### TRANSPORTATION ANALYSIS

### HILLSBOROUGH/ROME DEVELOPMENT

Prepared For

GILBANE DEVELOPMENT COMPANY

Prepared By



### TRANSPORTATION ANALYSIS

### HILLSBOROUGH/ROME DEVELOPMENT

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### GILBANE DEVELOPMENT COMPANY

Prepared By

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 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) <u>Trip Generation</u> <u>Manual</u>, 11<sup>th</sup> Edition, 2021, as its data base. Table 1 provides the trip generation for the

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FIGURE 1 PROJECT LOCATION



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TABLE 1

## ESTIMATED PROJECT TRIP ENDS (1)

łour Is	In Out Total	19	106	29	∞I	143	124
PM Peak Hour Trip Ends	Ont	11 19	41	14	41	59	48
A A F	드	ω	65	15	4	84	76
Hour İs	Total	12	107	9	<u>2</u>	118	106
AM Peak Hour Trip Ends	In Out Total	7 5 12	82	7	2	86	81
AA	드	7	25	4	က၊	32	25
Daily	Trip Ends	291	1,226	136	122	1,484	1,193
	Size	38,328 SF	270 DU's	2,500 SF	16,000 SF	Sub-Total	Difference
Ξ	<u>LUC</u>	560	221	822	560		
	Land Use	Church	Multi-Family	Retail	Church		
	Scenario	Existing	Proposed				

(1) Source: ITE Trip Generation Manual, 11<sup>th</sup> 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 <u>Trip Generation Manual</u>, 11<sup>th</sup> 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.



				13/40 = A	LEGEND	HOUR TRAFFIC	HLYON STU 11/17/23
↑↑↑ 000 400 400 400	<ul> <li>← 4/2</li> <li>← 29/18</li> <li>← 4/2</li> <li>← 0/0</li> </ul>	+ 0/0 • 0/0	HILLSE ← 0/0 ← 0/0 ← 3/9 ↓ 0/0		← 0/0 ← 3/9 ← 5/14	↓ 0/0 0/0	<ul> <li>1 0/0</li> <li>↓ 8/23</li> <li>↓ 0/0</li> <li>↓ 0/0</li> </ul>
0/0 ± 0/0 → 9/26 → 0/0 →	1 ↓ ↓ 1 ↓ ↓ 1 ↓ ↓	$\begin{array}{c} 0/0 \\ 0/0 \\ 3/10 \\ 8/24 \\ \end{array}$	37/22 ↓ 8/5 ↓ 10/6 ↓	$\begin{array}{c} 0/0 \ - \\ 10/6 \ - \\ 3/10 \ - \\ \end{array}$	14/8 -	$\begin{array}{c} 0/0 &  \\ 0/0 &  \\ 24/14 &  \\ 0/0 &  \end{array}$	1 1 ľ %
		$\leftarrow \frac{2/3}{11/38}$	$\begin{array}{c} & 54/30 \\ & 54/5 \\ \hline & 10/5 \\ \hline & \uparrow \\ & \uparrow \\ & & 10/5 \\ \hline & & & \\ & & & & \\ & & & \\ & & & \\ & & & \\ & & & & \\ & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & \\ & $	$\mathbf{B} \xrightarrow[1/1]{4/8} \stackrel{1}{\xrightarrow{1}} \stackrel{1}{\xrightarrow{1}}$	¶ ↑ -~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~		
ARMENIA AVE.		FOME AVE. $\leftarrow 10/5$	↓ 1/3 ↓ 1/1 ↑ ↑ ¢ ¢ ¢ ¢ ¢ ¢ ¢ ¢ ¢ ¢ ¢ ¢ ¢ ¢ ¢	BLANN DR.		Ŀ	

FIGURE 2 PROJECT TRAFFIC

### LINCKS & ASSOCIATES, INC.

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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:

- 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.

 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.

 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:



				<b>LEGEND</b> 13/40 = AM/PM PEAK HOUR TRAFFIC	NORTH Ints
$\begin{array}{c} 88 \\ 621/139 \\ 7/27 \\ 139/371 \\ 1524/1868 \\ 168/162 \end{array}$	8 8 6 1554	$\begin{array}{c} 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 $	↓ 55/132 ↓ 1874/1757 ↓ 77/54 1/1 ↓ 1/1 ↓ 1/1	HILLSBOROUGH AVE. $4/11 \downarrow 1/6 \downarrow 4/11 \downarrow 1/6 \downarrow 1$	$\begin{array}{c} 11/17/23\\ 11/17/23\\ 11/13\\ 2177/198\\ 57/63\\ 11/11\\ 1/11\\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1$
ARMENIA AVE.		ROME AVE.		LEE PL.	

8

				<b>LEGEND</b> 13/40 = AM/PM PEAK HO	UR TRAFFIC	11/17/2
7/27 140/375 1239/1887 170/164 170/164	52/ 8,68 1570/1	$\downarrow \downarrow \downarrow \downarrow \downarrow \downarrow \downarrow \uparrow \uparrow 127/79$	$\begin{array}{c} & & 56/133 \\ & & 1893/1775 \\ & & 78/54 \\ & & 1/1 \\ & & & 1/1 \\ & & & & 1/1 \\ & & & & \\ & & & & & & \\ & & & & & & \\ & & & & & & \\ & & & & & & \\ & & & & & & \\ & & & & & & \\ & & & & & & \\ & & & & & & \\ & & & & & & \\ & & & & & & \\ & & & & & & \\ & & & & & & \\ & & & & & & \\ & & & & & & \\ & & & & & & \\ & & & & & & \\ & & & & & & \\ & & & & & & \\ & & & & $	HILLSBOROUGH AVE. 1780,	$\begin{array}{c} 21/44 \\ 0/2 \\ 4/11 \\ 1/6 \\ 2032 \\ 5/9 \end{array}$	$\begin{array}{c} 4/13 \\ \leftarrow 2199/200 \\ \hline 58/64 \\ \hline 11/11 \\ 1 \\ \uparrow \uparrow \uparrow \\ 1007 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ $
ARMENIA AVE.		ROME AVE.			LEE PL.	
<		<u>κ</u>		PEAK	FIGURE	I A N TRAFFIC

			<b>LEGEND</b> 13/40 = AM/PM PEAK HOU	R TRAFFIC	HUON ST 11/17/23
8/29 150/403 → 1654/2028 183/176 →	$\begin{array}{c} & & & \\ & & & & \\ & & & \\ & & & \\ & & & \\ & & & \\ & & & & & \\ & & & & & \\ & & & & \\ & & & & & \\ & & & & & \\ & & & & \\$	$\begin{array}{c} 60/143 \\ \leftarrow 2035/1908 \\ \hline 84/58 \\ \hline 1/1 \\ \hline 88/28 \\ \hline 1/1 \\ \hline 1/1 \\ \hline 611/611 \\ \hline 61$	HILLSBOROUGH AVE. 1914/	$\begin{array}{c} 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 $	$\begin{array}{c} & & & \\ & \leftarrow & 4/14 \\ & \leftarrow & 2364/2158 \\ & \leftarrow & 62/69 \\ & \leftarrow & 62/69 \\ & \leftarrow & 12/12 \end{array}$
ARMENIA AVE.				LEE PL.	2
	LINCKS & ASSOC	IATES, INC.	2026 BA	FIGURE Ackgrou	5 IND TRAFFIC 10

			LEGEND 13/40 = AM/PM PEAK HOUF	RTRAFFIC	HLNN 11/17/2
88/150 150/403 150/403 1663/2054 183/176 ↑	56/144 ↓ 56/144 ↓ 1982/1850 ↓ 194/119 ↓ 11/5 ↓ 194/119 ↓ ↓ ↓ 56/206 ↓ 194/119 ↓ ↓ ↓ 56/206 ↓ 194/119 ↓ ↓ ↓ 1398/2012 1691/2112 198/119 ↓ 198/119 ↓ ↓	← 60/143 ← 2035/1908 ← 1/1 ← 1/1 ← +8/82 ↓ 1/1 ← +8/82 ↓ 1/1	HILLSBOROUGH AVE. 4 1938/2 5		4/14 2372/21 62/69 12/12 12/12 12/12
ARMENIA AVE.	ROME AVE.			LEE PL.	
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TABLE 2

## ESTIMATED INTERSECTION LEVEL OF SERVICE (SIGNALIZED)

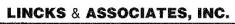
ık Hour ınd Plus Traffic <u>nprovements</u> <u>LOS</u>	ш	۵	۲
AM Peak Hour AM Peak Hour Background Plus Background Traffic Project Traffic With Improvements Background Improvements Delay LOS Delay LOS	64.9	50.8	5.2
ak Hour nd Traffic <u>ovements</u> LOS	ш	Ω	۲
AM Peak Hour Background Traffic With Improvements Delay LOS	64.6	49.1	5.2
Required Improvements	EBR, WBR Signal Timings Modification	NBL Signal Timings Modification	NBL Signal Timings Modification
AM Peak Hour ackground Traffic <u>xisting Geometry</u> <u>Delay LOS</u>	ш	Ω	۲
AM Peak Hour Background Traffic Existing Geometry Delay <u>LOS</u>	74.3	46.9	5.1
Intersection	Hillsborough Ave and Armenia Ave	Hillsborough Ave and Rome Ave	Hillsborough Ave and Lee Place



TABLE 3

## ESTIMATED INTERSECTION LEVEL OF SERVICE (SIGNALIZED)

PM Peak Hour ackground Plus Project Traffic round Improvements lay <u>LOS</u>	Ω	U	۲
PM Peak Hour PM Peak Hour Background Plus Background Traffic With Improvements Delay LOS Delay LOS	49.4	22.0	4.5
PM Peak Hour Background Traffic <u>With Improvements</u> <u>Delay LOS</u>	۵	U	۲
PM Pec Backgrou <u>With Impr Delay</u>	49.1	21.0	4.5
Required Improvements	EBR, WBR Signal Timings Modification	NBL Signal Timings Modification	NBL Signal Timings Modification
PM Peak Hour Background Traffic <u>Existing Geometry</u> <u>Delay LOS</u>	Δ	Ш	۲
PM Pea Backgrou <u>Existing C</u>	52.3	19.3	4.5
Intersection	Hillsborough Ave and Armenia Ave	Hillsborough Ave and Rome Ave	Hillsborough Ave and Lee Place



### 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

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

(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

(a) Based on queue storage length plus deceleration length

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

(2) ROW costs 125% of construction costs.(3) % LOS D Consumed-See Table A1 in the Appendix.



APPENDIX

### METHODOLOGY STATEMENT





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) <u>Trip</u> <u>Generation Manual</u>, 11<sup>th</sup> 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

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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

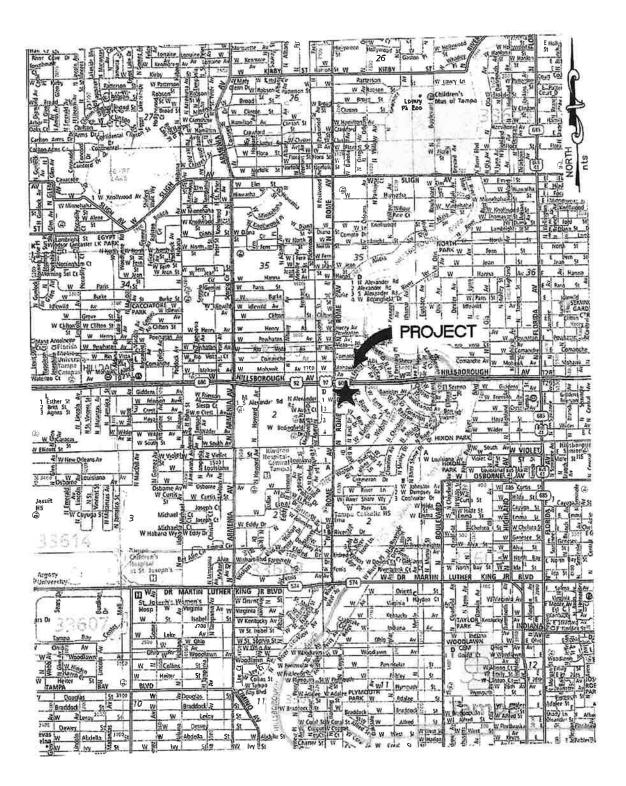


FIGURE 1 PROJECT LOCATION

> Total 106 143 124 19 29 00 PM Peak Hour Trip Ends līt 48 41 14 59 ÷ 41 65 15 84 76 <u>\_\_</u> 41 ω Total 107 118 106 12 ıΩ ဖ AM Peak Hour Trip Ends lc l 82 86 8 ß 2 N 25 25 32 <u>\_</u> က ~ 4 Daily <u>Trip Ends</u> 1,226 1484 1193 136 122 291 38,328 SF 16,000 SF Difference 270 DU's 2,500 SF Sub-total Size 빌 560 560 822 221 Multi-Family Land Use Church Church Retail Proposed Scenario Existing

(1) Source: ITE Trip Generation Manual, 11<sup>th</sup> Edition, 2021.

TABLE 1

**ESTIMATED PROJECT TRIP ENDS (1)** 

### **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 JH/JAW Enclosures

I concur:

Melanie Calloway

Date





APPENDIX

### EXISTING USE





**Bob Henriquez, CFA** Hillsborough County Property Appraiser This map is for assessment purposes only. It is not a survey. 2021 Aerials

0 -

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### 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

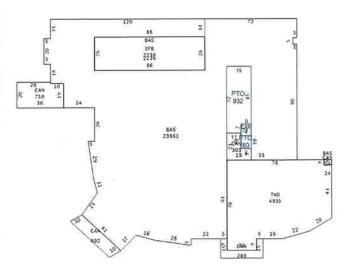


Value Summary				
Taxing District	Market Value	Assessed Value	Exemptions	Taxable Value
County	\$6,022,907	\$4,852,174	\$4,852,174	\$0
Public Schools	\$6.022.907	\$6,022,907	\$6,022,907	\$0
Municipal	\$6.022.907	\$4,852,174	\$4,852,174	\$0
Other Districts	\$6,022,907	\$4,852,174	\$4,852,174	\$0

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.

