TRANSPORTATION ANALYSIS

HILLSBOROUGH/ROME DEVELOPMENT

Prepared For

GILBANE DEVELOPMENT COMPANY

Prepared By

LINCKS & ASSOCIATES, INC.
Engineers - Planners
Tampa, Florida

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LINCKS & ASSOCIATES, INC.
5023 West Laurel Street
Tampa, Florida 33607
813-289-0039
State of Florida Authorization No. EB0004638

November, 2023

Project No. 23145

Steven J. Henry, P.E.
P.E. No. 51555

11/20/23
Date

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INTRODUCTION

The purpose of this report is to provide a Transportation Analysis in conjunction with the rezoning of the property located south of Hillsborough Avenue and east of Rome Avenue in the City of Tampa, Florida, as shown in Figure 1.

The property currently contains the approximate 38,328 square foot Crosswind Church. In conjunction with the development of the property the existing Church Facilities are to be razed and the new Church building is proposed to be built on the southern portion of the property. With the redevelopment, the property is proposed to be developed for the following land uses:

- Multi-Family – 270 Dwelling Units
- Retail – 2,500 Square Feet
- Relocated Church – 16,000 Square Feet

This analysis was conducted in conformance with the approved Traffic Methodology Statement dated October 23, 2023. A copy of the Traffic Methodology Statement is included in the Appendix of this report.

ESTIMATED PROJECT AVERAGE DAILY TRAFFIC

The trip rates utilized in this report were obtained from the latest computerized version of "OTISS" which utilizes the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition, 2021, as its data base. Table 1 provides the trip generation for the

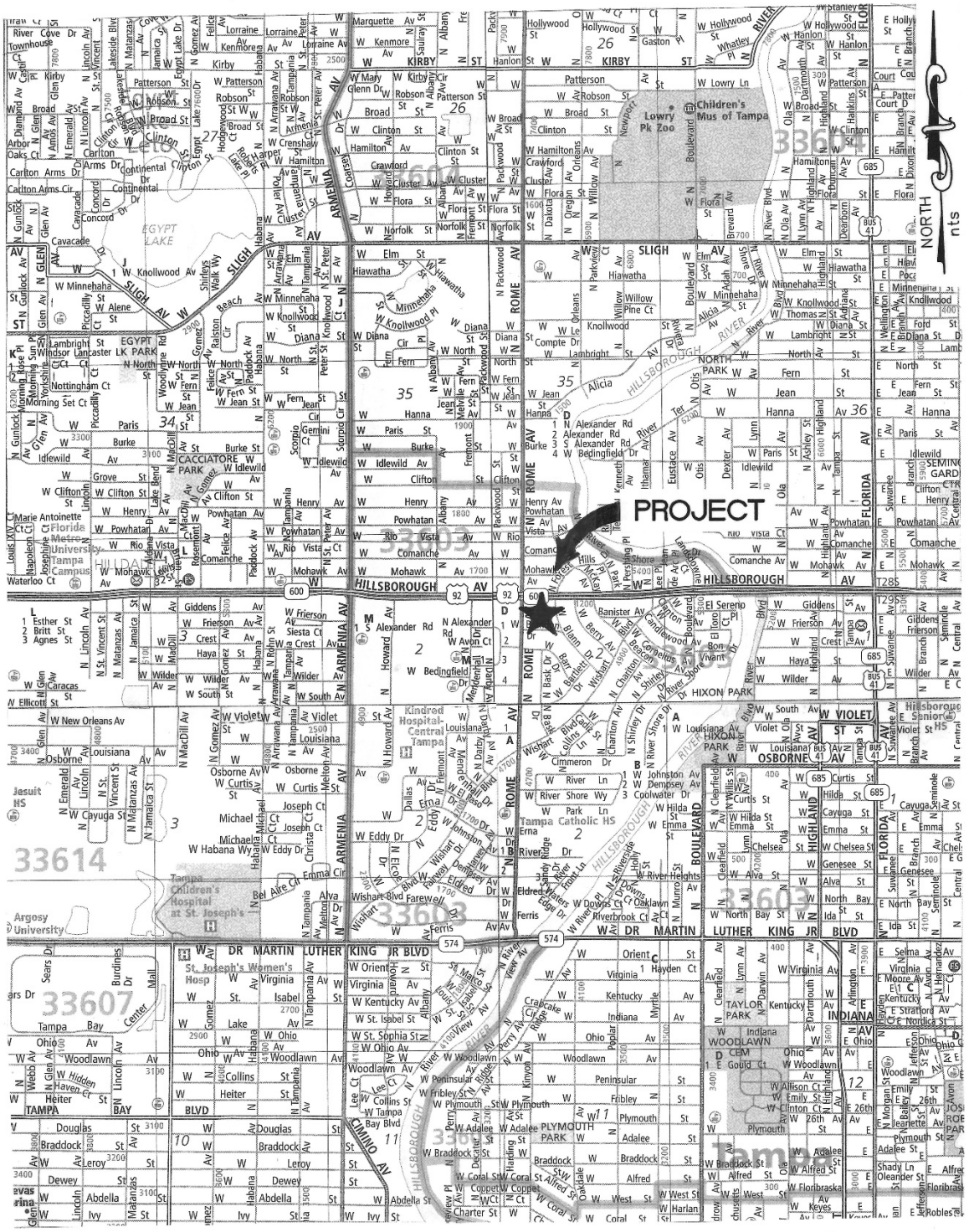

FIGURE 1
PROJECT LOCATION

LINCKS & ASSOCIATES, INC.

TABLE 1

ESTIMATED PROJECT TRIP ENDS (1)

Scenario	Land Use	ITE LUC	Size	Daily Trip Ends	AM Peak Hour Trip Ends			PM Peak Hour Trip Ends		
					In	Out	Total	In	Out	Total
Existing	Church	560	38,328 SF	291	7	5	12	8	11	19
Proposed	Multi-Family	221	270 DU's	1,226	25	82	107	65	41	106
	Retail	822	2,500 SF	136	4	2	6	15	14	29
	Church	560	16,000 SF	122	3	2	5	4	4	8
			Sub-Total	1,484	32	86	118	84	59	143
			Difference	1,193	25	81	106	76	48	124

(1) Source: ITE Trip Generation Manual, 11th Edition, 2021.

existing and proposed land uses. Based on these trip rates, the net increase in traffic due to the proposed land uses would be approximately 1,193 daily trip ends.

PROJECT PEAK HOUR TRAFFIC

Again, based on the ITE Trip Generation Manual, 11th Edition, the proposed land uses would result in a net increase of approximately 106 trip ends during the AM peak hour with 25 inbound and 81 outbound, as shown in Table 1.

During the PM peak hour, the proposed land uses would result in a net increase of approximately 124 trip ends with 76 inbound and 48 outbound, as shown in Table 1.

PROJECT TRIP DISTRIBUTION

The distribution of the project traffic was estimated based on existing traffic and development in the vicinity of the project. Figure 2 illustrates the assignment of the AM and PM peak hour project trip ends on the adjacent transportation network.

ADJACENT ROADWAYS

As stated previously, the project is located south of Hillsborough Avenue and east of Rome Avenue in the City of Tampa, Florida. Hillsborough Avenue is a four (4) lane divided roadway and Rome Avenue is a two (2) lane undivided roadway in the vicinity of the project.

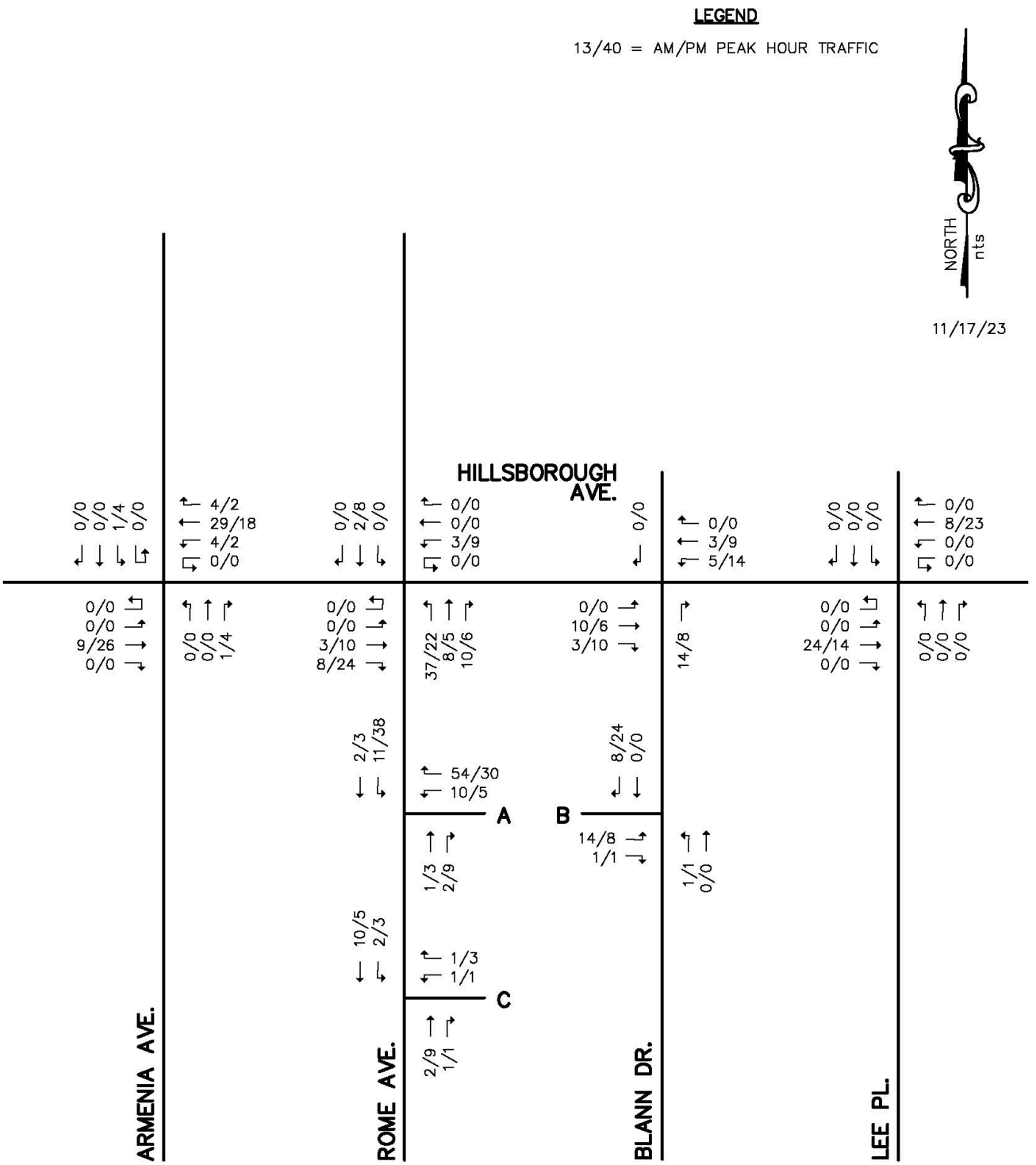

FIGURE 2
PROJECT TRAFFIC

According to the City of Tampa, Hillsborough County and FDOT Capital Improvement Programs, there are no other capacity adding improvements budgeted in the vicinity of the project.

STUDY AREA

Based on the Traffic Methodology Statement dated October 23, 2023 included in the Appendix of this report, the study network includes the following intersections:

- Hillsborough Avenue and Armenia Avenue
- Hillsborough Avenue and Rome Avenue
- Hillsborough Avenue and Lee Place

BUILDOUT

Buildout of the project is anticipated to be 2026.

BACKGROUND TRAFFIC

The 2026 background traffic utilized in this analysis was calculated as follows:

1) AM (7:00 to 9:00) peak hour and PM (4:00 to 6:00) peak hour turning movement counts were conducted at the intersections within the study network, which are as follows:

    - Hillsborough Avenue and Armenia Avenue

- Hillsborough Avenue and Rome Avenue
- Hillsborough Avenue and Lee Place

Figure 3 illustrates the existing traffic.

2) The existing counts were adjusted to the peak season based on the FDOT Peak Season Adjustment Factors for Hillsborough County.

Figure 4 illustrates the peak season traffic.

3) The peak season traffic was increased by an annual growth rate of 2.5% per year to the buildout year of 2026.

Figure 5 illustrates the 2026 background traffic and Figure 6 illustrates the 2026 background plus project traffic for the AM and PM peak hours.

INTERSECTION ANALYSIS

A capacity analysis was conducted for the AM and PM peak hours at the following intersections:

- Hillsborough Avenue and Armenia Avenue
- Hillsborough Avenue and Rome Avenue
- Hillsborough Avenue and Lee Place

These calculations were performed utilizing the SYNCHRO software. Tables 2 and 3 summarize the results of the analysis and are described in the following paragraphs:

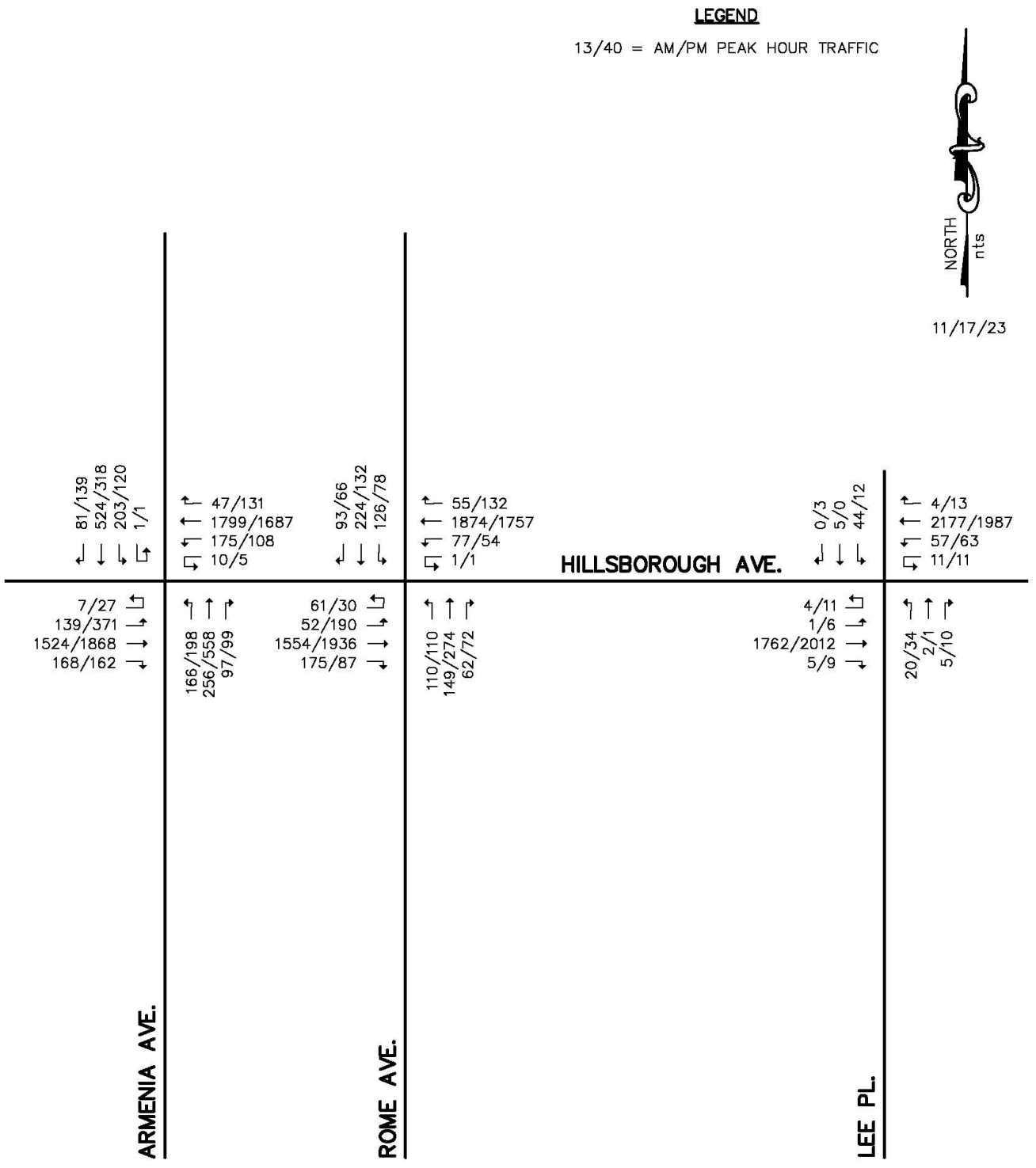

FIGURE 3
EXISTING TRAFFIC

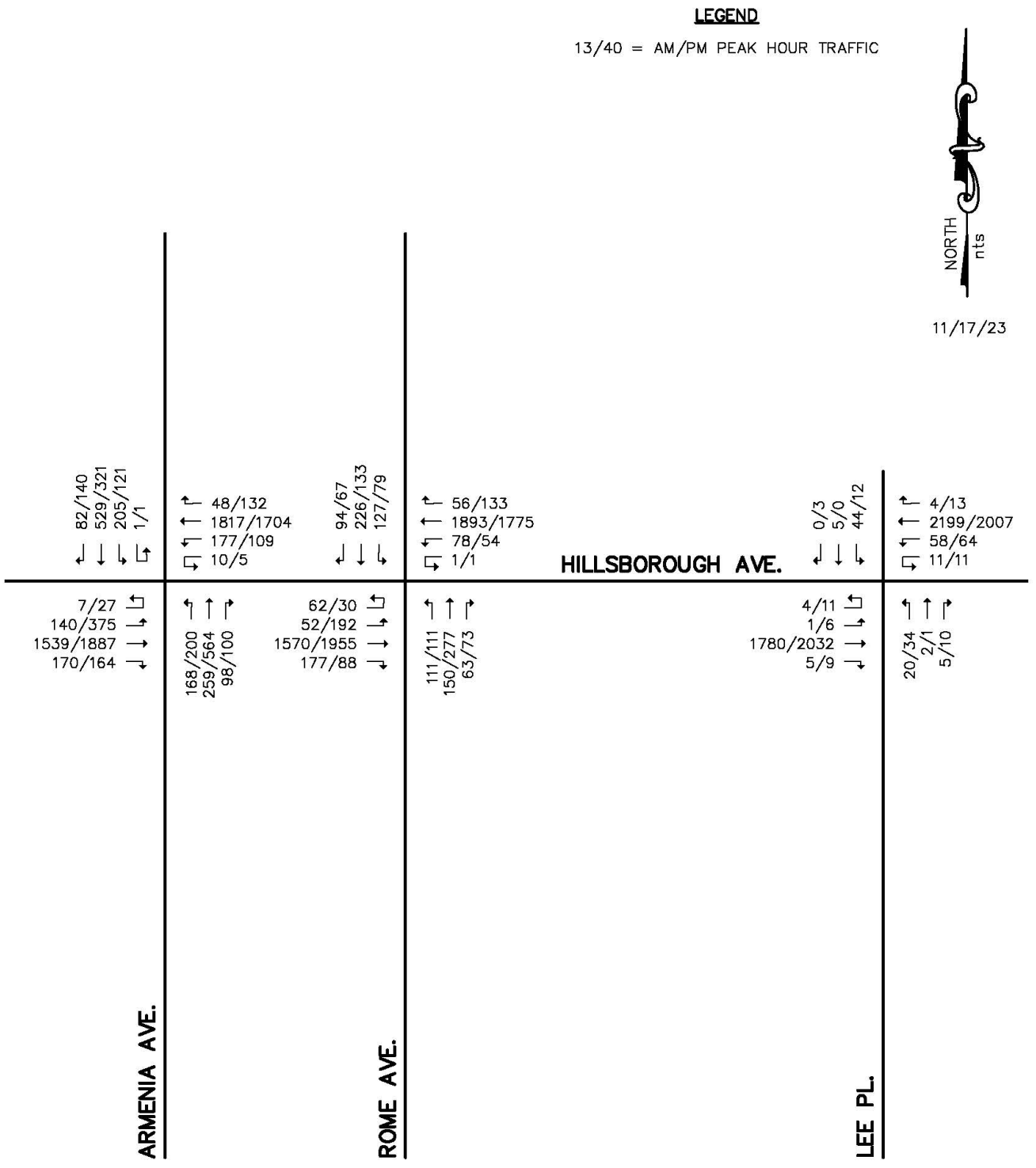

FIGURE 4
PEAK SEASON TRAFFIC

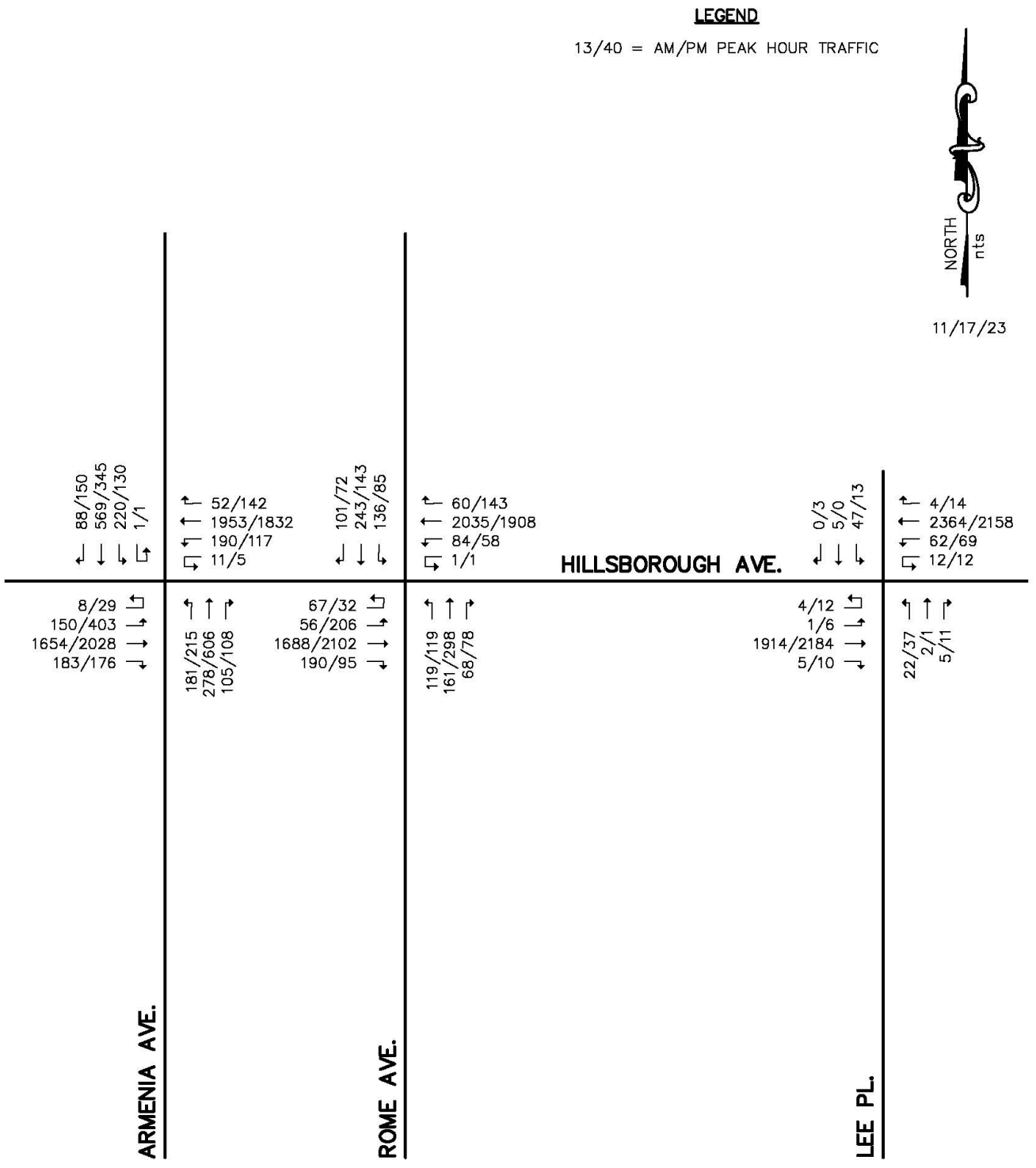

FIGURE 5
2026 BACKGROUND TRAFFIC

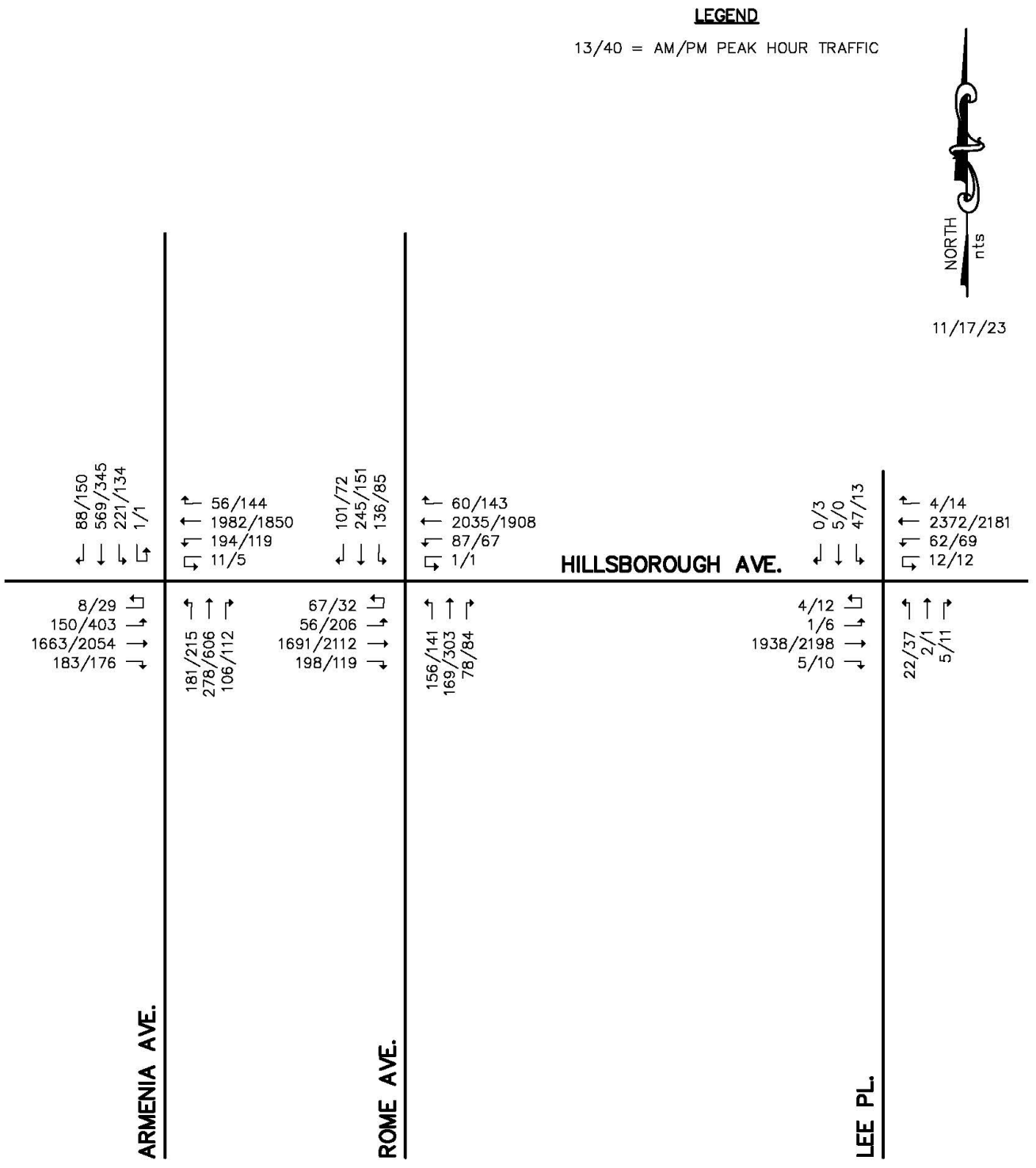

FIGURE 6
2026 BACKGROUND PLUS PROJECT TRAFFIC

TABLE 2

ESTIMATED INTERSECTION
LEVEL OF SERVICE (SIGNALIZED)

Intersection	AM Peak Hour Background Traffic Existing Geometry Delay	LOS	Required Improvements	AM Peak Hour Background Traffic With Improvements Delay	LOS	AM Peak Hour Background Plus Project Traffic Background Improvements Delay	LOS
Hillsborough Ave and Armenia Ave	74.3	E	EBR, WBR Signal Timings Modification	64.6	E	64.9	E
Hillsborough Ave and Rome Ave	46.9	D	NBL Signal Timings Modification	49.1	D	50.8	D
Hillsborough Ave and Lee Place	5.1	A	NBL Signal Timings Modification	5.2	A	5.2	A

TABLE 3

ESTIMATED INTERSECTION
LEVEL OF SERVICE (SIGNALIZED)

Intersection	PM Peak Hour Background Traffic Existing Geometry Delay	LOS	Required Improvements	PM Peak Hour Background Traffic With Improvements Delay	LOS	PM Peak Hour Background Plus Project Traffic Background Improvements Delay	LOS
Hillsborough Ave and Armenia Ave	52.3	D	EBR, WBR Signal Timings Modification	49.1	D	49.4	D
Hillsborough Ave and Rome Ave	19.3	B	NBL Signal Timings Modification	21.0	C	22.0	C
Hillsborough Ave and Lee Place	4.5	A	NBL Signal Timings Modification	4.5	A	4.5	A

Hillsborough Avenue and Armenia Avenue

Based on signalized intersection analysis, the intersection may operate at a Level of Service E and D during the AM and PM peak hours, respectively, with the 2026 background traffic and existing geometry, as shown in Tables 2 and 3. In an attempt to achieve the adopted level of service within the intersection, an eastbound right turn lane, a westbound right turn lane and minor signal modifications are recommended. With the addition of the project traffic, the intersection should continue to operate at Level of Service E and D during AM and PM peak hours, respectively. It should be noted that the V/C ratio for all movements are less than 1.0.

Hillsborough Avenue and Rome Avenue

Based on signalized intersection analysis, the intersection should operate at a Level of Service D and B during both AM and PM peak hours, with the 2026 background traffic and existing geometry, as shown in Tables 2 and 3. In an attempt to achieve the adopted level of service within the intersection, an northbound left turn lane and minor signal modifications are recommended. With the addition of the project traffic, the intersection should operate at Level of Service D and C during the AM and PM peak hours, respectively. It should be noted that the V/C ratio for all movements are less than 1.0.

Hillsborough Avenue and Lee Place

Based on signalized intersection analysis, the intersection should operate at a Level of Service A during both AM and PM peak hours, with the 2026 background traffic and existing geometry, as shown in Tables 2 and 3. In an attempt to achieve the adopted Level of Service for all movements, a northbound left turn lane and minor signal modifications

are recommended. With the addition of the project traffic, the intersection should operate at Level of Service A during both AM and PM peak hours. It should be noted that the V/C ratio for all movements are less than 1.0.

PROPORTIONATE SHARE

As identified in the previous section, improvements are required at the following intersections:

- Hillsborough Avenue and Armenia Avenue
- Hillsborough Avenue and Rome Avenue
- Hillsborough Avenue and Lee Place

Therefore, the following methodology was utilized to determine the project's proportionate share cost of the required improvements identified in the previous section of this report.

1. The following formula was utilized to determine the proportionate share of the required improvements.

   Proportionate Share = (New Project Traffic/LOS D Capacity) x (Roadway Cost)

2. The latest FDOT roadway cost data was utilized for the required improvements.
3. The right-of-way cost was determined to be 125% of the cost for improvements.

Table 4 summarizes the proportionate share cost for this project which totals $78,987.

TABLE 4

INTERSECTION PROPORTIONATE SHARE DETERMINATION

Intersection	Improvement	Length	Improvement Cost (1)	ROW Cost (2)	Total Cost	Percentage of LOS D Capacity Consumed by Project Traffic (3)	Proportionate Share
Hillsborough Ave and Armenia Ave	Add EB Right Turn Lane	540'	$1,395,734	$1,744,668	$3,140,402	1.00%	$31,404
	Add WB Right Turn Lane	565'	$1,460,352	$1,825,440	$3,285,792	1.00%	$32,858
Hillsborough Ave and Rome Ave	Add NB Left Turn Lane	345'	$385,416	$481,770	$867,186	1.35%	$11,707
Hillsborough Ave and Lee Place	Add NB Left Turn Lane	245'	$273,701	$342,126	$615,827	0.49%	$3,018
						Total	$78,987

(1) Source: FDOT Roadway Cost Per Centerline Mile, Revised August, 2023.

Hillsborough Ave and Armenia Ave

EBR = 540(a) / 300 x $775,408 = $1,395,734

WBR = 565(a) / 300 x $775,408 = $1,460,352

Hillsborough Ave and Rome Ave

NBL = 345(a) / 300 x $335,144 = $385,416

Hillsborough Ave and Lee Place

NBL = 245(a) / 300 x $335,144 = $273,701

(a) Based on queue storage length plus deceleration length

(2) ROW costs 125% of construction costs.

(3) % LOS D Consumed-See Table A1 in the Appendix.

APPENDIX

METHODOLOGY STATEMENT

Engineers
Planners

LINCKS & ASSOCIATES, INC.

October 23, 2023

Ms. Melanie Calloway
City of Tampa
1400 North Boulevard
Tampa, FL 33607

Re: Hillsborough / Rome Development
Lincks Project No. 23145

Dear Ms. Calloway,

The purpose of this letter is to establish the methodology to be utilized for the Transportation Analysis for the proposed development located south of Hillsborough Avenue and east of Rome Avenue in the City of Tampa, Florida, as shown in Figure 1.

The property currently contains the approximate 38,328 square foot Crosswind Church. The property is proposed to be rezoned to allow the following land uses:

- Multi-Family – 270 Dwelling Units
- Retail – 2,500 Square Feet
- Relocated Church – 16,000 Square Feet

Trip Generation

The trip rates to be utilized in the analysis will be obtained from the latest computerized version of "OTISS" which utilizes the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition, 2021, as its data base. Table 1 provides the trip generation for the existing and proposed land uses.

Distribution

The distribution will be based on the existing development patterns in the vicinity of the project.

