ALL OTHER CRASHES:</i>						4.56	17. NET PRESENT VALUE				
D. TOTAL CRASHES (ALL TYPES)	6.00	20.00	7.00			A. CURRENT YEAR					
12. TOTAL TO BE PREVENTED	1.44	4.80	1.68		9.00	B. PROJECT COMPLETION					
13. BENEFIT						C. NPV					\$ -
A. TOTAL CRASH BENEFIT					\$	1,143,936	Prepared By:		Date:		
B. TOTAL ANNUAL BENEFIT:					\$	381,312	Approved By:		Date:		

**STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
SAFETY OFFICE ANNUAL BENEFIT COST ANALYSIS**

Yellow cells require information from you.

Gray cells are automatically tabulated.

1. SUBMITTED BY:	DJS	WPA NO.:		S.N.:	
2. DATE SUBMITTED:	April 2020	SKID (I.D.):		SPEED:	70 mph
3. FM PROJECT NO.:	424513-3				
4. ALTERNATIVE NO.:		5. PRIORITY:			
6. DISTRICT 7 COUNTY:	Hillsborough	SECTION:		S.R.:	93A U.S. RD.:
7. BEGINNING MILE POST:	12.299	END M.P.:	12.500	LGTH:	0.201 NODE: 10075011

8. DESCRIPTION OF LOCATION/FACILITY TYPE: The southbound I-75 exit to Big Bend Road is a one lane loop ramp.

9. CAUSE OF CRASH PROBLEMS (LIST AND DISCUSS): Rear end crashes on southbound I-75 are frequent because drivers must slow down drastically (from 70 miles per hour to 25 miles per hour) to negotiate the horizontal curve of the loop off ramp.

10. PROPOSED IMPROVEMENTS (LIST AND DISCUSS): Add a barrier between the proposed exit ramp and the through lanes of I-75 southbound.

COMMENTS/CRASH REDUCTION METHOD: The crash reduction factor was obtained came from FHWA's Clearinghouse.

HIGH CRASH LISTINGS:

11. CRASH TYPES		NO. OF CRASHES			CRF %	TOTAL TO BE PREVENTED	14. CRASH INFORMATION FOR FACILITY				
A. FATAL AND SERIOUS INJURY	2014	2015	2016				A. COST PER CRASH:	\$ 127,104			
FATAL CRASHES	-	-	-	-	88%	0.00	B. CRASH CLEANUP:			per year	
SERIOUS INJURY CRASHES	-	3.0	-	-	88%	2.64	C. INTEREST (DISCOUNT) RATE:				
						0.00	15. ANNUAL COST OF IMPROVEMENTS				
						0.00	TYPE	COST	LIFE (YR)	CRF	COST/YR
SUBTOTAL: CORRECTED SEVERE INJURY CRASHES:						2.64	A. R.O.W.:				
B. MINOR INJURY CRASH TYPES	NO. OF CRASHES			CRF	PREVENTED		B. P.E.C.E.I.:				
MINOR INJURY CRASHES	3.0	7.0	1.0	88%	9.68		C. STRUCTURE:				
					0.00		D. ROADWAY:				
					0.00		E. PAVEMENT:				
SUBTOTAL: CORRECTED MINOR INJURY CRASHES:						9.68	F. SIGNAL:				
C. ALL OTHER CRASHE TYPES	NO. OF CRASHES			CRF	PREVENTED		G. LIGHTING:				
Angle	1.0	1.0	-	86%	1.72		H. SUBTOTAL:	\$ -	0		\$ -
Left Turn	-	2.0	1.0	86%	2.58		I. CHANGE IN MAINTENANCE:				\$ -
Rear End		3.0	4.0	86%	6.02		J. CRASH CLEANUP:				\$ -
Sideswipe	-	-	-	86%	0.00		K. TOTAL ANNUAL COST:				\$ -
Single Vehicle/Run Off Road	2.0	4.0	1.0	86%	6.02		16. BENEFIT/COST:				#DIV/0!
SUBTOTAL: CORRECTED ALL OTHER CRASHES:						16.34	17. NET PRESENT VALUE				
D. TOTAL CRASHES (ALL TYPES)	6.00	20.00	7.00				A. CURRENT YEAR				
12. TOTAL TO BE PREVENTED	5.22	17.40	6.04			30.00	B. PROJECT COMPLETION				
13. BENEFIT							C. NPV				\$ -
A. TOTAL CRASH BENEFIT						\$ 3,813,120	Prepared By:		Date:		
B. TOTAL ANNUAL BENEFIT:						\$ 1,271,040	Approved By:		Date:		

**STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
SAFETY OFFICE ANNUAL BENEFIT COST ANALYSIS**

Yellow cells require information from you.

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1. SUBMITTED BY:	DJS	WPA NO.:		S.N.:	
2. DATE SUBMITTED:		SKID (I.D.):		SPEED:	45 mph
3. FM PROJECT NO.:	424513-3				
4. ALTERNATIVE NO.:		5. PRIORITY:			
6. DISTRICT 7 COUNTY:	Hillsborough	SECTION:		S.R.:	
7. BEGINNING MILE POST:		END M.P.:		LGTH:	0.000
8. DESCRIPTION OF LOCATION/FACILITY TYPE:	A three-legged signalized intersection on Big Bend Road at Franklin Cast Bay provides motorists with access to Old Big Bend Road and East Bay High School.				
9. CAUSE OF CRASH PROBLEMS (LIST AND DISCUSS):	This signalized intersection is too close to the southbound I-75 ramp terminal intersection and would cause vehicles on westbound Big Bend Road to spillback and affect the overall safety and operations of the I-75/Big Bend Road interchange.				
10. PROPOSED IMPROVEMENTS (LIST AND DISCUSS):	Close the access and remove the traffic signal.				
COMMENTS/CRASH REDUCTION METHOD:	The crash reduction factor was obtained from FDOT's Benefit-Cost Analysis Template.				
HIGH CRASH LISTINGS:					

11. CRASH TYPES		NO. OF CRASHES			CRF %	TOTAL TO BE PREVENTED	14. CRASH INFORMATION FOR FACILITY			
A. FATAL AND SERIOUS INJURY	2014	2015	2016	A. COST PER CRASH:			\$ 127,104			
FATAL CRASHES	-	-	-	26%	0.00	B. CRASH CLEANUP:		per year		
SERIOUS INJURY CRASHES	-	-	1.0	26%	0.26	C. INTEREST (DISCOUNT) RATE:				
					0.00	15. ANNUAL COST OF IMPROVEMENTS				
					0.00	TYPE	COST	LIFE (YR)	CRF	COST/YR
<i>SUBTOTAL: CORRECTED SEVERE INJURY CRASHES:</i>						0.26	A. R.O.W.:			
B. MINOR INJURY CRASH TYPES	NO. OF CRASHES			CRF	PREVENTED	B. P.E.C.E.I.:				
MINOR INJURY CRASHES	5.0	1.0	2.0	26%	2.08	C. STRUCTURE:				
					0.00	D. ROADWAY:				
					0.00	E. PAVEMENT:				
<i>SUBTOTAL: CORRECTED MINOR INJURY CRASHES:</i>						2.08	F. SIGNAL:			
C. ALL OTHER CRASH TYPES	NO. OF CRASHES			CRF	PREVENTED	G. LIGHTING:				
Angle	1.0	1.0	-	29%	0.58	H. SUBTOTAL:	\$ -	0		\$ -
Left Turn	-	-	-	58%	0.00	I. CHANGE IN MAINTENANCE:				\$ -
Rear End	2.0	2.0	6.0	6%	0.60	J. CRASH CLEANUP:				\$ -
Sideswipe	-	-	-	11%	0.00	K. TOTAL ANNUAL COST:				\$ -
Single Vehicle/Run Off Road	-	-	1.0	45%	0.45	16. BENEFIT/COST:				#DIV/0!
<i>SUBTOTAL: CORRECTED ALL OTHER CRASHES:</i>						1.63	17. NET PRESENT VALUE			
D. TOTAL CRASHES (ALL TYPES)	8.00	4.00	10.00			A. CURRENT YEAR				
12. TOTAL TO BE PREVENTED	1.71	0.67	1.59		6.00	B. PROJECT COMPLETION				
13. BENEFIT						C. NPV				\$ -
A. TOTAL CRASH BENEFIT					\$ 762,624	Prepared By:		Date:		
B. TOTAL ANNUAL BENEFIT:					\$ 254,208	Approved By:		Date:		

**STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
SAFETY OFFICE ANNUAL BENEFIT COST ANALYSIS**

Yellow cells require information from you.

Gray cells are automatically tabulated.

1. SUBMITTED BY:	DJS	WPA NO.:		S.N.:	
2. DATE SUBMITTED:		SKID (I.D.):		SPEED:	70 mph
3. FM PROJECT NO.:	424513-3				
4. ALTERNATIVE NO.:		5. PRIORITY:			
6. DISTRICT 7 COUNTY:	Hillsborough	SECTION:		S.R.:	93A U.S. RD.:
7. BEGINNING MILE POST:	12.193	END M.P.:	12.500	LGTH:	0.307 NODE: 10075011/10075010
8. DESCRIPTION OF LOCATION/FACILITY TYPE:	The I-75/Big Bend Road interchange is configured as a partial cloverleaf, with the loop ramps for the southbound I-75 off and northbound I-75 on movements.				
9. CAUSE OF CRASH PROBLEMS (LIST AND DISCUSS):	Due to the geometry of the ramp, there is significant speed variance between the low speed loop ramps and high speed I-75 mainline that lead to crashes. Also, heavy volume left turn movements must cross the paths of traffic on Big Bend Road to access I-75.				
10. PROPOSED IMPROVEMENTS (LIST AND DISCUSS):	Modify the interchange from a partial cloverleaf to provide directional on and off ramps in the northeast and northwest quadrants of the interchange, respectively.				
COMMENTS/CRASH REDUCTION METHOD:	The crash reduction factor was obtained from FHWA's Clearinghouse.				
HIGH CRASH LISTINGS:					

11. CRASH TYPES	NO. OF CRASHES			CRF %	TOTAL TO BE PREVENTED	14. CRASH INFORMATION FOR FACILITY					
A. FATAL AND SERIOUS INJURY	2014	2015	2016			A. COST PER CRASH:	\$ 127,104				
FATAL CRASHES	-	-	-	45%	0.00	B. CRASH CLEANUP:		per year			
SERIOUS INJURY CRASHES	1.0	4.0	2.0	45%	3.15	C. INTEREST (DISCOUNT) RATE:					
					0.00	15. ANNUAL COST OF IMPROVEMENTS					
					0.00	TYPE	COST	LIFE (YR)	CRF	COST/YR	
<i>SUBTOTAL: CORRECTED SEVERE INJURY CRASHES:</i>					3.15	A. R.O.W.:					
B. MINOR INJURY CRASH TYPES	NO. OF CRASHES			CRF	PREVENTED	B. P.E.C.E.I.:					
MINOR INJURY CRASHES	4.0	13.0	15.0	45%	14.40	C. STRUCTURE:					
					0.00	D. ROADWAY:					
					0.00	E. PAVEMENT:					
<i>SUBTOTAL: CORRECTED MINOR INJURY CRASHES:</i>					14.40	F. SIGNAL:					
C. ALL OTHER CRASHE TYPES	NO. OF CRASHES			CRF	PREVENTED	G. LIGHTING:					
Angle	1.0	1.0	3.0	45%	2.25	H. SUBTOTAL:	\$ -	0		\$ -	
Left Turn	1.0	3.0	3.0	45%	3.15	I. CHANGE IN MAINTENANCE:				\$ -	
Rear End	2.0	11.0	18.0	45%	13.95	J. CRASH CLEANUP:				\$ -	
Sideswipe	-	3.0	2.0	45%	2.25	K. TOTAL ANNUAL COST:				\$ -	
Single Vehicle/Run Off Road	3.0	9.0	6.0	45%	8.10	16. BENEFIT/COST:				#DIV/0!	
<i>SUBTOTAL: CORRECTED ALL OTHER CRASHES:</i>					29.70	17. NET PRESENT VALUE					
D. TOTAL CRASHES (ALL TYPES)	12.00	44.00	49.00			A. CURRENT YEAR					
12. TOTAL TO BE PREVENTED	5.40	19.80	22.05		48.00	B. PROJECT COMPLETION					
13. BENEFIT						C. NPV				\$ -	
A. TOTAL CRASH BENEFIT					\$ 6,100,992	Prepared By:		Date:			
B. TOTAL ANNUAL BENEFIT:					\$ 2,033,664	Approved By:		Date:			

**STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
SAFETY OFFICE ANNUAL BENEFIT COST ANALYSIS**

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Gray cells are automatically tabulated.

1. SUBMITTED BY:	DJS	WPA NO.:		S.N.:	
2. DATE SUBMITTED:		SKID (I.D.):		SPEED:	70 mph
3. FM PROJECT NO.:	424513-3				
4. ALTERNATIVE NO.:		5. PRIORITY:			
6. DISTRICT 7 COUNTY:	Hillsborough	SECTION:		S.R.:	93A U.S. RD.:
7. BEGINNING MILE POST:	12.299	END M.P.:	12.500	LGTH:	0.201 NODE: 10075010
8. DESCRIPTION OF LOCATION/FACILITY TYPE:	The northbound I-75 on ramp is a one-lane loop ramp.				
9. CAUSE OF CRASH PROBLEMS (LIST AND DISCUSS):	Crashes occur on northbound I-75 at the on ramp gore area due to forced merging conditions.				
10. PROPOSED IMPROVEMENTS (LIST AND DISCUSS):	Remove the loop in the southeast quadrant of the interchange and provide a two-lane directional on ramp.				
COMMENTS/CRASH REDUCTION METHOD:	The crash reduction factor was obtained from FHWA's Clearinghouse.				
HIGH CRASH LISTINGS:					

11. CRASH TYPES	NO. OF CRASHES			CRF %	TOTAL TO BE PREVENTED	14. CRASH INFORMATION FOR FACILITY					
A. FATAL AND SERIOUS INJURY	2014	2015	2016			A. COST PER CRASH:	\$ 127,104				
FATAL CRASHES	-	-	-	45%	0.00	B. CRASH CLEANUP:		per year			
SERIOUS INJURY CRASHES	1.0	1.0	2.0	45%	1.80	C. INTEREST (DISCOUNT) RATE:					
					0.00	15. ANNUAL COST OF IMPROVEMENTS					
					0.00	TYPE	COST	LIFE (YR)	CRF	COST/YR	
<i>SUBTOTAL: CORRECTED SEVERE INJURY CRASHES:</i>					1.80	A. R.O.W.:					
B. MINOR INJURY CRASH TYPES	NO. OF CRASHES			CRF	PREVENTED	B. P.E.C.E.I.:					
MINOR INJURY CRASHES	1.0	7.0	14.0	45%	9.90	C. STRUCTURE:					
					0.00	D. ROADWAY:					
					0.00	E. PAVEMENT:					
<i>SUBTOTAL: CORRECTED MINOR INJURY CRASHES:</i>					9.90	F. SIGNAL:					
C. ALL OTHER CRASHE TYPES	NO. OF CRASHES			CRF	PREVENTED	G. LIGHTING:					
Angle	-	-	3.0	45%	1.35	H. SUBTOTAL:	\$ -	0		\$ -	
Left Turn	1.0	1.0	2.0	45%	1.80	I. CHANGE IN MAINTENANCE:				\$ -	
Rear End	2.0	10.0	14.0	45%	11.70	J. CRASH CLEANUP:				\$ -	
Sideswipe	-	3.0	2.0	45%	2.25	K. TOTAL ANNUAL COST:				\$ -	
Single Vehicle/Run Off Road	1.0	6.0	5.0	45%	5.40	16. BENEFIT/COST:				#DIV/0!	
<i>SUBTOTAL: CORRECTED ALL OTHER CRASHES:</i>					22.50	17. NET PRESENT VALUE					
D. TOTAL CRASHES (ALL TYPES)	6.00	28.00	42.00			A. CURRENT YEAR					
12. TOTAL TO BE PREVENTED	2.70	12.60	18.90		36.00	B. PROJECT COMPLETION					
13. BENEFIT						C. NPV				\$ -	
A. TOTAL CRASH BENEFIT					\$ 4,575,744	Prepared By:		Date:			
B. TOTAL ANNUAL BENEFIT:					\$ 1,525,248	Approved By:		Date:			