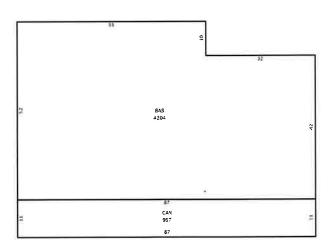
	mation			There is a set of the	Ourself and an	Vegent or Improved	Price
Book / Page	Instrument	Month	Year	Type Inst	Qualified or Unqualified	Vacant or Improved	Price
10050 / 0406	2000041949	02	2000	WD	Unqualified	Improved	\$205,000
9611 / 1828	99133710	04	1999	WD	Qualified	Improved	\$205,000
5318 / 0971	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 Inform Building 1	ation	
Туре		91   CHURCH
Year Built		1978
<b>Building 1 Constructio</b>	n Details	
Element	Code	Construction Detail
Class	С	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	Drywali
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	



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				
Туре		92   EDU/RELIG MISC		
Year Built		1967		
<b>Building 3 Constructio</b>	n Details			
Element	Code	Construction Detail		
Class	С	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			



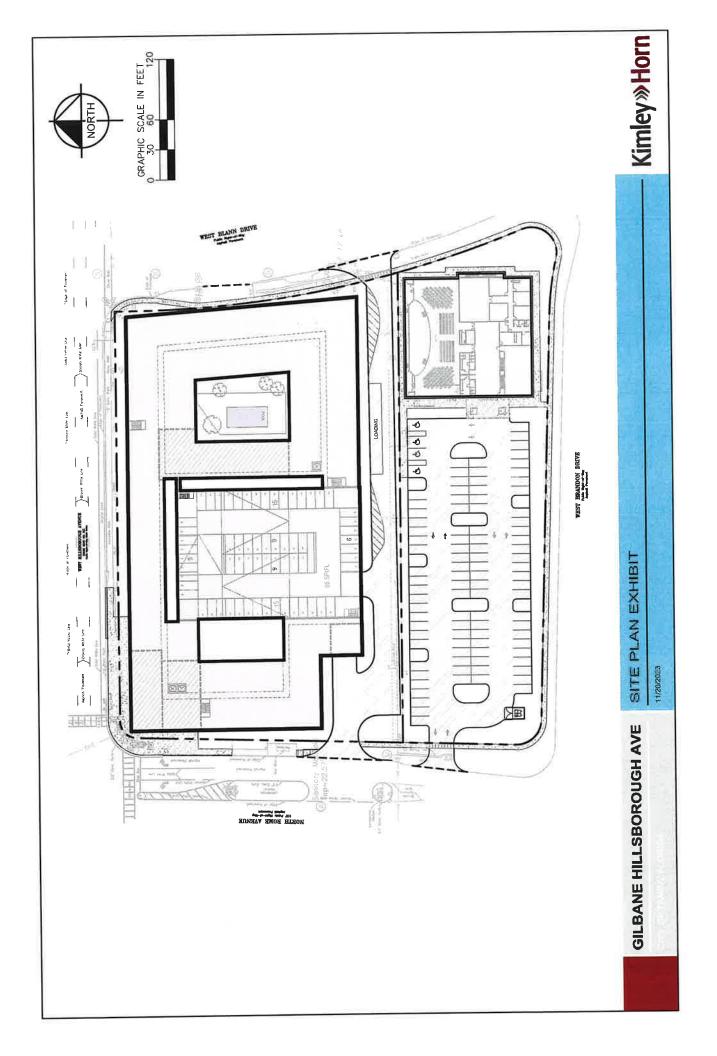
	Area Type	Gross Area	Heated Area			Depreciated Value		
	BAS	4,204	4,204			\$136,336		
	CAN	957				\$9,307		
	Totals	5,161	4,204			\$145,643		
Extra F	eatures							
DB/XF	eatures Description	Building	Year On Roll	Length	Width	Units	Value	
Extra F DB/XF Code 0060		Building 1		Length 0	Width 0	Units 4,020.00	Value \$9,535	

0020 0270	ASPHALT PAVING FENCE CL8		1	2002 2005	0 0	83,300.00           548.00	\$139,944 \$6,795
Land Inf	ormation						
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





ITE – <u>TRIP GENERATION MANUAL</u>, 11<sup>TH</sup> EDITION



PERIOD SETTING

New Analysi	IS					
Hillsborough Existing	n - Rome	- No:				
10/20/2023		City:				
		Zip/Pe	ostal Code:			
		Client	Name:			
		Editio	on:	Trip Gener Ed	ration Ma	nual, 11th
Independent Variable	Size	Time Period	Method	Entry	Exit	Total
1000 Sq. Ft. GFA	38.33	Weekday	Average 7.6	146 <sup>(0)</sup> 50%	145 <sup>(0)</sup> 50%	291 <sup>(0)</sup>
	Hillsboroug Existing 10/20/2023 Independent Variable	Hillsborough - Rome Existing 10/20/2023 Independent Size	Hillsborough - Rome - No : Existing 10/20/2023 City: Zip/Po Client Edition	Hillsborough - Rome - Existing 10/20/2023 City: Zip/Postal Code: Client Name: Edition: Independent Variable Size Time Period Method 1000 Sq. Ft. GFA 38.33 Weekday Average	Hillsborough - Rome - No : Existing 10/20/2023 City: Zip/Postal Code: Client Name: Edition: Trip Gene Ed	Hillsborough - Rome - Existing       No :         10/20/2023       City:         2ip/Postal Code:       Client Name:         Edition:       Trip Generation March         Independent       Size       Time Period       Method       Entry       Exit         1000 Sq. Ft. GFA       38.33       Weekday       Average       146 <sup>(0)</sup> 145 <sup>(0)</sup>

### TRAFFIC REDUCTIONS

Land Use		Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
560 - Church		0 %	146	0 %	145
		EXTERNAL T	RIPS		
and Use		External Trips	Pass-by%	Pass-by Trips	Non-pass-by
Land Use			1 433-6970		Trips
560 - Church		291	0	0	291
			DETAILS		
Weekday					
Landuse	No deviations from ITE.				
Methods	No deviations from ITE.				
External Trips	560 - Church (General Urba ITE does not recommend a	n/Suburban)	for this case		

50

## 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 Analysi	is					
Project Name :	Hillsborough Existing	n - Rome -	• No :				
Date:	10/20/2023		City:				
State/Province:			Zip/Post	tal Code:			
Country:			Client N	ame:			
Analyst's Name:	lame:		Edition:		Trip Gene Ed	ration Ma	anual, 11th
Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
	1000 Sq. Ft. GFA	38.33	Weekday, Peak Hour of Adjacent	Average	7 58%	5 42%	12

	TRAF	FFIC	REDU	JCTI	ONS
--	------	------	------	------	-----

Land Use		Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
560 - Church		0 %	7	0 %	5
		EXTERNAL T	RIPS		
Land Use		External Trips	Pass-by%	Pass-by Trips	Non-pass-by
560 - Church		12	0	0	<b>Trips</b> 12
		ITE DEVIATION	DETAILS		
	ak Hour of Adjacent Street T	raffic, One Hour Bet	ween 7 and 9 a.m.		
Landuse	No deviations from ITE.				
	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 Analysi	is					
Project Name :	Hillsborough Existing	ı - Rome	- No :				
Date:	10/20/2023		City:				
State/Province:			Zip/Post	tal Code:			
Country:			Client N	ame:			
Analyst's Name:			Edition:		Trip Gener Ed	ation Manua	l, 11th
Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit To	otal
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 19 58%	)
		TRA	FFIC REDUCT	IONS			
Land Use			ntry A eduction	djusted Entry	Exit Reduction	Adjusted	Exit
<b>Land Use</b> 560 - Church			eduction A	•	Exit Reduction 0 %	Adjusted	Exit

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 Analy	ysis						
Project Name :	Hillsborou Proposed	•	e- No:	No :				
Date:	10/20/202	3	City:					
State/Province:			Zip/Po	ostal Code:				
Country:			Client	Name:				
Analyst's Name:			Editio	n:	Trip Gene Ed	eration M	anual, 11th	
Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total	
221 - Multifamily Housing (Mid-Rise) - Not Close to Rail	Dwelling Units	270	Weekday	Average 4.54	613 50%	613 50%	1226	

Not Close to Rail Transit (General Urban/Suburban)							
822 - Strip Retail Plaza (<40k) (General Urban/Suburban)	1000 Sq. Ft. GLA	2.5 <sup>(0)</sup>	Weekday	Average 54.45	<mark>68<sup>(1)</sup></mark> 50%	<mark>68<sup>(1)</sup> 50%</mark>	136 <sup>(1)</sup>
560 - Church (General Urban/Suburban)	1000 Sq. Ft. GFA	16	Weekday	Average 7.6	<mark>61<sup>(1)</sup> 50%</mark>	<mark>61<sup>(1)</sup></mark> 50%	122 <sup>(1)</sup>
(O) 1 11 1 1 1 1 1 1 1 1 1							

120

(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 - N	lultifamily	Housing (Mid-R	ise)			822	- Stri	p Retail Plaza	(<40	k)
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
221 - N	221 - Multifamily Housing (Mid-Rise) 560 - Church									
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

822 - S	822 - Strip Retail Plaza (<40k)						560 - Chur	ch		
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)

		Internal Trips			
	Total Trips	822 - Strip Retail Plaza (<40k)	560 - Church	Total	External Trips
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)

		Internal Trips	nternal Trips				
	Total Trips	221 - Multifamily Housing (Mid-Rise)	560 - Church	Total	External Trips		
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

		Internal Trips			
	Total Trips	221 - Multifamily Housing (Mid-Rise)	822 - Strip Retail Plaza (<40k)	Total External Trips	
ntry	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**

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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

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MethodsNo deviations from ITE.External Trips221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit (General Urban/Suburban)<br/>ITE does not recommend a particular pass-by% for this case.822 - Strip Retail Plaza (&lt;40k) (General Urban/Suburban)<br/>ITE does not recommend a particular pass-by% for this case.560 - Church (General Urban/Suburban)<br/>ITE does not recommend a particular pass-by% for this case.

## SUMMARY

	740
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 <sup>(0)</sup>	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.		4 <sup>(1)</sup> 67%	2 <sup>(1)</sup> 33%	6 <sup>(1)</sup>
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.	-	3 60%	2 40%	5
(0) indicates aire out of							

(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 TRI	PS	
221 -	Multifan	nily Housing (Mid-F	Rise)		822 - Strip Retail P	Plaza (<40k)
Exit	82	Demand Exit:	0% (0)	Balanced: 0	Demand Entry: 0 % (0)	Entry 4

Entry	25	Demand Entry:	0 %	(0)	Balanced: 0	Demand Exit:	0 %	(0)	I	Exit	2
221 - N	Aultifamily	Housing (Mid-R	lise)					ŧ	560 -	Churc	ch
Exit	82	Demand Exit:	0 %	(0)	Balanced: 0	Demand Entry:	0 %	(0)	I	Entry	3
Entry	25	Demand Entry:	0 %	(0)	Balanced: 0	Demand Exit:	0 %	(0)	I	Exit	2
822 - S	Strip Retail	Plaza (<40k)							560 -	Chure	ch
Exit	2	Demand Exit:	0 %	(0)	Balanced: 0	Demand Entry:	0 %	(0)	I	Entry	3
Entry	4	Demand Entry:	0 %	(0)	Balanced: 0	Demand Exit:	0 %	(0)	I	Exit	2

## 221 - Multifamily Housing (Mid-Rise)

	Ĩ	Internal Trips	Internal Trips				
	Total Trips	822 - Strip Retail Plaza (<40k)	560 - Church	Total	External Trips		
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)

		Internal Trips	Internal Trips				
	Total Trips	221 - Multifamily Housing (Mid-Rise)	560 - Church	Total	External Trips		
intry	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

		Internal Trips			
	Total Trips	221 - Multifamily Housing (Mid-Rise)	822 - Strip Retail Plaza (<40k)	Total	External Trips
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	

## 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 Analy	/sis				20	
Project Name :	Hillsborou Proposed	gh - Rom	e- No:				
Date:	10/20/202	3	City:				
State/Province:			Zip/Pos	stal Code:			
Country:			Client I	Name:			
Analyst's Name:			Edition	:	Trip Gene Ed	eration M	anual, 11th
Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
221 - Multifamily	Dwelling Units	270	Weekday, Peak	Best Fit (LIN)	65	41	106

Housing (Mid-Rise) - Not Close to Rail Transit (General Urban/Suburban)	2		Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	T = 0.39 (X)+0.34	61%	39%	
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.	-	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 - N	Aultifamily	Housing (Mid-R	lise)			822	- Stri	p Retail Plaza	(<40	k)
Exit	41	Demand Exit:	0 %	(0)	Balanced: 0	Demand Entry:	0 %	(0)	Entry	15
Entry	65	Demand Entry:	0 %	(0)	Balanced: 0	Demand Exit:	0 %	(0)	Exit	14

221 - Multifamily Housing (Mid-Rise)

560 - Church

Exit 4	41	Demand Exit:	0 %	(0)	Balanced: 0	Demand Entry:	0 %	(0)	Entry	4
Entry 6	65	Demand Entry:	0 %	(0)	Balanced: 0	Demand Exit:	0 %	(0)	Exit	4
822 - Sti	rip Retail	Plaza (<40k)						50	60 - Chur	ch
Exit 1	14	Demand Exit:	0 %	(0)	Balanced: 0	Demand Entry:	0 %	(0)	Entry	4
					Balanced:					

## 221 - Multifamily Housing (Mid-Rise)

		Internal Trips	rips		
	Total Trips	822 - Strip Retail Plaza (<40k)	560 - Church	Total	External Trips
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)

		Internal Trips			
	Total Trips	221 - Multifamily Housing (Mid-Rise)	560 - Church	Total	External Trips
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

		Internal Trips			
	Total Trips	221 - Multifamily Housing (Mid-Rise)	822 - Strip Retail Plaza (<40k)	Total	External Trips
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%)

EXT	ERNAL	TRIPS
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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





Speed: 40 MPH

N/S Street: N Armenia Ave

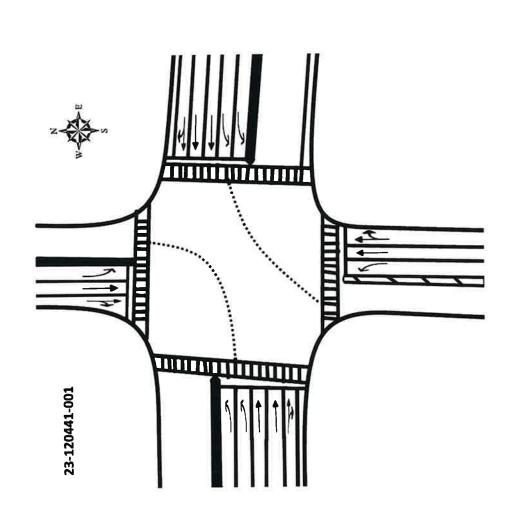
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23-120441-001	10/24/2023	Sunny	Tampa	Hillsborough	02:00 - 09:00	16:00 - 18:00	Signalized
Site Code:	Date:	Weather:	City:	County:	Count Times:		Control:

SIGNAL TIMING

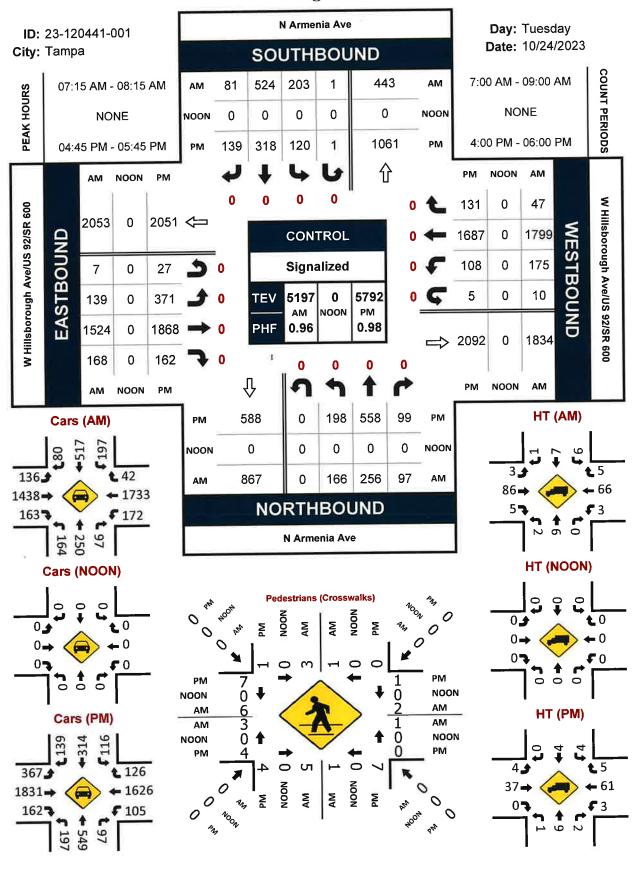
PHASES	H	2	ŝ
NL/SL	00:23	00:21	00:23
NT/ST	00:49	00:51	00:49
WL/WT	00:21	00:21	00:21
ET/WT	01:19	01:19	01:19
EL/ET	00:28	00:28	00:28



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

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

Peak Hour 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

NAmenia Ave         NAmenia Ave         NAmenia Ave         NAmenia Ave         NAmenia Ave         Willisborugh Ave/US 92/5R 600         Willisborugh Ave/US 92/5R 60         Willisborugh Ave/US 92/5R 6																		
0         NORTHBOUND         SOUTHBOUND         SOUTHBOUND         EASTBOUND         EASTBOUND           1         N <th>NS/EW Streets:</th> <th></th> <th>N Armeni</th> <th>ia Ave</th> <th></th> <th></th> <th>N Armeni</th> <th>a Ave</th> <th></th> <th>W Hillsb</th> <th>orough Ave</th> <th>/US 92/SR (</th> <th>600</th> <th>W Hillst</th> <th>orough Av</th> <th>e/US 92/SR</th> <th>600</th> <th></th>	NS/EW Streets:		N Armeni	ia Ave			N Armeni	a Ave		W Hillsb	orough Ave	/US 92/SR (	600	W Hillst	orough Av	e/US 92/SR	600	
0         0			NORTHB	GUND			SOUTHB	GNND			EASTBC	DNDC			WESTB	OUND	c	
N         N	AM	0	0	0	0		0 ţ	0 0	0 10	0	0	0 H	0 1	0 M	۰×	o N	NN N	TOTAL
28         38         13         0         31         374         48         5           39         72         15         0         36         138         17         13         374         48         5           39         72         15         0         36         138         14         0         37         382         55         14           20         71         21         0         35         142         21         1         317         38         1           20         46         13         0         21         121         19         0         37         38         1           226         44         13         0         21         121         19         0         37         382         1           286         453         1105%         0.14%         5.2         359         313         4           31.55%         453         0         327         0.46         37         0         353         35         1           286         0.33         524         8         10         37         382         35         1           0.864		J	N	NK			0	5			377	37	-	11	416	11	-	1055
48         48         22         0         56         122         24         73         37         46         72         37         46         72         37         46         72         37         46         72         37         46         73         37         46         73         37         46         73         31         37         35<	7:00 AM	22	36	<u>1</u>			40	22	0 0	17	2/5	36	• •	3	306	12		1210
39         62         31         37         383         55         2           40         71         15         0         35         145         21         0         37         382         55         2           40         71         21         0         35         142         21         13         37         382         55         2           26         44         13         0         21         121         19         0         37         382         55         2           26         44         13         0         21         121         19         0         37         382         55         21         4           266         97         0         37         54         10         37         35         14         53         0         48         7           31.53%         168         0         20         327         66         31         135         168         7         0         48         7         0         48         7         0         48         7         0         48         7         7         94         48         7         7 <td< th=""><th>7:15 AM</th><td>48</td><td>48</td><td>22</td><td>0</td><td></td><td>122</td><td>74</td><td></td><td>47</td><td>6/0</td><td>4 9</td><td>5 1</td><td>3 4</td><td></td><td></td><td>10</td><td>1244</td></td<>	7:15 AM	48	48	22	0		122	74		47	6/0	4 9	5 1	3 4			10	1244
39         74         29         0         36         126         17         1         29         389         43         0           32         46         71         11         0         37         382         35         1           32         46         71         11         0         37         382         35         1           32         46         24         0         37         382         35         35         1           32         345         168         0         37         382         35         35         4           26         44         13         0         21         11.05%         0.14%         7.29%         82.90%         9.33%         0.48%           21.55%         0.00%         22.44%         66.37%         11.05%         0.14%         7.29%         82.90%         9.33%         0.48%           166         256         0.782         0.00%         22.44%         66.37%         11.05%         0.79%         0.250         0.759%         0.350%         0.48%         0         9.56%         0.48%         0         9.56%         0.550%         0.550%         0.550%         0.5	7:30 AM	39	62	31	0		138	26	0	31	3/4	40	0	<del>1</del>	101	2	יר	
	7.45 AM	39	74	29	0		126	17	1	29	389	43	0	49	508	œ	n.	1353
40         71         21         0         35         142         27         0         35         312         38         1           32         46         24         13         0         37         116         21         121         13         357         35         35         4           32         46         24         0         37         116         21         10         25         355         51         4           26         44         13         57         55         51         51         4         51         4           265         97         000%         2244%         61.7%         11.05%         0.14%         7.29%         8.39%         0.48%         7           0.166         255         97         0.035         0.0364         0.35%         0.48%         7         0         0.55         0.48%         7         0         55         55         6         55         4         35         0         35%         0         35%         0         35%         0         35%         55         4         55         55         55         55         55         55         55	WV UU-O	40	-1-2	15	C		138	14	0	37	382	55	7	46	433	17	0	1290
32         45         24         0         37         116         21         121         19         0         25         359         51         4           26         44         13         0         21         121         19         0         25         359         51         4           ML<         NT         NR         NU         SL         57         58         4339         1139         1539         51         4           31.5366         453         100         2244%         66.37%         1105%         0.14%         7.29%         82.90%         9.33%         0.48%           0.715         0.865         0.775         0.349         0.14%         7.29%         82.90%         0.35%         0.48%           0.865         0.775         0.349         0.779         0.275         0.349         0.365         0.35%         0.366         0.35%         0.48%         7           166         256         0.867         0         0.779         0.275         0.349         0.35%         0.35%         0.366         7         0           166         256         0.867         0.07         0.779         0.278 <td< th=""><th>O.1 F AM</th><td>2 4</td><td>4 4</td><td>3 5</td><td></td><td></td><td>147</td><td>77</td><td>C</td><td>35</td><td>312</td><td>38</td><td>1</td><td>28</td><td>422</td><td>18</td><td>H</td><td>1191</td></td<>	O.1 F AM	2 4	4 4	3 5			147	77	C	35	312	38	1	28	422	18	H	1191
35         46         13         0         21         112         15         6         7         9         7         9         7         9         7         9         7         9         7         9         7         9         7         9         7         9         7         9         7         9         7         9         7         9         7         9         7         9         7         9         7         9         17         17         9         15         7         2         2         2         2         2         7         9         17         17         17         17         17         17         10         17         10         17         10         17         10         11         13         15         16         7         16         17         16         17         16         17         17         16         17         17         16         17         17         17         16         17         16         17         16         17         16         17         16         17         16         17         16         17         17         16         17         17	MA CT O	<del>2</del> 6	1.				110	15		5	357	35	4	36	496	16	7	1254
NL         NT         NR         NU         SL         ST         SR         SU         EL         ET         ER         EU         WL           286         453         168         0         327         957         161         2         257         2924         329         17         286         35           91.53%         0.90%         22.44%         66.37%         11.05%         0.14%         7.29%         82.90%         9.33%         0.48%         7         286         35           0.865         0.385         0.782         0.00%         22.44%         66.37%         11.05%         0.14%         7.29%         82.90%         9.33%         0.885         0.893	8:30 AM 8:45 AM	32 26	<del>5</del> 4	13			121	19	• 0	22	359	51	4	36	387	18	4	1128
Nik         Nik <th></th> <td></td> <td>- A I A</td> <td>-</td> <td>1 III</td> <td></td> <td>t</td> <td>9</td> <td>Ū</td> <td>ū</td> <td>Ŀ</td> <td>ER</td> <td>EU</td> <td>M</td> <td>WT</td> <td>WR</td> <td>MN</td> <td>TOTAI</td>			- A I A	-	1 III		t	9	Ū	ū	Ŀ	ER	EU	M	WT	WR	MN	TOTAI
286         493         103 <th></th> <td>NL</td> <td>z</td> <td>YN Y</td> <td>2 d</td> <td>7 K</td> <td>10</td> <td></td> <td>2 c</td> <td>ן ה רא</td> <td>2024</td> <td>379</td> <td>1</td> <td>286</td> <td>3520</td> <td>110</td> <td>18</td> <td>9825</td>		NL	z	YN Y	2 d	7 K	10		2 c	ן ה רא	2024	379	1	286	3520	110	18	9825
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	TOTAL VOLUMES :	286	453	19 5704	0 00%	32/ 27 44%	40/ 66 37%	11.05%	د 0.14%	7.29%	82.90%	9.33%	0.48%	7.27%	89.48%	2.80%	0.46%	
166         256         97         0         203         524         81         1         139         1524         168         7         175         175         175         175         175         175         0.993         0.01837         0.01837         0.01837         0.01833         0.01033         0.01033         0.01	APPKUACH % S :		17:15 AM - 1	08:15 AM	2000	241117	24 17:00									!		TOTAL
0.865         0.865         0.782         0.000         0.725         0.949         0.779         0.250         0.893 <th< th=""><th>DEAK UP VOI -</th><td>L</td><td>256</td><td>97</td><td>0</td><td>203</td><td>524</td><td>81</td><td>-1</td><td>139</td><td>1524</td><td>168</td><td>7</td><td>175</td><td>1799</td><td>47</td><td>10</td><td>519/</td></th<>	DEAK UP VOI -	L	256	97	0	203	524	81	-1	139	1524	168	7	175	1799	47	10	519/
U.514         U.514         U.514         U.514           N         NTHBOUND         SOUTHBOUND         SOUTHBOUND         0	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 5	0.350	0.893	0.885 0.891	0.691 91	0.500	096.0
NORTHBOUND         SOUTHBOUND         SOUTHBOUND         SOUTHBOUND         Correspondence         O </th <th></th> <th></th> <th>r.n</th> <th></th> <th></th> <th></th> <th>200</th> <th></th>			r.n				200											
0         0			NODTH	DI ND			SOUTHE	SOLIND:			EASTB	DNUC			WESTBOUND	GUNDS		
NL         NT         NR         NU         SI         ST         SR         SU         EL         ET         ER         EU         WL           47         80         36         0         27         72         46         1         83         453         38         7         30           47         155         22         0         23         74         0         99         498         23         6         28         26         28         25         30         0         99         498         26         28         25         24         30         55         24         30         55         24         56         28         30         0         93         442         38         5         24         30         30         30         30         30         30         442         38         5         24         30	DM	c			0	0	0	0	0	0	0	0	0	0	0	0	0	
7         80         36         0         27         72         46         1         83         453         38         7         30           55         86         22         0         23         74         29         0         100         480         33         8         26           43         146         30         0         23         74         29         0         99         498         33         8         26           47         152         25         0         23         99         30         0         93         442         8         26         28           57         130         20         0         37         494         38         5         28         26           57         130         20         0         78         65         30         0         93         442         8         24           57         146         92         0         78         454         35         6         26         26           63         146         58         1         78         464         35         6         26         26 <t< th=""><th>1211</th><td>Z</td><td>TN</td><td>NR</td><td>NN</td><td>5</td><td>ST</td><td>ЯS</td><td>SU</td><td>ᆸ</td><td>ET</td><td>R</td><td>Ð</td><td>ML</td><td>Υ</td><td>WR</td><td>NM</td><td>TOTA</td></t<>	1211	Z	TN	NR	NN	5	ST	ЯS	SU	ᆸ	ET	R	Ð	ML	Υ	WR	NM	TOTA
55         86         22         0         23         74         29         0         100         480         33         8         26         23           47         152         23         0         24         68         34         68         34         68         23         28         23         28         25         28         23         28         25         28         23         56         23         28         56         23         28         56         28         33         56         28         28         26         28         28         56         28         28         56         28         33         101         464         56         28         26         26         26         26         26         26         28         26         28         26         28         26         28         26         28         26         28         26         28         26         28         26         28         24         28         26         26         26         26         26         26         26         26         26         26         26         26         26         26         26         26	4-00 PM	47	80	36	0	27	72	46	-	83	453	38	2	30	407	32	2	1361
73         146         30         0         28         92         36         1         58         476         48         6         23           77         152         25         0         34         68         34         0         99         498         23         64         28         24         28         5         24           57         130         20         0         33         66         53         30         0         93         442         56         23         24           57         130         20         0         36         44         66         10         36         5         24           37         148         39         0         27         86         45         1         78         46         55         24           71         14         39         0         272         3         64         34         8         24           406         992         207         0         218         0         218         3771         315         56         216           25.30%         61.81%         0.72         0.26%         14.33%         7799%	4-15 PM	: K	86	22	0	23	74	29	0	100	480	33	œ	26	360	37	m	1336
57         128         15         0         34         68         34         0         99         498         23         6         28           77         152         25         0         23         99         30         0         93         442         38         5         24           77         152         25         0         27         38         5         24           37         148         39         0         27         86         45         1         78         464         35         6         28           63         122         20         0         30         78         22         0         81         494         35         6         24           406         992         207         0         30         78         27         3         24         35         6         26         26           406         992         0         218         272         3         643         35         6         211           410         912         913         272         3         633         3771         315         56         211           25.30	Md US-P	64	146	30	0	28	92	36	-	58	476	48	9	53	424	29	7	1442
7         152         25         0         23         99         30         0         93         442         38         5         24           57         130         20         0         36         65         30         0         101         464         66         10         30           37         148         39         0         27         86         45         1         78         464         56         10         30           63         122         20         0         30         78         22         0         81         494         35         6         26           406         992         207         0         30         78         272         3         494         34         8         24           406         992         207         0         30         78         272         3         6         256         26         21           406         992         50.00         218.0         0.56%         55.6         214         8         24           406         91.8         272         3         6         55         56         260%	4.45 PM	2 6	128	15	0	34	68	34	0	66	498	23	9	28	406	21	0	1417
57         130         20         0         36         65         30         101         464         66         10         30           37         148         39         0         27         86         45         1         78         464         66         10         30           63         122         20         0         30         78         22         0         81         494         35         6         26           406         992         207         0         228         634         272         3         693         3771         315         56         211           406         992         2077         0         228         634         272         3         693         3771         315         56         211           406         992         2077         0         23.92%         0.26%         14.33%         77.99%         6.51%         1.16%         5.60%           465         518         139         1         371         1868         162         211           405         560%         0.50%         57.6%         23.92%         0.26%         14.33%         77.99%	5:00 PM	47	152	25	0	23	66	30	0	<del>33</del>	442	38	5	24	432	46	·	145/
37         148         39         0         27         86         45         1         78         464         35         6         211         26         26         211         26         26         211         26         26         211         26         26         211         26         211         26         211         26         211         26         211         26         211         26         211         26         211         26         211	5-15 PM		130	20	0	36	65	30	0	101	464	99	10	30	404	2U N	-	1444
63         122         20         0         30         78         22         0         81         494         34         8         24           NL         NT         NR         NU         SL         ST         SR         SU         93         3771         315         EU         WL           406         992         207         0         228         634         272         3         693         3771         315         EU         WL           25:30%         61.81%         0.00%         2005%         55.76%         23.92%         0.26%         14.33%         77.99%         6.51%         1.16%         5.60%           25:30%         61.81%         12.90%         0.005%         55.76%         23.92%         0.26%         14.33%         77.99%         6.51%         1.16%         5.60%           0.445         PM         0.00%         20.05%         55.76%         23.92%         0.26%         14.33%         77.99%         6.51%         1.16%         5.60%           0.445         PM         0.00%         20.05%         57.76%         23.92%         0.26%         14.33%         77.99%         5.60%         5.60%         5.60%         <	E-20 DM		148	30	0	27	86	45	Ŧ	78	464	35	9	26	445	34	m	14/4
NL         NT         NR         NU         SL         ST         SR         SU         EL         ET         ER         EU         WL           406         922         207         0         228         634         272         3         693         3771         315         56         211           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%           198         558         99         0         120         318         139         1         371         1868         16.2         27         108           0.568         0.518         0.613         0.803         0.772         0.250         0.918         0.938         0.614         0.675         0.900	5:45 PM	5 CG	122	20	0	80	78	22	0	81	494	34	œ	24	412	27	0	1415
NL         NT         NR         NU         SL         ST         SR         SU         EL         ET         ER         EU         WL           406         992         207         0         228         634         272         3         3771         315         56         211           25.30%         61.81%         12.90%         0.00%         20.05%         55.76%         23.32%         0.26%         14.33%         77.99%         6.51%         1.16%         5.60%           04:45         PM         0.00%         20.05%         55.76%         23.392%         0.26%         14.33%         77.99%         6.51%         1.16%         5.60%           04:45         PM         0.00%         20.05%         55.76%         23.392%         0.26%         14.33%         77.99%         6.51%         1.16%         5.60%           198         2518         99         0         0.833         0.803         0.772         0.250         0.918         0.938         0.614         0.675         0.900													i		L.	4	AAD	
406         992         207         0         228         634         2/2         3/71         313         3/71         313         3/71         313         3/71         313         3/71         316%         211           25:30%         61.81%         12.90%         0.00%         20.05%         55.76%         23.392%         0.26%         14.33%         77.99%         6.51%         1.16%         5.60%           04:45         PM         02:45         PM         20         20.05%         55.76%         23.392%         0.26%         14.33%         77.99%         6.51%         1.16%         5.60%           198         2558         99         0         120         318         139         1         371         1868         162         27         108           0.5518         0.618         0.618         0.618         0.618         0.6164         0.670         0.900		NL	NT	NR	NN	ы N	ST	ድ [	ی Su	년 (	Шţ	똜	EU 2		IW	NK JRG	D C	11346 11346
C.D. Or of 455 PM         Control of 455 PM <thcontrol 455="" of="" pm<="" th="">         Control of 455 PM</thcontrol>	TOTAL VOLUMES :	406 75 3002	992 61 81 0/2	12 90%	0 00%	228 20.05%	634 55.76%	272%	3 0.26%	095 14.33%	11/10	6.51%	1.16%	5.60%	87.29%	6.79%	0.32%	_
198         558         99         0         120         318         139         1         371         1868         162         27         108           0.868         0.918         0.635         0.000         0.833         0.803         0.772         0.250         0.918         0.938         0.675         0.900	PEAK HR :		04:45 PM -	05:45 PM														TOTAL
0.568 0.918 0.635 0.000 0.833 0.803 0.772 0.250 0.918 0.938 0.614 0.675 0.900	DEAV UD VOI		559	90	c	120	318	139	-1	371	1868	162	27	108	1687	131	S	26/3
	PEAK HR FACTOR :	0			0.000	0.833	0.803	0.772	0.250	0.918	0.938	0.614	0.675	006.0	0.948	0.712 50	0.417	0.982