Study Network

The study network is proposed to include the following intersections:

- Hillsborough Avenue and Armenia Avenue
- Hillsborough Avenue and Rome Avenue
- Hillsborough Avenue and Lee Place

5023 West Laurel Street
Tampa, FL 33607
813 289 0039 Telephone
8133 287 0674 Telefax
www.Lincks.com Website

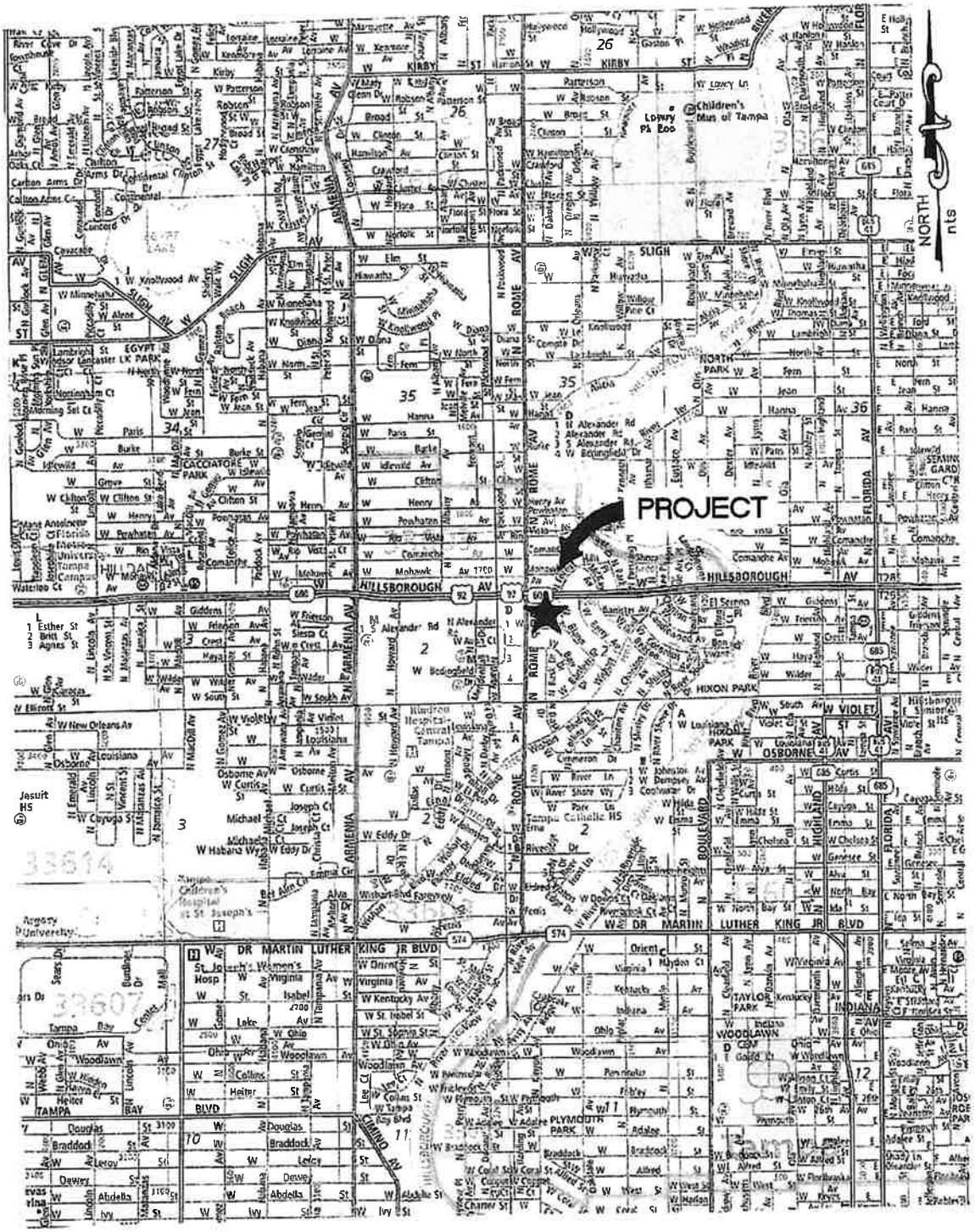

FIGURE 1
PROJECT LOCATION

TABLE 1

ESTIMATED PROJECT TRIP ENDS (1)

Scenario	Land Use	ITE LUC	Size	Daily Trip Ends	AM Peak Hour Trip Ends			PM Peak Hour Trip Ends		
					In	Out	Total	In	Out	Total
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Proposed	Multi-Family	221	270 DU's	1,226	25	82	107	65	41	106
	Retail	822	2,500 SF	136	4	2	6	15	14	29
	Church	560	16,000 SF	122	3	2	5	4	4	8
			Sub-total	1484	32	86	118	84	59	143
			Difference	1193	25	81	106	76	48	124

(1) Source: ITE Trip Generation Manual, 11th Edition, 2021.

Buildout

Buildout of the project is anticipated to be 2026.

Background Traffic

The 2026 background traffic to be utilized in this analysis will be calculated as follows:

1) Lincks & Associates, Inc. will conduct AM (7:00 to 9:00) and PM (4:00 to 6:00) peak hour turning movement counts at the intersections within the study network. The intersections to be included are as follows:

    - Hillsborough Avenue and Armenia Avenue
    - Hillsborough Avenue and Rome Avenue
    - Hillsborough Avenue and Lee Place

2) The existing counts will be adjusted to the peak season based on the 2022 FDOT Peak Season Adjustment Factors for Hillsborough County.

3) The peak season traffic will be increased by an annual growth rate of 2.5% per year to the buildout year of 2026.

Signal Timings

The existing signal timings will be utilized for the intersection analysis.

Analysis Scenario

Intersection capacity analysis shall be conducted based on the SYNCHRO program for Signalized intersections and HCS for Unsignalized intersections.

1) 2026 background plus project traffic with budgeted geometry and signal timings. If the intersection and all movements within the intersection operate at or above the adopted level of service, then no additional analysis is required.

2) 2026 background plus project traffic with the improvements required to allow all movements within the intersection to operate at the adopted level of service.

Proportionate Share

The proportionate share for any improvements will be determined.

Please indicate your acceptance of the proposed methodology for the project by signing on the line provided below.

Sincerely,

LINCKS & ASSOCIATES, INC.

Steven J. Henry, P.E.
President

SJH/JAW

Enclosures

I concur:

_____

Melanie Calloway Date

APPENDIX

EXISTING USE

October 20, 2023

0 125 250 500 ft

Bob Henriquez, CFA
Hillsborough County Property Appraiser
This map is for assessment purposes only.
It is not a survey.

2021 Aerials

Bob Henriquez
Hillsborough County Property Appraiser

https://www.hcpafl.org/
15th Floor County Ctr.
601 E. Kennedy Blvd, Tampa, Florida 33602-4932
Ph: (813) 272-6100

Folio: 105630-0000

Owner Information

Owner Name	BETHEL TEMPLE ASSEMBLY OF GOD INC
Mailing Address	1510 W HILLSBOROUGH AVE TAMPA, FL 33603-1208
Site Address	1510 W HILLSBOROUGH AVE, TAMPA
PIN	A-02-29-18-3HF-000019-A0000.0
Folio	105630-0000
Prior PIN	
Prior Folio	000000-0000
Tax District	TA - TAMPA
Property Use	7100 CHURCHES
Plat Book/Page	29/32
Neighborhood	206002.00 | Wellswood Area
Subdivision	3HF | WELLSWOOD SECTION C

Value Summary

Taxing District	Market Value	Assessed Value	Exemptions	Taxable Value
County	$6,022,907	$4,852,174	$4,852,174	$0
Public Schools	$6,022,907	$6,022,907	$6,022,907	$0
Municipal	$6,022,907	$4,852,174	$4,852,174	$0
Other Districts	$6,022,907	$4,852,174	$4,852,174	$0

Note: This section shows Market Value, Assessed Value, Exemptions, and Taxable Value for taxing districts. Because of changes in Florida Law, it is possible to have different assessed and taxable values on the same property. For example, the additional $25,000 Homestead Exemption and the non-homestead CAP do not apply to public schools, and the Low Income Senior Exemption only applies to countywide and certain municipal millages.

Sales Information

Book / Page	Instrument	Month	Year	Type Inst	Qualified or Unqualified	Vacant or Improved	Price
10050 / 0406	2000041949	02	2000	WD	Unqualified	Improved	$205,000
9611 / 1828	99133710	04	1999	WD	Qualified	Improved	$205,000
5318 / 0971	88013209	01	1988	AD	Unqualified	Improved	$100
4170 / 0270		08	1983	WD	Unqualified	Improved	$90,000
3280 / 0109		09	1977		Qualified	Improved	$70,000
2931 / 0342		01	1974		Qualified		$20,800
2635 / 0064		01	1973		Qualified		$22,500
2564 / 0665		01	1972		Qualified		$18,500
2329 / 0321		01	1971		Qualified		$14,000
2125 / 0735		01	1970		Qualified		$0

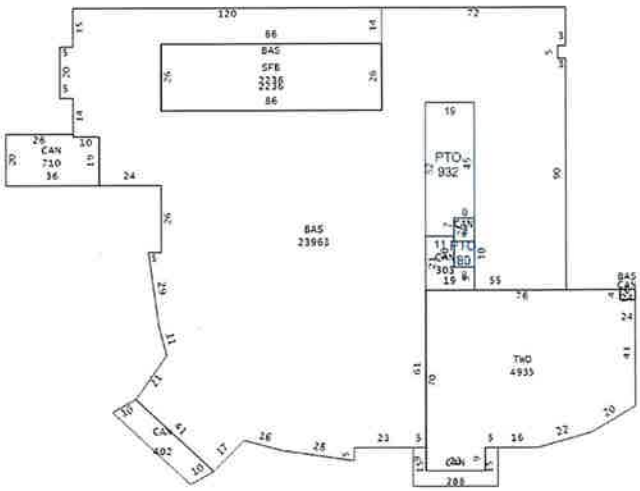
Building Information

Building 1

Type	91 | CHURCH
Year Built	1978

Building 1 Construction Details

Element	Code	Construction Detail
Class	C	Masonry or Concrete Frame
Exterior Wall	8	Brick
Exterior Wall	5	Concrete Block
Roof Structure	4	Truss (Wood/Metal)
Roof Cover	3	Asphalt/Comp. Shingle
Roof Cover	12	Rubber or Plastic
Interior Walls	5	Drywall
Interior Flooring	8	Carpet
Interior Flooring	4	Vinyl
Heat/AC	2	Central
Plumbing	3	Typical
Condition	3	Average
Stories	1.0	
Units	1.0	
Wall Height	18.00	



Building 1 subarea

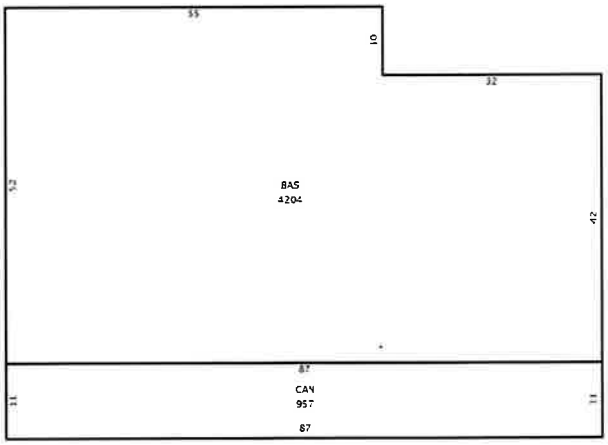
Area Type	Gross Area	Heated Area	Depreciated Value
BAS	23,962	23,962	$2,255,208
BAS	2,236	2,236	$210,443
SFB	2,236	2,236	$168,374
CAN	710		$20,047
CAN	402		$11,388
CAN	288		$8,094
TWO	9,870	9,870	$928,925
BAS	24	24	$2,259
CAN	24		$659
CAN	303		$8,565
CAN	72		$2,071
PTO	932		$4,423
PTO	80		$376
Totals	**41,139**	**38,328**	**$3,620,832**

Building 3

Type	92 | EDU/RELIG MISC
Year Built	1967

Building 3 Construction Details

Element	Code	Construction Detail
Class	C	Masonry or Concrete Frame
Exterior Wall	5	Concrete Block
Exterior Wall	8	Brick
Roof Structure	9	Rigid Frame/Barjoist
Roof Cover	12	Rubber or Plastic
Interior Walls	5	Drywall
Interior Flooring	8	Carpet
Heat/AC	2	Central
Plumbing	3	Typical
Condition	3	Average
Stories	1.0	
Units	1.0	
Wall Height	10.00	



Building 3 subarea

Area Type	Gross Area	Heated Area	Depreciated Value
BAS	4,204	4,204	$136,336
CAN	957		$9,307
Totals	**5,161**	**4,204**	**$145,643**

Extra Features

OB/XF Code	Description	Building	Year On Roll	Length	Width	Units	Value
0060	CONCRETE PAVEMENT	1	1978	0	0	4,020.00	$9,535
0020	ASPHALT PAVING	1	2002	0	0	83,300.00	$139,944
0270	FENCE CL8	0	2005	0	0	548.00	$6,795

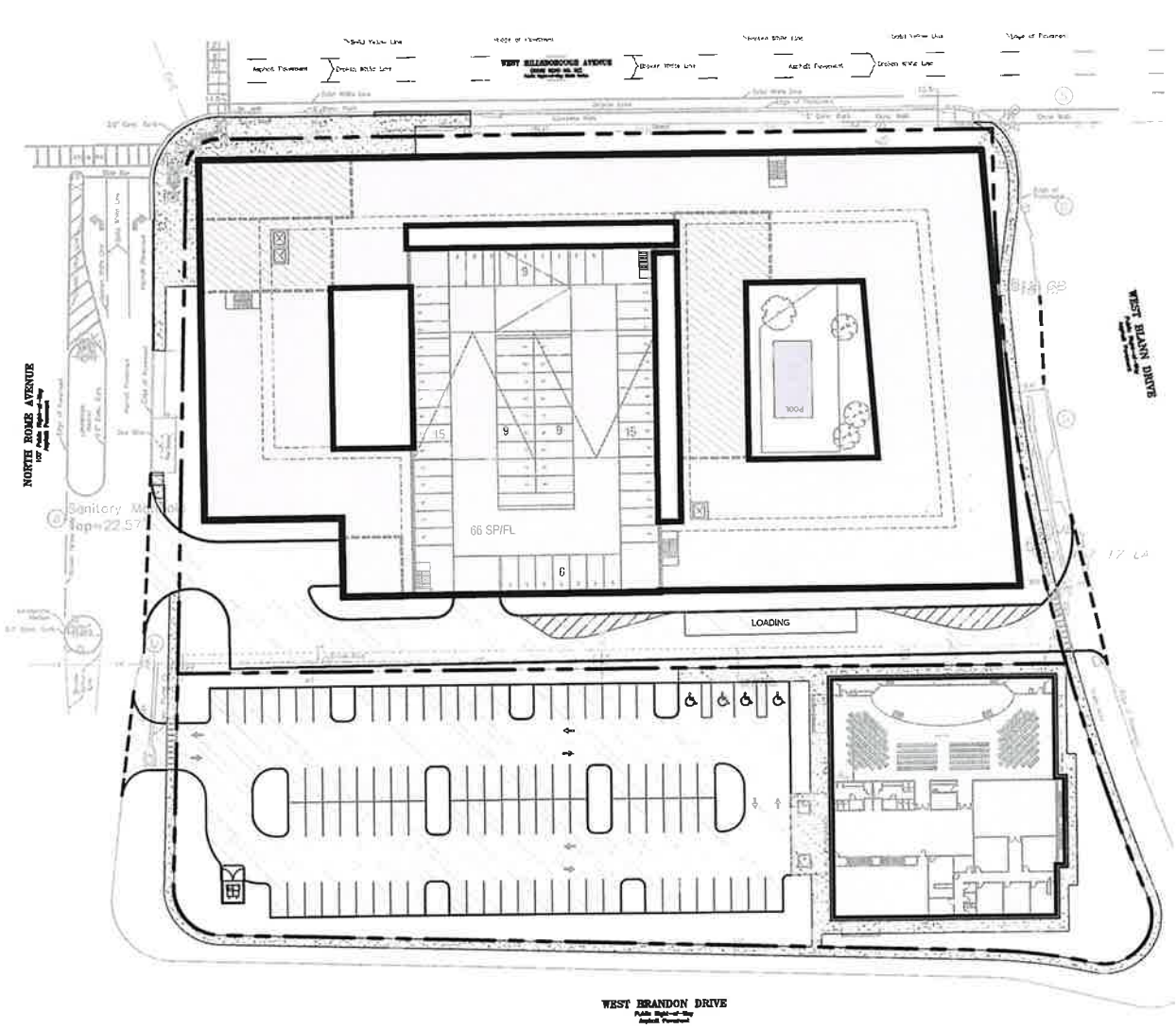
Land Information

Use Code	Description	Zone	Front	Depth	Land Type	Total Land Units	Land Value
TLHQ	TL Class 8	CG	0.0	0.0	SF | SQUARE FEET	43,560.00	$598,950
TF3C	Hillsborough 7	CG	0.0	0.0	SF | SQUARE FEET	131,685.00	$1,501,209

Legal Description

WELLSWOOD SECTION C LOTS A AND B AND LOTS 3,4,5,AND 6 BLOCK 19

SITE PLAN



GILBANE HILLSBOROUGH AVE

CITY OF TAMPA, FLORIDA

SITE PLAN EXHIBIT

11/20/2023

Kimley»Horn

ITE – TRIP GENERATION MANUAL, 11TH EDITION

PERIOD SETTING

Analysis Name :	New Analysis		
Project Name :	Hillsborough - Rome - Existing	**No :**	
Date:	10/20/2023	**City:**	
State/Province:		**Zip/Postal Code:**	
Country:		**Client Name:**	
Analyst's Name:		**Edition:**	Trip Generation Manual, 11th Ed

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
560 - Church (General Urban/Suburban)	1000 Sq. Ft. GFA	38.33	Weekday	Average 7.6	146(0) 50%	145(0) 50%	291(0)

(0) indicates small sample size, use carefully.

TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
560 - Church	0 %	146	0 %	145

EXTERNAL TRIPS

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
560 - Church	291	0	0	291

ITE DEVIATION DETAILS

Weekday

Landuse	No deviations from ITE.
Methods	No deviations from ITE.
External Trips	560 - Church (General Urban/Suburban) ITE does not recommend a particular pass-by% for this case.

SUMMARY

Total Entering	146
Total Exiting	145
Total Entering Reduction	0
Total Exiting Reduction	0
Total Entering Internal Capture Reduction	0
Total Exiting Internal Capture Reduction	0
Total Entering Pass-by Reduction	0
Total Exiting Pass-by Reduction	0
Total Entering Non-Pass-by Trips	146
Total Exiting Non-Pass-by Trips	145

PERIOD SETTING

Analysis Name :	New Analysis		
Project Name :	Hillsborough - Rome - Existing	**No :**	
Date:	10/20/2023	**City:**	
State/Province:		**Zip/Postal Code:**	
Country:		**Client Name:**	
Analyst's Name:		**Edition:**	Trip Generation Manual, 11th Ed

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
560 - Church (General Urban/Suburban)	1000 Sq. Ft. GFA	38.33	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Average 0.32	7 58%	5 42%	12

TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
560 - Church	0 %	7	0 %	5

EXTERNAL TRIPS

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
560 - Church	12	0	0	12

ITE DEVIATION DETAILS

Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.

Landuse No deviations from ITE.

Methods No deviations from ITE.

Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.

External Trips 560 - Church (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

SUMMARY

Total Entering	7
Total Exiting	5
Total Entering Reduction	0
Total Exiting Reduction	0
Total Entering Internal Capture Reduction	0
Total Exiting Internal Capture Reduction	0
Total Entering Pass-by Reduction	0
Total Exiting Pass-by Reduction	0
Total Entering Non-Pass-by Trips	7
Total Exiting Non-Pass-by Trips	5

PERIOD SETTING

Analysis Name :	New Analysis		
Project Name :	Hillsborough - Rome - Existing	**No :**	
Date:	10/20/2023	**City:**	
State/Province:		**Zip/Postal Code:**	
Country:		**Client Name:**	
Analyst's Name:		**Edition:**	Trip Generation Manual, 11th Ed

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
560 - Church (General Urban/Suburban)	1000 Sq. Ft. GFA	38.33	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Average 0.49	8 42%	11 58%	19

TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
560 - Church	0 %	8	0 %	11

EXTERNAL TRIPS

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
560 - Church	19	0	0	19

ITE DEVIATION DETAILS

Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.

Landuse No deviations from ITE.

Methods No deviations from ITE.

Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.

External Trips 560 - Church (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

SUMMARY

Total Entering	8
Total Exiting	11
Total Entering Reduction	0
Total Exiting Reduction	0
Total Entering Internal Capture Reduction	0
Total Exiting Internal Capture Reduction	0
Total Entering Pass-by Reduction	0
Total Exiting Pass-by Reduction	0
Total Entering Non-Pass-by Trips	8
Total Exiting Non-Pass-by Trips	11

PERIOD SETTING

Analysis Name :	New Analysis		
Project Name :	Hillsborough - Rome - Proposed	**No :**	
Date:	10/20/2023	**City:**	
State/Province:		**Zip/Postal Code:**	
Country:		**Client Name:**	
Analyst's Name:		**Edition:**	Trip Generation Manual, 11th Ed

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit (General Urban/Suburban)	Dwelling Units	270	Weekday	Average 4.54	613 50%	613 50%	1226
822 - Strip Retail Plaza (<40k) (General Urban/Suburban)	1000 Sq. Ft. GLA	2.5(0)	Weekday	Average 54.45	68(1) 50%	68(1) 50%	136(1)
560 - Church (General Urban/Suburban)	1000 Sq. Ft. GFA	16	Weekday	Average 7.6	61(1) 50%	61(1) 50%	122(1)

(0) indicates size out of range.
(1) indicates small sample size, use carefully.

TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
221 - Multifamily Housing (Mid-Rise)	0 %	613	0 %	613
822 - Strip Retail Plaza (<40k)	0 %	68	0 %	68
560 - Church	0 %	61	0 %	61

INTERNAL TRIPS

221 - Multifamily Housing (Mid-Rise)

Exit	613	Demand Exit:	0 % (0)	Balanced: 0	Demand Entry:	0 % (0)	**Entry** 68
Entry	613	Demand Entry:	0 % (0)	Balanced: 0	Demand Exit:	0 % (0)	**Exit** 68

822 - Strip Retail Plaza (<40k)

221 - Multifamily Housing (Mid-Rise)

Exit	613	Demand Exit:	0 % (0)	Balanced: 0	Demand Entry:	0 % (0)	**Entry** 61
Entry	613	Demand Entry:	0 % (0)	Balanced:	Demand Exit:	0 % (0)	**Exit** 61

560 - Church

0

822 - Strip Retail Plaza (<40k) | **560 - Church**

Exit	68	Demand Exit: 0 % (0)	Balanced: 0	Demand Entry: 0 % (0)	**Entry**	61
Entry	68	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)	**Exit**	61

221 - Multifamily Housing (Mid-Rise)

	Total Trips	Internal Trips			External Trips
		822 - Strip Retail Plaza (<40k)	560 - Church	Total	
Entry	613 (100%)	0 (0%)	0 (0%)	0 (0%)	613 (100%)
Exit	613 (100%)	0 (0%)	0 (0%)	0 (0%)	613 (100%)
Total	1226 (100%)	0 (0%)	0 (0%)	0 (0%)	1226 (100%)

822 - Strip Retail Plaza (<40k)

	Total Trips	Internal Trips			External Trips
		221 - Multifamily Housing (Mid-Rise)	560 - Church	Total	
Entry	68 (100%)	0 (0%)	0 (0%)	0 (0%)	68 (100%)
Exit	68 (100%)	0 (0%)	0 (0%)	0 (0%)	68 (100%)
Total	136 (100%)	0 (0%)	0 (0%)	0 (0%)	136 (100%)

560 - Church

	Total Trips	Internal Trips			External Trips
		221 - Multifamily Housing (Mid-Rise)	822 - Strip Retail Plaza (<40k)	Total	
Entry	61 (100%)	0 (0%)	0 (0%)	0 (0%)	61 (100%)
Exit	61 (100%)	0 (0%)	0 (0%)	0 (0%)	61 (100%)
Total	122 (100%)	0 (0%)	0 (0%)	0 (0%)	122 (100%)

EXTERNAL TRIPS

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
221 - Multifamily Housing (Mid-Rise)	1226	0	0	1226
822 - Strip Retail Plaza (<40k)	136	0	0	136
560 - Church	122	0	0	122

ITE DEVIATION DETAILS

Weekday

Landuse No deviations from ITE.

Weekday

Methods	No deviations from ITE.
External Trips	221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit (General Urban/Suburban) ITE does not recommend a particular pass-by% for this case. 822 - Strip Retail Plaza (<40k) (General Urban/Suburban) ITE does not recommend a particular pass-by% for this case. 560 - Church (General Urban/Suburban) ITE does not recommend a particular pass-by% for this case.

SUMMARY

Total Entering	742
Total Exiting	742
Total Entering Reduction	0
Total Exiting Reduction	0
Total Entering Internal Capture Reduction	0
Total Exiting Internal Capture Reduction	0
Total Entering Pass-by Reduction	0
Total Exiting Pass-by Reduction	0
Total Entering Non-Pass-by Trips	742
Total Exiting Non-Pass-by Trips	742

PERIOD SETTING

Analysis Name :	New Analysis		
Project Name :	Hillsborough - Rome - Proposed	**No :**	
Date:	10/20/2023	**City:**	
State/Province:		**Zip/Postal Code:**	
Country:		**Client Name:**	
Analyst's Name:		**Edition:**	Trip Generation Manual, 11th Ed

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit (General Urban/Suburban)	Dwelling Units	270	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Best Fit (LIN) T = 0.44 (X)+-11.61	25 23%	82 77%	107
822 - Strip Retail Plaza (<40k) (General Urban/Suburban)	1000 Sq. Ft. GLA	2.5(0)	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Average 2.36	4(1) 67%	2(1) 33%	6(1)
560 - Church (General Urban/Suburban)	1000 Sq. Ft. GFA	16	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Average 0.32	3 60%	2 40%	5

(0) indicates size out of range.
(1) indicates small sample size, use carefully.

TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
221 - Multifamily Housing (Mid-Rise)	0 %	25	0 %	82
822 - Strip Retail Plaza (<40k)	0 %	4	0 %	2
560 - Church	0 %	3	0 %	2

INTERNAL TRIPS

221 - Multifamily Housing (Mid-Rise)

Exit 82 Demand Exit: 0 % (0)

Balanced: 0

822 - Strip Retail Plaza (<40k)

Demand Entry: 0 % (0) **Entry** 4

Entry	25	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)	**Exit**	2	

221 - Multifamily Housing (Mid-Rise) **560 - Church**

Exit	82	Demand Exit: 0 % (0)	Balanced: 0	Demand Entry: 0 % (0)	**Entry**	3	
Entry	25	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)	**Exit**	2	

822 - Strip Retail Plaza (<40k) **560 - Church**

Exit	2	Demand Exit: 0 % (0)	Balanced: 0	Demand Entry: 0 % (0)	**Entry**	3	
Entry	4	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)	**Exit**	2	

221 - Multifamily Housing (Mid-Rise)

	Total Trips	Internal Trips			External Trips
		822 - Strip Retail Plaza (<40k)	560 - Church	Total	
Entry	25 (100%)	0 (0%)	0 (0%)	0 (0%)	25 (100%)
Exit	82 (100%)	0 (0%)	0 (0%)	0 (0%)	82 (100%)
Total	107 (100%)	0 (0%)	0 (0%)	0 (0%)	107 (100%)

822 - Strip Retail Plaza (<40k)

	Total Trips	Internal Trips			External Trips
		221 - Multifamily Housing (Mid-Rise)	560 - Church	Total	
Entry	4 (100%)	0 (0%)	0 (0%)	0 (0%)	4 (100%)
Exit	2 (100%)	0 (0%)	0 (0%)	0 (0%)	2 (100%)
Total	6 (100%)	0 (0%)	0 (0%)	0 (0%)	6 (100%)

560 - Church

	Total Trips	Internal Trips			External Trips
		221 - Multifamily Housing (Mid-Rise)	822 - Strip Retail Plaza (<40k)	Total	
Entry	3 (100%)	0 (0%)	0 (0%)	0 (0%)	3 (100%)
Exit	2 (100%)	0 (0%)	0 (0%)	0 (0%)	2 (100%)
Total	5 (100%)	0 (0%)	0 (0%)	0 (0%)	5 (100%)

EXTERNAL TRIPS

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
221 - Multifamily Housing (Mid-Rise)	107	0	0	107
822 - Strip Retail Plaza (<40k)	6	0	0	6
560 - Church	5	0	0	5

ITE DEVIATION DETAILS

Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.

Landuse	No deviations from ITE.
Methods	No deviations from ITE.
External Trips	221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit (General Urban/Suburban) ITE does not recommend a particular pass-by% for this case. 822 - Strip Retail Plaza (<40k) (General Urban/Suburban) ITE does not recommend a particular pass-by% for this case. 560 - Church (General Urban/Suburban) ITE does not recommend a particular pass-by% for this case.

SUMMARY

Total Entering	32
Total Exiting	86
Total Entering Reduction	0
Total Exiting Reduction	0
Total Entering Internal Capture Reduction	0
Total Exiting Internal Capture Reduction	0
Total Entering Pass-by Reduction	0
Total Exiting Pass-by Reduction	0
Total Entering Non-Pass-by Trips	32
Total Exiting Non-Pass-by Trips	86

PERIOD SETTING

Analysis Name :	New Analysis		
Project Name :	Hillsborough - Rome - Proposed	**No :**	
Date:	10/20/2023	**City:**	
State/Province:		**Zip/Postal Code:**	
Country:		**Client Name:**	
Analyst's Name:		**Edition:**	Trip Generation Manual, 11th Ed

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit (General Urban/Suburban)	Dwelling Units	270	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LIN) T = 0.39 (X)+0.34	65 61%	41 39%	106
822 - Strip Retail Plaza (<40k) (General Urban/Suburban)	1000 Sq. Ft. GLA	2.5	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LOG) Ln(T) = 0.71Ln(X) +2.72	15 52%	14 48%	29
560 - Church (General Urban/Suburban)	1000 Sq. Ft. GFA	16	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Average 0.49	4 50%	4 50%	8

TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
221 - Multifamily Housing (Mid-Rise)	0 %	65	0 %	41
822 - Strip Retail Plaza (<40k)	0 %	15	0 %	14
560 - Church	0 %	4	0 %	4

INTERNAL TRIPS

221 - Multifamily Housing (Mid-Rise)

Exit 41 Demand Exit: 0 % (0)

Entry 65 Demand Entry: 0 % (0)

Balanced: 0

Balanced: 0

822 - Strip Retail Plaza (<40k)

Demand Entry: 0 % (0) **Entry** 15

Demand Exit: 0 % (0) **Exit** 14

221 - Multifamily Housing (Mid-Rise) **560 - Church**

Exit	41	Demand Exit:	0 % (0)	Balanced: 0	Demand Entry:	0 % (0)	**Entry** 4
Entry	65	Demand Entry:	0 % (0)	Balanced: 0	Demand Exit:	0 % (0)	**Exit** 4

822 - Strip Retail Plaza (<40k) **560 - Church**

Exit	14	Demand Exit:	0 % (0)	Balanced: 0	Demand Entry:	0 % (0)	**Entry** 4
Entry	15	Demand Entry:	0 % (0)	Balanced: 0	Demand Exit:	0 % (0)	**Exit** 4

221 - Multifamily Housing (Mid-Rise)

	Total Trips	Internal Trips			External Trips
		822 - Strip Retail Plaza (<40k)	560 - Church	Total	
Entry	65 (100%)	0 (0%)	0 (0%)	0 (0%)	65 (100%)
Exit	41 (100%)	0 (0%)	0 (0%)	0 (0%)	41 (100%)
Total	106 (100%)	0 (0%)	0 (0%)	0 (0%)	106 (100%)

822 - Strip Retail Plaza (<40k)

	Total Trips	Internal Trips			External Trips
		221 - Multifamily Housing (Mid-Rise)	560 - Church	Total	
Entry	15 (100%)	0 (0%)	0 (0%)	0 (0%)	15 (100%)
Exit	14 (100%)	0 (0%)	0 (0%)	0 (0%)	14 (100%)
Total	29 (100%)	0 (0%)	0 (0%)	0 (0%)	29 (100%)

560 - Church

	Total Trips	Internal Trips			External Trips
		221 - Multifamily Housing (Mid-Rise)	822 - Strip Retail Plaza (<40k)	Total	
Entry	4 (100%)	0 (0%)	0 (0%)	0 (0%)	4 (100%)
Exit	4 (100%)	0 (0%)	0 (0%)	0 (0%)	4 (100%)
Total	8 (100%)	0 (0%)	0 (0%)	0 (0%)	8 (100%)

EXTERNAL TRIPS

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
221 - Multifamily Housing (Mid-Rise)	106	0	0	106
822 - Strip Retail Plaza (<40k)	29	0	0	29
560 - Church	8	0	0	8

ITE DEVIATION DETAILS

Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.

Landuse	No deviations from ITE.
Methods	No deviations from ITE.
External Trips	221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit (General Urban/Suburban) ITE does not recommend a particular pass-by% for this case. 822 - Strip Retail Plaza (<40k) (General Urban/Suburban) ITE does not recommend a particular pass-by% for this case. 560 - Church (General Urban/Suburban) ITE does not recommend a particular pass-by% for this case.