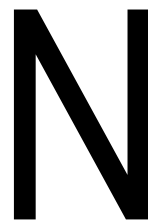
**STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
SAFETY OFFICE ANNUAL BENEFIT COST ANALYSIS**

Yellow cells require information from you.

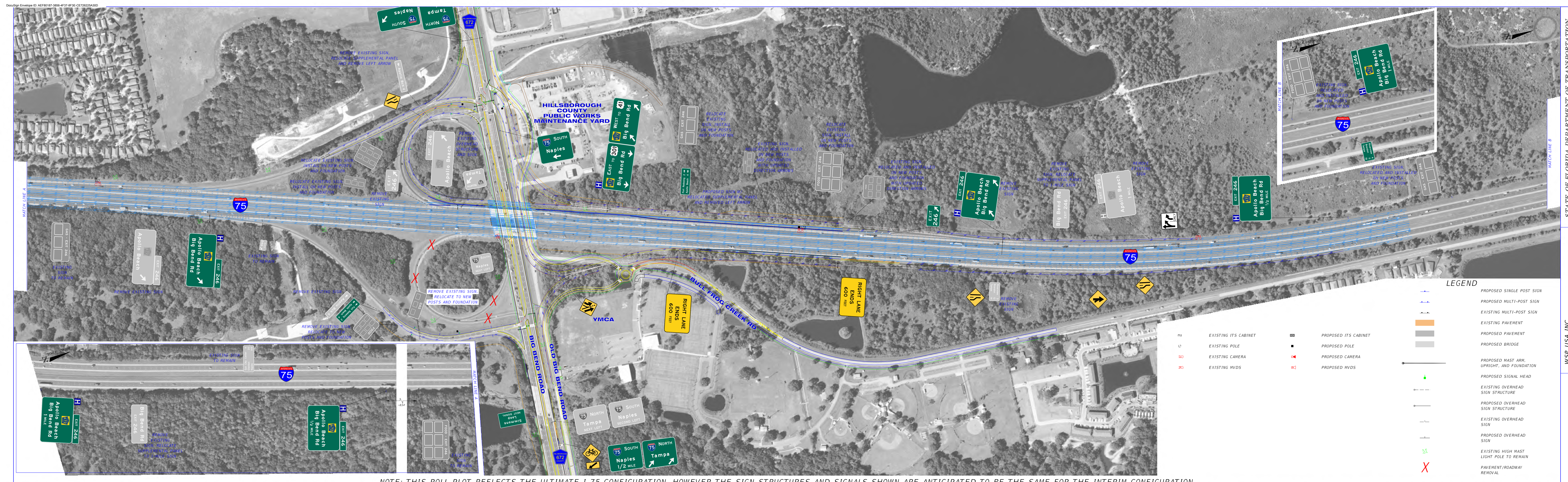
Gray cells are automatically tabulated.