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

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

	Iglializeu						-	Data - Cars	Cars							ſ	
NS/EW Streets:		N Armenia Ave	a Ave			N Armenia Ave	a Ave		W Hillsb	orough Ave	W Hillsborough Ave/US 92/SR 600	600	W Hillsb	W Hillsborough Ave/US 92/SR 600	/US 92/SR	600	
		NORTHROUN	UNIO	I		SOUTHB	DNDO			EASTBC	DND			WESTBC	DUND		
A M	c		c	c		0	0	0	0	0	0	0	0	0	0	0	
	N	- Lu	aN	NIT		5	SR	SU	Ц	Ь	R	EU		MT	WR	NM	TOTAL
MA DO-F	20	36	13	0		62	13	0	27	351	37	+		401	11		1013
	S C	2	1 6			120	24	0	47	357	22	0		387	10	2	1169
MA CL:/	1	<b>P</b> (	17	0 0		001	20		1	350	47	Ľ		443	10	m	1307
7:30 AM	55	79	31	0		001	2.		1 6		- ;			007	u	Ľ	1304
7:45 AM	38	72	29	0		123	16	-	78	30/	47	5	-11	192		n c	1001
8:00 AM	40	71	<mark>15</mark>	0		136	14	0	35	355	22	7		411	10	, c	1221
8-15 AM	40	68	11	c		138	25	0	35	295	37			388	18	-	8711
WV UE O	2 00	43	5	0		114	21		31	333	S	4		471	15	7	1192
8-45 AM	5 Z	5 <del>1</del>	1 1	0	2	117 19	19	0	25	336 48	48	4		370 15	15	4	1072
2	i	!															
	Z	NT	NR	NN	Ч Ч	s	SR	SU	Ш	Ш	R	B	ML	TM	WR	MN	TOTAL
- 31MI ION IIIZOZ	170	001	167	- -	315	948	158		254	2753	318	17	282	3363	101	18	9412
ADDDOACH %'s -	31 48%	49.60%	18.91%	0.00%	22.14%	66.62%	11.10%	4%	7.60%	82.38%	9.52%	0.51%	7.49%	89.35%	2.68%	0.48%	
PEAK HR :		07:15 AM - 08:15 AM	<b>38:15 AM</b>										ļ	ļ	9	4	TOTAL
PEAK HR VOL :	164	250	97	0	197	517	80		136	1438	163	/	1/2	1/33	42	10 10	/nnc
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 0.886	0.656 6	0.5.0	0.958
		616.0	7			n											
							Citation Contraction							WESTR	UNIO		
		NORTHBOUND	GUND			HINDS.	SUUND			EA310		,	c			c	
N	0	o	0	0		0	0	0	Э	0	D	Þ i	2				IV TOT
	Z	TN	NR	NN		st	SR	SU	Ц	ᆸ	띪	E	ML	M	WK	NN	IUIAL
4-00 PM	47	62	36	0		71	46		83	435	38	~	29	392	F	7	1324
4-15 DM	C	86	5	C		73	28	0	66	458	33	œ	25	341	35	n)	1286
MO US V	0.4	144	18			06	33		56	470	48	9	23	405 28	28	2	1406
4-45 DM	192	175	44	0		67	34	0	98	485	23	9	26	390	21	0	1379
MQ UU-3	47	140	75	0		96	30	0	92	429	38	ъ	53	413	44	-	1414
5-15 DM	- [2	179	1 <del>6</del>			65	30	0	100	456	66	10	30	392	28	-1	1418
MOUL	5	146	200	0 0		86	45	-	77	461	35	9	26	431	33	m	1451
5-45 PM	s (6	120	20	0	5 1	77 22	22	0	79	484	34	80	24	397	27	0	1384
	3																

TOTAL 11062

WU 12 0.33%

WR 247 6.81%

WT 3161 87.18%

WL 206 5.68%

EU 56 1.18%

ER 315 6.66%

ET 3678 77.71%

EL 684 14.45%

SU 3 0.27%

SR 268 23.99%

ST 625 55.95%

SL 221 19.79%

NU 0 0.00%

NR 205 L2.93%

NT 978 61.66%

NL 403 25.41%

TOTAL 5662 0.976

5 0.417

126 0.716

1626 0.943

105 0.875

27 0.675

162 0.614

1831 0.944

367 0.918

1 0.250

139 0.772

314 0.818

116 0.829

0.000

04:45 PM - 05:45 PM 549 97 0.921 0.622

197 0.864

TOTAL VOLUMES : APPROACH %'s : PEAK HR : PEAK HR VOL : PEAK HR FACTOR :

0.949

0.908

0.944

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

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

								Data	- HT								
NS/EW Streets:		N Armenia Ave	a Ave			N Armenia Ave	ia Ave		W Hills	W Hillsborough Ave/US 92/SR 600	e/US 92/SR	600	W Hillst	W Hillsborough Ave/US 92/SR 600	a/US 92/SR	600	
		NORTHBOUND	DNUO			SOUTHE	BOUND			EASTBOUND	QNNO		¢	WESTBOUND	GNND		
AM	0 2	0	0	0	0 7	0 K 0 K	0 8	0 []5	0 🗆	∍╘	> ₩	- 2	ML	× ₩	WR	wu	TOTAL
MA 00-5					3	5		c	c	21	0	0	0	1 <mark>5</mark>	0	0	42
MA UUI /	4.	<b>)</b> (		0 0	40	10				22	0	0	0	6	2	0	41
MIN CT:/	-	0	<b>-</b> (		1 -	1 C	<b>,</b>	, c	• c	Ļ	• -		-	19	C	c	37
7:30 AM	0	0	S	0	-		<b>.</b>	-	, c	2 2			• 0	4	• c		40
7:45 AM		2	0	0	0	m	1	0	-	77		0		9	4		F G
R-DD AM	0	-	0	0	m	2	0	0	2	27	m	0	7	77	-	0	21
R-15 AM	C		0	0	2	4	2	0	0	17		0	0	34	0	þ	63
MV UE 0		) (M		0	-	2	0	0	0	24	2	0		25	-1	0	62
0.30 AM	40	ר ה ה	4 0	00		14	0	0	0	23	m	0	0	17	m	0	20
	J	n	>	>	•												
	N	TN	NR	NN	ร	ST	ЯS	SU	닖	Ш	£	Ð	ML	۲Ņ.	WR.	٩ M	TOTAL
TOTAL VOLUMES :		15	1	0	12	19	m	0	m	171	11	0	4	157	9	0	413
APPROACH %'s :	m	62.50%	4.17%	0,00%	35.29%	55.88%	8.82%	%00.0	1.62%	92.43%	5.95%	%00 0	2.35%	92.35%	5.29%	0.00%	1 Carlot
PEAK HR :		07:15 AM - 08:15 AM	08:15 AM										t	ŝ	L	¢	TOTAL
PEAK HR VOL :	2	9	0	0	9	7	Ţ	0	m	86	ъ	0	'n	66 1	0 0 100 0	0.000	720
<b>PEAK HR FACTOR :</b>	0.500	0.500	0.000	0.000	0.500	0.583	0.250	0.000	0.375	0.796 0	0.417	0000	c/2.0	0.740	c79.0	0.000	0.754
		0.500				00/0				1.1	5			5	2		
		at here we are	Citing Con			COLTU	CINIDO			FACTRONIND	CINI IC			WESTBOUND	NUND		
PAG.	ţ		PUUND	c	c			c	c			c	C	0	0	0	
M	> 2		o da	NIN	- - -	א א א	S	Su	Ъ	Б	ß	B	ML	WT	WR	MN	TOTAL
MO OO N		1		20	10	5 -	0	c	0	18	0	0	-	15	T	0	37
1.100 TT		- 0			) <del>-</del>	I <del></del>	-	0	-	22	0	0		19	2	0	20
					· <del></del>		m	0	2	9	0	0	0	19	H	0	36
4-45 DM		1 m	) <del>.</del>		0	**	0	0		13	0	0	2	<u>16</u>	0	0	38
5-00 PM		m	0	0		m	0	0	-	13	0	0	1	19	2	0	43
5-15 PM		-	1	0		0	0	0		ø	0	0	0	12	7	0	91
Md 02-3		2	0	0	2	0	0	0	Ţ	ო	0	0	0	14	-	0	7
5:45 PM	0	2	0	0	-1	1	0	0	2	10	0	0	0	15	0	D	31
						ł	-	-110	ī	t		ū	14/1	ΨT	dW	IIM	TOTAL
	Z °	EN.	NN C	2 0	٦ ۲	2 0	ž	20	ᆸᇬ	<u>-</u> 8	50	2 0	2 5	129	6	0	284
TOTAL VOLUMES :	15 700/-	73 68%	د 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 -	1	04:45 PM - 05:45 PM	05:45 PM														TOTAL
DEAV UD VOL	-	σ	0	G	4	4	0	0	4	37	0	0	m	61	5 L	0	130
DEAK HP EACTOR -	0.250	0 750	0.500	0.000	0.500	0.333	0.000	000 0	1.000	0.712	0,000	0000	0.375	0.803	0.625	0,000	0.756
	_	0.600	00 UC			0.500	00			0.7.	32			0.784	84		