SUMMARY

Total Entering	84
Total Exiting	59
Total Entering Reduction	0
Total Exiting Reduction	0
Total Entering Internal Capture Reduction	0
Total Exiting Internal Capture Reduction	0
Total Entering Pass-by Reduction	0
Total Exiting Pass-by Reduction	0
Total Entering Non-Pass-by Trips	84
Total Exiting Non-Pass-by Trips	59

TURNING MOVEMENT COUNTS

National Data & Surveying Services

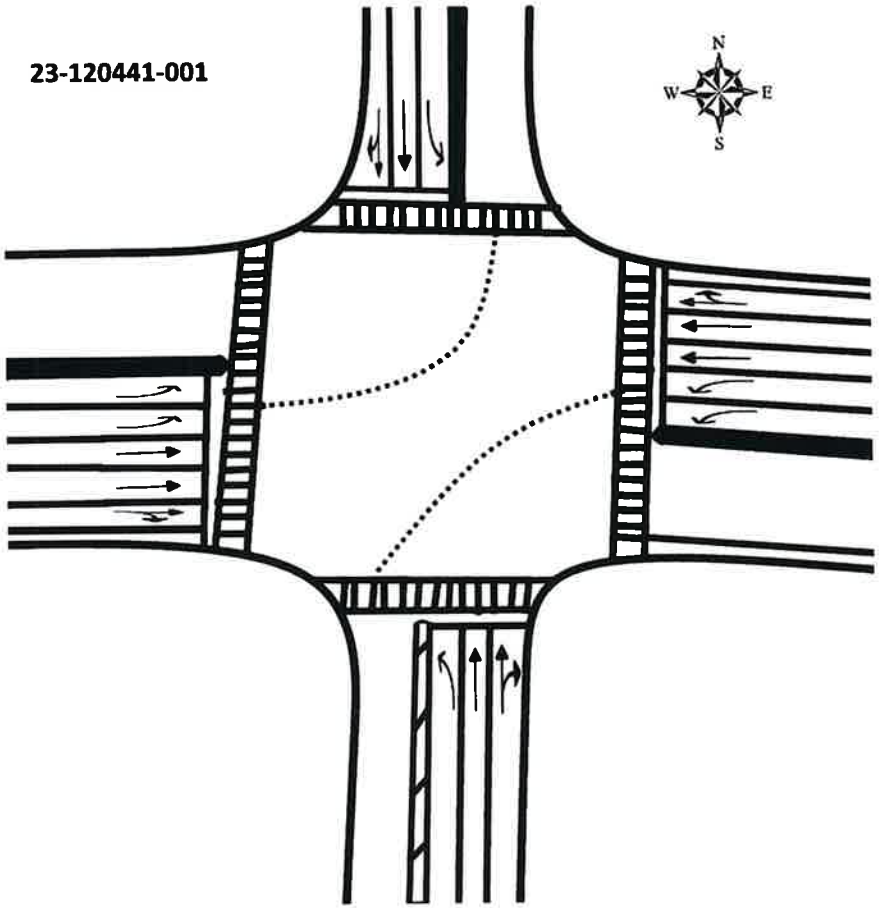
N↑

N/S Street: **N Armenia Ave**

Speed: **40 MPH**

E/W Street: **W Hillsborough Ave/US 92/SR 600**

Speed: **45 MPH**



Site Code: **23-120441-001**

Date: **10/24/2023**

Weather: **Sunny**

City: **Tampa**

County: **Hillsborough**

Count Times: **07:00 - 09:00**

16:00 - 18:00

Control: **Signalized**

SIGNAL TIMING

PHASES	1	2	3
NL/SL	00:23	00:21	00:23
NT/ST	00:49	00:51	00:49
WL/WT	00:21	00:21	00:21
ET/WT	01:19	01:19	01:19
EL/ET	00:28	00:28	00:28

Prepared by National Data & Surveying Services

N Armenia Ave & W Hillsborough Ave/US 92/SR 600

Peak Hour Turning Movement Count

ID: 23-120441-001
City: Tampa

Day: Tuesday
Date: 10/24/2023

PEAK HOURS

AM	07:15 AM - 08:15 AM
NOON	NONE
PM	04:45 PM - 05:45 PM

COUNT PERIODS

AM	7:00 AM - 09:00 AM
NOON	NONE
PM	4:00 PM - 06:00 PM

CONTROL: Signalized

		AM	NOON	PM
TEV		5197	0	5792
PHF		0.96		0.98

N Armenia Ave — SOUTHBOUND

	Left	Thru	Right	U-Turn	
AM	81	524	203	1	443 AM
NOON	0	0	0	0	0 NOON
PM	139	318	120	1	1061 PM

W Hillsborough Ave/US 92/SR 600 — EASTBOUND

	Left	Thru	Right	
AM	7	139	1524	168
NOON	0	0	0	0
PM	27	371	1868	162
	0	0	0	0

	AM	NOON	PM
	2053	0	2051

W Hillsborough Ave/US 92/SR 600 — WESTBOUND

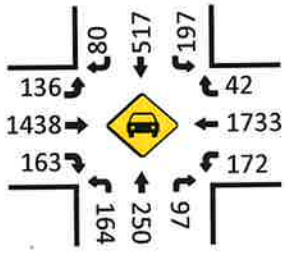
	Left	Thru	Right	
AM	131	1687	108	5
NOON	0	0	0	0
PM	47	1799	175	10
	0	0	0	0

	AM	NOON	PM
	2092	0	1834

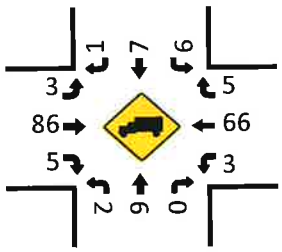
N Armenia Ave — NORTHBOUND

	Left	Thru	Right	U-Turn	
PM	588	0	198	558	99 PM
NOON	0	0	0	0	0 NOON
AM	867	0	166	256	97 AM

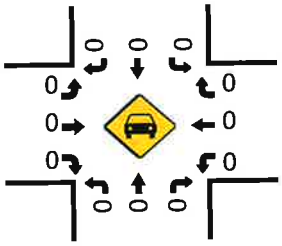
Cars (AM)



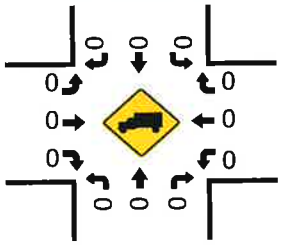
HT (AM)



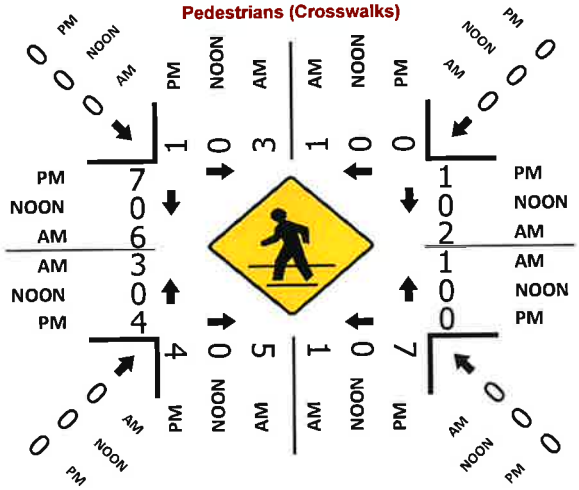
Cars (NOON)



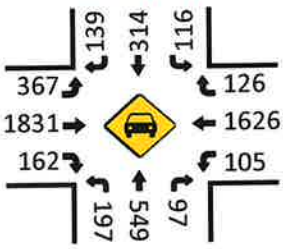
HT (NOON)



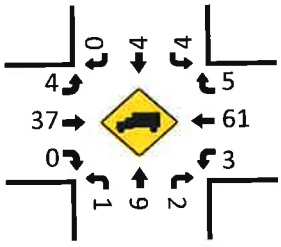
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: N Armenia Ave & W Hillsborough Ave/US 92/SR 600
City: Tampa
Control: Signalized

Project ID: 23-120441-001
Date: 10/24/2023

Data - Total

NS/EW Streets:	N Armenia Ave				N Armenia Ave				W Hillsborough Ave/US 92/SR 600				W Hillsborough Ave/US 92/SR 600				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	22	36	13	0	31	64	13	0	27	372	37	1	11	416	11	1	1055
7:15 AM	48	48	22	0	58	122	24	0	42	379	22	0	35	396	12	2	1210
7:30 AM	39	62	31	0	70	138	26	0	31	374	48	5	45	462	10	3	1344
7:45 AM	39	74	29	0	36	126	17	1	29	389	43	0	49	508	8	5	1353
8:00 AM	40	72	15	0	39	138	14	0	37	382	55	2	46	433	17	0	1290
8:15 AM	40	71	21	0	35	142	27	0	35	312	38	1	28	422	18	1	1191
8:30 AM	32	46	24	0	37	116	21	1	31	357	35	4	36	496	16	2	1254
8:45 AM	26	44	13	0	21	121	19	0	25	359	51	4	36	387	18	4	1128
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	286	453	168	0	327	967	161	2	257	2924	329	17	286	3520	110	18	9825
APPROACH %'s :	31.53%	49.94%	18.52%	0.00%	22.44%	66.37%	11.05%	0.14%	7.29%	82.90%	9.33%	0.48%	7.27%	89.48%	2.80%	0.46%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	166	256	97	0	203	524	81	1	139	1524	168	7	175	1799	47	10	5197
PEAK HR FACTOR :	0.865	0.865	0.782	0.000	0.725	0.949	0.779	0.250	0.827	0.979	0.764	0.350	0.893	0.885	0.691	0.500	0.960
		0.914				0.864				0.965				0.891			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
4:00 PM	47	80	36	0	27	72	46	1	83	453	38	7	30	407	32	2	1361
4:15 PM	55	86	22	0	23	74	29	0	100	480	33	8	26	360	37	3	1336
4:30 PM	43	146	30	0	28	92	36	1	58	476	48	6	23	424	29	2	1442
4:45 PM	57	128	15	0	34	68	34	0	99	498	23	6	28	406	21	0	1417
5:00 PM	47	152	25	0	23	99	30	0	93	442	38	5	24	432	46	1	1457
5:15 PM	57	130	20	0	36	65	30	0	101	464	66	10	30	404	30	1	1444
5:30 PM	37	148	39	0	27	86	45	1	78	464	35	6	26	445	34	3	1474
5:45 PM	63	122	20	0	30	78	22	0	81	494	34	8	24	412	27	0	1415
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	406	992	207	0	228	634	272	3	693	3771	315	56	211	3290	256	12	11346
APPROACH %'s :	25.30%	61.81%	12.90%	0.00%	20.05%	55.76%	23.92%	0.26%	14.33%	77.99%	6.51%	1.16%	5.60%	87.29%	6.79%	0.32%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	198	558	99	0	120	318	139	1	371	1868	162	27	108	1687	131	5	5792
PEAK HR FACTOR :	0.868	0.918	0.635	0.000	0.833	0.803	0.772	0.250	0.918	0.938	0.614	0.675	0.900	0.948	0.712	0.417	0.982
		0.954				0.909				0.947				0.950			

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Armenia Ave & W Hillsborough Ave/US 92/SR 600
City: Tampa
Control: Signalized

Project ID: 23-120441-001
Date: 10/24/2023

Data - Cars

NS/EW Streets:	N Armenia Ave				N Armenia Ave				W Hillsborough Ave/US 92/SR 600				W Hillsborough Ave/US 92/SR 600				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	20	36	13	0	29	62	13	0	27	351	37	1	11	401	11	1	1013
7:15 AM	47	45	22	0	56	120	24	0	42	357	22	0	35	387	10	2	1169
7:30 AM	39	62	31	0	69	138	26	0	31	359	47	5	44	443	10	3	1307
7:45 AM	38	72	29	0	36	123	16	1	28	367	42	0	49	492	6	5	1304
8:00 AM	40	71	15	0	36	136	14	0	35	355	52	2	44	411	16	0	1227
8:15 AM	40	68	21	0	33	138	25	0	35	295	37	1	28	388	18	1	1128
8:30 AM	30	43	23	0	36	114	21	1	31	333	33	4	35	471	15	2	1192
8:45 AM	24	41	13	0	20	117	19	0	25	336	48	4	36	370	15	4	1072
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	278	438	167	0	315	948	158	2	254	2753	318	17	282	3363	101	18	9412
APPROACH %'s :	31.48%	49.60%	18.91%	0.00%	22.14%	66.62%	11.10%	0.14%	7.60%	82.38%	9.52%	0.51%	7.49%	89.35%	2.68%	0.48%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	164	250	97	0	197	517	80	1	136	1438	163	7	172	1733	42	10	5007
PEAK HR FACTOR :	0.872	0.868	0.782	0.000	0.714	0.937	0.769	0.250	0.810	0.980	0.784	0.350	0.878	0.881	0.656	0.500	0.958
		0.919				0.853				0.982				0.886			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
4:00 PM	47	79	36	0	27	71	46	1	83	435	38	7	29	392	31	2	1324
4:15 PM	53	86	22	0	22	73	28	0	99	458	33	8	25	341	35	3	1286
4:30 PM	43	144	30	0	27	90	33	1	56	470	48	6	23	405	28	2	1406
4:45 PM	56	125	14	0	34	67	34	0	98	485	23	6	26	390	21	0	1379
5:00 PM	47	149	25	0	22	96	30	0	92	429	38	5	23	413	44	1	1414
5:15 PM	57	129	19	0	35	65	30	0	100	456	66	10	30	392	28	1	1418
5:30 PM	37	146	39	0	25	86	45	1	77	461	35	6	26	431	33	3	1451
5:45 PM	63	120	20	0	29	77	22	0	79	484	34	8	24	397	27	0	1384
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	403	978	205	0	221	625	268	3	684	3678	315	56	206	3161	247	12	11062
APPROACH %'s :	25.41%	61.66%	12.93%	0.00%	19.79%	55.95%	23.99%	0.27%	14.45%	77.71%	6.66%	1.18%	5.68%	87.18%	6.81%	0.33%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	197	549	97	0	116	314	139	1	367	1831	162	27	105	1626	126	5	5662
PEAK HR FACTOR :	0.864	0.921	0.622	0.000	0.829	0.818	0.772	0.250	0.918	0.944	0.614	0.675	0.875	0.943	0.716	0.417	0.976
		0.949				0.908				0.944				0.944			

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Armenia Ave & W Hillsborough Ave/US 92/SR 600
City: Tampa
Control: Signalized

Project ID: 23-120441-001
Date: 10/24/2023

Data - HT

NS/EW Streets:	N Armenia Ave				N Armenia Ave				W Hillsborough Ave/US 92/SR 600				W Hillsborough Ave/US 92/SR 600				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	2	0	0	0	2	2	0	0	0	21	0	0	0	15	0	0	42
7:15 AM	1	3	0	0	2	2	0	0	0	22	0	0	0	9	2	0	41
7:30 AM	0	0	0	0	1	0	0	0	0	15	1	0	1	19	0	0	37
7:45 AM	1	2	0	0	0	3	1	0	1	22	1	0	0	16	2	0	49
8:00 AM	0	1	0	0	3	2	0	0	2	27	3	0	2	22	1	0	63
8:15 AM	0	3	0	0	2	4	2	0	0	17	1	0	0	34	0	0	63
8:30 AM	2	3	1	0	1	2	0	0	0	24	2	0	1	25	1	0	62
8:45 AM	2	3	0	0	1	4	0	0	0	23	3	0	0	17	3	0	56
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	8	15	1	0	12	19	3	0	3	171	11	0	4	157	9	0	413
APPROACH %'s :	33.33%	62.50%	4.17%	0.00%	35.29%	55.88%	8.82%	0.00%	1.62%	92.43%	5.95%	0.00%	2.35%	92.35%	5.29%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	2	6	0	0	6	7	1	0	3	86	5	0	3	66	5	0	190
PEAK HR FACTOR :	0.500	0.500	0.000	0.000	0.500	0.583	0.250	0.000	0.375	0.796	0.417	0.000	0.375	0.750	0.625	0.000	0.754
	0.500				0.700				0.734				0.740				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	1	0	0	0	1	0	0	0	18	0	0	1	15	1	0	37
4:15 PM	2	0	0	0	1	1	1	0	1	22	0	0	1	19	2	0	50
4:30 PM	0	2	0	0	1	2	3	0	2	6	0	0	0	19	1	0	36
4:45 PM	1	3	1	0	0	1	0	0	1	13	0	0	2	16	0	0	38
5:00 PM	0	3	0	0	1	3	0	0	1	13	0	0	1	19	2	0	43
5:15 PM	0	1	1	0	1	0	0	0	1	8	0	0	0	12	2	0	26
5:30 PM	0	2	0	0	2	0	0	0	1	3	0	0	0	14	1	0	23
5:45 PM	0	2	0	0	1	1	0	0	2	10	0	0	0	15	0	0	31
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	3	14	2	0	7	9	4	0	9	93	0	0	5	129	9	0	284
APPROACH %'s :	15.79%	73.68%	10.53%	0.00%	35.00%	45.00%	20.00%	0.00%	8.82%	91.18%	0.00%	0.00%	3.50%	90.21%	6.29%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	1	9	2	0	4	4	0	0	4	37	0	0	3	61	5	0	130
PEAK HR FACTOR :	0.250	0.750	0.500	0.000	0.500	0.333	0.000	0.000	1.000	0.712	0.000	0.000	0.375	0.803	0.625	0.000	0.756
	0.600				0.500				0.732				0.784				

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Armenia Ave & W Hillsborough Ave/US 92/SR 600
City: Tampa
Control: Signalized

Project ID: 23-120441-001
Date: 10/24/2023

Data - Bikes

NS/EW Streets:	N Armenia Ave				N Armenia Ave				W Hillsborough Ave/US 92/SR 600				W Hillsborough Ave/US 92/SR 600				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
7:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	0	3
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
8:45 AM	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2	0	0	0	0	2	0	2	5	0	0	0	6	0	0	17
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	28.57%	71.43%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	1	0	0	0	0	1	0	1	2	0	0	0	2	0	0	7
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.583
	0.250				0.250				0.375				0.500				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
4:15 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	3
4:30 PM	0	0	0	0	0	0	2	0	1	1	0	0	0	0	0	0	4
4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	2	1	0	6
5:00 PM	1	0	0	0	0	0	0	0	2	1	0	0	0	2	0	0	6
5:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	3
5:30 PM	0	0	0	0	0	4	0	0	0	0	0	0	0	2	1	0	7
5:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	0	0	0	0	7	4	0	3	6	1	0	1	8	2	0	33
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%	0.00%	63.64%	36.36%	0.00%	30.00%	60.00%	10.00%	0.00%	9.09%	72.73%	18.18%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	1	0	0	0	0	6	1	0	2	2	0	0	1	7	2	0	22
PEAK HR FACTOR :	0.250	0.000	0.000	0.000	0.000	0.375	0.250	0.000	0.250	0.500	0.000	0.000	0.250	0.875	0.500	0.000	0.786
	0.250				0.438				0.333				0.625				

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Armenia Ave & W Hillsborough Ave/US 92/SR 600
City: Tampa

Project ID: 23-120441-001
Date: 10/24/2023

Data - Pedestrians (Crosswalks)

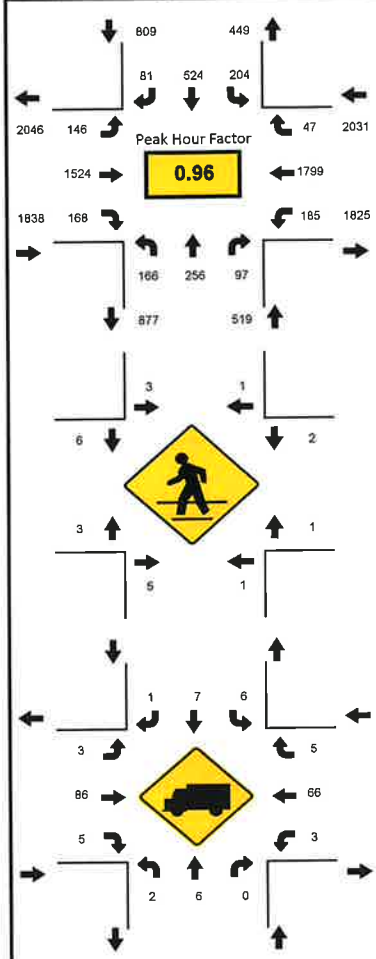
NS/EW Streets:	N Armenia Ave		N Armenia Ave		W Hillsborough Ave/US 92/SR 600		W Hillsborough Ave/US 92/SR 600		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	1	0	0	0	0	1	0	2
7:15 AM	1	0	4	0	1	0	0	3	9
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	2	0	1	1	0	1	0	2	7
8:00 AM	0	1	0	0	0	1	3	1	6
8:15 AM	0	0	4	0	0	0	0	4	8
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	2	1	0	0	1	1	6
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	3	3	11	2	1	2	5	11	38
APPROACH %'s :	50.00%	50.00%	84.62%	15.38%	33.33%	66.67%	31.25%	68.75%	
PEAK HR :	**07:15 AM - 08:15 AM**								TOTAL
PEAK HR VOL :	3	1	5	1	1	2	3	6	22
PEAK HR FACTOR :	0.375	0.250	0.313	0.250	0.250	0.500	0.250	0.500	0.611
	0.500		0.375		0.750		0.563		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	1	0	0	1	2	0	0	4
4:15 PM	0	0	3	2	0	0	0	13	18
4:30 PM	1	0	1	1	0	2	1	0	6
4:45 PM	0	0	0	4	0	0	0	1	5
5:00 PM	0	0	0	1	0	0	2	3	6
5:15 PM	0	0	4	1	0	0	1	2	8
5:30 PM	1	0	0	1	0	1	1	1	5
5:45 PM	1	1	0	1	1	0	0	0	4
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	3	2	8	11	2	5	5	20	56
APPROACH %'s :	60.00%	40.00%	42.11%	57.89%	28.57%	71.43%	20.00%	80.00%	
PEAK HR :	**04:45 PM - 05:45 PM**								TOTAL
PEAK HR VOL :	1	0	4	7	0	1	4	7	24
PEAK HR FACTOR :	0.250		0.250	0.438		0.250	0.500	0.583	0.750
	0.250		0.550		0.250		0.550		

LOCATION: N Armenia Ave & W Hillsborough Ave/US 92/SR 600
CITY/STATE: Tampa, FL

PROJECT ID: 23-120441-001
DATE: Tue, Oct 24, 2023

Peak-Hour: 07:15 AM - 08:15 AM
Peak 15-Minute: 07:45 AM - 08:00 AM



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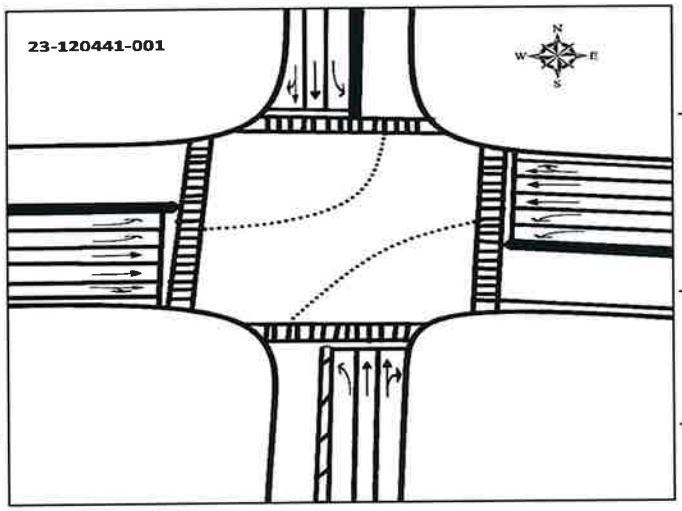
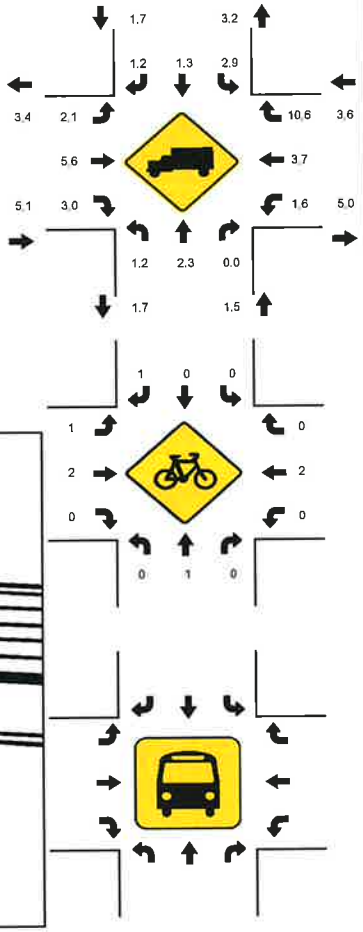


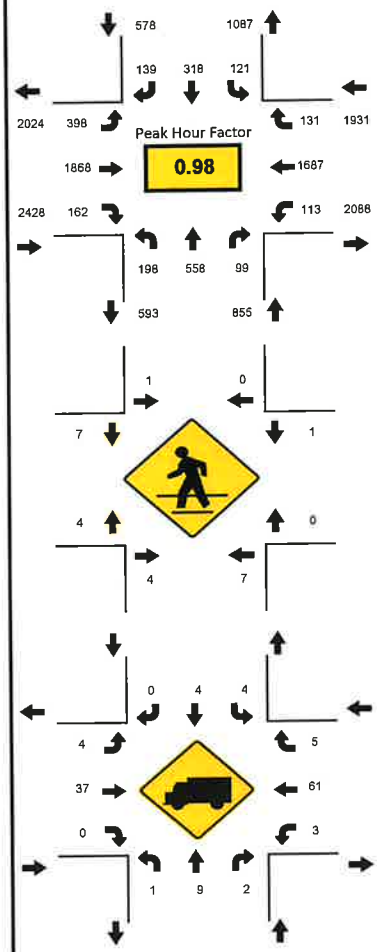


15-Min Count Period Beginning At	N Armenia Ave Northbound					N Armenia Ave Southbound					W Hillsborough Ave/US 92/SR 600 Eastbound					W Hillsborough Ave/US 92/SR 600 Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	22	36	13	0		31	64	13	0		27	372	37	1		11	416	11	1		1055	4962
7:15 AM	48	48	22	0		58	122	24	0		42	379	22	0		35	396	12	2		1210	5197
7:30 AM	39	62	31	0		70	138	26	0		31	374	48	5		45	462	10	3		1344	5178
7:45 AM	39	74	29	0		36	126	17	1		29	389	43	0		49	508	8	5		1353	5088
8:00 AM	40	72	15	0		39	138	14	0		37	382	55	2		46	433	17	0		1290	4863
8:15 AM	40	71	21	0		35	142	27	0		35	312	38	1		28	422	18	1		1191	3573
8:30 AM	32	46	24	0		37	116	21	1		31	357	35	4		36	496	16	2		1254	2382
8:45 AM	26	44	13	0		21	121	19	0		25	359	51	4		36	387	18	4		1128	1128
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	192	296	124	0		280	552	104	4		168	1556	220	20		196	2032	68	20		5832	
Heavy Trucks	4	12	0	0		12	12	4	0		8	108	12	0		8	88	8	0		276	
Pedestrians		16					8					16					4				44	
Bicycles	0	4	0	0		0	0	4	0		4	4	0	0		0	4	0	0		20	
Buses																						
Stopped Buses																						

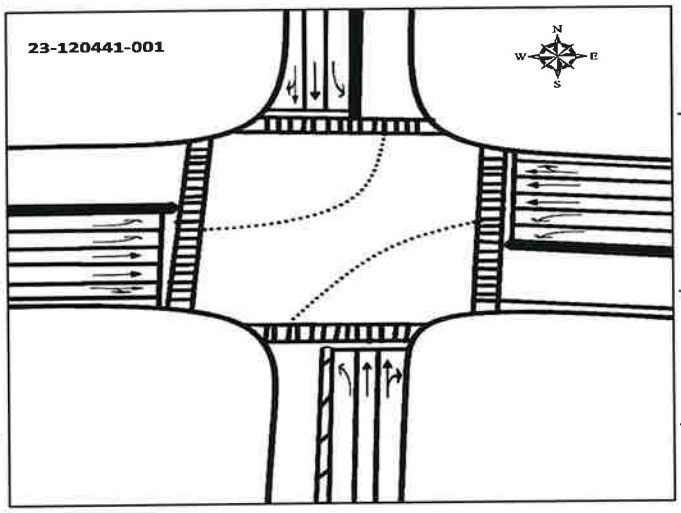
LOCATION: N Armenia Ave & W Hillsborough Ave/US 92/SR 600
CITY/STATE: Tampa, FL

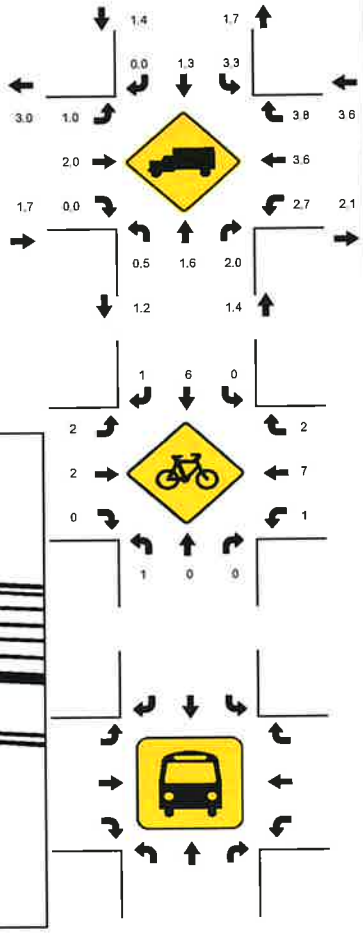
PROJECT ID: 23-120441-001
DATE: Tue, Oct 24, 2023

Peak-Hour: 04:45 PM - 05:45 PM
Peak 15-Minute: 05:30 PM - 05:45 PM



National Data & Surveying Services





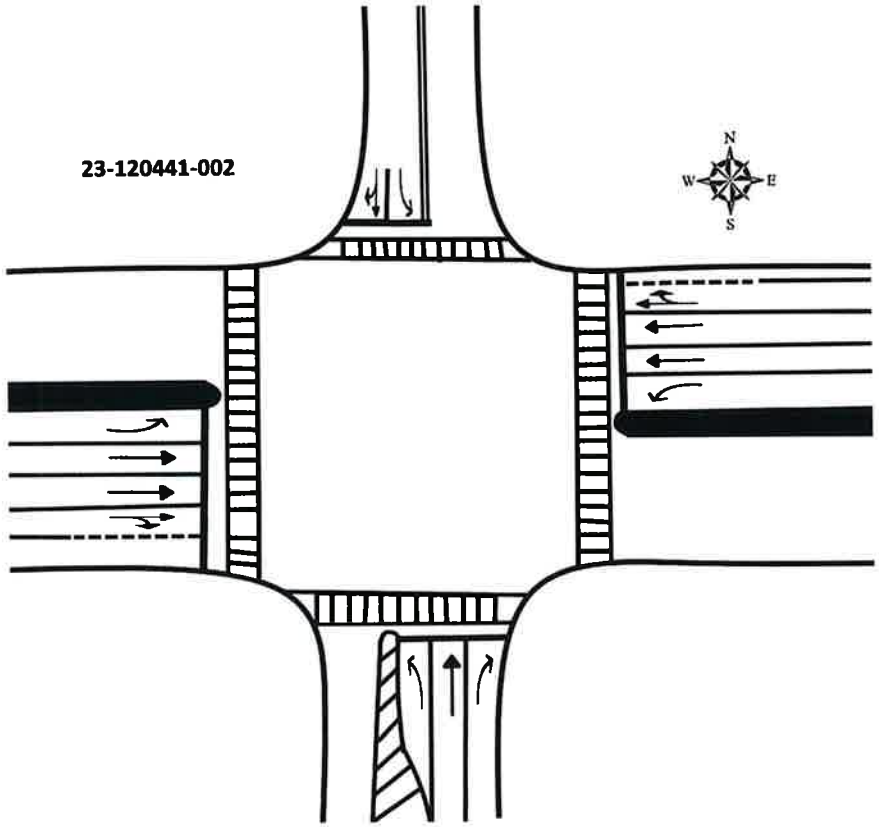
15-Min Count Period Beginning At	N Armenia Ave Northbound					N Armenia Ave Southbound					W Hillsborough Ave/US 92/SR 600 Eastbound					W Hillsborough Ave/US 92/SR 600 Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	47	80	36	0		27	72	46	1		83	453	38	7		30	407	32	2		1361	5556
4:15 PM	55	86	22	0		23	74	29	0		100	480	33	8		26	360	37	3		1336	5652
4:30 PM	43	146	30	0		28	92	36	1		58	476	48	6		23	424	29	2		1442	5760
4:45 PM	57	128	15	0		34	68	34	0		99	498	23	6		28	406	21	0		1417	5792
5:00 PM	47	152	25	0		23	99	30	0		93	442	38	5		24	432	46	1		1457	5790
5:15 PM	57	130	20	0		36	65	30	0		101	464	66	10		30	404	30	1		1444	4333
5:30 PM	37	148	39	0		27	86	45	1		78	464	35	6		26	445	34	3		1474	2889
5:45 PM	63	122	20	0		30	78	22	0		81	494	34	8		24	412	27	0		1415	1415
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	228	608	156	0		144	396	180	4		404	1992	264	40		120	1780	184	12		6512	
Heavy Trucks	4	12	4	0		8	12	0	0		4	52	0	0		8	76	8	0		188	
Pedestrians		20					4					20					4				48	
Bicycles	4	0	0	0		0	16	4	0		8	4	0	0		4	8	4	0		52	
Buses																						
Stopped Buses																						

National Data & Surveying Services

N↑

N/S Street: **N Rome Ave**

Speed: **30 MPH**



E/W Street: **W Hillsborough Ave/US 92/SR 600**

Speed: **45 MPH**

Site Code: **23-120441-002**

Date: **10/24/2023**

Weather: **Sunny**

City: **Tampa**

County: **Hillsborough**

Count Times: **07:00 - 09:00**

16:00 - 18:00

Control: **Signalized**

SIGNAL TIMING

PHASES	1	2	3
NT/ST	00:57	00:58	00:55
EL/ET	00:43	00:44	00:39
ET/WT	01:22	01:21	01:27
WL/WT	00:18	00:18	00:18

Prepared by National Data & Surveying Services

N Rome Ave & W Hillsborough Ave/US 92/SR 600

Peak Hour Turning Movement Count

ID: 23-120441-002
City: Tampa

Day: Tuesday
Date: 10/24/2023

PEAK HOURS

AM	07:15 AM - 08:15 AM
NOON	NONE
PM	04:45 PM - 05:45 PM

COUNT PERIODS

AM	7:00 AM - 09:00 AM
NOON	NONE
PM	4:00 PM - 06:00 PM

CONTROL: Signalized

TEV	4613 (AM)	0 (NOON)	4919 (PM)
PHF	0.93		0.93

SOUTHBOUND — N Rome Ave

	Left	Thru	Right	U-Turn		
AM	93	224	126	0	256	AM
NOON	0	0	0	0	0	NOON
PM	66	132	78	0	596	PM