1. SUBMITTED BY:	DJS	WPA NO.:		S.N.:	
2. DATE SUBMITTED:		SKID (I.D.):		SPEED:	70 mph
3. FM PROJECT NO.:	424513-3				
4. ALTERNATIVE NO.:		5. PRIORITY:			
6. DISTRICT 7 COUNTY:	Hillsborough	SECTION:		S.R.:	93A U.S. RD.:
7. BEGINNING MILE POST:		END M.P.:		LGTH:	0.000 NODE: 10075010
8. DESCRIPTION OF LOCATION/FACILITY TYPE:	The northbound I-75 to westbound Big Bend Road movement is serviced by one left turn lane.				
9. CAUSE OF CRASH PROBLEMS (LIST AND DISCUSS):	Future traffic demand requires a second left turn lane to minimize the possibility of left turn vehicle queues spilling back and blocking the free flow northbound I-75 to eastbound Big Bend Road right turn movement.				
10. PROPOSED IMPROVEMENTS (LIST AND DISCUSS):	Provide a second northbound to westbound left turn lane at the northbound I-75 ramp terminal intersection.				
COMMENTS/CRASH REDUCTION METHOD:	The crash reduction factor was obtained from FDOT's Benefit-Cost Analysis Template, Line Item 22				
HIGH CRASH LISTINGS:					

11. CRASH TYPES		NO. OF CRASHES			CRF %	TOTAL TO BE PREVENTED	14. CRASH INFORMATION FOR FACILITY					
A. FATAL AND SERIOUS INJURY		2014	2015	2016			A. COST PER CRASH:		\$ 127,104			
FATAL CRASHES		-	-	-	0%	0.00	B. CRASH CLEANUP:			per year		
SERIOUS INJURY CRASHES		-	1.0	1.0	13%	0.26	C. INTEREST (DISCOUNT) RATE:					
						0.00	15. ANNUAL COST OF IMPROVEMENTS					
						0.00	TYPE	COST	LIFE (YR)	CRF	COST/YR	
SUBTOTAL: CORRECTED SEVERE INJURY CRASHES:						0.26	A. R.O.W.:					
B. MINOR INJURY CRASH TYPES		NO. OF CRASHES			CRF	PREVENTED	B. P.E.C.E.I.:					
MINOR INJURY CRASHES		-	7.0	3.0	13%	1.30	C. STRUCTURE:					
						0.00	D. ROADWAY:					
						0.00	E. PAVEMENT:					
SUBTOTAL: CORRECTED MINOR INJURY CRASHES:						1.30	F. SIGNAL:					
C. ALL OTHER CRASHE TYPES		NO. OF CRASHES			CRF	PREVENTED	G. LIGHTING:					
Angle		-	-	-	22%	0.00	H. SUBTOTAL:		\$ -	0	\$ -	
Left Turn		-	-	-	30%	0.00	I. CHANGE IN MAINTENANCE:			\$ -		
Rear End		-	9.0	1.0	1%	0.10	J. CRASH CLEANUP:			\$ -		
Sideswipe		-	3.0	3.0	-33%	-1.98	K. TOTAL ANNUAL COST:			\$ -		
Single Vehicle/Run Off Road		-	1.0	-	13%	0.13	16. BENEFIT/COST:			#DIV/0!		
SUBTOTAL: CORRECTED ALL OTHER CRASHES:						-1.75	17. NET PRESENT VALUE					
D. TOTAL CRASHES (ALL TYPES)		-	21.00	8.00			A. CURRENT YEAR					
12. TOTAL TO BE PREVENTED		-	0.27	(0.46)		-0.19	B. PROJECT COMPLETION					
13. BENEFIT							C. NPV			\$ -		
A. TOTAL CRASH BENEFIT							\$ (24,150)	Prepared By:		Date:		
B. TOTAL ANNUAL BENEFIT:							\$ (8,050)	Approved By:		Date:		



Build Alternative Conceptual
Signing and Pavement
Markings Plan



NOTE: THIS ROLL PLOT REFLECTS THE ULTIMATE I-75 CONFIGURATION, HOWEVER THE SIGN STRUCTURES AND SIGNALS SHOWN ARE ANTICIPATED TO BE THE SAME FOR THE INTERIM CONFIGURATION.