0.500

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

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

				ŀ													
NS/EW Streets:		N Armenia Ave	a Ave			N Armenia Ave	a Ave		W Hills	oorough Ave	W Hillsborough Ave/US 92/SR 600	600	w Hillst	W Hillsborough Ave/US 92/SR 600	e/US 92/SR	600	
AM	0	NORTHBOUND 0 0	0 OUND	0	0	SOUTHBOUND 0 0	0 0	0	0	EASTBOUND 0 0	ONUC 0	0	0	WESTBOUND 0 0	ONDO	0	TOTAL
	NL	NT	NR	N	SL	ST	SR	SU	щ	Ē	E	D.	M	IM	MM	n n	
7:00 AM	0	0	0 0	0 0	00	00		0 0	0 0		<b>.</b> .		00	00	00	00	2 12
7:15 AM	<b>-</b> 0	0 0	- 0		0 0	0 0	+ 0	00	C	•		0 0	0	-	0	0	m
7:30 AM	5	⊃ •	0 0	0	5 0	0 0		00	+ C	• 0	0 0		0	-	0	0	2
7:45 AM	0	-	0		0								c	c	0	0	0
8:00 AM	0	0	0 0	0 0	5 0	5 0	0 0							~	0	0	2
8:15 AM	0 0		0 0	5 0	5 0					) <del>-</del>			0	2	0	0	m
8:30 AM 8:45 AM	00	<mark>, 4</mark>	00	00	00	00	00	0	o ←	1	0	0	0	0	0	0	m
	NL	NT	NR	NN	SL	ST	SR	SU	Ц	Ы	ER.	EU	ML	WT	WR.	'n	TOTAL
TOTAL VOLUMES :	0	2	0	0	0 0 00%	<b>0%</b>	2 100.00%	0.00%	2 28.57%	5 71.43%	0,00%	0,00%	0.00%	ہ 100.00%	0.00%	0.00%	À
APPKUALH % S :		07:15 AM - 08:15 AM	08:15 AM	2000	010010												TOTAL
PEAK HR VOL :		1	0	0	0	0	1	000	1	2 0 500	0000	0000	0 000	2	0.000	0.000	\ <u>.</u>
PEAK HR FACTOR :	0.000	0.250 0.250	0,000	0.00	0000	0.250	002*0	1 000*0	007*0	0.375	75			0.500	0		285.0
										C. A CTTD				MECTDOLINIC			
		NORTHBOUND	BOUND			SOUTH	GNNOS		c	EASIBUUNE		-	c			-	
PM	0	0	0	0	00		0 0		∍⊡	∍┟	» ۲		M	, TN	WR	MU	TOTA
MO OO-N	N	IN	VNI O	0	50	0	0	0	0		0	0	0	-1	0	0	7
4-15 DM					0	0		0	0	-	1	0	0	0	0	0	m
Md UE+P				0	0	0	2	0	1	1	0	0	0	0	0	0	4
4-45 PM		00	0	0	0	0	1	0	0	-	0	0		7		0	9
5:00 PM		0	0	0	0	0	0	0	2		0	0	0 0	7	0 0	0 0	or
5:15 PM	0	0	0	0	0	2	0	0	0 0	0 0	0 0	5 0	<b>-</b> 0	-1 C	<b>-</b>		C
5:30 PM		0	0	0	0	4	0	0	0	0	0 0	5 0	5 0	N 0	-	0 0	<ul><li></li></ul>
5:45 PM		0	0	0	0	T	0	0	0		0	0	0	5	>	5	Z
	N	ΝΤ	NR	nn	S	ST	SR	SU	EL	Ш	ER	E	ML	WT	WR	MU	TOTAL
TOTAL VOLUMES -	[-	c	0	0	0	7	4	0	m	9	1	0	T	œ	2	0	Ê
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%	9,00%	72.73%	18.18%	0.00%	TOTAL
PEAK HR :		04:45 PM - 05:45 PM	05:45 PM							c	d	~	Ŧ	٢	ç	~	2
PEAK HR VOL :		0	0	0	0	9		0 0	2	2	0 000		U DEO	0 07E			77
<b>PEAK HR FACTOR :</b>	0.250	0.000	0.000	0.000	0.000	0.375	0.250	0000	0.250	0,500	0000	0.000	002-0	D C/0"N	2000	00000	0.786

National Data & Surveying Services

# Intersection Turning Movement Count

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

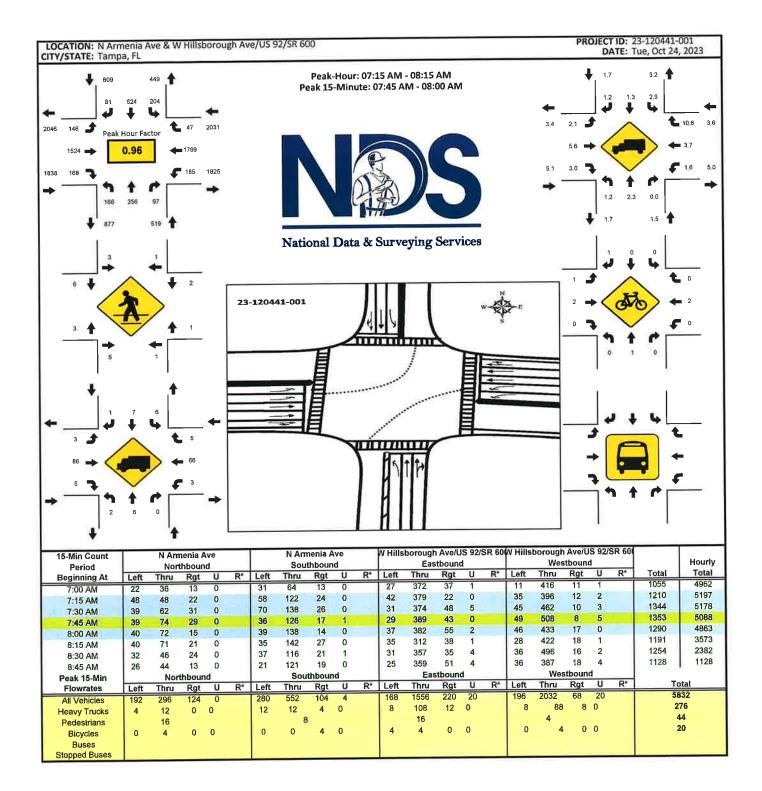
Project ID: 23-120441-001 Date: 10/24/2023

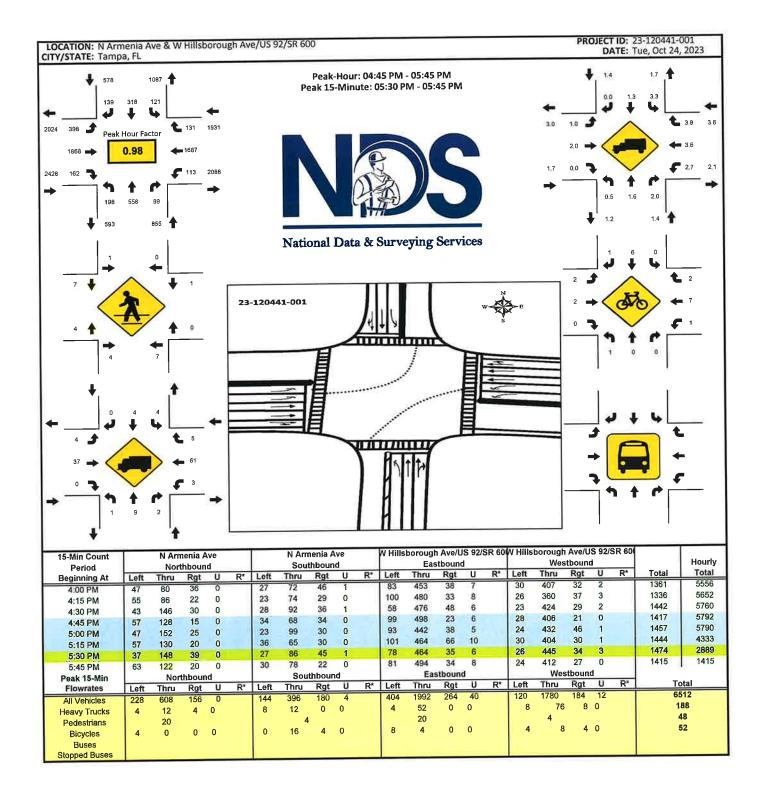
<b>Crosswalks</b> )
edestrians (
Data - Pe

		Dala - reucsi		(CUIDALCO)			
NS/EW Streets:	N Armenia Ave	N Armenia Ave	W Hillst 9	W Hillsborough Ave/US 92/SR 600	W Hillsborough Ave/US 92/SR 600	jh Ave/US 600	
	NORTH I FG	SOUTH LEG		EAST LEG	WEST LEG	EG	
AM	EB WB	EB WB	NB	SB	NB	SB	TOTAL
7:00 AM		0	0	0	-1	0	7
7:15 AM	1 0	4	<del>-</del> -1	0	0	Ω I	ъ (
7:30 AM	0	0	0	0	0	0	01
7:45 AM	2 0	1	0		0	7	~
8:00 AM		0	0	-1	ო		9
8:15 AM	0	4	0	0	0	4	00
8:30 AM	0	0	0	0	0	0	0
8:45 AM	0 1		0	0	1	-1	9
				į		ę	
	EB WB	EB WB	BB	SB	NB	<u>ب</u>	
TOTAL VOLUMES :					ט זייני גייני	11	δ
APPROACH %'s :	50.00% 50.00%	84.62% 15.38%	% 33.33%	% 60.6/%	0/27.15	04.07.00	TOTAL
PEAK HR :	07:15 AM - 08:15 AM						IUIAL
DEAK HR VOL :	ы Т			2	m	9	22
PEAK HR FACTOR :	0.375 0.250	0.313 0.250	0.250		0.250	0.500	0.611
	0.500	0.375		0.750	0.563	33	
	NORTH LEG	SOUTH LEG		EAST LEG	MEST LEG		
Md	EB WB	EB WB	NB	SB	NB	ß	TOTAL
4:00 PM			1	2	0	0	4
4:15 PM	0	3 2	0	0	0	13	18
4:30 PM	1 0	1	0	2	1	0	9
4:45 PM	0	0	0	0	0		ы
5:00 PM	0	0	0	0	2	m I	9
5:15 PM	0	4	0	0		7	χοι
5:30 PM	1 0	0	0	<del>-</del> -1			<b>م</b> ،
5:45 PM	1	0		0	0	0	4-
			_				
	EB WB	~	_	ይ <sup>,</sup>	BB r	en se	
TOTAL VOLUMES :				i	ر 2000 00	700 00	D C
APPROACH %'s :	60.00% 40.00%	42.11% 57.89%	9% 28.57%	% /1.43%	20.00%	80.00%	
PEAK HR :	04:45 PM - 05:45 PM					г	
PEAK HR VOL :	1 0		0		4	/ 0	74
<b>PEAK HR FACTOR :</b>	0.250	0.250 0.438	8	0.250		0.583	0.750
	0.250	0.550		0.250	044.0	1	

0.550

0.250







Speed: 30 MPH

N/S Street: N Rome Ave

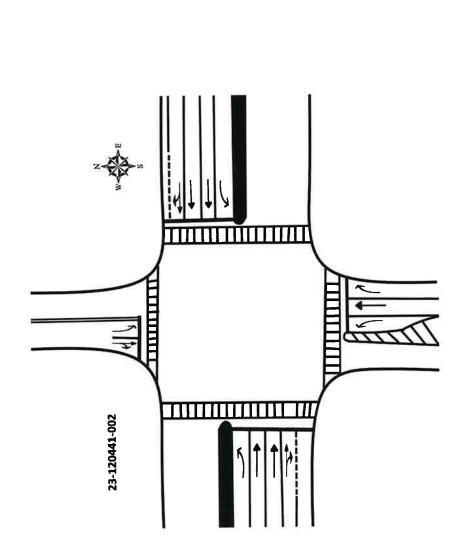
ź



23-120441-002	10/24/2023	Sunny	Tampa	Hillsborough	02:00 - 09:00	16:00 - 18:00	Signalized	
Site Code:	Date:	Weather:	City:	County:	Count Times:		Control:	