EASTBOUND — W Hillsborough Ave/US 92/SR 600

	AM	NOON	PM
Thru	2138	0	1963
Left	61	0	30
Right	52	0	190
U-Turn	1554	0	1936
	175	0	87

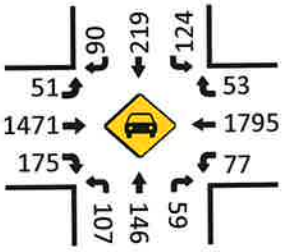
WESTBOUND — W Hillsborough Ave/US 92/SR 600

	PM	NOON	AM
U-Turn	132	0	55
Thru	1757	0	1874
Left	54	0	77
Right	1	0	1
	2087	0	1743

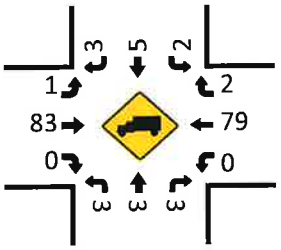
NORTHBOUND — N Rome Ave

	U-Turn	Left	Thru	Right	
PM	273	0	110	274	72	PM
NOON	0	0	0	0	0	NOON
AM	476	0	110	149	62	AM

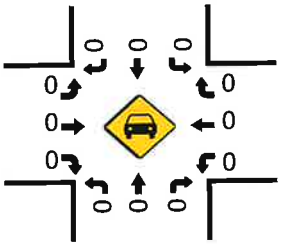
Cars (AM)



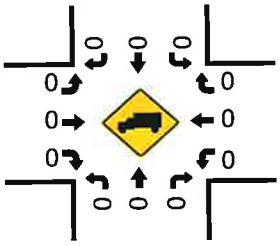
HT (AM)



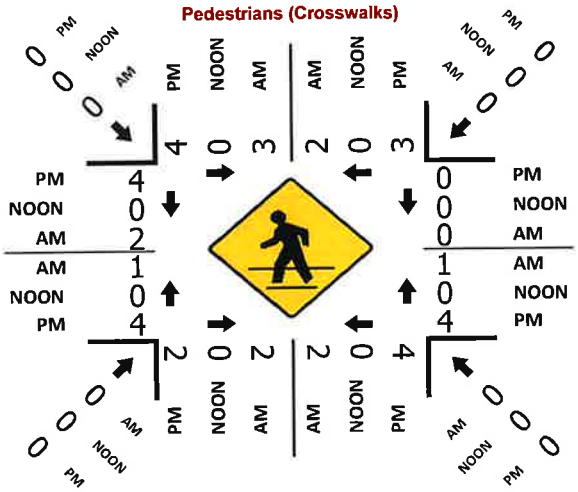
Cars (NOON)



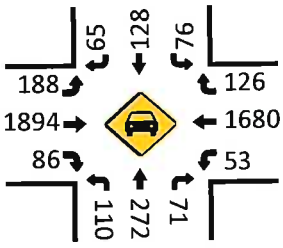
HT (NOON)



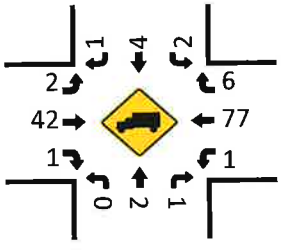
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: N Rome Ave & W Hillsborough Ave/US 92/SR 600
City: Tampa
Control: Signalized

Project ID: 23-120441-002
Date: 10/24/2023

Data - Total

NS/EW Streets:	N Rome Ave				N Rome Ave				W Hillsborough Ave/US 92/SR 600				W Hillsborough Ave/US 92/SR 600				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	19	20	18	0	22	43	21	0	4	315	21	12	6	415	7	0	923
7:15 AM	13	37	11	0	26	55	29	0	11	396	25	25	13	503	13	0	1157
7:30 AM	30	46	17	0	20	49	19	0	14	411	64	18	25	511	14	1	1239
7:45 AM	33	37	17	0	40	77	20	0	11	351	57	11	20	423	11	0	1108
8:00 AM	34	29	17	0	40	43	25	0	16	396	29	7	19	437	17	0	1109
8:15 AM	15	17	12	0	34	46	23	0	10	372	11	7	11	490	11	1	1060
8:30 AM	19	23	17	0	32	40	25	0	14	353	15	5	8	404	15	0	970
8:45 AM	21	20	11	0	29	49	21	0	16	337	11	7	9	377	13	0	921
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	184	229	120	0	243	402	183	0	96	2931	233	92	111	3560	101	2	8487
APPROACH %'s :	34.52%	42.96%	22.51%	0.00%	29.35%	48.55%	22.10%	0.00%	2.86%	87.44%	6.95%	2.74%	2.94%	94.33%	2.68%	0.05%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	110	149	62	0	126	224	93	0	52	1554	175	61	77	1874	55	1	4613
PEAK HR FACTOR :	0.809	0.810	0.912	0.000	0.788	0.727	0.802	0.000	0.813	0.945	0.684	0.610	0.770	0.917	0.809	0.250	0.931
		0.863				0.808				0.908				0.911			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
4:00 PM	45	74	15	0	22	26	13	0	37	437	24	12	22	355	20	0	1102
4:15 PM	20	57	20	0	15	31	12	0	25	505	28	5	15	480	24	0	1237
4:30 PM	25	87	16	0	18	28	16	0	48	422	19	11	22	389	39	1	1141
4:45 PM	24	51	20	0	13	37	16	0	41	552	21	9	12	483	38	0	1317
5:00 PM	26	74	16	0	21	33	11	0	53	415	25	4	15	400	30	0	1123
5:15 PM	28	72	22	0	15	24	11	0	45	525	16	7	14	466	39	0	1284
5:30 PM	32	77	14	0	29	38	28	0	51	444	25	10	13	408	25	1	1195
5:45 PM	27	62	20	0	20	32	9	0	32	499	34	7	17	464	36	0	1259
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	227	554	143	0	153	249	116	0	332	3799	192	65	130	3445	251	2	9658
APPROACH %'s :	24.57%	59.96%	15.48%	0.00%	29.54%	48.07%	22.39%	0.00%	7.57%	86.58%	4.38%	1.48%	3.40%	89.99%	6.56%	0.05%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	110	274	72	0	78	132	66	0	190	1936	87	30	54	1757	132	1	4919
PEAK HR FACTOR :	0.859	0.890	0.818	0.000	0.672	0.868	0.589	0.000	0.896	0.877	0.870	0.750	0.900	0.909	0.846	0.250	0.934
		0.927				0.726				0.900				0.912			

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Rome Ave & W Hillsborough Ave/US 92/SR 600
City: Tampa
Control: Signalized

Project ID: 23-120441-002
Date: 10/24/2023

Data - Cars

NS/EW Streets:	N Rome Ave				N Rome Ave				W Hillsborough Ave/US 92/SR 600				W Hillsborough Ave/US 92/SR 600				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	17	20	16	0	21	41	21	0	4	297	20	11	5	403	6	0	882
7:15 AM	12	36	10	0	25	54	29	0	11	371	25	25	13	488	12	0	1111
7:30 AM	30	45	15	0	20	48	18	0	13	393	64	18	25	487	14	1	1191
7:45 AM	32	36	17	0	39	75	19	0	11	336	57	11	20	406	10	0	1069
8:00 AM	33	29	17	0	40	42	24	0	16	371	29	7	19	414	17	0	1058
8:15 AM	14	16	11	0	33	45	23	0	10	348	11	6	8	456	8	1	990
8:30 AM	15	23	14	0	31	36	25	0	14	328	15	4	8	384	14	0	911
8:45 AM	19	18	11	0	27	47	21	0	14	317	10	7	9	359	12	0	871
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	172	223	111	0	236	388	180	0	93	2761	231	89	107	3397	93	2	8083
APPROACH %'s :	33.99%	44.07%	21.94%	0.00%	29.35%	48.26%	22.39%	0.00%	2.93%	86.99%	7.28%	2.80%	2.97%	94.39%	2.58%	0.06%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	107	146	59	0	124	219	90	0	51	1471	175	61	77	1795	53	1	4429
PEAK HR FACTOR :	0.811	0.811	0.868	0.000	0.775	0.730	0.776	0.000	0.797	0.936	0.684	0.610	0.770	0.920	0.779	0.250	0.930
	0.867				0.814				0.901				0.914				

	N Rome Ave				N Rome Ave				W Hillsborough Ave/US 92/SR 600				W Hillsborough Ave/US 92/SR 600				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	45	73	15	0	21	26	12	0	37	418	24	12	21	345	20	0	1069
4:15 PM	19	55	20	0	14	30	12	0	25	483	27	5	15	451	24	0	1180
4:30 PM	24	87	16	0	18	27	16	0	47	410	19	11	22	374	38	1	1110
4:45 PM	24	51	19	0	13	36	16	0	39	539	21	9	12	459	36	0	1274
5:00 PM	26	74	16	0	21	32	11	0	53	398	24	4	14	382	28	0	1083
5:15 PM	28	71	22	0	14	23	11	0	45	517	16	7	14	448	38	0	1254
5:30 PM	32	76	14	0	28	37	27	0	51	440	25	10	13	391	24	1	1169
5:45 PM	27	61	20	0	20	31	9	0	31	488	34	7	16	450	35	0	1229
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	225	548	142	0	149	242	114	0	328	3693	190	65	127	3300	243	2	9368
APPROACH %'s :	24.59%	59.89%	15.52%	0.00%	29.50%	47.92%	22.57%	0.00%	7.67%	86.37%	4.44%	1.52%	3.46%	89.87%	6.62%	0.05%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	110	272	71	0	76	128	65	0	188	1894	86	30	53	1680	126	1	4780
PEAK HR FACTOR :	0.859	0.895	0.807	0.000	0.679	0.865	0.602	0.000	0.887	0.878	0.860	0.750	0.946	0.915	0.829	0.250	0.938
	0.928				0.731				0.904				0.917				

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Rome Ave & W Hillsborough Ave/US 92/SR 600
City: Tampa
Control: Signalized

Project ID: 23-120441-002
Date: 10/24/2023

Data - HT

NS/EW Streets:	N Rome Ave				N Rome Ave				W Hillsborough Ave/US 92/SR 600				W Hillsborough Ave/US 92/SR 600				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	2	0	2	0	1	2	0	0	0	18	1	1	1	12	1	0	41
7:15 AM	1	1	1	0	1	1	0	0	0	25	0	0	0	15	1	0	46
7:30 AM	0	1	2	0	0	1	1	0	1	18	0	0	0	24	0	0	48
7:45 AM	1	1	0	0	1	2	1	0	0	15	0	0	0	17	1	0	39
8:00 AM	1	0	0	0	0	1	1	0	0	25	0	0	0	23	0	0	51
8:15 AM	1	1	1	0	1	1	0	0	0	24	0	1	3	34	3	0	70
8:30 AM	4	0	3	0	1	4	0	0	0	25	0	1	0	20	1	0	59
8:45 AM	2	2	0	0	2	2	0	0	2	20	1	0	0	18	1	0	50
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	12	6	9	0	7	14	3	0	3	170	2	3	4	163	8	0	404
APPROACH %'s :	44.44%	22.22%	33.33%	0.00%	29.17%	58.33%	12.50%	0.00%	1.69%	95.51%	1.12%	1.69%	2.29%	93.14%	4.57%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	3	3	3	0	2	5	3	0	1	83	0	0	0	79	2	0	184
PEAK HR FACTOR :	0.750	0.750	0.375	0.000	0.500	0.625	0.750	0.000	0.250	0.830	0.000	0.000	0.000	0.823	0.500	0.000	0.902
		0.750				0.625				0.840				0.844			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
4:00 PM	0	1	0	0	1	0	1	0	0	19	0	0	1	10	0	0	33
4:15 PM	1	2	0	0	1	1	0	0	0	22	1	0	0	29	0	0	57
4:30 PM	1	0	0	0	0	1	0	0	1	12	0	0	0	15	1	0	31
4:45 PM	0	0	1	0	0	1	0	0	2	13	0	0	0	24	2	0	43
5:00 PM	0	0	0	0	0	1	0	0	0	17	1	0	1	18	2	0	40
5:15 PM	0	1	0	0	1	1	0	0	0	8	0	0	0	18	1	0	30
5:30 PM	0	1	0	0	1	1	1	0	0	4	0	0	0	17	1	0	26
5:45 PM	0	1	0	0	0	1	0	0	1	11	0	0	1	14	1	0	30
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	6	1	0	4	7	2	0	4	106	2	0	3	145	8	0	290
APPROACH %'s :	22.22%	66.67%	11.11%	0.00%	30.77%	53.85%	15.38%	0.00%	3.57%	94.64%	1.79%	0.00%	1.92%	92.95%	5.13%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	2	1	0	2	4	1	0	2	42	1	0	1	77	6	0	139
PEAK HR FACTOR :	0.000	0.500	0.250	0.000	0.500	1.000	0.250	0.000	0.250	0.618	0.250	0.000	0.250	0.802	0.750	0.000	0.808
		0.750				0.583				0.625				0.808			

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Rome Ave & W Hillsborough Ave/US 92/SR 600
City: Tampa
Control: Signalized

Project ID: 23-120441-002
Date: 10/24/2023

Data - Bikes

NS/EW Streets:	N Rome Ave				N Rome Ave				W Hillsborough Ave/US 92/SR 600				W Hillsborough Ave/US 92/SR 600				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	0	0	0	1	0	0	0	3	0	0	0	4	0	0	9
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	1	0	0	0	1	0	0	0	3	0	0	0	1	0	0	6
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.250	0.000	0.000	0.500
	0.250				0.250				0.375				0.250				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
4:00 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	0	0	0	0	1	0	1	3	0	0	0	9	1	0	16
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	25.00%	75.00%	0.00%	0.00%	0.00%	90.00%	10.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	1	0	1	2	0	0	0	7	0	0	11
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.500	0.000	0.000	0.000	0.583	0.000	0.000	0.688
					0.250				0.750				0.583				

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Rome Ave & W Hillsborough Ave/US 92/SR 600
City: Tampa

Project ID: 23-120441-002
Date: 10/24/2023

Data - Pedestrians (Crosswalks)

NS/EW Streets:	N Rome Ave		N Rome Ave		W Hillsborough Ave/US 92/SR 600		W Hillsborough Ave/US 92/SR 600		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	1	2	0	0	0	1	0	4
7:15 AM	0	1	0	2	0	0	1	0	4
7:30 AM	2	0	0	0	0	0	0	1	3
7:45 AM	1	0	0	0	1	0	0	1	3
8:00 AM	0	1	2	0	0	0	0	0	3
8:15 AM	0	1	0	1	0	0	0	2	4
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	3	4	4	3	1	0	2	4	21
APPROACH %'s :	42.86%	57.14%	57.14%	42.86%	100.00%	0.00%	33.33%	66.67%	
PEAK HR :	07:15 AM - 08:15 AM								TOTAL
PEAK HR VOL :	3	2	2	2	1	0	1	2	13
PEAK HR FACTOR :	0.375	0.500	0.250	0.250	0.250		0.250	0.500	0.813
	0.625		0.500		0.250		0.750		

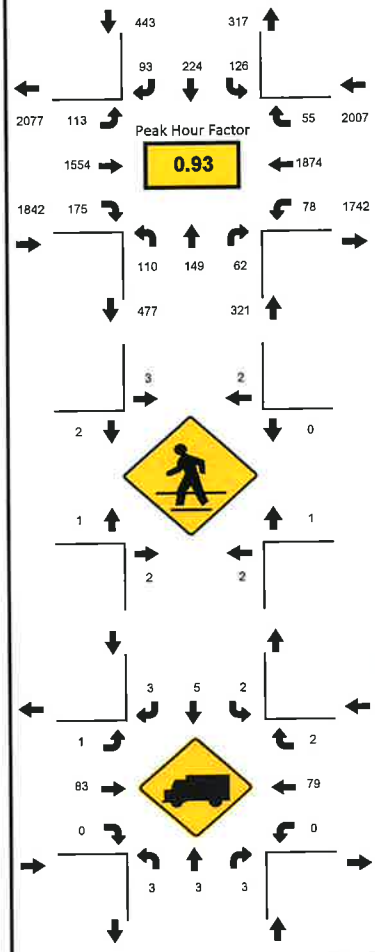
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	1	2	1	0	0	2	1	7
4:15 PM	0	1	1	0	0	0	2	0	4
4:30 PM	0	0	2	1	0	0	1	2	6
4:45 PM	0	1	2	0	1	0	1	1	6
5:00 PM	0	0	0	3	0	0	0	2	5
5:15 PM	4	1	0	0	0	0	3	1	9
5:30 PM	0	1	0	1	3	0	0	0	5
5:45 PM	0	0	0	2	0	0	3	0	5
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	4	5	7	8	4	0	12	7	47
APPROACH %'s :	44.44%	55.56%	46.67%	53.33%	100.00%	0.00%	63.16%	36.84%	
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	4	3	2	4	4	0	4	4	25
PEAK HR FACTOR :	0.250	0.750	0.250	0.333	0.333		0.333	0.500	0.694
	0.350		0.500		0.333		0.500		

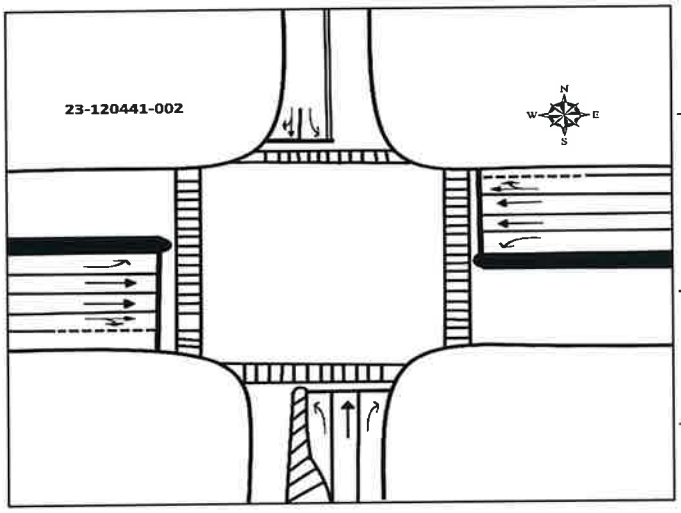
LOCATION: N Rome Ave & W Hillsborough Ave/US 92/SR 600
CITY/STATE: Tampa, FL

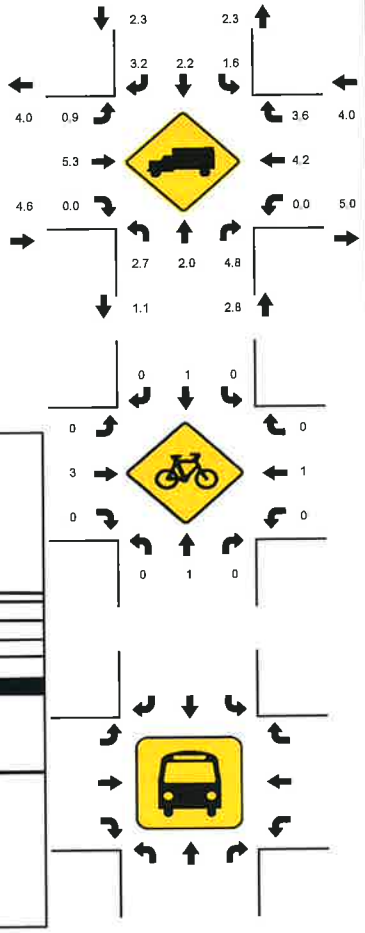
PROJECT ID: 23-120441-002
DATE: Tue, Oct 24, 2023

Peak-Hour: 07:15 AM - 08:15 AM
Peak 15-Minute: 07:30 AM - 07:45 AM

National Data & Surveying Services





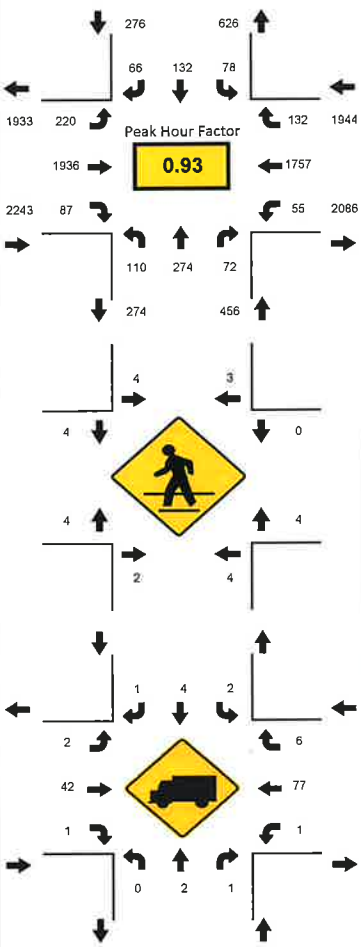


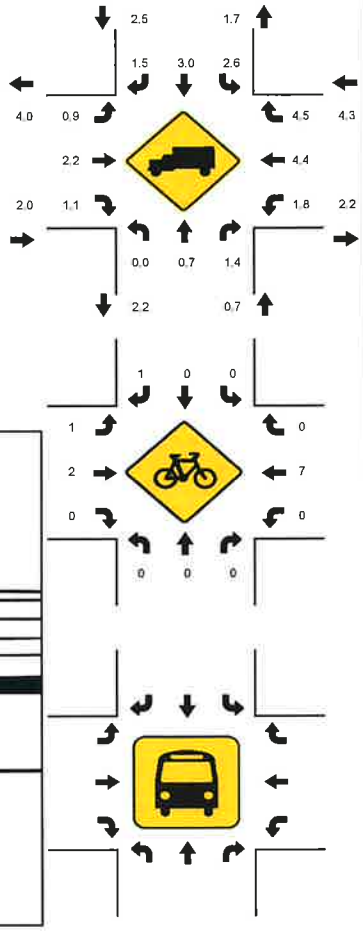
15-Min Count Period Beginning At	N Rome Ave Northbound					N Rome Ave Southbound					W Hillsborough Ave/US 92/SR 600 Eastbound					W Hillsborough Ave/US 92/SR 600 Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	19	20	18	0		22	43	21	0		4	315	21	12		6	415	7	0		923	4427
7:15 AM	13	37	11	0		26	55	29	0		11	396	25	25		13	503	13	0		1157	4613
7:30 AM	30	46	17	0		20	49	19	0		14	411	64	18		25	511	14	1		1239	4516
7:45 AM	33	37	17	0		40	77	20	0		11	351	57	11		20	423	11	0		1108	4247
8:00 AM	34	29	17	0		40	43	25	0		16	396	29	7		19	437	17	0		1109	4060
8:15 AM	15	17	12	0		34	46	23	0		10	372	11	7		11	490	11	1		1060	2951
8:30 AM	19	23	17	0		32	40	25	0		14	353	15	5		8	404	15	0		970	1891
8:45 AM	21	20	11	0		29	49	21	0		16	337	11	7		9	377	13	0		921	921
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	136	184	68	0		160	308	116	0		64	1644	256	100		100	2044	68	4		5252	
Heavy Trucks	4	4	8	0		4	8	4	0		4	100	0	0		0	96	4	0		236	
Pedestrians		8					8					4					4				24	
Bicycles	0	4	0	0		0	4	0	0		0	8	0	0		0	4	0	0		20	
Buses																						
Stopped Buses																						

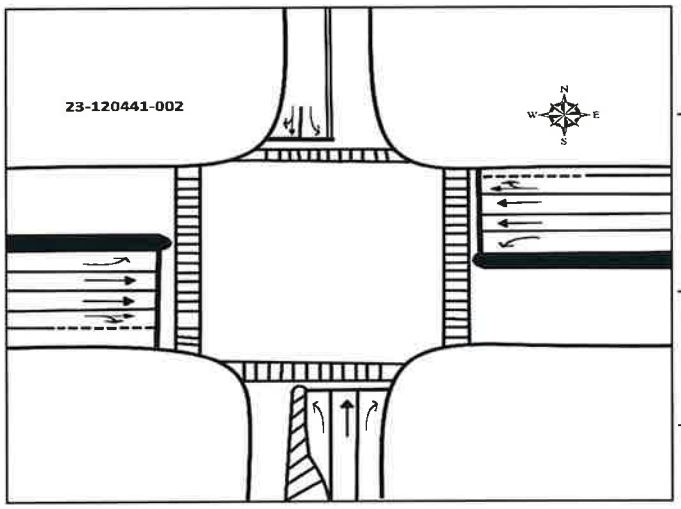
LOCATION: N Rome Ave & W Hillsborough Ave/US 92/SR 600
CITY/STATE: Tampa, FL

PROJECT ID: 23-120441-002
DATE: Tue, Oct 24, 2023

Peak-Hour: 04:45 PM - 05:45 PM
Peak 15-Minute: 04:45 PM - 05:00 PM







15-Min Count Period Beginning At	N Rome Ave Northbound					N Rome Ave Southbound					W Hillsborough Ave/US 92/SR 600 Eastbound					W Hillsborough Ave/US 92/SR 600 Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	45	74	15	0		22	26	13	0		37	437	24	12		22	355	20	0		1102	4797
4:15 PM	20	57	20	0		15	31	12	0		25	505	28	5		15	480	24	0		1237	4818
4:30 PM	25	87	16	0		18	28	16	0		48	422	19	11		22	389	39	1		1141	4865
4:45 PM	24	51	20	0		13	37	16	0		41	552	21	9		12	483	38	0		1317	4919
5:00 PM	26	74	16	0		21	33	11	0		53	415	25	4		15	400	30	0		1123	4861
5:15 PM	28	72	22	0		15	24	11	0		45	525	16	7		14	466	39	0		1284	3738
5:30 PM	32	77	14	0		29	38	28	0		51	444	25	10		13	408	25	1		1195	2454
5:45 PM	27	62	20	0		20	32	9	0		32	499	34	7		17	464	36	0		1259	1259
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	128	308	88	0		116	152	112	0		212	2208	100	40		60	1932	156	4		**5616**	
Heavy Trucks	0	4	4	0		4	4	4	0		8	68	4	0		4	96	8	0		**208**	
Pedestrians		12					20					16					12				**60**	
Bicycles	0	0	0	0		0	0	4	0		4	4	0	0		0	12	0	0		**24**	
Buses																						
Stopped Buses																						

National Data & Surveying Services

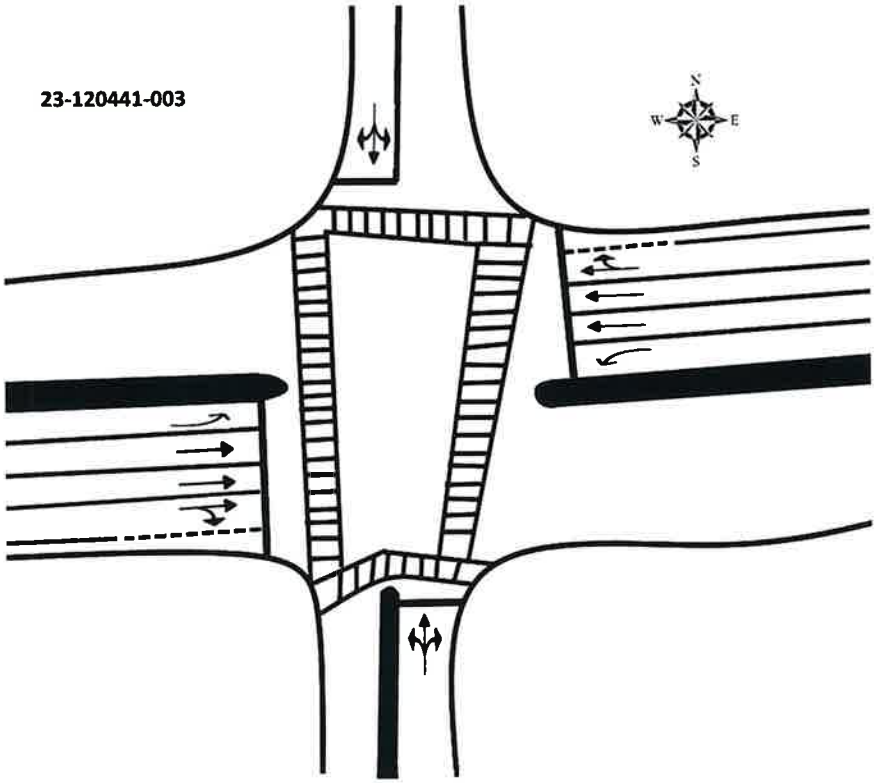
N

N/S Street: **N Lee Pl**

Speed: **25 MPH**

E/W Street: **W Hillsborough Ave/US 92/SR 600**

Speed: **45 MPH**



Site Code: **23-120441-003**

Date: **10/24/2023**

Weather: **Sunny**

City: **Tampa**

County: **Hillsborough**

Count Times: **07:00 - 09:00**

16:00 - 18:00

Control: **Signalized**

SIGNAL TIMING

PHASES	1	2	3
NT/ST	00:19	00:20	00:19
WL/WT	00:21	00:13	00:17
ET/WT	02:26	02:34	02:43
EL/ET	00:13	00:14	-

Prepared by National Data & Surveying Services

N Lee Pl & W Hillsborough Ave/US 92/SR 600

Peak Hour Turning Movement Count

ID: 23-120441-003
City: Tampa

Day: Tuesday
Date: 10/24/2023

PEAK HOURS

AM: 07:15 AM - 08:15 AM
NOON: NONE
PM: 04:30 PM - 05:30 PM

COUNT PERIODS

AM: 7:00 AM - 09:00 AM
NOON: NONE
PM: 4:00 PM - 06:00 PM

CONTROL: Signalized

	AM	NOON	PM
TEV	4097	0	4172
PHF	0.94		0.96

SOUTHBOUND (N Lee Pl)

AM	0	5	44	0	7	AM
NOON	0	0	0	0	0	NOON
PM	3	0	12	0	20	PM

EASTBOUND (W Hillsborough Ave/US 92/SR 600)

AM	NOON	PM	
2201	0	2035	⇦
4	0	11	↰ 0
1	0	6	↱ 0
1762	0	2012	→ 0
5	0	9	↴ 0

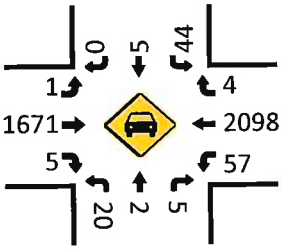
WESTBOUND (W Hillsborough Ave/US 92/SR 600)

PM	NOON	AM	
13	0	4	0 ↰
1987	0	2177	0 ←
63	0	57	0 ↰
11	0	11	0 ↰
2045	0	1822	⇨

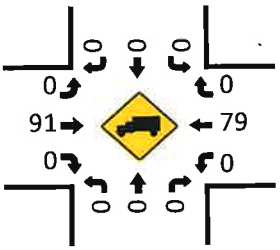
NORTHBOUND (N Lee Pl)

PM	72	0	34	1	10	PM
NOON	0	0	0	0	0	NOON
AM	67	0	20	2	5	AM

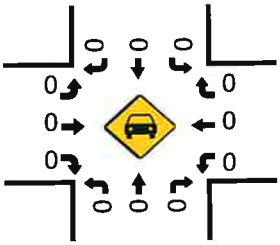
Cars (AM)



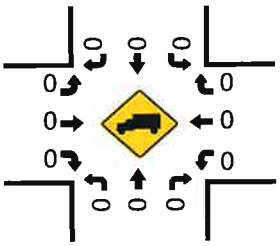
HT (AM)



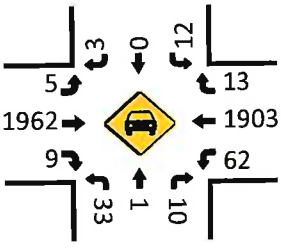
Cars (NOON)



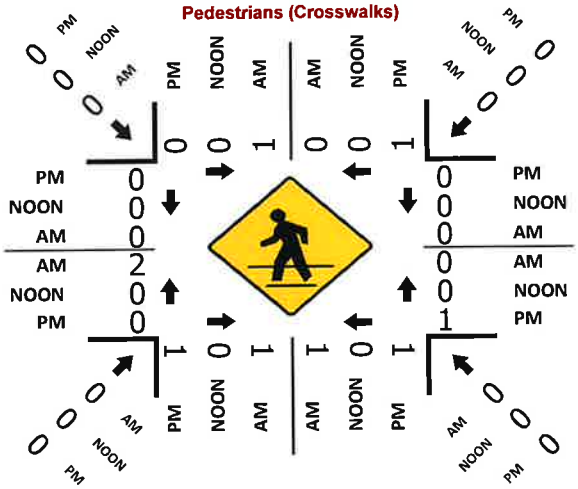
HT (NOON)



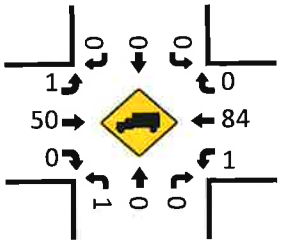
Cars (PM)



Pedestrians (Crosswalks)



HT (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: N Lee Pl & W Hillsborough Ave/US 92/SR 600
City: Tampa
Control: Signalized

Project ID: 23-120441-003
Date: 10/24/2023

Data - Total

NS/EW Streets:	N Lee Pl				N Lee Pl				W Hillsborough Ave/US 92/SR 600				W Hillsborough Ave/US 92/SR 600				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	7	0	0	0	2	0	0	0	0	355	1	0	5	481	0	1	852
7:15 AM	5	0	2	0	3	0	0	0	1	414	0	1	9	576	2	3	1016
7:30 AM	8	0	0	0	10	2	0	0	0	504	1	1	17	544	1	3	1091
7:45 AM	7	0	1	0	21	1	0	0	0	411	4	1	22	503	1	5	977
8:00 AM	0	2	2	0	10	2	0	0	0	433	0	1	9	554	0	0	1013
8:15 AM	2	0	2	0	9	0	0	0	0	453	3	2	9	510	2	3	995
8:30 AM	7	0	0	0	4	0	0	0	0	425	1	0	6	457	1	2	903
8:45 AM	5	0	0	0	3	0	2	0	0	344	3	2	5	481	2	5	852
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	41	2	7	0	62	5	2	0	1	3339	13	8	82	4106	9	22	7699
APPROACH %'s :	82.00%	4.00%	14.00%	0.00%	89.86%	7.25%	2.90%	0.00%	0.03%	99.35%	0.39%	0.24%	1.94%	97.32%	0.21%	0.52%	
PEAK HR :	**07:15 AM - 08:15 AM**																TOTAL
PEAK HR VOL :	20	2	5	0	44	5	0	0	1	1762	5	4	57	2177	4	11	4097
PEAK HR FACTOR :	0.625	0.250	0.625	0.000	0.524	0.625	0.000	0.000	0.250	0.874	0.313	1.000	0.648	0.945	0.500	0.550	0.939
	0.844				0.557				0.875				0.953				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
4:00 PM	3	0	4	0	3	1	0	0	0	480	3	3	15	446	2	6	966
4:15 PM	5	0	2	0	3	0	0	0	1	516	6	1	8	488	3	3	1036
4:30 PM	6	0	3	0	1	0	1	0	1	476	0	3	11	497	6	4	1009
4:45 PM	7	0	0	0	6	0	1	0	1	547	3	0	11	512	3	1	1092
5:00 PM	6	1	4	0	1	0	0	0	2	459	2	6	29	487	2	3	1002
5:15 PM	15	0	3	0	4	0	1	0	2	530	4	2	12	491	2	3	1069
5:30 PM	12	3	8	0	1	3	1	0	2	467	7	3	18	478	4	0	1007
5:45 PM	9	1	2	0	4	0	0	0	1	514	3	1	14	488	1	3	1041
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	63	5	26	0	23	4	4	0	10	3989	28	19	118	3887	23	23	8222
APPROACH %'s :	67.02%	5.32%	27.66%	0.00%	74.19%	12.90%	12.90%	0.00%	0.25%	98.59%	0.69%	0.47%	2.91%	95.95%	0.57%	0.57%	
PEAK HR :	**04:30 PM - 05:30 PM**																TOTAL
PEAK HR VOL :	34	1	10	0	12	0	3	0	6	2012	9	11	63	1987	13	11	4172
PEAK HR FACTOR :	0.567	0.250	0.625	0.000	0.500	0.000	0.750	0.000	0.750	0.920	0.563	0.458	0.543	0.970	0.542	0.688	0.955
	0.625				0.536				0.925				0.984				

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Lee Pl & W Hillsborough Ave/US 92/SR 600
City: Tampa
Control: Signalized

Project ID: 23-120441-003
Date: 10/24/2023

Data - Cars

NS/EW Streets:	N Lee Pl				N Lee Pl				W Hillsborough Ave/US 92/SR 600				W Hillsborough Ave/US 92/SR 600				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	7	0	0	0	2	0	0	0	0	329	1	0	5	459	0	1	804
7:15 AM	5	0	2	0	3	0	0	0	1	385	0	1	9	560	2	3	971
7:30 AM	8	0	0	0	10	2	0	0	0	484	1	1	17	521	1	3	1048
7:45 AM	7	0	1	0	21	1	0	0	0	394	4	1	22	487	1	5	944
8:00 AM	0	2	2	0	10	2	0	0	0	408	0	1	9	530	0	0	964
8:15 AM	2	0	2	0	9	0	0	0	0	424	3	2	8	474	2	3	929
8:30 AM	6	0	0	0	4	0	0	0	0	396	1	0	6	434	1	2	850
8:45 AM	5	0	0	0	3	0	2	0	0	327	3	2	5	458	2	5	812
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	40	2	7	0	62	5	2	0	1	3147	13	8	81	3923	9	22	7322
APPROACH %'s :	81.63%	4.08%	14.29%	0.00%	89.86%	7.25%	2.90%	0.00%	0.03%	99.31%	0.41%	0.25%	2.01%	97.22%	0.22%	0.55%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	20	2	5	0	44	5	0	0	1	1671	5	4	57	2098	4	11	3927
PEAK HR FACTOR :	0.625	0.250	0.625	0.000	0.524	0.625	0.000	0.000	0.250	0.863	0.313	1.000	0.648	0.937	0.500	0.550	0.937
	0.844				0.557				0.865				0.945				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
4:00 PM	3	0	4	0	3	1	0	0	0	462	3	3	14	433	2	6	934
4:15 PM	4	0	2	0	3	0	0	0	1	493	6	1	8	459	3	3	983
4:30 PM	6	0	3	0	1	0	1	0	1	466	0	3	11	475	6	4	977
4:45 PM	7	0	0	0	6	0	1	0	1	535	3	0	10	491	3	1	1058
5:00 PM	5	1	4	0	1	0	0	0	1	440	2	6	29	467	2	3	961
5:15 PM	15	0	3	0	4	0	1	0	2	521	4	2	12	470	2	3	1039
5:30 PM	12	3	8	0	1	3	1	0	2	459	7	3	18	461	4	0	982
5:45 PM	9	1	2	0	4	0	0	0	1	505	3	1	13	473	1	3	1016
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	61	5	26	0	23	4	4	0	9	3881	28	19	115	3729	23	23	7950
APPROACH %'s :	66.30%	5.43%	28.26%	0.00%	74.19%	12.90%	12.90%	0.00%	0.23%	98.58%	0.71%	0.48%	2.96%	95.86%	0.59%	0.59%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	33	1	10	0	12	0	3	0	5	1962	9	11	62	1903	13	11	4035
PEAK HR FACTOR :	0.550	0.250	0.625	0.000	0.500	0.000	0.750	0.000	0.625	0.917	0.563	0.458	0.534	0.969	0.542	0.688	0.953
	0.611				0.536				0.922				0.985				

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Lee Pl & W Hillsborough Ave/US 92/SR 600
City: Tampa
Control: Signalized

Project ID: 23-120441-003
Date: 10/24/2023

Data - HT

NS/EW Streets:	N Lee Pl				N Lee Pl				W Hillsborough Ave/US 92/SR 600				W Hillsborough Ave/US 92/SR 600				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	26	0	0	0	22	0	0	48
7:15 AM	0	0	0	0	0	0	0	0	0	29	0	0	0	16	0	0	45
7:30 AM	0	0	0	0	0	0	0	0	0	20	0	0	0	23	0	0	43
7:45 AM	0	0	0	0	0	0	0	0	0	17	0	0	0	16	0	0	33
8:00 AM	0	0	0	0	0	0	0	0	0	25	0	0	0	24	0	0	49
8:15 AM	0	0	0	0	0	0	0	0	0	29	0	0	1	36	0	0	66
8:30 AM	1	0	0	0	0	0	0	0	0	29	0	0	0	23	0	0	53
8:45 AM	0	0	0	0	0	0	0	0	0	17	0	0	0	23	0	0	40
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	0	0	0	0	0	0	0	0	192	0	0	1	183	0	0	377
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%					0.00%	100.00%	0.00%	0.00%	0.54%	99.46%	0.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	91	0	0	0	79	0	0	170
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.784	0.000	0.000	0.000	0.823	0.000	0.000	0.867
									0.784				0.823				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	18	0	0	1	13	0	0	32
4:15 PM	1	0	0	0	0	0	0	0	0	23	0	0	0	29	0	0	53
4:30 PM	0	0	0	0	0	0	0	0	0	10	0	0	0	22	0	0	32
4:45 PM	0	0	0	0	0	0	0	0	0	12	0	0	1	21	0	0	34
5:00 PM	1	0	0	0	0	0	0	0	1	19	0	0	0	20	0	0	41
5:15 PM	0	0	0	0	0	0	0	0	0	9	0	0	0	21	0	0	30
5:30 PM	0	0	0	0	0	0	0	0	0	8	0	0	0	17	0	0	25
5:45 PM	0	0	0	0	0	0	0	0	0	9	0	0	1	15	0	0	25
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	0	0	0	0	0	0	0	1	108	0	0	3	158	0	0	272
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%					0.92%	99.08%	0.00%	0.00%	1.86%	98.14%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	1	0	0	0	0	0	0	0	1	50	0	0	1	84	0	0	137
PEAK HR FACTOR :	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.658	0.000	0.000	0.250	0.955	0.000	0.000	0.835
		0.250								0.638				0.966			

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Lee Pl & W Hillsborough Ave/US 92/SR 600
City: Tampa
Control: Signalized

Project ID: 23-120441-003
Date: 10/24/2023

Data - Bikes

NS/EW Streets:	N Lee Pl				N Lee Pl				W Hillsborough Ave/US 92/SR 600				W Hillsborough Ave/US 92/SR 600				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:15 AM	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	3
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	1	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	4
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	0	1	0	0	1	0	0	0	2	1	0	0	3	0	0	9
APPROACH %'s :	50.00%	0.00%	50.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	66.67%	33.33%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	3
PEAK HR FACTOR :	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.250
	0.250								0.250				0.250				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	3
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	3	0	0	1	10	0	1	15
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	8.33%	83.33%	0.00%	8.33%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	1	0	0	1	4	0	1	7
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.333	0.000	0.250	0.583
									0.250				0.500				

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Lee Pl & W Hillsborough Ave/US 92/SR 600
City: Tampa

Project ID: 23-120441-003
Date: 10/24/2023

Data - Pedestrians (Crosswalks)

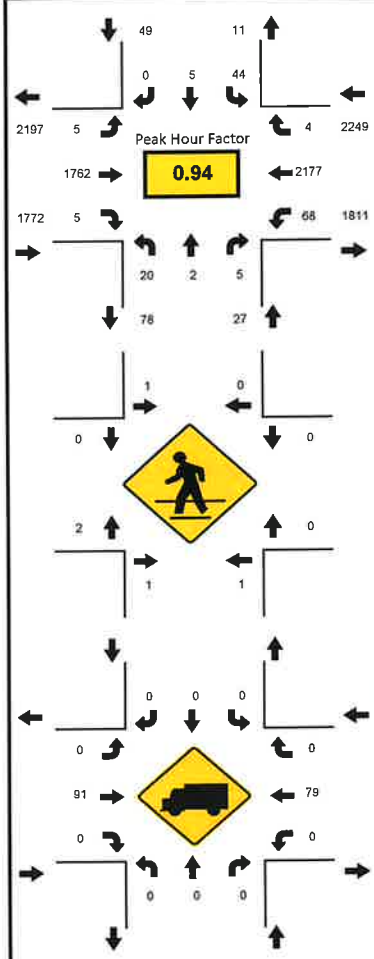
NS/EW Streets:	N Lee Pl		N Lee Pl		W Hillsborough Ave/US 92/SR 600		W Hillsborough Ave/US 92/SR 600		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	1	1	0	2	0	0	0	4
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	1	0	0	0	0	0	1
7:45 AM	1	0	0	0	0	0	2	0	3
8:00 AM	0	0	0	1	0	0	0	0	1
8:15 AM	1	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	2	1	2	1	2	0	2	0	10
APPROACH %'s :	66.67%	33.33%	66.67%	33.33%	100.00%	0.00%	100.00%	0.00%	
PEAK HR :	**07:15 AM - 08:15 AM**								TOTAL
PEAK HR VOL :	1	0	1	1	0	0	2	0	5
PEAK HR FACTOR :	0.250		0.250	0.250			0.250		0.417
	0.250		0.500				0.250		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	2	0	0	0	0	0	2
4:15 PM	0	0	1	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	1	0	1	0	0	0	2
5:00 PM	0	1	0	0	0	0	0	0	1
5:15 PM	0	0	0	1	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	1	1
5:45 PM	0	0	0	1	0	0	0	0	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	1	4	2	1	0	0	1	9
APPROACH %'s :	0.00%	100.00%	66.67%	33.33%	100.00%	0.00%	0.00%	100.00%	
PEAK HR :	**04:30 PM - 05:30 PM**								TOTAL
PEAK HR VOL :	0	1	1	1	1	0	0	0	4
PEAK HR FACTOR :		0.250	0.250	0.250	0.250				0.500
	0.250		0.500		0.250				

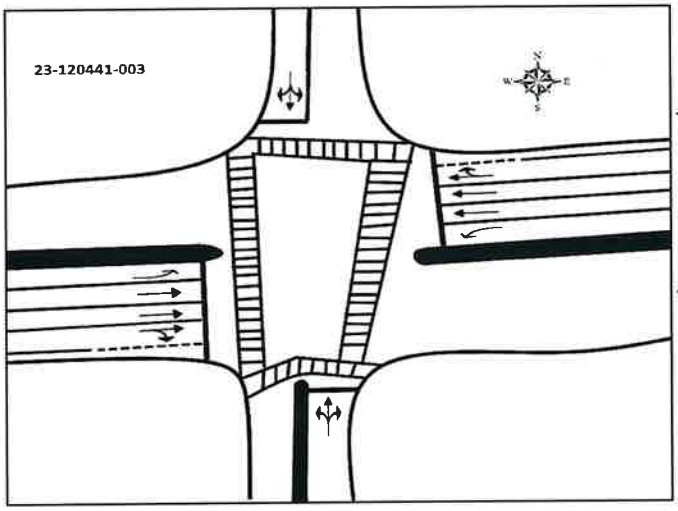
LOCATION: N Lee Pl & W Hillsborough Ave/US 92/SR 600
CITY/STATE: Tampa, FL

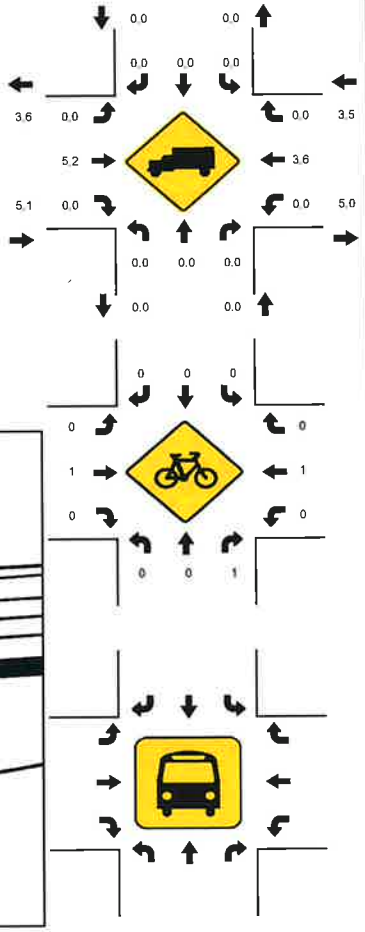
PROJECT ID: 23-120441-003
DATE: Tue, Oct 24, 2023

Peak-Hour: 07:15 AM - 08:15 AM
Peak 15-Minute: 07:30 AM - 07:45 AM



National Data & Surveying Services



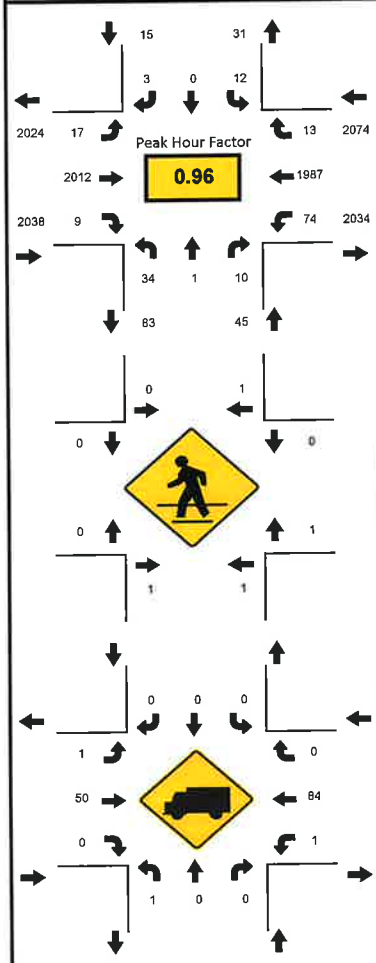


15-Min Count Period Beginning At	N Lee Pl Northbound					N Lee Pl Southbound					W Hillsborough Ave/US 92/SR 60 Eastbound					W Hillsborough Ave/US 92/SR 60 Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	7	0	0	0		2	0	0	0		0	355	1	0		5	481	0	1		852	3936
7:15 AM	5	0	2	0		3	0	0	0		1	414	0	1		9	576	2	3		1016	4097
7:30 AM	8	0	0	0		10	2	0	0		0	504	1	1		17	544	1	3		1091	4076
7:45 AM	7	0	1	0		21	1	0	0		0	411	4	1		22	503	1	5		977	3888
8:00 AM	0	2	2	0		10	2	0	0		0	433	0	1		9	554	0	0		1013	3763
8:15 AM	2	0	2	0		9	0	0	0		0	453	3	2		9	510	2	3		995	2750
8:30 AM	7	0	0	0		4	0	0	0		0	425	1	0		6	457	1	2		903	1755
8:45 AM	5	0	0	0		3	0	2	0		0	344	3	2		5	481	2	5		852	852
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	32	8	8	0		84	8	0	0		4	2016	16	4		88	2304	8	20		4600	
Heavy Trucks	0	0	0	0		0	0	0	0		0	116	0	0		0	96	0	0		212	
Pedestrians		4					4					8					0				16	
Bicycles	0	0	4	0		0	0	0	0		0	4	0	0		0	4	0	0		12	
Buses																						
Stopped Buses																						

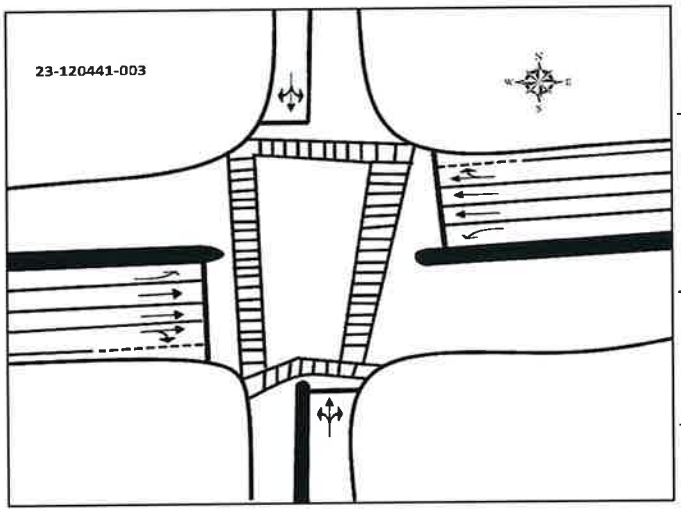
LOCATION: N Lee Pl & W Hillsborough Ave/US 92/SR 600
CITY/STATE: Tampa, FL

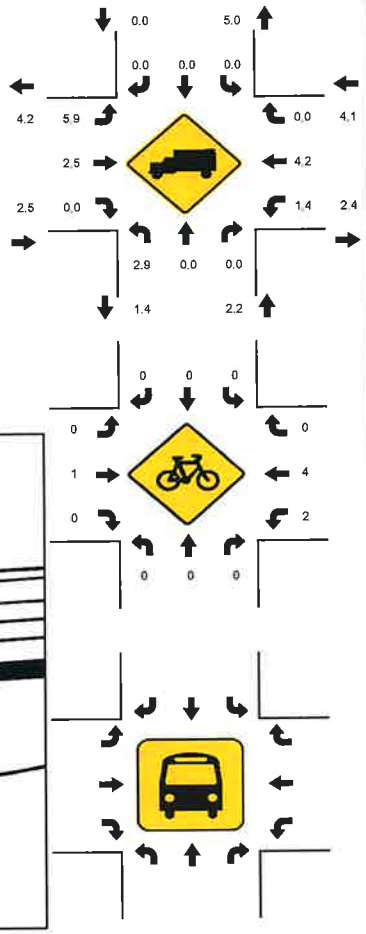
PROJECT ID: 23-120441-003
DATE: Tue, Oct 24, 2023

Peak-Hour: 04:30 PM - 05:30 PM
Peak 15-Minute: 04:45 PM - 05:00 PM



National Data & Surveying Services





15-Min Count Period Beginning At	N Lee Pl Northbound					N Lee Pl Southbound					W Hillsborough Ave/US 92/SR 60 Eastbound					W Hillsborough Ave/US 92/SR 60 Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	3	0	4	0		3	1	0	0		0	480	3	3		15	446	2	6		966	4103
4:15 PM	5	0	2	0		3	0	0	0		1	516	6	1		8	488	3	3		1036	4139
4:30 PM	6	0	3	0		1	0	1	0		1	476	0	3		11	497	6	4		1009	4172
4:45 PM	7	0	0	0		6	0	1	0		1	547	3	0		11	512	3	1		1092	4170
5:00 PM	6	1	4	0		1	0	0	0		2	459	2	6		29	487	2	3		1002	4119
5:15 PM	15	0	3	0		4	0	1	0		2	530	4	2		12	491	2	3		1069	3117
5:30 PM	12	3	8	0		1	3	1	0		2	467	7	3		18	478	4	0		1007	2048
5:45 PM	9	1	2	0		4	0	0	0		1	514	3	1		14	488	1	3		1041	1041
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	60	4	16	0		24	0	4	0		8	2188	16	24		116	2048	24	16		4548	
Heavy Trucks	4	0	0	0		0	0	0	0		4	76	0	0		4	88	0	0		176	
Pedestrians		4					4					0					4				12	
Bicycles	0	0	0	0		0	0	0	0		0	4	0	0		4	12	0	4		20	
Buses																						
Stopped Buses																						

FDOT PEAK SEASON ADJUSTMENT FACTORS

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 1000 HILLSBOROUGH COUNTYWIDE

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	1.00	1.03
2	01/02/2022 - 01/08/2022	1.02	1.05
3	01/09/2022 - 01/15/2022	1.05	1.08
4	01/16/2022 - 01/22/2022	1.03	1.06
5	01/23/2022 - 01/29/2022	1.01	1.04
6	01/30/2022 - 02/05/2022	1.00	1.03
* 7	02/06/2022 - 02/12/2022	0.98	1.01
* 8	02/13/2022 - 02/19/2022	0.96	0.99
* 9	02/20/2022 - 02/26/2022	0.96	0.99
*10	02/27/2022 - 03/05/2022	0.95	0.98
*11	03/06/2022 - 03/12/2022	0.95	0.98
*12	03/13/2022 - 03/19/2022	0.95	0.98
*13	03/20/2022 - 03/26/2022	0.95	0.98
*14	03/27/2022 - 04/02/2022	0.96	0.99
*15	04/03/2022 - 04/09/2022	0.97	1.00
*16	04/10/2022 - 04/16/2022	0.98	1.01
*17	04/17/2022 - 04/23/2022	0.98	1.01
*18	04/24/2022 - 04/30/2022	0.98	1.01
*19	05/01/2022 - 05/07/2022	0.99	1.02
20	05/08/2022 - 05/14/2022	0.99	1.02
21	05/15/2022 - 05/21/2022	0.99	1.02
22	05/22/2022 - 05/28/2022	1.00	1.03
23	05/29/2022 - 06/04/2022	1.01	1.04
24	06/05/2022 - 06/11/2022	1.02	1.05
25	06/12/2022 - 06/18/2022	1.04	1.07
26	06/19/2022 - 06/25/2022	1.04	1.07
27	06/26/2022 - 07/02/2022	1.04	1.07
28	07/03/2022 - 07/09/2022	1.04	1.07
29	07/10/2022 - 07/16/2022	1.05	1.08
30	07/17/2022 - 07/23/2022	1.04	1.07
31	07/24/2022 - 07/30/2022	1.03	1.06
32	07/31/2022 - 08/06/2022	1.02	1.05
33	08/07/2022 - 08/13/2022	1.01	1.04
34	08/14/2022 - 08/20/2022	1.00	1.03
35	08/21/2022 - 08/27/2022	1.02	1.05
36	08/28/2022 - 09/03/2022	1.04	1.07
37	09/04/2022 - 09/10/2022	1.06	1.09
38	09/11/2022 - 09/17/2022	1.08	1.11
39	09/18/2022 - 09/24/2022	1.05	1.08
40	09/25/2022 - 10/01/2022	1.02	1.05
41	10/02/2022 - 10/08/2022	0.99	1.02
42	10/09/2022 - 10/15/2022	0.96	0.99
43	10/16/2022 - 10/22/2022	0.97	1.00
44	10/23/2022 - 10/29/2022	0.98	1.01
45	10/30/2022 - 11/05/2022	0.99	1.02
46	11/06/2022 - 11/12/2022	1.01	1.04
47	11/13/2022 - 11/19/2022	1.02	1.05
48	11/20/2022 - 11/26/2022	1.01	1.04
49	11/27/2022 - 12/03/2022	1.01	1.04
50	12/04/2022 - 12/10/2022	1.00	1.03
51	12/11/2022 - 12/17/2022	1.00	1.03
52	12/18/2022 - 12/24/2022	1.02	1.05
53	12/25/2022 - 12/31/2022	1.05	1.08

* PEAK SEASON

SIGNAL TIMING SHEETS

Timingsheet and Controller Operation - Phases 1 - 8

SECID: 609 Timing Date: 4/5/2022 Phasing Date: 7/2/2010 Shop Number: 1514 Drop: ***Ver. B***

Major Street **HILLSBOROUGH** Orientation: East / West Controller Type EOS

Minor Street **ARMENIA** Orientation: North / South Computer System I Last Date Sent 11/7/2019

Controller Timings (seconds)

Controller Phase Number	1	2	3	4	5	6	7	8
Direction	EBLT	WB	SB LT	NB	WBLT	EB	NB LT	SB
Minimum Green	5	15	5	10	5	15	5	10
Vehicle Extention	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Yellow Clr/Alt Clr	4.9	4.9	4.4	4.4	4.9	4.9	4.4	4.4
Red Clr/Alt Red Clr	2	2	2	2	2	2	2	2
Max Green I	25	80	20	40	15	90	20	40
Max Green II	30	115	25	55	25	110	25	55
Walk		7		7		7		7
Walk - XGuard								
FDW		28		34		26		35
FDW - XGuard								
Detector Memory	ON	---	---	---	ON	---	---	---
Phase Recall	---	MAX	---	---	---	MAX	---	---
Ped Recall	---	ON	---	---	---	ON	---	---
Flash Operation	RED	YEL	---	RED	RED	YEL	---	RED

Controller Operation

RXR Preempt: No FDOT SOP: 10 MOD

Fire Preempt: No Backup Protection: N

Bridge Preempt: No LPI Location(Y/N): Yes

Transit Preempt: False LPI Date: 4/5/2022

Crossing Guard Times AM:

Crossing Guard Times PM:

Free Time Primary:

Free Time Secondary:

Flash Source- (C)omputer or (F)ield:

Flash Times Primary:

Flash Times Secondary

CNA Ø's **Ø2,Ø6**

Cabinet Load Switch Assignments

LS1:	Ø1	LS2:	Ø2	LS3:	Ø3	LS4:	Ø4	LS5:	Ø5	LS6:	Ø6	LS7:	Ø7	LS8:	Ø8
LS9:		LS10:		LS11:		LS12:		LS13:	P2	LS14:	P4	LS15:	P6	LS16:	P8

Phase Ring Assignments

Seq 1	R 1:	1	2	3	4	
	R 2:	5	6	7	8	
Seq 2	R 1:	2	1	3	4	
	R 2:	5	6	7	8	
Seq 5	R 1:	1	2	3	4	
	R 2:	6	5	7	8	
	R 1:					
	R 2:					

Comments

FDOT Timing Project 2014 - Lead/Lag by input and TOD.

Albeck Gerken, Inc. timings in effect - 10/20/2014

New cabinet & EOS controller installation 4/5/22

Added 3 sec LPI 4/5/22.

Submitted By: TM Date: 4/5/22 Review By: JMC Date: 04/05/2022 Approved By NHA Date: 4/7/2022

Implemented By: RC Date: 4-8-22 Notes:

Coordination Pattern Page
Patterns 1 - 16 Phases 1 - 8

Ver. E

Print Date: 4/5/2022

Major Street: HILLSBOROUGH **Section Id:** 609 **Record Number:** 69 **Coord Date:** 5/21/2021

Minor Street: ARMENIA

Coord Phases:	Ø2 & Ø6
Coord M-F:	Mon - Thu Patt 1-7, Fri Patt 1 - 7 w/6 @ 1900
Coord WkEnd:	Sat & Sun Patt 7 - 10
Coord Free:	
Coord Sp Ops:	

Direction:	EBLT	WB	SB LT	NB	WBLT	EB	NB LT	SB
Ø Number:	1	2	3	4	5	6	7	8

	Patterns	Sequence	Cycle	Offset								
1.	0530 - 0930 AM	2	210	151	18	115	36	41	20	113	26	51
2:	0930 - 1115 Am Off	2	180	32	27	90	25	38	21	96	27	36
3.	1115 - 1330 Noon	2	180	32	27	90	25	38	21	96	27	36
4.	1330 - 1400 PM Off	2	180	32	27	90	25	38	21	96	27	36
5.	1400 - 1830 PM	2	200	41	31	96	20	53	19	108	25	48
6.	1830 - 2130 Evening	2	150	51	24	71	19	36	16	79	21	34
7.	2130 - 0530 Late	1	150	145	22	75	22	31	22	75	22	31
8.	0800 - 1000 Sat, 0930 - 1100 Sun	2	150	85	19	80	21	30	18	81	21	30
9.	1000 - 1900 Sat, 1100 - 1600 Sun	5	210	92	33	107	32	38	24	116	29	41
10.	1900 - 2230 Sat, 1600 - 2030 Sun	2	150	40	23	65	25	37	21	67	28	34
11.												
12.												
13.												
14.												
15.												
16.												

Coord Pattern Page
Patterns 33 - 48, Phases 1 - 8

Ver. E

Print Date: 4/5/2022

Major Street: HILLSBOROUGH

Minor Street: ARMENIA

Section Id: 609 **Coord Patt Table Record #** 162 **Coord Date:**

Coord Structure Table Record # 69

Coord Phases:	Ø2 & Ø6
Coord M - F:	Mon - Thu Patt 1-7, Fri Patt 1 - 7 w/6 @ 1900
Coord WkEnd:	Sat & Sun Patt 7 - 10
Coord Free:	
Coord Sp Ops:	

Direction:	EBLT	WB	SB LT	NB	WBLT	EB	NB LT	SB
Ø Number:	1	2	3	4	5	6	7	8

		Sequence	Cycle	Offset								
33	BUCS - In	1	200	104	42	80	18	60	42	80	18	60
34	BUCS - Out	1	200	116	34	78	26	62	34	78	26	62
35												
36												
37												
38												
39.												
40												
41	Hurricane	1	240	231	35	170	15	20	35	170	15	20
42												
43												
44												
45												
46												
47												
48												

Plan, SOP and Signal Heads Page

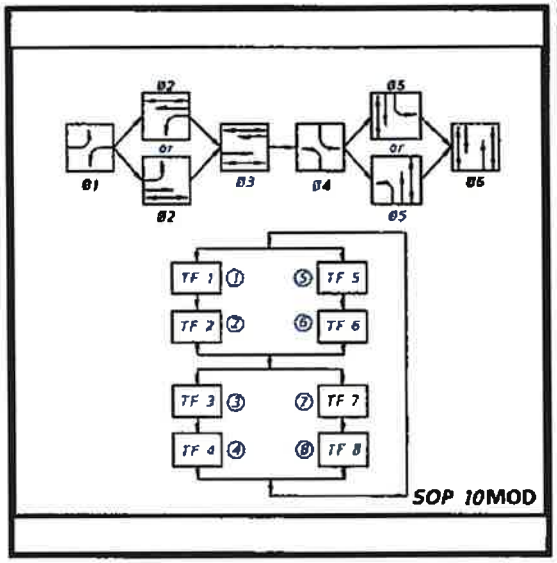
Print Date: 4/5/2022

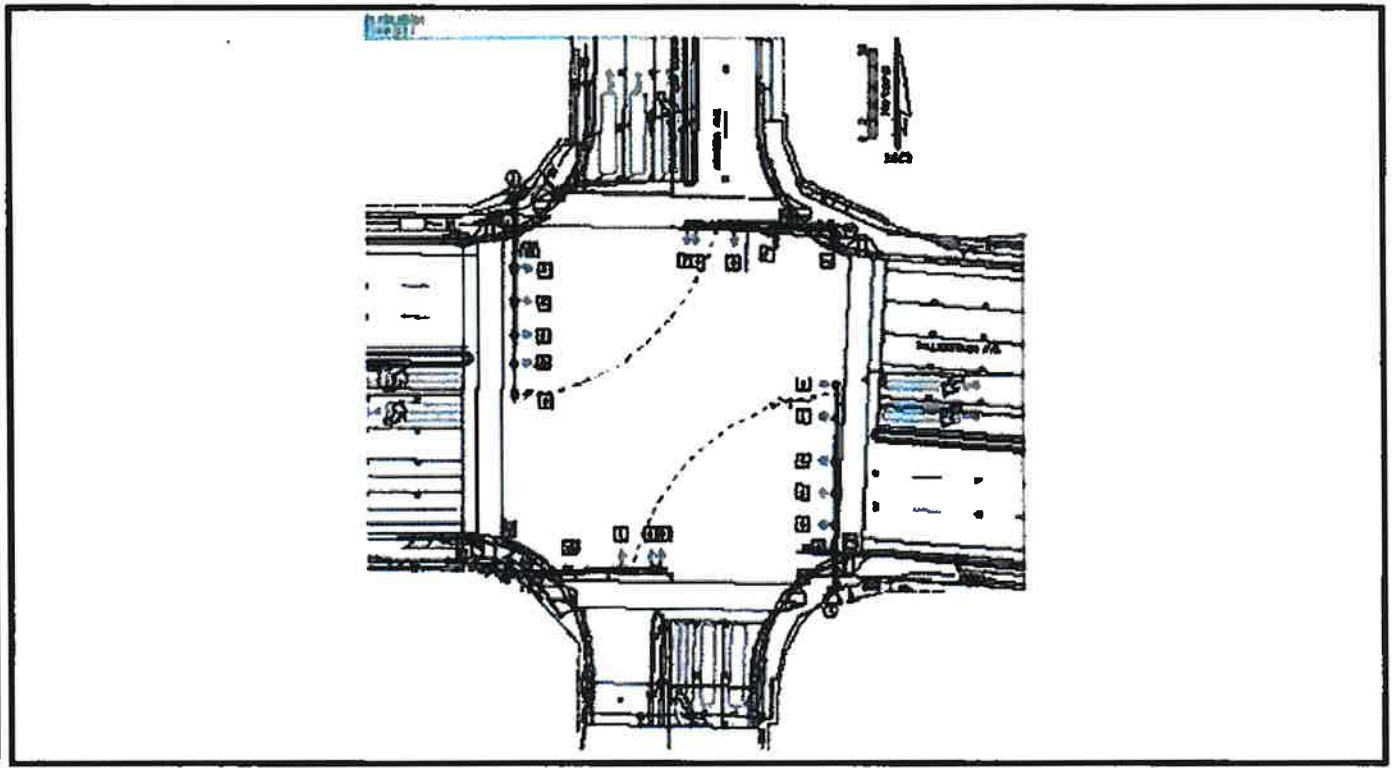
Section Id 609 **Controller Type** EOS

Major Street HILLSBOROUGH

Minor Street ARMENIA

Coord Date 5/21/2021 **FDOT SOP:** 10 MOD





Ped 1 Selector	Sig 1 Selector	Sig 2 Selector	Sig 3 Selector	Sig 4 Selector	Sig 5 Selector	Sig 6 Selector	Sig 7 Selector	Sig 8 Selector
1ped-wlk-fdw-count	3-section-ball-vertica	3-section-gl-yl-rl-vert	5-section-doghouse-					
PED Signal 1:	Signal Head 1:	Signal Head 2:	Signal Head 3:	Signal Head 4:	Signal Head 5:	Signal Head 6:	Signal Head 7:	Signal Head 8:
P2, P4, P6, P8	2, 4, 6, 8	1, 5	3/8, 7/4					
								

Ped 2 Selector	Sig 9 Selector	Sig 10 Selector	Sig 11 Selector	Sig 12 Selector	Sig 13 Selector	Sig 14 Selector	Sig 15 Selector	Sig 16 Selector
PED Signal 2:	Signal Head 9:	Signal Head 10:	Signal Head 11:	Signal Head 12:	Signal Head 13:	SIGNAL HEAD 14	SIGNAL HEAD 15	SIGNA L HEAD 16

Timingsheet and Controller Operation - Phases 1 - 8

SECID: 611 Timing Date: 4/6/2022 Phasing Date: 7/2/2010 Shop Number: 1809 Drop: *Ver. B*

Major Street **HILLSBOROUGH** Orientation: East / West Controller Type Cobalt - EOS

Minor Street **ROME** Orientation: North / South Computer System Cent Last Date Sent 11/7/2014

Controller Timings (seconds)

Controller Phase Number	1	2		4	5	6		8
Direction	EBLT	WB		NB	WBLT	EB		SB
Minimum Green	5	15		10	5	15		10
Vehicle Extention	3.0	3.0		4.0	3.0	3.0		4.0
Yellow Clr/Alt Clr	4.8	4.8		3.7	4.8	4.8		3.7
Red Clr/Alt Red Clr	2	2		2.6	2	2		2.6
Max Green I	25	80		65	15	95		65
Max Green II	35	130		65	20	140		65
Walk		7		7		7		7
Walk - XGuard								
FDW		16		28		18		28
FDW - XGuard								
Detector Memory	---			---	---			---
Phase Recall	---	MAX		---	---	MAX		---
Ped Recall	---	ON		---	---	ON		---
Flash Operation	RED	YEL		RED	RED	YEL		RED

Controller Operation

RXR Preempt: No FDOT SOP: 7 MOD

Fire Preempt: No Backup Protection: N

Bridge Preempt: No LPI Location(Y/N): Y

Transit Preempt: False LPI Date: 5/21/2021

Crossing Guard Times AM:

Crossing Guard Times PM:

Free Time Primary:

Free Time Secondary:

Flash Source- (C)omputer or (F)ield:

Flash Times Primary:

Flash Times Secondary

CNA Ø's **Ø2, Ø6**

Phase Ring Assignments

Seq 1	R 1:	1	2	|	4
	R 2:	5	6	|	8
Seq 2	R 1:	2	1	|	4
	R 2:	5	6	|	8
Seq 5	R 1:	1	2	|	4
	R 2:	6	5	|	8
	R 1:				
	R 2:				

Cabinet Load Switch Assignments

LS1:	Ø1	LS2:	Ø2	LS3:		LS4:	Ø4	LS5:	Ø5	LS6:	Ø6	LS7:		LS8:	Ø8
LS9:		LS10:		LS11:		LS12:		LS13:	P2	LS14:	P4	LS15:	P6	LS16:	P8

Comments

FDOT Timing Project 2014 - Lead/Lag by input and TOD.