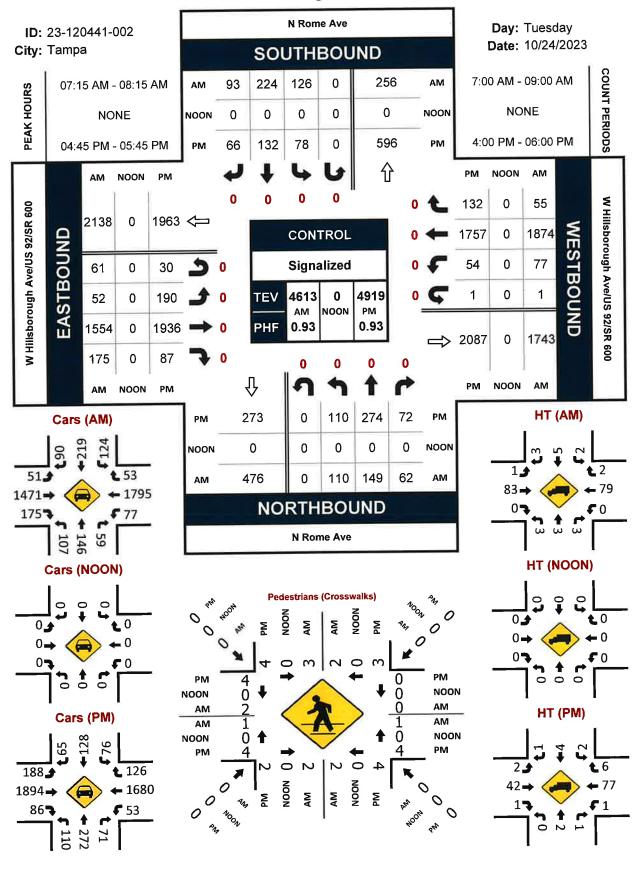
SIGNAL TIMING

PHASES	H	2	ŝ
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



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

Peak Hour 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

	n						1	Data - Tota	Total								
NS/EW Streets:		N Rome Ave	Ave			N Rome Ave	Ave		W Hillsb	orough Ave	W Hillsborough Ave/US 92/SR 600	500	w Hillsb	W Hillsborough Ave/US 92/SR 600	/US 92/SR	600	
		NURTHROUN	CINIO			SOUTHB	ONND			EASTBC	DNU			WESTBC	DNND		
AM	0	0	0	0		0	0	0	0	0 0	0	0	0	0	0	0	
	Z	LN	NR	NN		S	ЯS	SU	멉	Ь	ER	B	- 1	TM.	WR	NN	TOTAL
MV UU-L	10	20	18	c		43	21	0	4	315	21	12		415	7	0	923
	9 5		2 -			5	29	c	11	396	25	25		503	13	0	1157
		an an	11		00	40	ģ		14	411	64	18		511	14	+-1	1239
7:30 AM	25	<del>1</del>	1			5 6	100	, c	i I	351	13	1		423	11	0	1108
7:45 AM	3	3/	11			1	N L			100	00	-		437	11		1100
8:00 AM	34	29	17	0		43	28	0	9	020	51	- 1		UDV	11	- c	1060
8:15 AM	15	17	12	0		46	23	0		3/2	1;	~ 1		190	1,	-	
8:30 AM	19	23	17	0		40	25	0	14	353	15	n		404	<u>,</u>		0/6
8:45 AM	21	20	11	0		49 21	21	0	16	337	11	~		377	13	Э	176
									ī	t	6	Ē	141	14/1	U/V	11/11	TOTAL
	R	IN	RR	NN	2	<u>S</u>	ž	7	긥	<u>_</u>	Ϋ́	2	VV L	1 1 1		2	
TOTAL VOLIMES :	184	229	120	0	243	402	183	0	96	2931	233	92	111	3560	101	Z	848/
APPROACH %'s :	34.52%	42.96%	22.51%	0.00%	29.35%	48.55%	22.10%	%00.0	2.86%	87.44%	6.95%	2.74%	2.94%	94.33%	2.68%	0.05%	
PEAK HR :			- 08:15 AM										1		;		TOTAL
PEAK HR VOL :	110	149	62	0	126	224	93	0	22	1554	175	61	11	18/4	55		4013
<b>PEAK HR FACTOR :</b>	0,809		0.912	0.000	0.788	0.727	0.802	0.000	0.813	0.945	0.684	0.610	0.770	0.917		0.25.0	0.931
		0.863	ŝ			0.808	20			06.0	x			16.0			
		NORTHBOUNE	BOUND			SOUTHE	30UND			EASTBOUND	DNNC			WESIB	UND	(	
DM	C	c	0	0	0	0	0	0	0	0	0	0	0	0	0	D	
	N	TN	NR	NN	<u>N</u>	S	ጜ	SU	ᆸ	Ŀ	Я	E	ML	Ţ	WR	NM	TOTAL
4-00 PM		74	5	0	22	26	13	0	37	437	24	12	22	355	20	0	1102
4-15 PM		5	02	C	15	31	12	0	25	505	28	ы	15	480	24	0	1237
Md UE-P		87	19	0	18	28	16	0	48	422	19	11	22	389	39		1141
4-45 DM		5	02	0	н Ц	37	16	0	41	552	21	6	12	483	88	0	1317
Md UU-S	26	74	16	0	21	33 11	11	0	53	415	25	4	15	400 30	30	0	1123
Md 21-2		2	2	0	15	24	11	0	45	525	16	7	14	466	39	0	1284
MOUE		17	14	C	29	38	28	0	51	444	25	10	13	408	25	-	1195
MG 14-3		: 0	2		20	32	თ	0	32	499	34	2	17	464	36	0	1259
		ļ	ì														

TOTAL 9658

WU 2 0.05%

WR 251 6.56%

WT 3445 89.99%

WL 130 3.40%

EU 65 1.48%

ER 192 4.38%

ET 3799 86.58%

EL 332 7.57%

SU 0 0.00%

SR 116 22.39%

ST 249 48.07%

SL 153 29.54%

Зo

NR 143 15.48%

554 S54

227 227

0.00%

1:45 PM - 05:45 PI 72 0.818

TOTAL VOLUMES : APPROACH %'s : PEAK HR : PEAK HR VOL : PEAK HR FACTOR :

59.96%

24.57%

TOTAL 4919 0.934

1 0.250

132 0.846

1757 0.909

54 0.900

30 0.750

87 0.870

1936 0.877

190 0.896

0.000

66 0.589

132 0.868

78 0.672

0.000

274 0.890

110 0.859

0.927

0.726

0.900

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

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

	nalitalized							Data - Cars	Cars								
NS/EW Streets:		N Rome Ave	Ave			N Rome Ave	Ave		W Hillsb	orough Ave	W Hillsborough Ave/US 92/SR 600	600	W Hillsb	W Hillsborough Ave/US 92/SR 600	/US 92/SR	600	
		NORTHROUN	GNID			SOUTHBOUND	DUND			EASTBOUND	DND			WESTBC	DUND		
AM	C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	ÞZ	TN	NR	ND	SL SL	ST	SR	SU	ᆸ	ᆸ	ER	EU		ΨŢ	WR	NN	TOTAL
T-OD AM	17	20	16	0	21	41	21	0	4	297	20	11		403	9	0	882
7-1 E AM	; ;	36			75	54	29	0	11	371	25	25		488	12	0	1111
WV UC-L	200	45	, F		00	48	18	0	13	393	64	18		487	14		1191
TAN DUT	5	r k	15		2 8	5 K	61	0	11	336	57	11		406	10	0	1069
MA CT.1	32	200	17	00	40	47	74	0	16	371	29	7		414	17	0	1058
0.00 AFT	2 4	<u>, 1</u>	1	00	2 6	4 <del>ا</del>	3		10	348	11	9		456	8		066
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8:45 AM	<u>1</u> 61	181	1 1	00	27	47	71	0	14	317	10	7		359 12	12	0	871
	N	NT	R	NN	SL	ST	ж	SU	ᆸ	Ш	띘	B	ML	ΜŢ	WR	MN	TOTAL
TOTAL VOLUMES :	172	223	111	0	236	388	180	0	93	2761	231	68	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	08:15 AM										1		í		IUIAL
PEAK HR VOL :	107	146	59	0	124	219	06	0	51	1471	175	61	11	1/95	Ŋ	1	4429
<b>PEAK HR FACTOR :</b>	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 0.91		0.250	0.930
		0.86/				+T0'N	t			02.0	-	1		100			
								1		L A CTD				VALCETD			
Contraction of the second		NORTHBOUND	BOUND			SOUTHE	GNNDS							WESID		¢	
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	N	LN	NR	N		ST	SR	SU	Ц	Б	FR	EU		TW	WR	NN	TOIAL
4:00 PM	45	73	15	0		26	12	0	37	418	24	12		345	20	0	1069
4.15 DM	0	Ľ	20	С		30	12	0	25	483	27	ъ		451	24	0	1180
Md UE-P		87	16	0		27	16	0	47	410	19	11	22	374	38	-	1110
4-45 DM		<del>م</del> ا	19	0		36	16	0	39	539	21	б		459	36	0	1274
5+00 DM		74	16	0		32	11	0	53	398	24	4		382	28	0	1083
2.15 DM		1	5			23	11	0	45	517	16	2		448	38	0	1254
MD UE-5		76	14	0 0		37	27	0	51	440	25	10		391	24		1169
5.45 PM	22	2 5	100	00	5 6	31 9	<u>م</u>	0	31	488	34	7		450 35	35	0	1229
	_																

TOTAL 9368

WU 2 0.05%

WR 243 6.62%

WT 3300 89.87%

WL 127 3.46%

EU 65 1.52%

ER 190 4.44%

ET 3693 86.37%

EL 328 7.67%

SU 0 0.00%

SR 114 22.57%

ST 242 47.92%

SL 149 29.50%

NU 0 0.00%

NR 142 15.529

NT 548 59.89%

NL 225 24.59%

04:45 PM - 05:45 PI

TOTAL VOLUMES : APPROACH %'s : PEAK HR : PEAK HR VOL : PEAK HR FACTOR :

TOTAL 4780 0.938

1 0.250

126 0.829

1680 0.915

53 0.946

30 0.750

86 0.860

1894 0.878

188 0.887

0.000

65 0.602

128 0.865

76 0.679

0.000

71 0.807

272 0.895

110 0.859

0.928

0.731

0.904

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

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

Control: Signalized								Data	1H -								
NS/EW Streets:		N Rome Ave	Ave			N Rome Ave	Ave		W Hills	borough Av	W Hillsborough Ave/US 92/SR 600	600	W Hillst	oorough Ave	W Hillsborough Ave/US 92/SR 600	600	
		NORTHBOUND	SOUND			SOUTHE	30UND			EASTBOUND	DNND			WESTBOUND	ONND		
AM	0	0	0	0	0	0	0	0	0 i	0	0 {	0	0	0	0	0	TOTAL
	NL	NT	NR	N	SL	ST	ж	SU	щ°	ш Ч	Ξľ	3.	WL.	M	VIK		
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7:15 AM		Ţ	1	0	Ţ	1	0	0	0	52	0	0	⊃ (	а ;		-	ę ę
7.30 AM	0	-	2	0	0		-	0		18	0	0	D	47	D	0	40
MA 34-5				0		0	-	0	0	15	0	0	0	17	1	0	39
TH CT.	-	-				-		-	c	25	0	0	0	53	0	0	51
8:UU AM					) <del>,</del>	• •				24	0	-	m	34	m	0	20
8:15 AM	-					4 •	0		0 0	1				00	-	c	ç
8:30 AM	4	0	m	0	I	4	0	5 0	5 0	3 8		-	- c	0	• •	0 0	5 6
8:45 AM	2	2	0	0	2	2	0	0	2	70	1	-	5	ρŢ	-1	>	R
		1 (14)		104	1	t	5	CII	Ē	Ŀ	ß	I	M	TW	WR	NM	TOTAL
	NL	Z	Ϋ́Ν		י א ז	<u>,</u>	Śŗ	2, 0	~ L	170	, c	, μ	4	163	œ	0	404
TOTAL VOLUMES :	12	6 22 220	6 ,000 00	0,000	/ /0210C	14 F0 2207.	5 EA02	0000	ر 1 60%	1/U 05 51%	1 1 20%	1 69%	1,09%,C	93.14%	4.57%	0.00%	2
APPROACH %'S :	44.44%	0/077*77	33.33%	0,000	0/211.62	0/ 00.00	B/ 00'7T	10000	NCOT	N/ TC:00	0/ 7717	01 0014					TOTAL
PEAK HR :		07:15 AM - 08:13 AM	MA CLISO				ſ	c	,	5	c	c	c	70	ر د	0	184
PEAK HR VOL :	m	m	m	0	2	Ŋ	n	0	1 0	83 6 220	0000	0000	0000	<i>c</i> c c o o			
PEAK HR FACTOR :	0.750	0.750	0.375	000 0	0.500	0.625	0.750	0.000	047.0	0.830	0,000	0.000	0,000	0.844	44 vuc.v	00010	0.902
		0./50	2			C70'N	3			0.0	2						
											4.4.10			AAVE CLER	CINIC C		
1000		NORTHBOUND	BOUND			SOUTH	SOUTHBOUND			EASIE	EASTBOUND	¢	c	WESIBUUND		c	
Md	0	0	0	0	0	0	0	- ;	5 i	> [	<b>-</b> {	> [					TOTAL
	NL	LN	NR	NN	S	ST	SR	7	ц		뜄	2	, NL	A P	VAN		200
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4:15 PM	1	2	0	0	T		0	0	0	22	-	0	0 (	5		<b>&gt;</b> 0	2 2
4:30 PM	1	0	0	0	0	H	0	0		12	0	-	0	1 1	- 1	0	7
4:45 PM	0	0	1	0	0	T	0	0	2	13	0	0	0	24	7	-	55
5:00 PM		0	0	0	0	÷	0	0	0	17		0	-	18	7	0 0	9
5:15 PM		T	0	0	Ţ	-	0	0	0	ø	0	0	0	18	-	0	3 2
5:30 PM		-1	0	0	<b>-</b>	Ŧ	1	0	0	4	0	0	0	1	-	0 0	98
5:45 PM	0	1	0	0	0	1	0	0	-	11	0	0		14	-	D	2
					1		40	ī		t	6		IVI	ΨT	A/D	II/W	TOTAL
	N	LN	NR	NN	۲	· د	ž	2	<u>-</u> г	ц ц	ር	2 <	2 M L	145	ά	2	UBC
TOTAL VOLUMES :	_	9	1	0	4 20 7202	/ 52 050/	1E 2004	0 00%		00 64%	700/2	0.00%	1.97%	92.95%	5.13%	0.00%	2
APPROACH %'s :	22.22%	60.0/%	11.11%	0.00%	30.//%	0/.00.00	0/.0C.CT	0/ 00.0			NCIT	2000	2 47.4				TOTAL
PEAK HR :		04:45 PM -	- 05:45 PM				,	¢	,	ć	,	c	Ŧ	77	ų	c	139
PEAK HR VOL :	0	7		0	2	4	-1	0	7	42	1 1		T	//			1
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	U42.0	0.802	UC/.U	0"00"0	0.808
		10	0 750	5			7 583			0.6	0.675			0.8	0.808		

1 0.250 0.625

0.583

0.250

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

Project ID: 23-120441-002

NS/EW Streets:         0         N           AM         0         0         0           7:15 AM         0         0         0           7:30 AM         0         0         0           8:15 AM         0         0         0           8:15 AM         0         0         0           8:315 AM         0         0         0	1BOL A				N Rome Ave	Ave		W Hills	horningh Ave	W Hillsharauah Ave/US 92/SR 600	600	W Hills	horoliah Av	W Hillshorough Ave/US 92/SR 600	enn	
0 7:15 AM 7:15 AM 7:15 AM 7:15 AM 8:00 AM 8:10 AM 8:30 AM 8:30 AM 0 8:45 AM 0						-			A I I I I I I I I I I I I I I I I I I I	and	-	CIIII 1 4A			220	
0 7:00 AM 7:15 AM 7:315 AM 8:00 AM 8:15 AM 8:15 AM 8:45 AM 0 8:45 AM 0					SOUTHBC	DNUC			EASTBOUND	QNNC		c	WESTBOUND	GNND	-	
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Z		NR	IN	S	ST	SR	SU	Ц	Ш	Æ	EU	ML	WT	WR	MN	TOTAL
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	07:15 AM - 08:15 AM														¢	TOIAL
DEAK HR VOL : 0		0	0	0	T.	0	0	0	m	0	0	0	-	0	0	٥
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M	TN	NR	NU		ST	SR	SU	Е	E	Я		M	M	WK	M	IUIA
4:00 PM 0	F	0	0		0	0	0	0		0	0	0	(		0 0	ο <del>,</del>
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	14:45 PM - U5:40	MA CH				,	c	·	ſ	c	~	c	7	С	C	11
0			-	0 000	0.00	1 0 JEO	0000	U JEU		0000		0000	0.583	0.000	0.000	
PEAK HR FACTOR : 0.000 0.0	0.000	0.000	n.uuu		30.0	002*0	000.0	0.2.0	0.750	0.00	200	20010	0.583	83		0.688