Albeck Gerken, Inc. timings in effect - 5/21/2021

New cabinet & EOS controller 4/2022

CBT 3Sec 2/4/6/8

Submitted By: TM Date: 4/6/22 Review By: JMC Date: 04/06/2022 Approved By NHA Date: 4/8/2022

Implemented By: MF Date: 9/7/23 Notes:

Coordination Pattern Page
Patterns 1 - 16 Phases 1 - 8

Ver. E

Print Date: 4/6/2022

Major Street: HILLSBOROUGH **Section Id:** 611 **Record Number:** 71 **Coord Date:** 4/6/2022

Minor Street: ROME

Coord Phases:	Ø2, Ø6
Coord M-F:	Mon-Thur Patt 1-7, Fri Patt 1 -7 w/6 @ 19:00
Coord WkEnd:	Sat-Sun pat 8, 9 ,10 & 7 all other times
Coord Free:	
Coord Sp Ops:	

Direction:	EBLT	WB		NB	WBLT	EB		SB
Ø Number:	1	2		4	5	6		8

	Patterns	Sequence	Cycle	Offset								
1.	05:30 - 09:30 AM Peak	5	210	34	26	119		65	18	127		65
2:	09:30 - 11:15 AM Off	5	180	113	25	123		32	17	131		32
3.	11:15 - 13:30 Noon	5	180	113	25	123		32	17	131		32
4.	13:30 - 14:00 PM Off	5	180	113	25	123		32	17	131		32
5.	14:00 - 18:30 PM Peak	5	200	73	40	102		58	20	122		58
6.	18:30 - 21:30 Evening	5	150	118	27	85		38	17	95		38
7.	21:30 - 05:30 Late	1	150	63	21	89		40	21	89		40
8.	08:00 - 10:00 Sat, 9:30 - 11:00 Sun	5	150	3	26	88		36	19	95		36
9.	10:00 - 19:00 Sat, 11:00 -16:00 Sun	2	210	80	31	141		38	17	155		38
10.	19:00 - 22:30 Sat, 16:00 -20:30 Sun	5	150	94	23	91		36	23	91		36
11.												
12.												
13.												
14.												
15.												
16.												

Coord Pattern Page
Patterns 33 - 48, Phases 1 - 8

Ver. E

Print Date: 4/6/2022

Major Street: HILLSBOROUGH

Minor Street: ROME

Section Id: 611 **Coord Patt Table Record #** 164 **Coord Date:**

Coord Structure Table Record # 71

Coord Phases:	Ø2, Ø6
Coord M - F:	Mon-Thur Patt 1-7, Fri Patt 1 -7 w/6 @ 19:00
Coord WkEnd:	Sat-Sun pat 8, 9 ,10 & 7 all other times
Coord Free:	
Coord Sp Ops:	

		Sequence	Cycle	Offset	Direction:	EBLT	WB		NB	WBLT	EB		SB
					Ø Number:	1	2		4	5	6		8
33	Bucs In	1	200	25		18	139		43	18	139		43
34	Bucs Out	1	200	175		18	139		43	18	139		43
35													
36													
37													
38													
39.													
40													
41	Hurricane	1	240	237		25	172		43	25	172		43
42													
43													
44													
45													
46													
47													
48													

Plan, SOP and Signal Heads Page

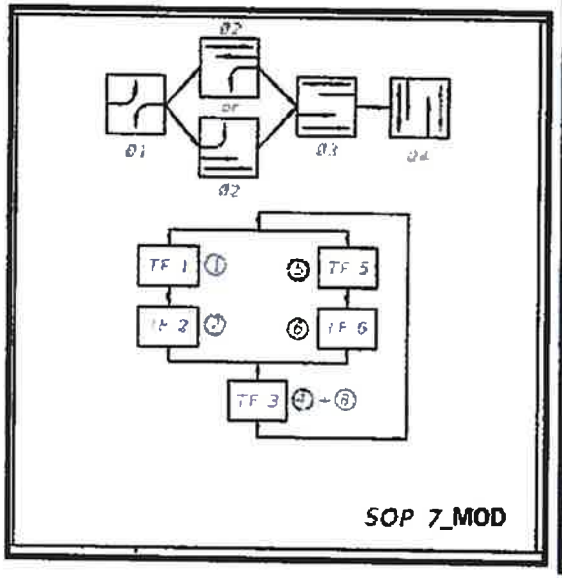
Print Date: 4/6/2022

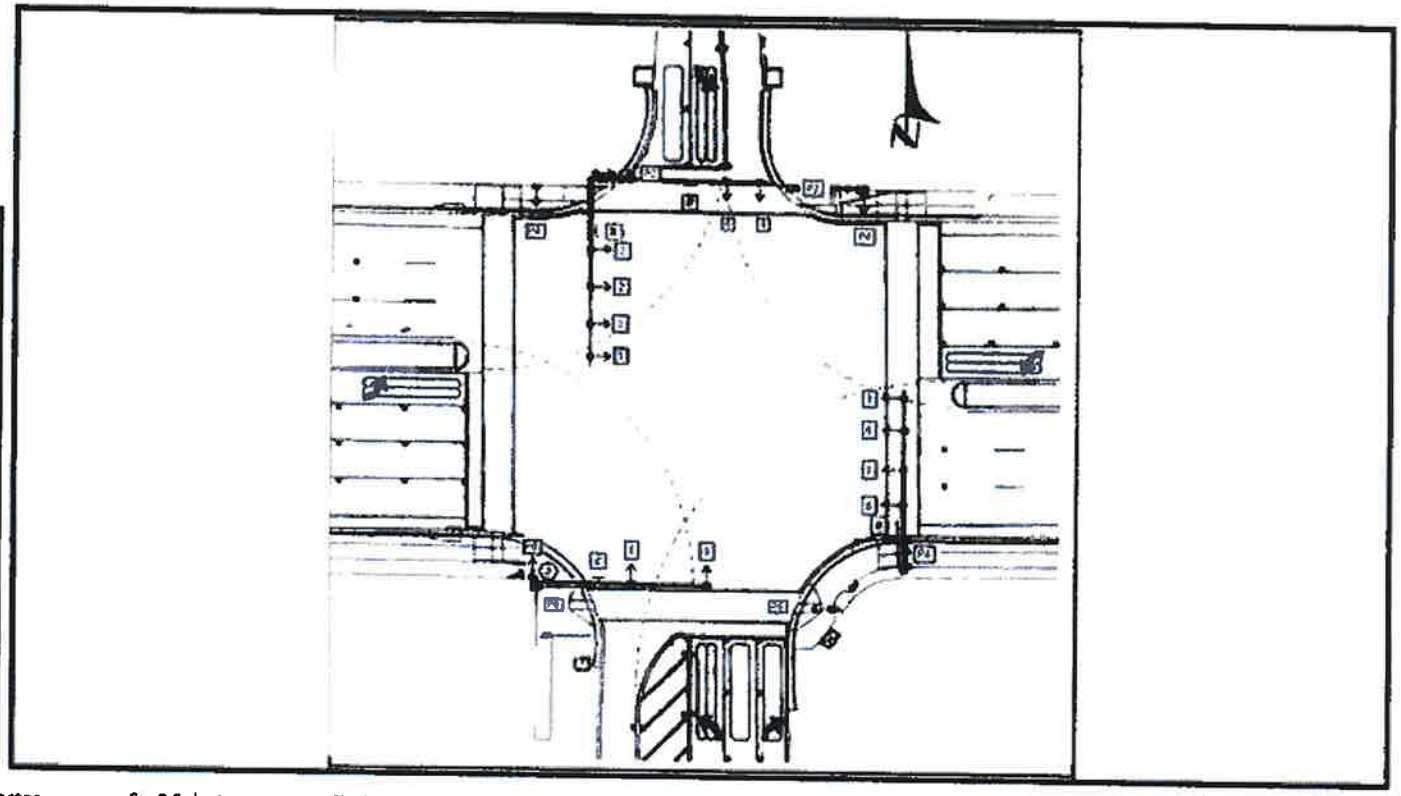
Section Id 611 **Controller Type** Cobalt - EOS

Major Street HILLSBOROUGH

Minor Street ROME

Coord Date 5/21/2021 **FDOT SOP:** 7 MOD





Ped 1 Selector	Sig 1 Selector	Sig 2 Selector	Sig 3 Selector	Sig 4 Selector	Sig 5 Selector	Sig 6 Selector	Sig 7 Selector	Sig 8 Selector
1ped wlk-fdw-count	3-section-ball-vertica	3-section-gl-yl-ri-vert						
PED Signal 1:	Signal Head 1:	Signal Head 2:	Signal Head 3:	Signal Head 4	Signal Head 5:	Signal Head 6:	Signal Head 7:	Signal Head 8:
P2,P4,P6,P8	2,4,6,8	1,5						
								
Ped 2 Selector	Sig 9 Selector	Sig 10 Selector	Sig 11 Selector	Sig 12 Selector	Sig 13 Selector	Sig 14 Selector	Sig 15 Selector	Sig 16 Selector
PED Signal 2:	Signal Head 9:	Signal Head 10:	Signal Head 11:	Signal Head 12:	Signal Head 13:	SIGNAL HEAD 14	SIGNAL HEAD 15	SIGNA L HEAD 16

Submitted By: _____

Approved By: _____

Location Details			
Signal ID:	0612	Date:	May 21, 2021
Major Street:	Hillsborough Ave	Orientation:	E-W
Minor Street:	Lee Pl	Orientation:	N-S

Controller Timings (seconds)

Movement # (Controller Phase Ø)	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8	Ø9	Ø10	Ø11	Ø12	Ø13	Ø14	Ø15	Ø16	Notes
Direction	EBLT	WB		NB	WBLT	EB		SB									
Turn Type	FYA				FYA												
Min Green	5	15		10	5	15		10									
Ext	2.0	3.0		3.0	2.0	3.0		3.0									
Yellow	4.9	4.9		3.4	4.9	4.9		3.4									
All Red	2.0	2.0		3.2	2.0	2.0		3.2									
Max I	20	80		20	20	80		20									
Max II	35	150		50	35	150		50									
Walk		7		7		7		7									
Flashing Don't Walk		18		39		13		41									
Detector Memory				ON				ON									
Det. Switching to:																	
Recall		MAX PED				MAX PED											
CNA		ON				ON											

Coordination Timings (seconds)

Pattern	C-S-O	Cycle Length	Splits															Offset	Seq	Coord Ø
			Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8	Ø9	Ø10	Ø11	Ø12	Ø13	Ø14	Ø15	Ø16			
1		210	18	157 MxP		35	23	152 MxP		35									40	2	2, 6
2		180	20	125 MxP		35	23	122 MxP		35									115	2	2, 6
3		180	20	125 MxP		35	23	122 MxP		35									115	2	2, 6
4		180	20	125 MxP		35	23	122 MxP		35									115	2	2, 6
5		200	15	150 MxP		35	28	137 MxP		35									73	2	2, 6
6		150	16	91 MxP		43	23	84 MxP		43									112	2	2, 6
7		150	21	100 MxP		29	21	100 MxP		29									47	1	2, 6
8		150	19	88 MxP		43	23	84 MxP		43									7	2	2, 6
9		210	17	162 MxP		31	25	154 MxP		31									188	5	2, 6
10		150	16	94 MxP		40	22	88 MxP		40									94	2	2, 6

Offset Reference Point	Phase Mode
Beginning of First Green	—

Notes:
1) Use 'Max I' during FREE Operation.
2) Max recall Ø2 and Ø6 during coordination.
3) Leading Pedestrian Interval (LPI) Ø2, Ø4, Ø6, Ø8 = 3.0 sec
4) Mainstreet FYA's omitted by Time of Day.
5) Detector Red Lock enabled for left turn detectors.

SEQ 1

Ring - 1	1	2	4
Ring - 2	5	6	8

SEQ 2

Ring - 1	2	1	4
Ring - 2	5	6	8

SEQ 5

Ring - 1	1	2	4
Ring - 2	6	5	8

Signal ID:	**0612**
Major Street:	**Hillsborough Ave**
Minor Street:	**Lee Pl**

Day Plans

Monday-Thursday			
Day Plan 1			
Hr	Min	Patt	Cycl
00	00	7	150
05	30	1	210
09	30	2	180
11	15	3	180
13	30	4	180
14	00	5	200
18	30	6	150
21	30	7	150

Friday			
Day Plan 2			
Hr	Min	Patt	Cycl
00	00	7	150
05	30	1	210
09	30	2	180
11	15	3	180
13	30	4	180
14	00	5	200
19	00	6	150
21	30	7	150

Saturday			
Day Plan 3			
Hr	Min	Patt	Cycl
00	00	7	150
08	00	8	150
10	00	9	210
19	00	10	150
22	30	7	150

Sunday			
Day Plan 4			
Hr	Min	Patt	Cycl
00	00	7	150
09	30	8	150
11	00	9	210
16	00	10	150
20	30	7	150

Day Plan 5			
Hr	Min	Patt	Cycl

Day Plan 6			
Hr	Min	Patt	Cycl

Day Plan 7			
Hr	Min	Patt	Cycl

Day Plan 8			
Hr	Min	Patt	Cycl

Patt	Force Mode	Detector Plan	Timing Plan	Coord Max Plan	Alt Time Table Max Values (Seconds)															
					Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8	Ø9	Ø10	Ø11	Ø12	Ø13	Ø14	Ø15	Ø16
1	Float			MAXINH																
2	Float			MAXINH																
3	Float			MAXINH																
4	Float			MAXINH																
5	Float			MAXINH																
6	Float			MAXINH																
7	Float			MAXINH																
8	Float			MAXINH																
9	Float			MAXINH																
10	Float			MAXINH																

INTERSECTION ANALYSIS

HCM 6th Signalized Intersection Summary
1: Armenia Ave & Hillsborough Ave

11/17/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	158	1654	183	201	1953	52	181	278	105	221	569	88
Future Volume (veh/h)	158	1654	183	201	1953	52	181	278	105	221	569	88
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1811	1856	1870	1841	1737	1885	1870	1885	1856	1885	1885
Adj Flow Rate, veh/h	165	1723	172	209	2034	49	189	290	98	230	593	83
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	6	3	2	4	11	1	2	1	3	1	1
Cap, veh/h	183	2360	235	216	2654	64	214	468	155	313	635	89
Arrive On Green	0.05	0.52	0.52	0.02	0.17	0.17	0.09	0.18	0.18	0.12	0.20	0.20
Sat Flow, veh/h	3456	4570	455	3456	5048	121	1795	2623	868	1767	3156	441
Grp Volume(v), veh/h	165	1241	654	209	1349	734	189	195	193	230	336	340
Grp Sat Flow(s),veh/h/ln	1728	1648	1729	1728	1675	1819	1795	1777	1714	1767	1791	1806
Q Serve(g_s), s	10.0	61.4	61.8	12.7	80.6	80.8	18.0	21.2	22.0	22.1	38.7	38.9
Cycle Q Clear(g_c), s	10.0	61.4	61.8	12.7	80.6	80.8	18.0	21.2	22.0	22.1	38.7	38.9
Prop In Lane	1.00		0.26	1.00		0.07	1.00		0.51	1.00		0.24
Lane Grp Cap(c), veh/h	183	1702	893	216	1762	956	214	317	306	313	361	364
V/C Ratio(X)	0.90	0.73	0.73	0.97	0.77	0.77	0.88	0.61	0.63	0.74	0.93	0.94
Avail Cap(c_a), veh/h	183	1702	893	216	1762	956	214	317	306	356	380	384
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.41	0.41	0.41	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	98.9	39.4	39.5	102.6	74.5	74.5	65.5	79.6	79.9	61.3	82.4	82.5
Incr Delay (d2), s/veh	40.5	2.8	5.3	31.5	1.4	2.5	32.0	3.5	4.2	6.7	28.8	29.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	25.2	27.2	6.9	36.9	40.5	10.2	10.0	10.1	10.5	20.8	21.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	139.4	42.2	44.8	134.1	75.8	77.0	97.5	83.1	84.1	68.0	111.2	111.9
LnGrp LOS	F	D	D	F	E	E	F	F	F	E	F	F
Approach Vol, veh/h		2060			2292			577			906	
Approach Delay, s/veh		50.8			81.5			88.1			100.5	
Approach LOS		D			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.0	117.3	30.8	43.9	20.0	115.3	26.0	48.7
Change Period (Y+Rc), s	6.9	6.9	6.4	6.4	6.9	6.9	6.4	6.4
Max Green Setting (Gmax), s	11.1	108.1	29.6	34.6	13.1	106.1	19.6	44.6
Max Q Clear Time (g_c+I1), s	12.0	82.8	24.1	24.0	14.7	63.8	20.0	40.9
Green Ext Time (p_c), s	0.0	16.3	0.3	1.5	0.0	19.1	0.0	1.4

Intersection Summary	
HCM 6th Ctrl Delay	74.3
HCM 6th LOS	E

HCM 6th Signalized Intersection Summary
1: Armenia Ave & Hillsborough Ave

11/17/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	432	2028	176	122	1832	142	215	606	108	131	345	150
Future Volume (veh/h)	432	2028	176	122	1832	142	215	606	108	131	345	150
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1870	1885	1856	1841	1841	1885	1870	1870	1856	1885	1885
Adj Flow Rate, veh/h	441	2069	162	124	1869	131	219	618	99	134	352	138
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	1	2	1	3	4	4	1	2	2	3	1	1
Cap, veh/h	420	2590	201	157	2212	155	257	666	107	170	486	187
Arrive On Green	0.12	0.54	0.54	0.09	0.92	0.92	0.09	0.22	0.22	0.07	0.19	0.19
Sat Flow, veh/h	3483	4831	376	3428	4795	335	1795	3068	491	1767	2526	974
Grp Volume(v), veh/h	441	1453	778	124	1304	696	219	357	360	134	248	242
Grp Sat Flow(s),veh/h/ln	1742	1702	1803	1714	1675	1780	1795	1777	1782	1767	1791	1710
Q Serve(g_s), s	24.1	69.1	70.4	7.1	27.2	27.8	18.6	39.4	39.6	12.1	25.9	26.7
Cycle Q Clear(g_c), s	24.1	69.1	70.4	7.1	27.2	27.8	18.6	39.4	39.6	12.1	25.9	26.7
Prop In Lane	1.00		0.21	1.00		0.19	1.00		0.28	1.00		0.57
Lane Grp Cap(c), veh/h	420	1825	966	157	1545	821	257	386	387	170	344	329
V/C Ratio(X)	1.05	0.80	0.80	0.79	0.84	0.85	0.85	0.93	0.93	0.79	0.72	0.74
Avail Cap(c_a), veh/h	420	1825	966	207	1545	821	257	414	415	170	373	356
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.43	0.43	0.43	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	87.9	37.6	37.9	89.9	5.2	5.2	61.7	76.7	76.8	62.7	75.7	76.0
Incr Delay (d2), s/veh	57.9	3.7	7.1	6.4	2.6	4.9	23.1	25.8	26.4	21.3	6.1	7.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.2	29.1	32.3	3.2	3.2	3.9	10.7	20.7	20.9	6.5	12.5	12.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	145.8	41.3	45.0	96.3	7.8	10.1	84.8	102.5	103.1	84.0	81.8	83.2
LnGrp LOS	F	D	D	F	A	B	F	F	F	F	F	F
Approach Vol, veh/h		2672			2124			936			624	
Approach Delay, s/veh		59.6			13.8			98.6			82.8	
Approach LOS		E			B			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	31.0	99.2	20.0	49.8	16.1	114.1	25.0	44.8
Change Period (Y+Rc), s	6.9	6.9	6.4	6.4	6.9	6.9	6.4	6.4
Max Green Setting (Gmax), s	24.1	89.1	13.6	46.6	12.1	101.1	18.6	41.6
Max Q Clear Time (g_c+I1), s	26.1	29.8	14.1	41.6	9.1	72.4	20.6	28.7
Green Ext Time (p_c), s	0.0	23.6	0.0	1.9	0.1	19.2	0.0	2.3

Intersection Summary	
HCM 6th Ctrl Delay	52.3
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
1: Armenia Ave & Hillsborough Ave

11/17/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	158	1654	183	201	1953	52	181	278	105	221	569	88
Future Volume (veh/h)	158	1654	183	201	1953	52	181	278	105	221	569	88
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1811	1856	1870	1841	1737	1885	1870	1885	1856	1885	1885
Adj Flow Rate, veh/h	165	1723	134	209	2034	37	189	290	76	230	593	64
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	6	3	2	4	11	1	2	1	3	1	1
Cap, veh/h	196	2558	814	232	2652	777	215	481	124	316	637	69
Arrive On Green	0.06	0.52	0.52	0.04	0.35	0.35	0.09	0.17	0.17	0.12	0.20	0.20
Sat Flow, veh/h	3456	4944	1572	3456	5025	1472	1795	2797	720	1767	3262	351
Grp Volume(v), veh/h	165	1723	134	209	2034	37	189	182	184	230	325	332
Grp Sat Flow(s),veh/h/ln	1728	1648	1572	1728	1675	1472	1795	1777	1741	1767	1791	1822
Q Serve(g_s), s	9.9	54.2	9.4	12.6	75.4	3.5	18.2	19.9	20.5	22.3	37.5	37.6
Cycle Q Clear(g_c), s	9.9	54.2	9.4	12.6	75.4	3.5	18.2	19.9	20.5	22.3	37.5	37.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.41	1.00		0.19
Lane Grp Cap(c), veh/h	196	2558	814	232	2652	777	215	305	299	316	350	356
V/C Ratio(X)	0.84	0.67	0.16	0.90	0.77	0.05	0.88	0.60	0.61	0.73	0.93	0.93
Avail Cap(c_a), veh/h	199	2558	814	232	2652	777	215	305	299	358	372	378
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.34	0.34	0.34	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	98.1	37.5	26.7	99.6	56.4	33.2	66.4	80.3	80.5	62.0	83.0	83.1
Incr Delay (d2), s/veh	25.9	1.4	0.4	15.1	0.8	0.0	31.7	3.2	3.7	6.4	28.5	28.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	22.0	3.7	6.3	33.0	1.3	10.2	9.4	9.5	10.6	20.1	20.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	123.9	39.0	27.2	114.7	57.2	33.2	98.1	83.4	84.2	68.4	111.6	112.0
LnGrp LOS	F	D	C	F	E	C	F	F	F	E	F	F
Approach Vol, veh/h		2022			2280			555			887	
Approach Delay, s/veh		45.1			62.1			88.7			100.5	
Approach LOS		D			E			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.8	117.7	31.0	42.5	21.0	115.6	26.0	47.4
Change Period (Y+Rc), s	6.9	6.9	6.4	6.4	6.9	6.9	6.4	6.4
Max Green Setting (Gmax), s	12.1	108.1	29.6	33.6	14.1	106.1	19.6	43.6
Max Q Clear Time (g_c+I1), s	11.9	77.4	24.3	22.5	14.6	56.2	20.2	39.6
Green Ext Time (p_c), s	0.0	19.0	0.3	1.5	0.0	19.5	0.0	1.4

Intersection Summary	
HCM 6th Ctrl Delay	64.6
HCM 6th LOS	E

HCM 6th Signalized Intersection Summary
1: Armenia Ave & Hillsborough Ave

11/17/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	432	2028	176	122	1832	142	215	606	108	131	345	150
Future Volume (veh/h)	432	2028	176	122	1832	142	215	606	108	131	345	150
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1870	1885	1856	1841	1841	1885	1870	1870	1856	1885	1885
Adj Flow Rate, veh/h	441	2069	126	124	1869	101	219	618	99	134	352	138
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	1	2	1	3	4	4	1	2	2	3	1	1
Cap, veh/h	472	2757	863	158	2265	703	252	653	104	166	475	183
Arrive On Green	0.14	0.54	0.54	0.09	0.90	0.90	0.09	0.21	0.21	0.07	0.19	0.19
Sat Flow, veh/h	3483	5106	1598	3428	5025	1560	1795	3068	491	1767	2526	974
Grp Volume(v), veh/h	441	2069	126	124	1869	101	219	357	360	134	248	242
Grp Sat Flow(s),veh/h/ln	1742	1702	1598	1714	1675	1560	1795	1777	1782	1767	1791	1710
Q Serve(g_s), s	25.1	62.7	7.9	7.1	28.6	1.5	18.6	39.6	39.8	12.2	26.1	26.8
Cycle Q Clear(g_c), s	25.1	62.7	7.9	7.1	28.6	1.5	18.6	39.6	39.8	12.2	26.1	26.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.28	1.00		0.57
Lane Grp Cap(c), veh/h	472	2757	863	158	2265	703	252	378	379	166	336	321
V/C Ratio(X)	0.94	0.75	0.15	0.78	0.83	0.14	0.87	0.94	0.95	0.81	0.74	0.75
Avail Cap(c_a), veh/h	472	2757	863	259	2265	703	252	387	388	166	346	330
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.39	0.39	0.39	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	85.6	35.6	23.0	89.8	6.8	5.5	62.6	77.6	77.6	63.3	76.5	76.8
Incr Delay (d2), s/veh	26.1	1.9	0.4	3.4	1.4	0.2	26.0	31.5	32.2	24.4	7.8	9.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.9	26.0	3.1	3.1	3.5	0.5	10.9	21.4	21.6	6.6	12.7	12.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	111.7	37.5	23.3	93.2	8.3	5.6	88.6	109.1	109.8	87.8	84.4	86.1
LnGrp LOS	F	D	C	F	A	A	F	F	F	F	F	F
Approach Vol, veh/h		2636			2094			936			624	
Approach Delay, s/veh		49.2			13.2			104.6			85.8	
Approach LOS		D			B			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	34.0	97.1	20.0	49.0	16.1	114.9	25.0	44.0
Change Period (Y+Rc), s	6.9	6.9	6.4	6.4	6.9	6.9	6.4	6.4
Max Green Setting (Gmax), s	27.1	89.1	13.6	43.6	15.1	101.1	18.6	38.6
Max Q Clear Time (g_c+I1), s	27.1	30.6	14.2	41.8	9.1	64.7	20.6	28.8
Green Ext Time (p_c), s	0.0	23.2	0.0	0.8	0.2	22.0	0.0	1.9

Intersection Summary	
HCM 6th Ctrl Delay	49.1
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
1: Armenia Ave & Hillsborough Ave

11/17/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	158	1663	183	205	1982	56	181	278	106	222	569	88
Future Volume (veh/h)	158	1663	183	205	1982	56	181	278	106	222	569	88
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1811	1856	1870	1841	1737	1885	1870	1885	1856	1885	1885
Adj Flow Rate, veh/h	165	1732	134	214	2065	40	189	290	77	231	593	64
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	6	3	2	4	11	1	2	1	3	1	1
Cap, veh/h	196	2558	814	232	2652	777	215	478	125	316	637	69
Arrive On Green	0.06	0.52	0.52	0.04	0.35	0.35	0.09	0.17	0.17	0.12	0.20	0.20
Sat Flow, veh/h	3456	4944	1572	3456	5025	1472	1795	2789	728	1767	3262	351
Grp Volume(v), veh/h	165	1732	134	214	2065	40	189	183	184	231	325	332
Grp Sat Flow(s),veh/h/ln	1728	1648	1572	1728	1675	1472	1795	1777	1739	1767	1791	1822
Q Serve(g_s), s	9.9	54.6	9.4	13.0	77.0	3.8	18.2	20.0	20.6	22.4	37.5	37.6
Cycle Q Clear(g_c), s	9.9	54.6	9.4	13.0	77.0	3.8	18.2	20.0	20.6	22.4	37.5	37.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.42	1.00		0.19
Lane Grp Cap(c), veh/h	196	2558	814	232	2652	777	215	304	298	316	350	356
V/C Ratio(X)	0.84	0.68	0.16	0.92	0.78	0.05	0.88	0.60	0.62	0.73	0.93	0.93
Avail Cap(c_a), veh/h	199	2558	814	232	2652	777	215	304	298	357	372	378
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.32	0.32	0.32	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	98.1	37.6	26.7	99.7	56.9	33.3	66.4	80.4	80.6	62.0	83.0	83.1
Incr Delay (d2), s/veh	25.9	1.5	0.4	17.3	0.8	0.0	31.7	3.3	3.8	6.6	28.5	28.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	22.2	3.7	6.5	33.7	1.4	10.2	9.5	9.6	10.7	20.1	20.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	123.9	39.1	27.2	117.0	57.7	33.3	98.1	83.6	84.5	68.6	111.6	112.0
LnGrp LOS	F	D	C	F	E	C	F	F	F	E	F	F
Approach Vol, veh/h		2031			2319			556			888	
Approach Delay, s/veh		45.2			62.7			88.8			100.5	
Approach LOS		D			E			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.8	117.7	31.1	42.4	21.0	115.6	26.0	47.4
Change Period (Y+Rc), s	6.9	6.9	6.4	6.4	6.9	6.9	6.4	6.4
Max Green Setting (Gmax), s	12.1	108.1	29.6	33.6	14.1	106.1	19.6	43.6
Max Q Clear Time (g_c+I1), s	11.9	79.0	24.4	22.6	15.0	56.6	20.2	39.6
Green Ext Time (p_c), s	0.0	18.7	0.3	1.5	0.0	19.6	0.0	1.4

Intersection Summary	
HCM 6th Ctrl Delay	64.9
HCM 6th LOS	E

HCM 6th Signalized Intersection Summary
1: Armenia Ave & Hillsborough Ave

11/17/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	432	2054	176	124	1850	144	215	606	112	135	345	150
Future Volume (veh/h)	432	2054	176	124	1850	144	215	606	112	135	345	150
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1870	1885	1856	1841	1841	1885	1870	1870	1856	1885	1885
Adj Flow Rate, veh/h	441	2096	126	127	1888	102	219	618	102	138	352	138
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	1	2	1	3	4	4	1	2	2	3	1	1
Cap, veh/h	472	2750	860	161	2262	702	253	652	107	166	476	184
Arrive On Green	0.14	0.54	0.54	0.09	0.90	0.90	0.09	0.21	0.21	0.07	0.19	0.19
Sat Flow, veh/h	3483	5106	1598	3428	5025	1560	1795	3054	503	1767	2526	974
Grp Volume(v), veh/h	441	2096	126	127	1888	102	219	359	361	138	248	242
Grp Sat Flow(s),veh/h/ln	1742	1702	1598	1714	1675	1560	1795	1777	1780	1767	1791	1710
Q Serve(g_s), s	25.1	64.3	7.9	7.2	30.2	1.5	18.6	39.8	40.0	12.6	26.1	26.8
Cycle Q Clear(g_c), s	25.1	64.3	7.9	7.2	30.2	1.5	18.6	39.8	40.0	12.6	26.1	26.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.28	1.00		0.57
Lane Grp Cap(c), veh/h	472	2750	860	161	2262	702	253	379	380	166	338	322
V/C Ratio(X)	0.94	0.76	0.15	0.79	0.83	0.15	0.87	0.95	0.95	0.83	0.73	0.75
Avail Cap(c_a), veh/h	472	2750	860	259	2262	702	253	387	388	166	346	330
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.37	0.37	0.37	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	85.6	36.1	23.1	89.6	7.0	5.6	62.5	77.5	77.6	63.4	76.4	76.7
Incr Delay (d2), s/veh	26.1	2.1	0.4	3.2	1.5	0.2	25.5	32.0	32.6	28.6	7.7	9.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.9	26.7	3.1	3.2	3.6	0.5	10.9	21.5	21.7	7.0	12.7	12.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	111.7	38.2	23.5	92.9	8.5	5.7	88.0	109.5	110.2	92.0	84.1	85.8
LnGrp LOS	F	D	C	F	A	A	F	F	F	F	F	F
Approach Vol, veh/h		2663			2117			939			628	
Approach Delay, s/veh		49.7			13.4			104.7			86.5	
Approach LOS		D			B			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	34.0	96.9	20.0	49.1	16.3	114.6	25.0	44.1
Change Period (Y+Rc), s	6.9	6.9	6.4	6.4	6.9	6.9	6.4	6.4
Max Green Setting (Gmax), s	27.1	89.1	13.6	43.6	15.1	101.1	18.6	38.6
Max Q Clear Time (g_c+I1), s	27.1	32.2	14.6	42.0	9.2	66.3	20.6	28.8
Green Ext Time (p_c), s	0.0	23.5	0.0	0.7	0.2	21.8	0.0	1.9

Intersection Summary	
HCM 6th Ctrl Delay	49.4
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
2: Rome Ave & Hillsborough Ave

11/17/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	123	1688	190	85	2035	60	119	161	68	136	243	101
Future Volume (veh/h)	123	1688	190	85	2035	60	119	161	68	136	243	101
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1826	1885	1885	1841	1841	1856	1870	1826	1870	1870	1856
Adj Flow Rate, veh/h	132	1815	184	91	2188	59	128	173	51	146	261	98
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	5	1	1	4	4	3	2	5	2	2	3
Cap, veh/h	149	2634	266	96	2730	73	134	523	433	273	362	136
Arrive On Green	0.03	0.19	0.19	0.11	1.00	1.00	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1795	4601	464	1795	5031	135	1014	1870	1547	1157	1296	487
Grp Volume(v), veh/h	132	1309	690	91	1455	792	128	173	51	146	0	359
Grp Sat Flow(s),veh/h/ln	1795	1662	1742	1795	1675	1816	1014	1870	1547	1157	0	1783
Q Serve(g_s), s	15.4	77.1	77.7	10.6	0.0	0.0	20.5	15.4	5.2	24.1	0.0	38.2
Cycle Q Clear(g_c), s	15.4	77.1	77.7	10.6	0.0	0.0	58.7	15.4	5.2	39.5	0.0	38.2
Prop In Lane	1.00		0.27	1.00		0.07	1.00		1.00	1.00		0.27
Lane Grp Cap(c), veh/h	149	1902	997	96	1818	986	134	523	433	273	0	498
V/C Ratio(X)	0.89	0.69	0.69	0.95	0.80	0.80	0.96	0.33	0.12	0.54	0.00	0.72
Avail Cap(c_a), veh/h	164	1902	997	96	1818	986	134	523	433	273	0	498
HCM Platoon Ratio	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.54	0.54	0.54	0.78	0.78	0.78	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	101.1	67.7	67.9	93.5	0.0	0.0	97.0	60.1	56.4	75.7	0.0	68.2
Incr Delay (d2), s/veh	23.9	1.1	2.2	65.7	3.0	5.5	65.0	0.4	0.1	2.0	0.0	5.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.5	35.0	37.2	6.4	0.8	1.5	9.5	7.5	2.1	7.4	0.0	18.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	125.0	68.8	70.1	159.2	3.0	5.5	162.0	60.4	56.5	77.8	0.0	73.3
LnGrp LOS	F	E	E	F	A	A	F	E	E	E	A	E
Approach Vol, veh/h		2131			2338			352			505	
Approach Delay, s/veh		72.7			9.9			96.8			74.6	
Approach LOS		E			A			F			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	24.2	120.8		65.0	18.0	127.0		65.0				
Change Period (Y+Rc), s	6.8	6.8		* 6.3	6.8	6.8		* 6.3				
Max Green Setting (Gmax), s	19.2	112.2		* 59	11.2	120.2		* 59				
Max Q Clear Time (g_c+I1), s	17.4	2.0		60.7	12.6	79.7		41.5				
Green Ext Time (p_c), s	0.0	35.4		0.0	0.0	20.4		2.6				

Intersection Summary	
HCM 6th Ctrl Delay	46.9
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
2: Rome Ave & Hillsborough Ave

11/17/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	238	2102	95	59	1908	143	119	298	78	85	143	72
Future Volume (veh/h)	238	2102	95	59	1908	143	119	298	78	85	143	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1870	1885	1870	1841	1841	1885	1885	1885	1856	1856	1870
Adj Flow Rate, veh/h	256	2260	91	63	2052	138	128	320	75	91	154	69
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	2	1	2	4	4	1	1	1	3	3	2
Cap, veh/h	270	3032	121	78	2382	159	207	480	407	137	309	139
Arrive On Green	0.30	1.00	1.00	0.09	0.99	0.99	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1795	5036	202	1781	4811	322	1167	1885	1598	981	1214	544
Grp Volume(v), veh/h	256	1524	827	63	1425	765	128	320	75	91	0	223
Grp Sat Flow(s),veh/h/ln	1795	1702	1834	1781	1675	1783	1167	1885	1598	981	0	1758
Q Serve(g_s), s	27.9	0.0	0.0	6.9	5.6	5.9	21.0	30.5	7.3	18.3	0.0	21.7
Cycle Q Clear(g_c), s	27.9	0.0	0.0	6.9	5.6	5.9	42.7	30.5	7.3	48.8	0.0	21.7
Prop In Lane	1.00		0.11	1.00		0.18	1.00		1.00	1.00		0.31
Lane Grp Cap(c), veh/h	270	2050	1104	78	1659	883	207	480	407	137	0	448
V/C Ratio(X)	0.95	0.74	0.75	0.81	0.86	0.87	0.62	0.67	0.18	0.67	0.00	0.50
Avail Cap(c_a), veh/h	298	2050	1104	118	1659	883	211	487	413	140	0	454
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.39	0.39	0.39	0.83	0.83	0.83	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	69.1	0.0	0.0	90.5	0.5	0.5	81.8	66.9	58.3	88.8	0.0	63.6
Incr Delay (d2), s/veh	19.8	1.0	1.9	18.6	5.1	9.5	5.2	3.4	0.2	11.0	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.8	0.3	0.6	3.5	1.5	2.7	6.7	15.3	3.1	5.1	0.0	9.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	88.9	1.0	1.9	109.1	5.6	10.0	87.0	70.2	58.5	99.8	0.0	64.4
LnGrp LOS	F	A	A	F	A	A	F	E	E	F	A	E
Approach Vol, veh/h		2607			2253			523			314	
Approach Delay, s/veh		9.9			10.0			72.7			74.7	
Approach LOS		A			A			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	36.9	105.8		57.3	15.5	127.2		57.3				
Change Period (Y+Rc), s	6.8	6.8		* 6.3	6.8	6.8		* 6.3				
Max Green Setting (Gmax), s	33.2	95.2		* 52	13.2	115.2		* 52				
Max Q Clear Time (g_c+I1), s	29.9	7.9		44.7	8.9	2.0		50.8				
Green Ext Time (p_c), s	0.2	31.8		1.6	0.0	40.0		0.2				

Intersection Summary	
HCM 6th Ctrl Delay	19.3
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
2: Rome Ave & Hillsborough Ave

11/17/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	123	1688	190	85	2035	60	119	161	68	136	243	101
Future Volume (veh/h)	123	1688	190	85	2035	60	119	161	68	136	243	101
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1826	1885	1885	1841	1841	1856	1870	1826	1870	1870	1856
Adj Flow Rate, veh/h	132	1815	184	91	2188	59	128	173	50	146	261	98
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	5	1	1	4	4	3	2	5	2	2	3
Cap, veh/h	149	2566	259	107	2688	72	163	352	291	281	273	102
Arrive On Green	0.03	0.18	0.18	0.12	1.00	1.00	0.05	0.19	0.19	0.07	0.21	0.21
Sat Flow, veh/h	1795	4601	464	1795	5031	135	3428	1870	1547	1781	1296	487
Grp Volume(v), veh/h	132	1309	690	91	1455	792	128	173	50	146	0	359
Grp Sat Flow(s),veh/h/ln	1795	1662	1742	1795	1675	1816	1714	1870	1547	1781	0	1783
Q Serve(g_s), s	15.4	77.6	78.1	10.4	0.0	0.0	7.8	17.4	5.7	13.9	0.0	41.8
Cycle Q Clear(g_c), s	15.4	77.6	78.1	10.4	0.0	0.0	7.8	17.4	5.7	13.9	0.0	41.8
Prop In Lane	1.00		0.27	1.00		0.07	1.00		1.00	1.00		0.27
Lane Grp Cap(c), veh/h	149	1854	972	107	1790	970	163	352	291	281	0	375
V/C Ratio(X)	0.89	0.71	0.71	0.85	0.81	0.82	0.79	0.49	0.17	0.52	0.00	0.96
Avail Cap(c_a), veh/h	156	1854	972	173	1790	970	305	443	366	281	0	388
HCM Platoon Ratio	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.65	0.65	0.65	0.78	0.78	0.78	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	101.1	69.5	69.8	91.6	0.0	0.0	99.0	76.3	71.5	63.5	0.0	81.9
Incr Delay (d2), s/veh	29.7	1.5	2.9	15.9	3.3	6.0	8.1	1.1	0.3	1.7	0.0	34.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.7	35.3	37.7	5.1	0.8	1.6	3.7	8.6	2.3	6.5	0.0	22.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	130.8	71.0	72.6	107.6	3.3	6.0	107.0	77.3	71.8	65.2	0.0	115.9
LnGrp LOS	F	E	E	F	A	A	F	E	E	E	A	F
Approach Vol, veh/h		2131			2338			351			505	
Approach Delay, s/veh		75.3			8.3			87.4			101.3	
Approach LOS		E			A			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.2	119.0	21.0	45.8	19.3	123.9	16.3	50.5
Change Period (Y+Rc), s	6.8	6.8	* 6.3	* 6.3	6.8	6.8	* 6.3	* 6.3
Max Green Setting (Gmax), s	18.2	101.2	* 15	* 50	20.2	99.2	* 19	* 46
Max Q Clear Time (g_c+I1), s	17.4	2.0	15.9	19.4	12.4	80.1	9.8	43.8
Green Ext Time (p_c), s	0.0	34.7	0.0	1.2	0.1	12.9	0.2	0.4

Intersection Summary	
HCM 6th Ctrl Delay	49.1
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
2: Rome Ave & Hillsborough Ave

11/17/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	238	2102	95	59	1908	143	119	298	78	85	143	72
Future Volume (veh/h)	238	2102	95	59	1908	143	119	298	78	85	143	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1870	1885	1870	1841	1841	1885	1885	1885	1856	1856	1870
Adj Flow Rate, veh/h	256	2260	91	63	2052	138	128	320	58	91	154	69
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	2	1	2	4	4	1	1	1	3	3	2
Cap, veh/h	271	3124	125	78	2468	165	162	446	378	116	192	86
Arrive On Green	0.30	1.00	1.00	0.09	1.00	1.00	0.05	0.24	0.24	0.16	0.16	0.16
Sat Flow, veh/h	1795	5036	202	1781	4811	322	3483	1885	1598	997	1214	544
Grp Volume(v), veh/h	256	1524	827	63	1425	765	128	320	58	91	0	223
Grp Sat Flow(s),veh/h/ln	1795	1702	1834	1781	1675	1783	1742	1885	1598	997	0	1758
Q Serve(g_s), s	27.9	0.0	0.0	6.9	0.0	0.0	7.3	31.2	5.8	16.1	0.0	24.5
Cycle Q Clear(g_c), s	27.9	0.0	0.0	6.9	0.0	0.0	7.3	31.2	5.8	31.7	0.0	24.5
Prop In Lane	1.00		0.11	1.00		0.18	1.00		1.00	1.00		0.31
Lane Grp Cap(c), veh/h	271	2112	1138	78	1719	915	162	446	378	116	0	279
V/C Ratio(X)	0.94	0.72	0.73	0.81	0.83	0.84	0.79	0.72	0.15	0.78	0.00	0.80
Avail Cap(c_a), veh/h	316	2112	1138	135	1719	915	186	459	389	116	0	279
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.52	0.52	0.52	0.83	0.83	0.83	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	69.0	0.0	0.0	90.5	0.0	0.0	94.4	70.2	60.5	92.9	0.0	81.1
Incr Delay (d2), s/veh	22.0	1.1	2.2	15.1	4.0	7.6	17.8	5.2	0.2	28.5	0.0	15.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.0	0.3	0.7	3.4	1.0	1.9	3.7	15.9	2.4	5.7	0.0	12.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	91.0	1.1	2.2	105.6	4.0	7.6	112.2	75.4	60.7	121.4	0.0	96.3
LnGrp LOS	F	A	A	F	A	A	F	E	E	F	A	F
Approach Vol, veh/h		2607			2253			506			314	
Approach Delay, s/veh		10.3			8.1			83.0			103.6	
Approach LOS		B			A			F			F	

Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	37.0	109.4		53.6	15.5	130.9	15.6	38.0				
Change Period (Y+Rc), s	6.8	6.8		* 6.3	6.8	6.8	* 6.3	* 6.3				
Max Green Setting (Gmax), s	35.2	96.2		* 49	15.2	116.2	* 11	* 32				
Max Q Clear Time (g_c+I1), s	29.9	2.0		33.2	8.9	2.0	9.3	33.7				
Green Ext Time (p_c), s	0.3	32.4		1.8	0.0	40.1	0.0	0.0				

Intersection Summary	
HCM 6th Ctrl Delay	21.0
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
2: Rome Ave & Hillsborough Ave

11/17/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	123	1691	198	88	2035	60	156	169	78	136	245	101
Future Volume (veh/h)	123	1691	198	88	2035	60	156	169	78	136	245	101
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1826	1885	1885	1841	1841	1856	1870	1826	1870	1870	1856
Adj Flow Rate, veh/h	132	1818	191	95	2188	59	168	182	59	146	263	98
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	5	1	1	4	4	3	2	5	2	2	3
Cap, veh/h	149	2488	260	111	2625	71	203	375	311	289	275	102
Arrive On Green	0.03	0.18	0.18	0.12	1.00	1.00	0.06	0.20	0.20	0.07	0.21	0.21
Sat Flow, veh/h	1795	4584	479	1795	5031	135	3428	1870	1547	1781	1299	484
Grp Volume(v), veh/h	132	1316	693	95	1455	792	168	182	59	146	0	361
Grp Sat Flow(s),veh/h/ln	1795	1662	1740	1795	1675	1816	1714	1870	1547	1781	0	1783
Q Serve(g_s), s	15.4	78.5	79.1	10.9	0.0	0.0	10.2	18.1	6.7	13.7	0.0	42.0
Cycle Q Clear(g_c), s	15.4	78.5	79.1	10.9	0.0	0.0	10.2	18.1	6.7	13.7	0.0	42.0
Prop In Lane	1.00		0.28	1.00		0.07	1.00		1.00	1.00		0.27
Lane Grp Cap(c), veh/h	149	1804	944	111	1748	948	203	375	311	289	0	377
V/C Ratio(X)	0.89	0.73	0.73	0.86	0.83	0.84	0.83	0.48	0.19	0.50	0.00	0.96
Avail Cap(c_a), veh/h	156	1804	944	173	1748	948	305	443	366	289	0	388
HCM Platoon Ratio	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.64	0.64	0.64	0.78	0.78	0.78	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	101.1	71.6	71.9	91.2	0.0	0.0	97.7	74.3	69.7	61.7	0.0	81.9
Incr Delay (d2), s/veh	29.4	1.7	3.3	17.7	3.8	6.9	11.0	1.0	0.3	1.4	0.0	34.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.7	35.8	38.1	5.3	0.9	1.8	4.9	8.9	2.7	6.4	0.0	23.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	130.5	73.3	75.1	108.9	3.8	6.9	108.7	75.3	70.0	63.1	0.0	116.1
LnGrp LOS	F	E	E	F	A	A	F	E	E	E	A	F
Approach Vol, veh/h		2141			2342			409			507	
Approach Delay, s/veh		77.4			9.1			88.2			100.9	
Approach LOS		E			A			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.2	116.3	21.0	48.4	19.7	120.8	18.7	50.7
Change Period (Y+Rc), s	6.8	6.8	* 6.3	* 6.3	6.8	6.8	* 6.3	* 6.3
Max Green Setting (Gmax), s	18.2	101.2	* 15	* 50	20.2	99.2	* 19	* 46
Max Q Clear Time (g_c+I1), s	17.4	2.0	15.7	20.1	12.9	81.1	12.2	44.0
Green Ext Time (p_c), s	0.0	34.7	0.0	1.2	0.1	12.5	0.3	0.4

Intersection Summary	
HCM 6th Ctrl Delay	50.8
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
2: Rome Ave & Hillsborough Ave

11/17/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	238	2112	119	68	1908	143	141	303	84	85	151	72
Future Volume (veh/h)	238	2112	119	68	1908	143	141	303	84	85	151	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1870	1885	1870	1841	1841	1885	1885	1885	1856	1856	1870
Adj Flow Rate, veh/h	256	2271	115	73	2052	138	152	326	62	91	162	69
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	2	1	2	4	4	1	1	1	3	3	2
Cap, veh/h	271	3026	152	88	2436	163	185	458	389	120	196	83
Arrive On Green	0.30	1.00	1.00	0.10	1.00	1.00	0.05	0.24	0.24	0.16	0.16	0.16
Sat Flow, veh/h	1795	4979	250	1781	4811	322	3483	1885	1598	988	1235	526
Grp Volume(v), veh/h	256	1548	838	73	1425	765	152	326	62	91	0	231
Grp Sat Flow(s),veh/h/ln	1795	1702	1825	1781	1675	1783	1742	1885	1598	988	0	1761
Q Serve(g_s), s	27.9	0.0	0.0	8.0	0.0	0.0	8.6	31.6	6.1	17.0	0.0	25.4
Cycle Q Clear(g_c), s	27.9	0.0	0.0	8.0	0.0	0.0	8.6	31.6	6.1	31.7	0.0	25.4
Prop In Lane	1.00		0.14	1.00		0.18	1.00		1.00	1.00		0.30
Lane Grp Cap(c), veh/h	271	2069	1109	88	1696	903	185	458	389	120	0	279
V/C Ratio(X)	0.94	0.75	0.76	0.83	0.84	0.85	0.82	0.71	0.16	0.76	0.00	0.83
Avail Cap(c_a), veh/h	316	2069	1109	135	1696	903	186	459	389	120	0	279
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.50	0.50	0.50	0.83	0.83	0.83	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	69.0	0.0	0.0	89.2	0.0	0.0	93.7	69.2	59.6	92.2	0.0	81.5
Incr Delay (d2), s/veh	21.4	1.3	2.5	18.1	4.4	8.2	24.2	5.1	0.2	24.0	0.0	18.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.9	0.4	0.8	4.0	1.0	2.1	4.6	16.1	2.5	5.6	0.0	13.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	90.4	1.3	2.5	107.4	4.4	8.2	118.0	74.3	59.8	116.2	0.0	99.8
LnGrp LOS	F	A	A	F	A	A	F	E	E	F	A	F
Approach Vol, veh/h		2642			2263			540			322	
Approach Delay, s/veh		10.3			9.0			84.9			104.4	
Approach LOS		B			A			F			F	

Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	37.0	108.1		54.9	16.7	128.3	16.9	38.0				
Change Period (Y+Rc), s	6.8	6.8		* 6.3	6.8	6.8	* 6.3	* 6.3				
Max Green Setting (Gmax), s	35.2	96.2		* 49	15.2	116.2	* 11	* 32				
Max Q Clear Time (g_c+I1), s	29.9	2.0		33.6	10.0	2.0	10.6	33.7				
Green Ext Time (p_c), s	0.3	32.4		1.9	0.1	41.8	0.0	0.0				

Intersection Summary	
HCM 6th Ctrl Delay	22.0
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
3: Lee Pl & Hillsborough Ave

11/17/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	1914	5	74	2364	4	22	2	5	47	5	0
Future Volume (veh/h)	5	1914	5	74	2364	4	22	2	5	47	5	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1826	1885	1885	1841	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	5	2036	5	79	2515	4	23	2	5	50	5	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	5	1	1	4	1	1	1	1	1	1	1
Cap, veh/h	137	4272	10	250	4402	7	87	9	13	100	7	0
Arrive On Green	0.01	1.00	1.00	0.02	0.85	0.85	0.05	0.05	0.05	0.05	0.05	0.00
Sat Flow, veh/h	1795	5134	13	1795	5181	8	1207	198	281	1430	143	0
Grp Volume(v), veh/h	5	1318	723	79	1626	893	30	0	0	55	0	0
Grp Sat Flow(s),veh/h/ln	1795	1662	1824	1795	1675	1839	1687	0	0	1573	0	0
Q Serve(g_s), s	0.1	0.0	0.0	1.4	29.8	29.8	0.0	0.0	0.0	3.6	0.0	0.0
Cycle Q Clear(g_c), s	0.1	0.0	0.0	1.4	29.8	29.8	3.4	0.0	0.0	7.0	0.0	0.0
Prop In Lane	1.00		0.01	1.00		0.00	0.77		0.17	0.91		0.00
Lane Grp Cap(c), veh/h	137	2765	1517	250	2846	1563	110	0	0	107	0	0
V/C Ratio(X)	0.04	0.48	0.48	0.32	0.57	0.57	0.27	0.00	0.00	0.51	0.00	0.00
Avail Cap(c_a), veh/h	221	2765	1517	345	2846	1563	240	0	0	235	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.66	0.66	0.66	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.4	0.0	0.0	2.3	4.6	4.6	96.9	0.0	0.0	98.5	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.4	0.7	0.7	0.8	1.5	1.3	0.0	0.0	3.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.3	0.4	8.6	9.7	1.6	0.0	0.0	3.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.5	0.4	0.7	3.0	5.5	6.1	98.2	0.0	0.0	102.2	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	F	A	A	F	A	A
Approach Vol, veh/h		2046			2598			30			55	
Approach Delay, s/veh		0.5			5.6			98.2			102.2	
Approach LOS		A			A			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.2	185.3		16.5	11.9	181.6		16.5				
Change Period (Y+Rc), s	6.9	6.9		* 6.6	6.9	6.9		* 6.6				
Max Green Setting (Gmax), s	11.1	150.1		* 28	16.1	145.1		* 28				
Max Q Clear Time (g_c+I1), s	2.1	31.8		5.4	3.4	2.0		9.0				
Green Ext Time (p_c), s	0.0	48.5		0.1	0.1	28.2		0.2				

Intersection Summary	
HCM 6th Ctrl Delay	5.1
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
3: Lee Pl & Hillsborough Ave

11/17/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	2184	10	81	2158	14	37	1	11	13	0	3
Future Volume (veh/h)	18	2184	10	81	2158	14	37	1	11	13	0	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1870	1885	1885	1841	1885	1856	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	19	2275	10	84	2248	15	39	1	11	14	0	3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	6	2	1	1	4	1	3	1	1	1	1	1
Cap, veh/h	177	4326	19	216	4289	29	86	4	16	93	3	14
Arrive On Green	0.03	1.00	1.00	0.02	0.83	0.83	0.05	0.05	0.05	0.05	0.00	0.05
Sat Flow, veh/h	1725	5247	23	1795	5150	34	1116	89	331	1231	66	278
Grp Volume(v), veh/h	19	1476	809	84	1462	801	51	0	0	17	0	0
Grp Sat Flow(s),veh/h/ln	1725	1702	1866	1795	1675	1835	1536	0	0	1575	0	0
Q Serve(g_s), s	0.4	0.0	0.0	1.5	25.9	25.9	4.4	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.4	0.0	0.0	1.5	25.9	25.9	6.4	0.0	0.0	2.0	0.0	0.0
Prop In Lane	1.00		0.01	1.00		0.02	0.76		0.22	0.82		0.18
Lane Grp Cap(c), veh/h	177	2806	1538	216	2790	1528	107	0	0	110	0	0
V/C Ratio(X)	0.11	0.53	0.53	0.39	0.52	0.52	0.48	0.00	0.00	0.15	0.00	0.00
Avail Cap(c_a), veh/h	219	2806	1538	360	2790	1528	243	0	0	244	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.60	0.60	0.60	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.2	0.0	0.0	2.4	5.0	5.0	93.4	0.0	0.0	91.4	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.4	0.8	1.1	0.7	1.3	3.3	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.2	0.3	0.5	7.7	8.7	2.7	0.0	0.0	0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.3	0.4	0.8	3.5	5.7	6.3	96.6	0.0	0.0	92.0	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	F	A	A	F	A	A
Approach Vol, veh/h		2304			2347			51			17	
Approach Delay, s/veh		0.6			5.8			96.6			92.0	
Approach LOS		A			A			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.2	173.5		16.4	11.9	171.8		16.4				
Change Period (Y+Rc), s	6.9	6.9		* 6.6	6.9	6.9		* 6.6				
Max Green Setting (Gmax), s	8.1	143.1		* 28	21.1	130.1		* 28				
Max Q Clear Time (g_c+I1), s	2.4	27.9		8.4	3.5	2.0		4.0				
Green Ext Time (p_c), s	0.0	36.2		0.2	0.2	37.7		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	4.5
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
3: Lee Pl & Hillsborough Ave

11/17/2023

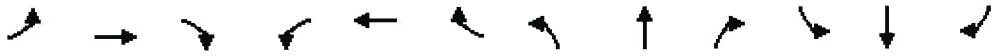
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	1914	5	74	2364	4	22	2	5	47	5	0
Future Volume (veh/h)	5	1914	5	74	2364	4	22	2	5	47	5	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1826	1885	1885	1841	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	5	2036	5	79	2515	4	23	2	5	50	5	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	5	1	1	4	1	1	1	1	1	1	1
Cap, veh/h	136	4250	10	249	4379	7	120	25	62	96	6	0
Arrive On Green	0.01	1.00	1.00	0.02	0.85	0.85	0.05	0.05	0.05	0.05	0.05	0.00
Sat Flow, veh/h	1795	5134	13	1795	5181	8	1422	477	1193	1218	123	0
Grp Volume(v), veh/h	5	1318	723	79	1626	893	23	0	7	55	0	0
Grp Sat Flow(s),veh/h/ln	1795	1662	1824	1795	1675	1839	1422	0	1670	1341	0	0
Q Serve(g_s), s	0.1	0.0	0.0	1.4	30.6	30.7	0.0	0.0	0.8	7.9	0.0	0.0
Cycle Q Clear(g_c), s	0.1	0.0	0.0	1.4	30.6	30.7	2.7	0.0	0.8	8.7	0.0	0.0
Prop In Lane	1.00		0.01	1.00		0.00	1.00		0.71	0.91		0.00
Lane Grp Cap(c), veh/h	136	2751	1509	249	2832	1555	120	0	86	102	0	0
V/C Ratio(X)	0.04	0.48	0.48	0.32	0.57	0.57	0.19	0.00	0.08	0.54	0.00	0.00
Avail Cap(c_a), veh/h	194	2751	1509	319	2832	1555	273	0	266	258	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.56	0.56	0.56	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.7	0.0	0.0	2.4	4.9	4.9	95.7	0.0	94.8	99.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.3	0.6	0.7	0.9	1.6	0.8	0.0	0.4	4.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.3	0.5	9.0	10.1	1.2	0.0	0.4	3.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.7	0.3	0.6	3.2	5.7	6.4	96.5	0.0	95.2	103.4	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	F	A	F	F	A	A
Approach Vol, veh/h		2046			2598			30			55	
Approach Delay, s/veh		0.4			5.9			96.2			103.4	
Approach LOS		A			A			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.2	184.4		17.4	11.9	180.7		17.4				
Change Period (Y+Rc), s	6.9	6.9		* 6.6	6.9	6.9		* 6.6				
Max Green Setting (Gmax), s	8.1	148.1		* 33	13.1	143.1		* 33				
Max Q Clear Time (g_c+I1), s	2.1	32.7		4.7	3.4	2.0		10.7				
Green Ext Time (p_c), s	0.0	48.1		0.1	0.1	28.2		0.2				

Intersection Summary	
HCM 6th Ctrl Delay	5.2
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	2184	10	81	2158	14	37	1	11	13	0	3
Future Volume (veh/h)	18	2184	10	81	2158	14	37	1	11	13	0	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1870	1885	1885	1841	1885	1856	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	19	2275	10	84	2248	15	39	1	11	14	0	3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	6	2	1	1	4	1	3	1	1	1	1	1
Cap, veh/h	177	4326	19	216	4289	29	110	7	72	82	3	11
Arrive On Green	0.03	1.00	1.00	0.02	0.83	0.83	0.05	0.05	0.05	0.05	0.00	0.05
Sat Flow, veh/h	1725	5247	23	1795	5150	34	1403	135	1483	1015	66	232
Grp Volume(v), veh/h	19	1476	809	84	1462	801	39	0	12	17	0	0
Grp Sat Flow(s),veh/h/ln	1725	1702	1866	1795	1675	1835	1403	0	1618	1313	0	0
Q Serve(g_s), s	0.4	0.0	0.0	1.5	25.9	25.9	1.4	0.0	1.4	1.7	0.0	0.0
Cycle Q Clear(g_c), s	0.4	0.0	0.0	1.5	25.9	25.9	4.6	0.0	1.4	3.2	0.0	0.0
Prop In Lane	1.00		0.01	1.00		0.02	1.00		0.92	0.82		0.18
Lane Grp Cap(c), veh/h	177	2806	1538	216	2790	1528	110	0	79	97	0	0
V/C Ratio(X)	0.11	0.53	0.53	0.39	0.52	0.52	0.35	0.00	0.15	0.18	0.00	0.00
Avail Cap(c_a), veh/h	219	2806	1538	360	2790	1528	255	0	246	246	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.58	0.58	0.58	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.2	0.0	0.0	2.4	5.0	5.0	92.5	0.0	91.1	92.2	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.4	0.8	1.1	0.7	1.3	1.9	0.0	0.9	0.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.2	0.3	0.5	7.7	8.7	2.1	0.0	0.6	0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.3	0.4	0.8	3.5	5.7	6.3	94.5	0.0	92.0	93.0	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	F	A	F	F	A	A
Approach Vol, veh/h		2304			2347			51			17	
Approach Delay, s/veh		0.6			5.8			93.9			93.0	
Approach LOS		A			A			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.2	173.5		16.4	11.9	171.8		16.4				
Change Period (Y+Rc), s	6.9	6.9		* 6.6	6.9	6.9		* 6.6				
Max Green Setting (Gmax), s	8.1	141.1		* 30	21.1	128.1		* 30				
Max Q Clear Time (g_c+I1), s	2.4	27.9		6.6	3.5	2.0		5.2				
Green Ext Time (p_c), s	0.0	36.1		0.1	0.2	37.6		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	4.5
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	1938	5	74	2372	4	22	2	5	47	5	0
Future Volume (veh/h)	5	1938	5	74	2372	4	22	2	5	47	5	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1826	1885	1885	1841	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	5	2062	5	79	2523	4	23	2	5	50	5	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	5	1	1	4	1	1	1	1	1	1	1
Cap, veh/h	135	4250	10	245	4379	7	120	25	62	96	6	0
Arrive On Green	0.01	1.00	1.00	0.02	0.85	0.85	0.05	0.05	0.05	0.05	0.05	0.00
Sat Flow, veh/h	1795	5134	12	1795	5181	8	1422	477	1193	1218	123	0
Grp Volume(v), veh/h	5	1335	732	79	1631	896	23	0	7	55	0	0
Grp Sat Flow(s),veh/h/ln	1795	1662	1824	1795	1675	1839	1422	0	1670	1341	0	0
Q Serve(g_s), s	0.1	0.0	0.0	1.4	30.8	30.9	0.0	0.0	0.8	7.9	0.0	0.0
Cycle Q Clear(g_c), s	0.1	0.0	0.0	1.4	30.8	30.9	2.7	0.0	0.8	8.7	0.0	0.0
Prop In Lane	1.00		0.01	1.00		0.00	1.00		0.71	0.91		0.00
Lane Grp Cap(c), veh/h	135	2751	1509	245	2832	1555	120	0	86	102	0	0
V/C Ratio(X)	0.04	0.49	0.49	0.32	0.58	0.58	0.19	0.00	0.08	0.54	0.00	0.00
Avail Cap(c_a), veh/h	193	2751	1509	314	2832	1555	273	0	266	258	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.54	0.54	0.54	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.7	0.0	0.0	2.4	4.9	4.9	95.7	0.0	94.8	99.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.3	0.6	0.8	0.9	1.6	0.8	0.0	0.4	4.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.3	0.5	9.0	10.2	1.2	0.0	0.4	3.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.8	0.3	0.6	3.2	5.8	6.5	96.5	0.0	95.2	103.4	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	F	A	F	F	A	A
Approach Vol, veh/h		2072			2606			30			55	
Approach Delay, s/veh		0.4			5.9			96.2			103.4	
Approach LOS		A			A			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.2	184.4		17.4	11.9	180.7		17.4				
Change Period (Y+Rc), s	6.9	6.9		* 6.6	6.9	6.9		* 6.6				
Max Green Setting (Gmax), s	8.1	148.1		* 33	13.1	143.1		* 33				
Max Q Clear Time (g_c+I1), s	2.1	32.9		4.7	3.4	2.0		10.7				
Green Ext Time (p_c), s	0.0	48.5		0.1	0.1	29.1		0.2				