National Data & Surveying Services

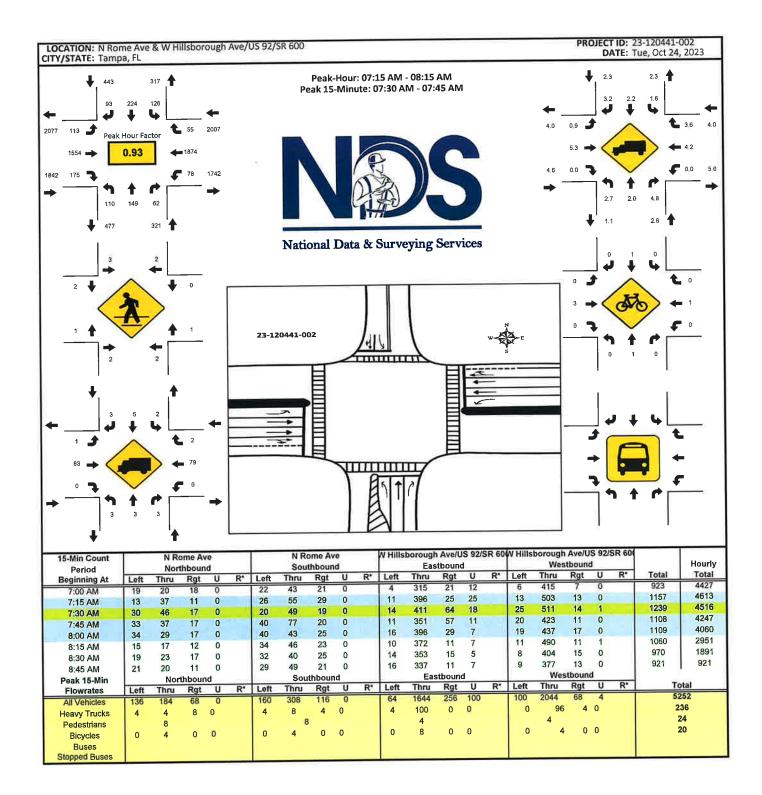
# Intersection Turning Movement Count

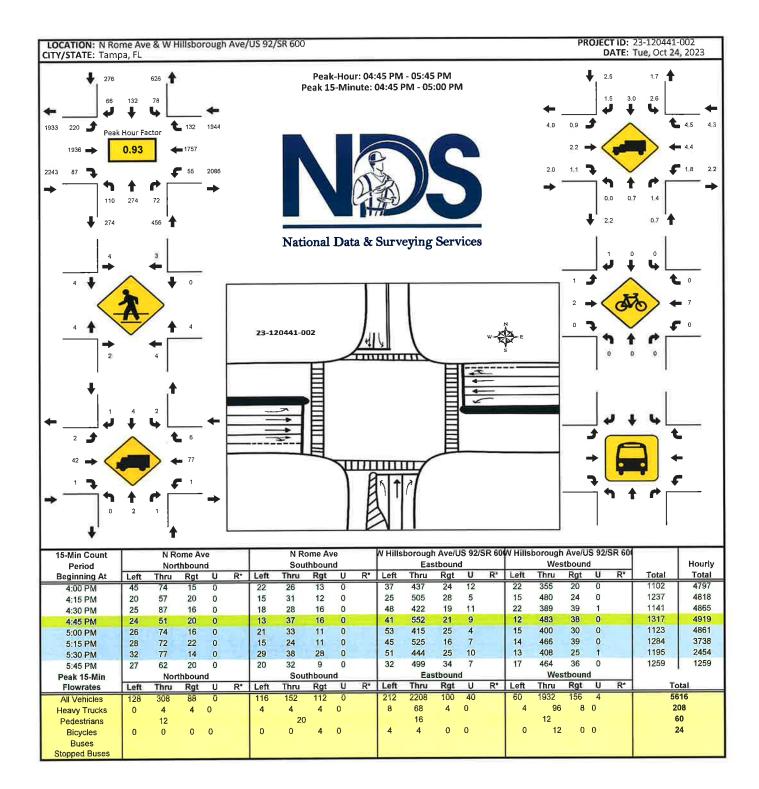
Location: N Rome Ave & W Hillsborough Ave/US 92/SR 600 City: Tampa

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

-
(Crosswalks)
-
Pedestrians
1
Data

			<b>Data - P</b> (	- Pedestrians	<b>NS (LFOS</b> )	(Crosswaiks)			
	N Pame Are		N Dem	0,00	W Hillsborough Ave/US	igh Ave/US	W Hillsborough Ave/US	igh Ave/US	
NS/EW Streets:	N KOME AVE		IN KUITIE AVE	e Ave	92/SR 600	600	92/SR 600	600	
	NORTH LEG		SOUTH LEG	I LEG	EAST LEG		MEST LEG		
AIVI	EB WB	/B	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM			2	0	0	0	-1	0	4
7:15 AM			0	2	0	0	-1	0	4
7:30 AM		0	0	0	0	0	0	-	m
7:45 AM	1	0	0	0	1	0	0	÷	m
8:00 AM	0		7	0	0	0	0	0	m
8:15 AM	0		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	8	WB	BB	ß	NB	ß	TOTAL
TOTAL VOLUMES :		4	4	m	1	0	7	4	21
APPROACH %'s :	5%	57.14%	57.14%	42.86%	100.00%	0.00%	33.33%	66.67%	
PEAK HR :	07:15 AM - 08:15	:15 AM							TOTAL
PEAK HR VOL :	m		2	2		0	H	2	13
PEAK HR FACTOR :	75	0.500	0.250	0.250	0.250		0.250	0.500	0.813
	0.625		0.500	00	0.250	50	0.7	0.750	CTOO
	NORTH LEG		SOUTH	H LEG	EAST LEG	LEG	WEST	r Leg	
MM		WB	B	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0		2		0	0	2		7
4:15 PM	0	-	<b></b> 1	0	0	0	2	0	4
4:30 PM	0	0	2	1	0	0	Ļ	2	9
4:45 PM	0	1	2	0	<b></b> 1	0	1	1	9
5:00 PM	0	0	0	m	0	0	0	7	л I
5:15 PM			0	0	0	0	n i	- •	ורכ
5:30 PM		-	0		m	0	0	0	٦١
5:45 PM	0	0	0	2	0	0	ო	0	ъ
		d/V		A/R	an	g	AB	8	TOTAL
	•	Ş.	<u></u> -	50	5 -	) }	<u>5</u>	2	47
			1023 707	0 53 3306		0 00%	16% 43 16%	36.84%	<u>-</u>
APPRUACH % S :		04.00	10.07 /0		N 00'00T	0/00-0	0/07100	21000	TOTAL
PEAK HR :	04:45 PM - 05:45 PM	S PM				¢			
PEAK HR VOL :			7	4	4 5	Э	4 (	+ 1 001	9
PEAK HR FACTOR :	0.250 0.7	0.750		0.333	0.333		0.333	0.00	0.694
	0.350		0.1	0.500	0.1	0.333		nno	







N/S Street: N Lee Pl

Ż

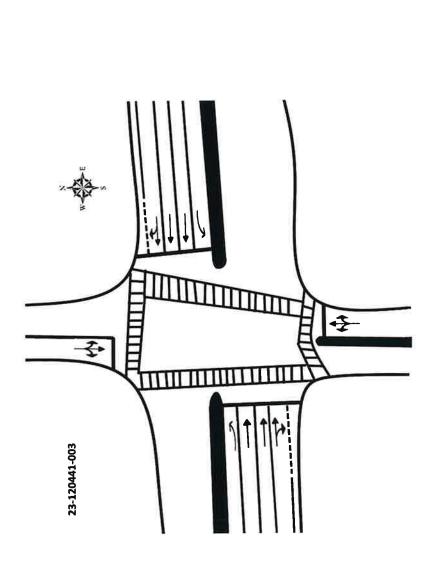
Speed: 25 MPH



23-120441-003	10/24/2023	Sunny	Tampa	Hillsborough	00:00 - 00:00	16:00 - 18:00	Signalized
Site Code:	Date:	Weather:	City:	County:	Count Times:		Control:

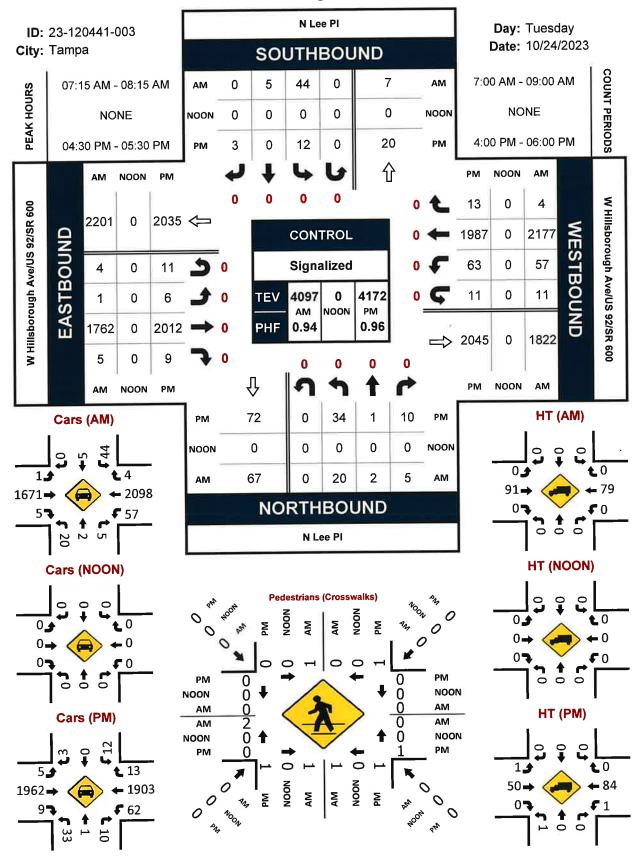


PHASES	H	2	ŝ
NT/ST	00:19	00:19 00:20 00:19	00:19
WL/WT	00:21	00:13	00:17
ET/WT	02:26	02:34	02:43
EL/ET	00:13	00:14	a



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

Peak Hour Turning Movement Count



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

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

								Data - Total	Total								
NS/EW Streets:		N Lee Pl	ы	-		N Lee PI	Ы		W Hills	W Hillsborough Ave/US 92/SR 600	/US 92/SR	600	W Hillst	W Hillsborough Ave/US 92/SR 600	/US 92/SR	600	
		NORTHBOUND	ONNO.			SOUTHBOUNE	DNDO			EASTBOUND	DNUC			WESTBOUND	DNND		
AM	c	c	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Þ	La La	NR	NIN	S	2	SR	SU	ᆸ	ᆸ	ER	EU	- 0	τM	WR	M	TOTAL
MV 00.2	7	0	0		0	c	c	0	0	355		0		481	0	++4	852
7.4 E AM	. 1				ı m			0	-	414	0	-		576	2	m	1016
WH CT:/	0 0	- c	N C	0 0	2	2			0	504	-	-		544	1	m	1091
/:30 AM	х	0 0	2 1	5 0	27	V +	0 0			411	4 4			503	-	LC1	116
7:45 AM	2	0	-	-	71	-	-	5		111	r a			CCA.	• •		1012
8:00 AM	0	2	2	0	10	2	0	0	0	433	0			100	י כ	2 0	CTAT
R-15 AM		C	2	0	6	0	0	0	0	453	m	2		510	7	m	566
INV CTIO	1 F		10		4	0	0	0	C	425	-	0		457	1	2	60 03
MA 10.30	~ 1				- ო		0	00	0	344	ო	2		481	2	'n	852
MR CF:8		0	þ	>	C	þ	J	<b>,</b>	•								
	VII	NT	MD	III		러	с,	15	H	Ш	ER	EU	ML	WT	WR	MM	TOTAL
	1			2		5 u	í r	30		9339	ŕ	00	87	4106	б	22	7699
TOTAL VOLUMES :	41	7 0007	14 000%	0,000	07 80 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 :	01.00.70	17	08:15 AM	2000													TOTAL
DEAK HR VOI	20	~	5	0	4	Ŋ	0	0	1	1762	ъ	4	57	2177	4		409/
PEAK HR FACTOR :	_	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	4			0.557	D			0.875	5			266.0	2		
		NORTHBOUND	BOUND			SOUTHE	GNUOS			EASTBOUND	CUNDO		ł	WES I BUUIND	- CUND	¢	
DM	0	c	0	0	0	0	0	0	0	0	0	0	0	o	Þ	5	
LIM	N	TN	NR	INN	S	ST	SR	SU	ᆸ	Ш	R	EU	ML	WT	WR	M	TOTAL
MU OOFF		c	4	0	m	-	0	0	0	480	m	m	15	446	2	9	966
ALLE DATE			- 0		0 M	C	c	0	) <del>,  </del>	516	9	-	œ	488	m	m	1036
	n u		1 (1	- C	) <del>-</del>		•	0	1	476	0	m	11	497	9	4	1009
MA DC.F					1.10	C		. 0	-	547	m	0	11	512	m	1	1092
MG 00'3		-	4	0 0		c	c	0	2	459	2	9	29	487	7	m	1002
		+ 0	- (*		• 4				2	530	4	2	12	491	2	m	1069
MA CT:C		2 0	no			<b>,</b> (	•	0 0		467	7	m	18	478	4	0	1007
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		4	1	>		,	I										

TOTAL 4172 0.955

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1987 0.970

63 0.543

11 0.458

9 0.563 0.925

2012 0.920

6 0.750

0.000

3 0.750

0.000

12 0.500

0.000

10 0.625

0.250

34 0.567

TOTAL VOLUMES : APPROACH %'s : PEAK HR : PEAK HR VOL : PEAK HR FACTOR :