Intersection Summary	
HCM 6th Ctrl Delay	5.2
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	2198	10	81	2181	14	37	1	11	13	0	3
Future Volume (veh/h)	18	2198	10	81	2181	14	37	1	11	13	0	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1870	1885	1885	1841	1885	1856	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	19	2290	10	84	2272	15	39	1	11	14	0	3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	6	2	1	1	4	1	3	1	1	1	1	1
Cap, veh/h	174	4326	19	214	4290	28	110	7	72	82	3	11
Arrive On Green	0.03	1.00	1.00	0.02	0.83	0.83	0.05	0.05	0.05	0.05	0.00	0.05
Sat Flow, veh/h	1725	5247	23	1795	5151	34	1403	135	1483	1015	66	232
Grp Volume(v), veh/h	19	1485	815	84	1477	810	39	0	12	17	0	0
Grp Sat Flow(s),veh/h/ln	1725	1702	1866	1795	1675	1835	1403	0	1618	1313	0	0
Q Serve(g_s), s	0.4	0.0	0.0	1.5	26.4	26.4	1.4	0.0	1.4	1.7	0.0	0.0
Cycle Q Clear(g_c), s	0.4	0.0	0.0	1.5	26.4	26.4	4.6	0.0	1.4	3.2	0.0	0.0
Prop In Lane	1.00		0.01	1.00		0.02	1.00		0.92	0.82		0.18
Lane Grp Cap(c), veh/h	174	2806	1538	214	2790	1528	110	0	79	97	0	0
V/C Ratio(X)	0.11	0.53	0.53	0.39	0.53	0.53	0.35	0.00	0.15	0.18	0.00	0.00
Avail Cap(c_a), veh/h	216	2806	1538	358	2790	1528	255	0	246	246	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.55	0.55	0.55	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.2	0.0	0.0	2.4	5.0	5.0	92.5	0.0	91.1	92.2	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.4	0.7	1.2	0.7	1.3	1.9	0.0	0.9	0.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.2	0.3	0.5	7.9	8.9	2.1	0.0	0.6	0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.4	0.4	0.7	3.6	5.7	6.3	94.5	0.0	92.0	93.0	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	F	A	F	F	A	A
Approach Vol, veh/h		2319			2371			51			17	
Approach Delay, s/veh		0.5			5.9			93.9			93.0	
Approach LOS		A			A			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.2	173.5		16.4	11.9	171.8		16.4				
Change Period (Y+Rc), s	6.9	6.9		* 6.6	6.9	6.9		* 6.6				
Max Green Setting (Gmax), s	8.1	141.1		* 30	21.1	128.1		* 30				
Max Q Clear Time (g_c+I1), s	2.4	28.4		6.6	3.5	2.0		5.2				
Green Ext Time (p_c), s	0.0	37.1		0.1	0.2	38.3		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	4.5
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

PERCENT CONSUMED CALCULATIONS

TABLE A-1
PROPORTIONATE SHARE CALCULATION

Intersection	Time Period	Critical Movement	LOS E Lane Group Capacity	LOS D Lane Group Capacity (1)	New Project Trips
Hillsborough Ave and Armenia Ave	AM	WB Left	235	208	4
		WB Thru	2,581	2,284	29
		NB Left	202	179	0
		SB Through/Right	717	635	0
				3,306	33
				% Consumed	1.00%
	PM	EB Left	466	412	0
		EB Through	2,639	2,336	26
		WB Through	2,232	1,975	18
		NB Left	239	212	0
		NB Through/Right	750	664	4
				5,599	48
				% Consumed	0.86%
Hillsborough Ave and Rome Ave	AM	EB Left	152	135	0
		WB Thru/Right	2,468	2,184	0
		NB Left	250	221	37
		SB Through/Right	389	344	2
				2,884	39
				% Consumed	1.35%
	PM	EB Left	286	253	0
		WB Through/Right	2,509	2,220	0
		NB Through	435	385	5
		SB Left	96	85	0
				2,943	5
				% Consumed	0.17%
Hillsborough Ave and Lee Place	AM	WB Left	174	154	0
		WB Thru/Right	4,139	3,663	8
		SB Left/Through/ Right	93	82	0
				3,899	8
				% Consumed	0.21%
	PM	EB Thru/Right	4,078	3,609	14
		WB Left	166	147	0
		WB Thru/Right	4,136	3,660	23
		NB Left	68	60	0
				7,476	37
				% Consumed	0.49%

(1) Adjusted by 0.885

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	158	1663	183	205	1982	56	181	278	106	222	569	88
Future Volume (vph)	158	1663	183	205	1982	56	181	278	106	222	569	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.9	6.9	6.9	6.9	6.9	6.9	6.4	6.4		6.4	6.4	
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	1.00	0.95		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96		1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3433	4893	1568	3433	4988	1455	1787	3402		1752	3502	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.11	1.00		0.24	1.00	
Satd. Flow (perm)	3433	4893	1568	3433	4988	1455	204	3402		451	3502	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	165	1732	191	214	2065	58	189	290	110	231	593	92
RTOR Reduction (vph)	0	0	59	0	0	28	0	18	0	0	6	0
Lane Group Flow (vph)	165	1732	132	214	2065	30	189	382	0	231	679	0
Heavy Vehicles (%)	2%	6%	3%	2%	4%	11%	1%	2%	1%	3%	1%	1%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2	4			8		
Actuated Green, G (s)	12.1	106.4	106.4	14.4	108.7	108.7	56.5	36.9		68.7	43.0	
Effective Green, g (s)	12.1	106.4	106.4	14.4	108.7	108.7	56.5	36.9		68.7	43.0	
Actuated g/C Ratio	0.06	0.51	0.51	0.07	0.52	0.52	0.27	0.18		0.33	0.20	
Clearance Time (s)	6.9	6.9	6.9	6.9	6.9	6.9	6.4	6.4		6.4	6.4	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	197	2479	794	235	2581	753	202	597		306	717	
v/s Ratio Prot	0.05	0.35		c0.06	c0.41		c0.09	0.11		0.09	c0.19	
v/s Ratio Perm			0.08			0.02	0.16			0.15		
v/c Ratio	0.84	0.70	0.17	0.91	0.80	0.04	0.94	0.64		0.75	0.95	
Uniform Delay, d1	98.0	39.6	27.9	97.2	41.7	24.9	65.3	80.4		56.4	82.4	
Progression Factor	1.00	1.00	1.00	0.79	1.55	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	25.4	1.7	0.5	19.6	1.2	0.0	45.0	2.3		10.1	21.5	
Delay (s)	123.4	41.2	28.4	96.7	66.0	25.0	110.3	82.6		66.5	103.9	
Level of Service	F	D	C	F	E	C	F	F		E	F	
Approach Delay (s)		46.5			67.8			91.5			94.4	
Approach LOS		D			E			F			F	

Intersection Summary			
HCM 2000 Control Delay	66.8	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	210.0	Sum of lost time (s)	26.6
Intersection Capacity Utilization	93.5%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
1: Armenia Ave & Hillsborough Ave

11/17/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	432	2054	176	124	1850	144	215	606	112	135	345	150
Future Volume (vph)	432	2054	176	124	1850	144	215	606	112	135	345	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.9	6.9	6.9	6.9	6.9	6.9	6.4	6.4		6.4	6.4	
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	1.00	0.95		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98		1.00	0.95	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3467	5085	1599	3400	4988	1553	1787	3457		1752	3412	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.18	1.00		0.10	1.00	
Satd. Flow (perm)	3467	5085	1599	3400	4988	1553	340	3457		192	3412	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	441	2096	180	127	1888	147	219	618	114	138	352	153
RTOR Reduction (vph)	0	0	44	0	0	71	0	8	0	0	24	0
Lane Group Flow (vph)	441	2096	136	127	1888	76	219	724	0	138	481	0
Heavy Vehicles (%)	1%	2%	1%	3%	4%	4%	1%	2%	2%	3%	1%	1%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2	4			8		
Actuated Green, G (s)	26.9	103.8	103.8	12.6	89.5	89.5	62.0	43.4		52.0	38.4	
Effective Green, g (s)	26.9	103.8	103.8	12.6	89.5	89.5	62.0	43.4		52.0	38.4	
Actuated g/C Ratio	0.13	0.52	0.52	0.06	0.45	0.45	0.31	0.22		0.26	0.19	
Clearance Time (s)	6.9	6.9	6.9	6.9	6.9	6.9	6.4	6.4		6.4	6.4	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	466	2639	829	214	2232	694	239	750		156	655	
v/s Ratio Prot	c0.13	c0.41		0.04	c0.38		c0.08	c0.21		0.06	0.14	
v/s Ratio Perm			0.09			0.05	0.20			0.17		
v/c Ratio	0.95	0.79	0.16	0.59	0.85	0.11	0.92	0.97		0.88	0.73	
Uniform Delay, d1	85.8	39.4	25.3	91.2	49.1	32.1	57.5	77.6		62.3	76.0	
Progression Factor	1.00	1.00	1.00	0.69	1.51	4.42	1.00	1.00		1.00	1.00	
Incremental Delay, d2	28.3	2.6	0.4	2.0	2.0	0.1	36.1	24.4		40.3	4.3	
Delay (s)	114.2	41.9	25.7	64.8	76.2	142.1	93.5	102.0		102.5	80.3	
Level of Service	F	D	C	E	E	F	F	F		F	F	
Approach Delay (s)		52.6			80.0			100.1			85.0	
Approach LOS		D			E			F			F	

Intersection Summary				
HCM 2000 Control Delay	71.9	HCM 2000 Level of Service	E	
HCM 2000 Volume to Capacity ratio	0.92			
Actuated Cycle Length (s)	200.0	Sum of lost time (s)	26.6	
Intersection Capacity Utilization	98.0%	ICU Level of Service	F	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	123	1691	198	88	2035	60	156	169	78	136	245	101
Future Volume (vph)	123	1691	198	88	2035	60	156	169	78	136	245	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8		6.8	6.8		6.3	6.3	6.3	6.3	6.3	
Lane Util. Factor	1.00	0.91		1.00	0.91		0.97	1.00	1.00	1.00	1.00	
Frt	1.00	0.98		1.00	1.00		1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1787	4882		1787	4966		3400	1863	1538	1770	1776	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.49	1.00	
Satd. Flow (perm)	1787	4882		1787	4966		3400	1863	1538	916	1776	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	132	1818	213	95	2188	65	168	182	84	146	263	109
RTOR Reduction (vph)	0	6	0	0	2	0	0	0	65	0	7	0
Lane Group Flow (vph)	132	2025	0	95	2251	0	168	182	19	146	365	0
Heavy Vehicles (%)	1%	5%	1%	1%	4%	4%	3%	2%	5%	2%	2%	3%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases									4	8		
Actuated Green, G (s)	17.9	106.3		16.0	104.4		15.5	47.2	47.2	60.3	46.0	
Effective Green, g (s)	17.9	106.3		16.0	104.4		15.5	47.2	47.2	60.3	46.0	
Actuated g/C Ratio	0.09	0.51		0.08	0.50		0.07	0.22	0.22	0.29	0.22	
Clearance Time (s)	6.8	6.8		6.8	6.8		6.3	6.3	6.3	6.3	6.3	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	152	2471		136	2468		250	418	345	321	389	
v/s Ratio Prot	c0.07	0.41		0.05	c0.45		c0.05	0.10		0.03	c0.21	
v/s Ratio Perm									0.01	0.10		
v/c Ratio	0.87	0.82		0.70	0.91		0.67	0.44	0.05	0.45	0.94	
Uniform Delay, d1	94.9	43.7		94.6	48.6		94.8	69.9	63.9	58.5	80.6	
Progression Factor	0.92	0.99		1.15	0.90		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	29.8	2.4		12.0	5.4		6.9	0.7	0.1	1.0	30.0	
Delay (s)	117.2	45.6		120.4	49.1		101.7	70.7	64.0	59.5	110.6	
Level of Service	F	D		F	D		F	E	E	E	F	
Approach Delay (s)		50.0			52.0			81.4			96.2	
Approach LOS		D			D			F			F	

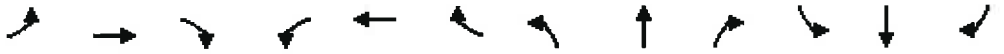
Intersection Summary			
HCM 2000 Control Delay	57.7	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	210.0	Sum of lost time (s)	26.2
Intersection Capacity Utilization	92.8%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	238	2112	119	68	1908	143	141	303	84	85	151	72
Future Volume (vph)	238	2112	119	68	1908	143	141	303	84	85	151	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8		6.8	6.8		6.3	6.3	6.3	6.3	6.3	
Lane Util. Factor	1.00	0.91		1.00	0.91		0.97	1.00	1.00	1.00	1.00	
Frt	1.00	0.99		1.00	0.99		1.00	1.00	0.85	1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1787	5047		1770	4935		3467	1881	1599	1752	1761	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.36	1.00	
Satd. Flow (perm)	1787	5047		1770	4935		3467	1881	1599	660	1761	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	256	2271	128	73	2052	154	152	326	90	91	162	77
RTOR Reduction (vph)	0	3	0	0	4	0	0	0	69	0	9	0
Lane Group Flow (vph)	256	2396	0	73	2202	0	152	326	21	91	230	0
Heavy Vehicles (%)	1%	2%	1%	2%	4%	4%	1%	1%	1%	3%	3%	2%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Perm	NA	
Protected Phases	1	6		5	2		7	4			8	
Permitted Phases									4	8		
Actuated Green, G (s)	32.1	121.0		12.8	101.7		10.7	46.3	46.3	29.3	29.3	
Effective Green, g (s)	32.1	121.0		12.8	101.7		10.7	46.3	46.3	29.3	29.3	
Actuated g/C Ratio	0.16	0.60		0.06	0.51		0.05	0.23	0.23	0.15	0.15	
Clearance Time (s)	6.8	6.8		6.8	6.8		6.3	6.3	6.3	6.3	6.3	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	286	3053		113	2509		185	435	370	96	257	
v/s Ratio Prot	c0.14	0.47		0.04	c0.45		0.04	c0.17			0.13	
v/s Ratio Perm									0.01	c0.14		
v/c Ratio	0.90	0.78		0.65	0.88		0.82	0.75	0.06	0.95	0.90	
Uniform Delay, d1	82.3	29.7		91.4	43.6		93.7	71.5	59.8	84.6	83.9	
Progression Factor	1.45	0.24		1.06	0.89		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	21.0	1.5		10.4	4.1		24.5	6.9	0.1	74.1	30.3	
Delay (s)	140.2	8.7		107.4	43.1		118.2	78.4	59.9	158.7	114.2	
Level of Service	F	A		F	D		F	E	E	F	F	
Approach Delay (s)		21.4			45.1			86.1			126.5	
Approach LOS		C			D			F			F	

Intersection Summary			
HCM 2000 Control Delay	42.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	200.0	Sum of lost time (s)	26.2
Intersection Capacity Utilization	99.3%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	1938	5	74	2372	4	22	2	5	47	5	0
Future Volume (vph)	5	1938	5	74	2372	4	22	2	5	47	5	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.9	6.9		6.9	6.9		6.6	6.6			6.6	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00			1.00	
Frt	1.00	1.00		1.00	1.00		1.00	0.89			1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.96	
Satd. Flow (prot)	1787	4939		1787	4987		1787	1680			1799	
Flt Permitted	0.05	1.00		0.07	1.00		0.78	1.00			0.74	
Satd. Flow (perm)	85	4939		138	4987		1473	1680			1393	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	5	2062	5	79	2523	4	23	2	5	50	5	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	5	0	0	0	0
Lane Group Flow (vph)	5	2067	0	79	2527	0	23	2	0	0	55	0
Heavy Vehicles (%)	1%	5%	1%	1%	4%	1%	1%	1%	1%	1%	1%	1%
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4			8		
Actuated Green, G (s)	169.6	168.4		181.4	174.3		14.1	14.1			14.1	
Effective Green, g (s)	169.6	168.4		181.4	174.3		14.1	14.1			14.1	
Actuated g/C Ratio	0.81	0.80		0.86	0.83		0.07	0.07			0.07	
Clearance Time (s)	6.9	6.9		6.9	6.9		6.6	6.6			6.6	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	78	3960		174	4139		98	112			93	
v/s Ratio Prot	0.00	0.42		c0.02	c0.51			0.00				
v/s Ratio Perm	0.05			0.37			0.02				c0.04	
v/c Ratio	0.06	0.52		0.45	0.61		0.23	0.02			0.59	
Uniform Delay, d1	5.5	7.1		5.9	6.2		92.8	91.5			95.2	
Progression Factor	0.23	0.12		1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2	0.2	0.3		1.9	0.7		1.2	0.1			9.7	
Delay (s)	1.5	1.2		7.8	6.8		94.1	91.6			104.8	
Level of Service	A	A		A	A		F	F			F	
Approach Delay (s)		1.2			6.9			93.5			104.8	
Approach LOS		A			A			F			F	

Intersection Summary			
HCM 2000 Control Delay	6.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	210.0	Sum of lost time (s)	20.4
Intersection Capacity Utilization	76.6%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	2198	10	81	2181	14	37	1	11	13	0	3
Future Volume (vph)	18	2198	10	81	2181	14	37	1	11	13	0	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.9	6.9		6.9	6.9		6.6	6.6			6.6	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00			1.00	
Frt	1.00	1.00		1.00	1.00		1.00	0.86			0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.96	
Satd. Flow (prot)	1703	5082		1787	4984		1752	1623			1764	
Flt Permitted	0.06	1.00		0.05	1.00		0.75	1.00			0.76	
Satd. Flow (perm)	111	5082		103	4984		1377	1623			1387	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	19	2290	10	84	2272	15	39	1	11	14	0	3
RTOR Reduction (vph)	0	0	0	0	0	0	0	10	0	0	16	0
Lane Group Flow (vph)	19	2300	0	84	2287	0	39	2	0	0	1	0
Heavy Vehicles (%)	6%	2%	1%	1%	4%	1%	3%	1%	1%	1%	1%	1%
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4			8		
Actuated Green, G (s)	164.1	160.5		175.1	166.0		10.0	10.0			10.0	
Effective Green, g (s)	164.1	160.5		175.1	166.0		10.0	10.0			10.0	
Actuated g/C Ratio	0.82	0.80		0.88	0.83		0.05	0.05			0.05	
Clearance Time (s)	6.9	6.9		6.9	6.9		6.6	6.6			6.6	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	119	4078		166	4136		68	81			69	
v/s Ratio Prot	0.00	c0.45		c0.02	c0.46			0.00				
v/s Ratio Perm	0.13			0.42			c0.03				0.00	
v/c Ratio	0.16	0.56		0.51	0.55		0.57	0.02			0.01	
Uniform Delay, d1	4.1	7.1		9.7	5.3		92.9	90.3			90.3	
Progression Factor	0.13	0.08		1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2	0.4	0.4		2.4	0.5		11.2	0.1			0.1	
Delay (s)	0.9	0.9		12.1	5.9		104.1	90.4			90.4	
Level of Service	A	A		B	A		F	F			F	
Approach Delay (s)		0.9			6.1			100.9			90.4	
Approach LOS		A			A			F			F	

Intersection Summary			
HCM 2000 Control Delay	4.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	200.0	Sum of lost time (s)	20.4
Intersection Capacity Utilization	72.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Intersection: 1: Armenia Ave & Hillsborough Ave

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	208	458	606	545	512	250	205	355	770	800	844	102
Average Queue (ft)	106	208	401	363	316	126	98	213	495	534	563	28
95th Queue (ft)	209	406	672	608	558	290	192	426	919	937	959	148
Link Distance (ft)			1273	1273	1273				2570	2570	2570	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	360	360				200	255	255				200
Storage Blk Time (%)		0	14		19			0	21		28	
Queuing Penalty (veh)		0	22		34			2	44		16	

Intersection: 1: Armenia Ave & Hillsborough Ave

Movement	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR
Maximum Queue (ft)	209	399	342	289	591	539
Average Queue (ft)	171	244	218	238	452	398
95th Queue (ft)	240	431	347	353	642	561
Link Distance (ft)		1293	1293		974	974
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	160			240		
Storage Blk Time (%)	36	17		15	45	
Queuing Penalty (veh)	51	30		44	100	

Intersection: 1: Armenia Ave & Hillsborough Ave

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	410	459	857	839	698	250	136	354	759	793	807	250
Average Queue (ft)	378	427	637	567	428	125	52	122	513	548	569	141
95th Queue (ft)	441	505	1123	1002	718	303	118	318	826	846	877	328
Link Distance (ft)			1273	1273	1273				2570	2570	2570	
Upstream Blk Time (%)			1	0								
Queuing Penalty (veh)			0	0								
Storage Bay Dist (ft)	360	360				200	255	255				200
Storage Blk Time (%)	21	42	15		26				33		43	
Queuing Penalty (veh)	142	289	63		46				41		62	

Intersection: 1: Armenia Ave & Hillsborough Ave

Movement	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR
Maximum Queue (ft)	210	747	736	289	441	448
Average Queue (ft)	192	625	581	231	275	276
95th Queue (ft)	237	814	763	326	486	459
Link Distance (ft)		1293	1293		974	974
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	160			240		
Storage Blk Time (%)	47	56		33	11	
Queuing Penalty (veh)	143	121		56	15	

Intersection: 2: Rome Ave & Hillsborough Ave

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	T	T	TR	L	T	T	TR	L	L	T	R
Maximum Queue (ft)	368	526	554	582	248	484	480	481	142	169	238	66
Average Queue (ft)	154	306	341	363	139	367	370	382	85	127	143	40
95th Queue (ft)	344	603	641	687	268	556	552	537	167	186	250	74
Link Distance (ft)		2570	2570	2570		1918	1918	1918			1381	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	435				245				100	100		260
Storage Blk Time (%)		3			1	26			8	46	30	
Queuing Penalty (veh)		3			8	23			20	112	70	

Intersection: 2: Rome Ave & Hillsborough Ave

Movement	SB	SB
Directions Served	L	TR
Maximum Queue (ft)	109	733
Average Queue (ft)	83	604
95th Queue (ft)	134	959
Link Distance (ft)		935
Upstream Blk Time (%)		10
Queuing Penalty (veh)		0
Storage Bay Dist (ft)	60	
Storage Blk Time (%)	37	63
Queuing Penalty (veh)	126	86

Intersection: 2: Rome Ave & Hillsborough Ave

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	T	T	TR	L	T	T	TR	L	L	T	R
Maximum Queue (ft)	314	258	277	308	218	378	418	437	25	89	1346	310
Average Queue (ft)	218	145	172	191	88	257	284	296	3	82	895	110
95th Queue (ft)	299	285	311	332	216	398	445	474	20	91	1508	344
Link Distance (ft)		2570	2570	2570		1918	1918	1918			1381	
Upstream Blk Time (%)											16	
Queuing Penalty (veh)											0	
Storage Bay Dist (ft)	435				245				40	40		260
Storage Blk Time (%)						11			0	91	31	
Queuing Penalty (veh)						7			0	352	70	

Intersection: 2: Rome Ave & Hillsborough Ave

Movement	SB	SB
Directions Served	L	TR
Maximum Queue (ft)	109	498
Average Queue (ft)	79	369
95th Queue (ft)	133	602
Link Distance (ft)		935
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	60	
Storage Blk Time (%)	32	74
Queuing Penalty (veh)	72	63

Intersection: 3: Lee Pl & Hillsborough Ave

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	T	TR	L	TR	LTR
Maximum Queue (ft)	25	47	36	58	76	109	125	101	65	38	70
Average Queue (ft)	4	9	6	11	45	59	56	46	26	11	49
95th Queue (ft)	19	39	29	46	82	128	135	116	67	39	81
Link Distance (ft)		1918	1918	1918		2494	2494	2494		542	372
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	200				375				200		
Storage Blk Time (%)											
Queuing Penalty (veh)											

Intersection: 3: Lee Pl & Hillsborough Ave

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	T	TR	L	TR	LTR
Maximum Queue (ft)	30	77	94	79	91	120	152	128	94	37	42
Average Queue (ft)	16	20	23	38	52	70	76	63	43	12	17
95th Queue (ft)	36	65	82	84	98	139	156	137	89	38	44
Link Distance (ft)		1918	1918	1918		2494	2494	2494		542	372
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	200				375				200		
Storage Blk Time (%)											
Queuing Penalty (veh)											

FDOT ROADWAY COSTS

Roadway Cost Per Centerline Mile

Revised August 2023

	Construction Cost From LRE	MOT *	Mobilization *	Subtotal	Scope Contingency (25%)	Total Construction Cost	PE Design (15%)	CEI (15%)	Total Project Cost **
Rural Arterial									
New Construction (2-Lane Roadway) with 5' Paved Shoulders	$7,952,180	$795,218	$874,740	$9,622,138	$2,405,534	**$12,027,672**	$1,804,151	$1,804,151	**$15,635,974**
New Construction (4-Lane Roadway) with 5' Paved Shoulders	$12,976,186	$1,297,619	$1,427,380	$15,701,185	$3,925,296	**$19,626,481**	$2,943,972	$2,943,972	**$25,514,426**
New Construction (6-Lane Roadway) with 5' Paved Shoulders	$16,565,915	$1,656,592	$1,822,251	$20,044,757	$5,011,189	**$25,055,947**	$3,758,392	$3,758,392	**$32,572,731**
Milling and Resurfacing (4-Lane Roadway) with 5' Paved Shoulders	$1,953,521	$195,352	$214,887	$2,363,760	$590,940	**$2,954,701**	$443,205	$443,205	**$3,841,111**
Milling and Resurfacing (6-Lane Roadway) with 5' Paved Shoulders	$2,768,817	$276,882	$304,570	$3,350,268	$837,567	**$4,187,835**	$628,175	$628,175	**$5,444,186**
Add Lanes (2 to 4 Lanes) with 5' Paved Shoulders (Includes milling and resurfacing of existing pavement)	$9,356,824	$935,682	$1,029,251	$11,321,757	$2,830,439	**$14,152,196**	$2,122,829	$2,122,829	**$18,397,855**
Add Lanes (4 to 6 Lanes) with 5' Paved Shoulders (Includes milling and resurfacing of existing pavement)	$9,768,149	$976,815	$1,074,496	$11,819,461	$2,954,865	**$14,774,326**	$2,216,149	$2,216,149	**$19,206,623**
Add Lanes (4 to 8 Lanes) with 5' Paved Shoulders (Includes milling and resurfacing of existing pavement)	$13,673,462	$1,367,346	$1,504,081	$16,544,889	$4,136,222	**$20,681,111**	$3,102,167	$3,102,167	**$26,885,444**
Add Lanes (6 to 8 Lanes) with 5' Paved Shoulders (Includes milling and resurfacing of existing pavement)	$12,316,312	$1,231,631	$1,354,794	$14,902,738	$3,725,684	**$18,628,422**	$2,794,263	$2,794,263	**$24,216,949**
Add 1 Through Lane on Inside (To Existing) with 5' Paved Shoulders	$2,467,321	$246,732	$271,405	$2,985,458	$746,364	**$3,731,822**	$559,773	$559,773	**$4,851,369**
Add 1 Through Lane on Outside (To Existing) with 5' Paved Shoulders	$3,738,718	$373,872	$411,259	$4,523,849	$1,130,962	**$5,654,811**	$848,222	$848,222	**$7,351,254**
Add 300' Exclusive Left Turn Lane	$116,112	$17,417	$20,029	$153,558	$38,389	**$191,947**	$28,792	$28,792	**$249,531**
Add 300' Exclusive Right Turn Lane	$301,916	$45,287	$52,081	$399,284	$99,821	**$499,105**	$74,866	$74,866	**$648,836**
Urban Arterial									
New Construction (2-Lane Roadway) with 5' Sidewalk, and Curb & Gutter	$12,384,197	$1,238,420	$1,362,262	$14,984,879	$3,746,220	**$18,731,098**	$2,809,665	$2,809,665	**$24,350,428**
New Construction (4-Lane Roadway) with 5' Sidewalk, and Curb & Gutter	$17,308,028	$1,730,803	$1,903,883	$20,942,714	$5,235,678	**$26,178,392**	$3,926,759	$3,926,759	**$34,031,910**
New Construction (6-Lane Roadway) with 5' Sidewalk, and Curb & Gutter	$21,044,989	$2,104,499	$2,314,949	$25,464,437	$6,366,109	**$31,830,546**	$4,774,582	$4,774,582	**$41,379,710**
Milling and Resurfacing (4-Lane Roadway) with 5' Sidewalk, and Curb & Gutter	$2,047,760	$204,776	$225,254	$2,477,790	$619,447	**$3,097,237**	$464,586	$464,586	**$4,026,408**
Milling and Resurfacing (6-Lane Roadway) with 5' Sidewalk, and Curb & Gutter	$2,899,664	$289,966	$318,963	$3,508,593	$877,148	**$4,385,741**	$657,861	$657,861	**$5,701,464**
Add Lanes (2 to 4 Lanes) with 5' Sidewalk, and Curb & Gutter (Includes milling and resurfacing existing pavement)	$12,120,747	$1,212,075	$1,333,282	$14,666,104	$3,666,526	**$18,332,630**	$2,749,895	$2,749,895	**$23,832,419**
Add Lanes (4 to 6 Lanes) with 5' Sidewalk, and Curb & Gutter (Includes milling and resurfacing existing pavement)	$13,102,423	$1,310,242	$1,441,267	$15,853,932	$3,963,483	**$19,817,415**	$2,972,612	$2,972,612	**$25,762,640**
Add Lanes (4 to 8 Lanes) with 5' Sidewalk, and Curb & Gutter (Includes milling and resurfacing existing pavement)	$18,056,515	$1,805,651	$1,986,217	$21,848,383	$5,462,096	**$27,310,478**	$4,096,572	$4,096,572	**$35,503,622**
Add Lanes (6 to 8 Lanes) with 5' Sidewalk, and Curb & Gutter (Includes milling and resurfacing existing pavement)	$15,304,417	$1,530,442	$1,683,486	$18,518,345	$4,629,586	**$23,147,931**	$3,472,190	$3,472,190	**$30,092,310**
Add 1 Through Lane on Inside (To Existing) with 5' Sidewalk, and Curb & Gutter	$2,249,957	$224,996	$247,495	$2,722,449	$680,612	**$3,403,061**	$510,459	$510,459	**$4,423,979**
Add 1 Through Lane on Outside (To Existing) with 5' Sidewalk, and Curb & Gutter	$6,415,889	$641,589	$705,748	$7,763,226	$1,940,806	**$9,704,032**	$1,455,605	$1,455,605	**$12,615,241**
Add 300' Exclusive Left Turn Lane	$155,949	$23,392	$26,901	$206,242	$51,561	**$257,803**	$38,670	$38,670	**$335,144**
Add 300' Exclusive Right Turn Lane	$360,812	$54,122	$62,240	$477,174	$119,294	**$596,468**	$89,470	$89,470	**$775,408**

*** A 15% MOT and Mobilization factor was used for exclusive left and right turn lanes. A 10% factor was used for all other figures.**

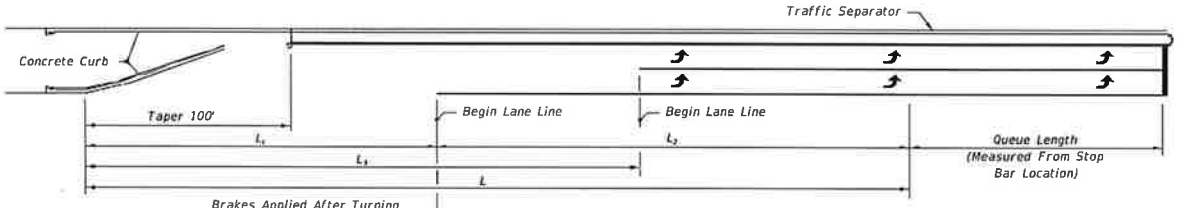
**** Total cost shown is derived from a standard typical section. Costs will need to be adjusted to account for signals, bridges, or any additional item not deemed typical.**

Note:

1. **Estimates were derived from FDOT LRE system**
2. **These figures exclude costs for intersections/interchanges, improvements to cross streets, bridges over 20', right-of-way, landscaping, ITS, and traffic signals.**
3. **The figures are based on market costs for Hillsborough County.**
4. **Costs shown are present day costs.**
5. **The costs developed for this report are not project-specific and should be used for preliminary estimating purposes only.**

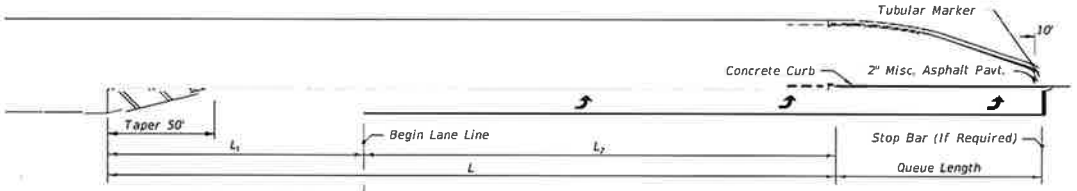
FDOT DESIGN MANUAL
EXHIBIT 212-1

MEDIAN TURN LANES
MINIMUM DECELERATION LENGTHS



Brakes Applied After Turning
Vehicle Clears Through Lane;
Entry Speed:
10 mph Below Design Speed
For Urban Condition
Average Running Speed For
Rural Condition

DOUBLE LEFT TURN



Brakes Applied After Turning
Vehicle Clears Through Lane
Entry Speed:
10 mph Below Design Speed
For Urban Condition
Average Running Speed For
Rural Condition

SINGLE LEFT TURN

MEDIAN TURN LANES								
			URBAN CONDITIONS			RURAL CONDITIONS		
Design Speed (mph)	Entry Speed (mph)	Clearance Distance L_1 (ft.)	Brake To Stop Distance L_2 (ft.)	Total Decel. Distance L (ft.)	Clearance Distance L_3 (ft.)	Brake To Stop Distance L_2 (ft.)	Total Decel. Distance L (ft.)	Clearance Distance L_3 (ft.)
35	25	70	75	145	110	—	—	—
40	30	80	75	155	120	—	—	—
45	35	85	100	185	135	—	—	—
50	40/44	105	135	240	160	185	290	160
55	48	125	—	—	—	225	350	195
60	52	145	—	—	—	260	405	230
65	55	170	—	—	—	290	460	270

NOT TO SCALE

EXHIBIT 212-1
01/01/2023