0.625

0.536

0.984

TOTAL 8222

WU 23 0.57%

WR 23 0.57%

WT 3887 95.95%

WL 118 2.91%

EU 19 0.47%

ER 28 0.69%

ET 3989 98.59%

EL 10 0.25%

SU 0 0.00%

SR 4 12.90%

ST 4 12.90%

SL 23 74.19%

NU 0 0.00%

NT NR 5 26 64:30 PM - 05:30 PM

NL 63 67.02%

Intersection Turning Movement Count National Data & Surveying Services

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

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

NS/EW Streets:		N Lee Pl	Ы			N Lee Pl	Ы		W Hills	W Hillsborough Ave/US 92/SR 600	s/us 92/sR	600	w Hillsl	W Hillsborough Ave/US 92/SR 600	e/US 92/SR	600	
		NORTHBOUND	GNID			SOUTHB	ONND			EASTBOUND	DNDC			WESTB	GUND		
AM	C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
H NO	N	TN	NR	NN	5	ST	ß	ß	ᆸ	ᆸ	ER	EU	ML	Ψ	WR	ΩŴ	TOTAL
MA DOL	-	0	C	0	6	c	0	0	0	329		0	ы	459	0		804
MA NO. /	<u>,</u> ц			00	1 (1			c	-	385	0	1	6	560	2	m	971
WW ST:/	n		4 0		n ç					484	-		17	521	1	ო	1048
7:30 AM	x	0	, c	0	2 2	4 -	0 0		0 0	P OC		• +	: 6	487	-	ſ	944
7:45 AM	2	0	-	5	77	-	2	5		1001	r d	-	3 0	001			054
8:00 AM	0	2	2	0	10	2	0	0	0	408	5 (		ס ת		<b>)</b> (	2 0	
8:15 AM	2	0	2	0	6	0	0	0	0	424	v	7	χ,	4/4	N •	<b>n</b> r	729
MA US-8		C	0	0	4	0	0	0	0	396	1	0	9	434	1	7	058
8:45 AM	o nu	00	00	0	ŝ	0	2	0	0	327	m	2	S	458 2	2	'n	812
																	- Ľ
	IN	IN	NR	NN	SL	ST	SR	SU	ᆸ	Ŀ	出	Ð	WL	μ	WR	DM	TOTAL
TOTAL VOLUMES	40	5	7	c	62	LC.	2	0		3147	13	8	81	3923		22	
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%	- 1	0.55%	ľ
PEAK HR :		07:15 AM - 08:15 AM	08:15 AM										ł			;	IUIAL
PEAK HR VOL :	20	2	2	0	4	ъ	0	0	-1	1671	Ś	4	57	8607	4	11	292/
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 E	1.000	0.648	0.937 (	0.500 15	0.22.0	0.937
		0.844	4			/44.0				C09'N	2			6.0	2		
														WFSTROUND	SOLIND		
		NORTHBOUND	GNNOS			RUDS	SOUND						¢			c	
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	Z	IN	R	NN	л С	۲	SR	SU	EL	Ы	R	Ð	ML	TW	WR	N	IOIA
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		-	> <			G	c	0	-	440	2	9	29	467	7	m	961
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5:30 PM		n,	x	0	-1	n	- 0	5 0	4		~ 0	) <del>,</del>	2 ¢	CLV	• -	, m	1016
5.45 PM		1	2	0	4	0	D	0	-	cnc	n	-	1		-	n	

TOTAL 4035 0.953

11 0.688

13 0.542

1903 0.969

62 0.534

11 0.458

9 0.563

1962 0.917

5 0.625

0.000

3 0.750

0.000

12 0.500

0.000

10 0.625

0.250

33 0.550

0.611

0.536

0.922

0.985

TOTAL 7950

WU 23 0.59%

WR 23 0.59%

WT 3729 95.86%

WL 115 2.96%

EU 19 0.48%

ER 28 0.71%

ET 3881 98.58%

EL 9 0.23%

SU 0 0.00%

SR 4 12.90%

ST 4 12.90%

SL 23 74.19%

0.00%

NR 26 28.26%

Σu

1 1 1 1 1 1 1 1 1 1 1 1 1 1

04:30 PM - 05:30 PI

TOTAL VOLUMES : APPROACH %'s: PEAK HR : PEAK HR VOL : PEAK HR FACTOR :

5.43%

66.30%

Intersection Turning Movement Count National Data & Surveying Services

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

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

W Hillsborough Ave/US 92/SR 600         W Hillsborough Ave/US 92/SR 600           0         EASTBOUND         0         WESTBOUND         0         0           0         EI         EV         U         WT         WR         WU           0         25         0         0         16         0         0         0           0         25         0         0         13         0         0         0         0           17         0         0         0         22         0 <t< th=""><th>2</th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th></t<>	2																	
NORTHBOUND         SOUTHBOUND         SOUTHBOUND         MESTBOUND	NS/EW Streets:		N Lee	Ы		-	N Let	e Pl			borough Av	re/US 92/SR	600	W Hillst	orough Av∈	e/US 92/SR	600	
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0         0	8:00 AN		0	0	0	0 1	0	0 0	- 0	0 0	08	5 0		- c	20		00	r Y
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0         0         0         0         0         17         0         0         23         0         0           NL         NT         NL         NT         NL	8:30 AN	_	0	0	0	0	0	0	0	0	67	0	5		2		0 0	3
NL         NT         NL         NL<	8:45 AN		0	0	0	0	0	0	0	0	17	0	Ð	þ	5	D	D	€
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$		N	NT	NR	NN	SL	ST	ĸ	SU	Ш	Ш	æ	EU	ML	WT	WR	Μ	TOTAL
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	TOTAL VOLUMES		0	0	0	0	0	0	0	0	100 00%	0	0 00%	1 0 54%	183 99.46%	0.00%	0.00%	311
0         0	APPROACH %'s PEAK HR	100.00%	07:15 AM -	0.00% 08:15 AM	0,00.0					0,00,0	N 00.001	2000	2000					TOTAL
0.000         0.000 <th< td=""><td>DFAK HR VOL</td><td>c</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>91</td><td>0</td><td>0</td><td>0</td><td>62</td><td>0</td><td>0</td><td>1/0</td></th<>	DFAK HR VOL	c	0	0	0	0	0	0	0	0	91	0	0	0	62	0	0	1/0
NIL         NORTHBOUND         SOUTHBOUND         EASTBOUND         MestBOUND         WestBOUND           0 </td <td>PEAK HR FACTOR</td> <td>_</td> <td>0.000</td> <td>0,000</td> <td>0.000</td> <td>0.000</td> <td>000 0</td> <td>0.000</td> <td>0.000</td> <td>0.000</td> <td>0.784 0.7</td> <td>0.000</td> <td>0000</td> <td>0.000</td> <td>0.823 0.82</td> <td>0,000</td> <td>0.000</td> <td>0.867</td>	PEAK HR FACTOR	_	0.000	0,000	0.000	0.000	000 0	0.000	0.000	0.000	0.784 0.7	0.000	0000	0.000	0.823 0.82	0,000	0.000	0.867
NIL         NORTHBOUND         SOUTHBOUND         EASTBOUND         WESTBOUND           0																		
0         0			NORTH	BOUND			SOUTH	-BOUND			EASTL	BOUND			WESTB	ONNO		
NI         NT         NR         NU         SI         ST         SR         SU         EL         ET         ER         EU         ML         ML<	PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0         0         0         0         1         13         14         13         13         13         13         14         13         14         13         14         13         13         14         13         13         13         13         13         13         13         14         13         13         13         13         13         13         14         13         13         14         13		NL	IN	NR	NN	ซ	SI	SR	SU	Н	Ŀ	ER	EU	ML	TW	WR	M	
1         0         0         0         0         0         23         0         29         0         29         0         29         0         29         0         29         0         29         0         29         0         29         0         20 <t< td=""><td>4:00 PV</td><td></td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>18</td><td>0</td><td>0</td><td>-</td><td>13</td><td>0</td><td>0</td><td>21</td></t<>	4:00 PV		0	0	0	0	0	0	0	0	18	0	0	-	13	0	0	21
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0         0         0         0         0         0         1         21         0           1         0         0         0         0         0         0         1         21         0           1         0         0         0         0         0         0         1         21         0           0         0         0         0         0         0         0         21         0           0         0         0         0         0         0         0         21         0           0         0         0         0         0         0         0         21         0           0         0         0         0         0         0         0         21         0           0         0         0         0         0         0         0         21         0           0         0         0         0         0         0         0         17         0           1         N         N         N         N         N         N         N         N           2         0         0         0	4.30 PM		0	0	0	0	0	0	0	0	10	0	0	0	22	0	0	32
1         0         0         0         0         0         20         0         20         0         20         0         20         0         20         0         20         0         20         0         21         21         21         21	4:45 PN		0	0	0	0	0	0	0	0	12	0	0		21	0	0	¥.
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0         0         0         0         0         0         0         17         0           0         0         0         0         0         0         0         0         17         0           1         NL         NT         NR         NU         SL         ST         SR         SU         EL         ET         ER         EU         WL         WT         WR           2         0         0         0         0         0         0         3         158         0           100.00%         0.00%         0.00%         0.00%         0.00%         1.86%         98.14%         0.00%	5:15 PN	_	0	0	0	0	0	0	0	0	6	0	0	0	21	0	0 0	9 9 1
0 0 0 0 1 15 0 1 15 0 1 10.00% 0.00%	5:30 PN	_	0	0	0	0	0	0	0	0	œ	0	0	0	1/	0	0	ດ ¦
NL         NT         NR         NU         SL         ST         SR         SU         EL         ET         ER         EU         WL         WT         WR           2         0         0         0         0         0         0         3         158         0           100.00%         0.00%         0.00%         0.00%         1.86%         98.14%         0.00%	5:45 PI		0	0	0	0	0	0	0	0	σ	0	0		t	D	D	ସ
2         0         0         0         0         1         108         0         3         158         0           100.00%         0.00%         0.00%         0.00%         0.00%         1.86%         98.14%         0.00%		Z	TN	R	NN	SL	ST	ж	SU	В	Ш	æ	EU		ΜT	WR	MN	TOTAL
100.00% 0.00% 0.00% 0.00%	TOTAL VOLUMES		0	0	0	0	0	0	0	1 1/0	108	0 000	0 000		158	0 000	0 00%	7/7
	APPROACH %'s	_	0.00%	0.00%	0,00.0					017610	23,00 /0	~~~~	2.000					TOTAL

TOTAL 137 0.835

0.000

0.000 0.966

84 0.955

1 0.250

0.000

0.000

50 0.658

1 0.250

0.000

0.000

0.000

0.000

0.000

0.000 0.250

0.000

0.250

PEAK HR : PEAK HR VOL : PEAK HR FACTOR :

04:30 PM - 05:30 Ph

0.638

National Data & Surveying Services Intersection Turning Movement Count

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

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

Control: Signalized	Signalized							Data - I	Bikes						10/ T1/ T07		
NS/EW Streets:		N Lee Pl	E			N Lee PI	E	-	W Hillst	orough Av	W Hillsborough Ave/US 92/SR 600	600	w Hillsl	W Hillsborough Ave/US 92/SR 600	/US 92/SR	600	
		NORTHBOUND	GNUO			SOUTHBOUND	DNND			EASTBOUND	DNUC			WESTBOUND	DUND		
AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	TN	NR	NN	SL	SТ	SR	SU	E	ᆸ	Я	Э	ML	TW	WR	NM	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	
7:15 AM	0	0		0	0	0	0	0	0	-	0	0	0	-	0	0	m (
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	-	0	0	0	0	÷1	0	0	0	0	4	0	0	1	0	0	4.
8:30 AM	0	0	0	0	0	0	0	0	0	t t	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
		1.000	4	1.11.2	2	-Lu	60	5		Ŀ	ED	ā	IVVI	1V/T	AVR	IN	TOTAL
	NL NL	z	YN	R	ਸ <u>਼</u> ੇ	ñ	۲, e	n d	;		<u>-</u>	3 <				2	0
TOTAL VOLUMES :	1	0	1	0	0 0007		0 0007	0 000	0 0 00%	2 66.67%	%25 55 T	0.00%	0.00%	100.00%	0.00%	0.00%	n
APPKUACH % S :		07-15 AM - 00-15 AM	0/00.0C	0,000	0,00.0	AL ANY ANY	20000	21 2222									TOTAL
DEAV UD VOL -	6		THE PERSON	-	-	c	С	c	0	-	0	0	0	Ŧ	0	0	ო
PEAK HR FACTOR :		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							0.250	20			057.0			
		NORTHBOUND	BOUND			SOUTH	BOUND			EASTBOUND	QUND		1	WESIBUUND	UND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
	N	ΤN	NR	NN	ร	ST	SR	SU	Ш	Б	щ	B	WL	M	WR	NN	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	
4:15 PM	C	0	0	0	0	0	0	0	0	0	0	0	0	m	0	0	m
4:30 PM	_	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	m	0	0	m
5:00 PM		0	0	0	0	0	0	0	0	0	0	0		1	0	-	m
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	
5:30 PM		0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	m ·
5:45 PM		0	0	0	0	0	0	0	0		0	0	0	0	0	0	

TOTAL 15

NU T

WR 0 0.00%

WT 10 83.33%

WL 1 8.33%

EU 0 0.00%

ER 0 0.00%

ET 3 100.00%

EL 0 0.00%

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8.33%

TOTAL 7 0.583

> 1 0.250

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4 0.333

1 0.250

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1 0.250

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0.000

0.000

0,000

0.000

- 05:30 P

04:30 PM 0.000

TOTAL VOLUMES : APPROACH %'s : PEAK HR : PEAK HR VOL : PEAK HR FACTOR :

0.000

0.250

National Data & Surveying Services

# Intersection Turning Movement Count

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

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

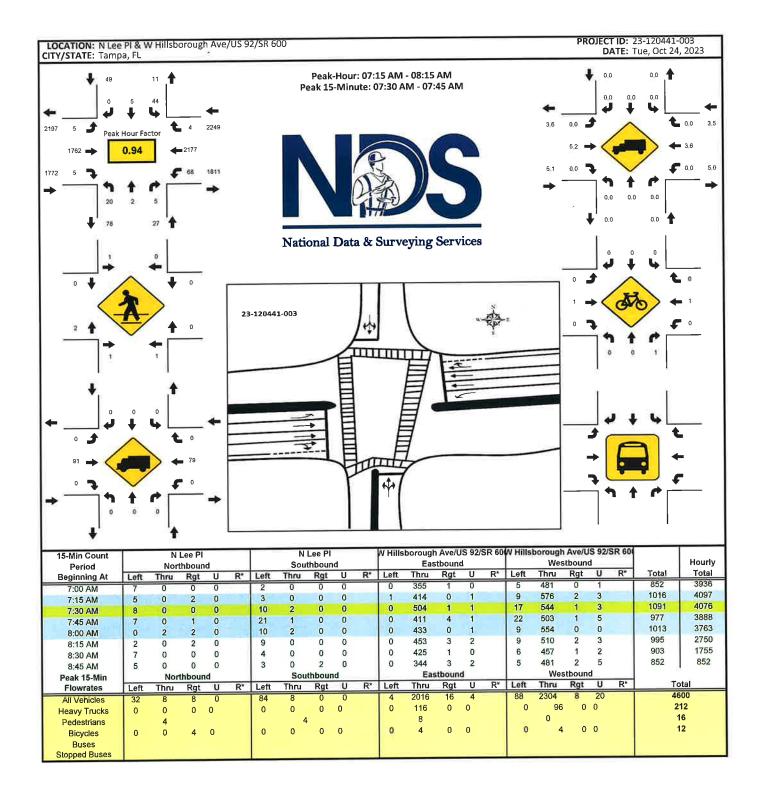
-
Crosswalks
Pedestrians (
Data -

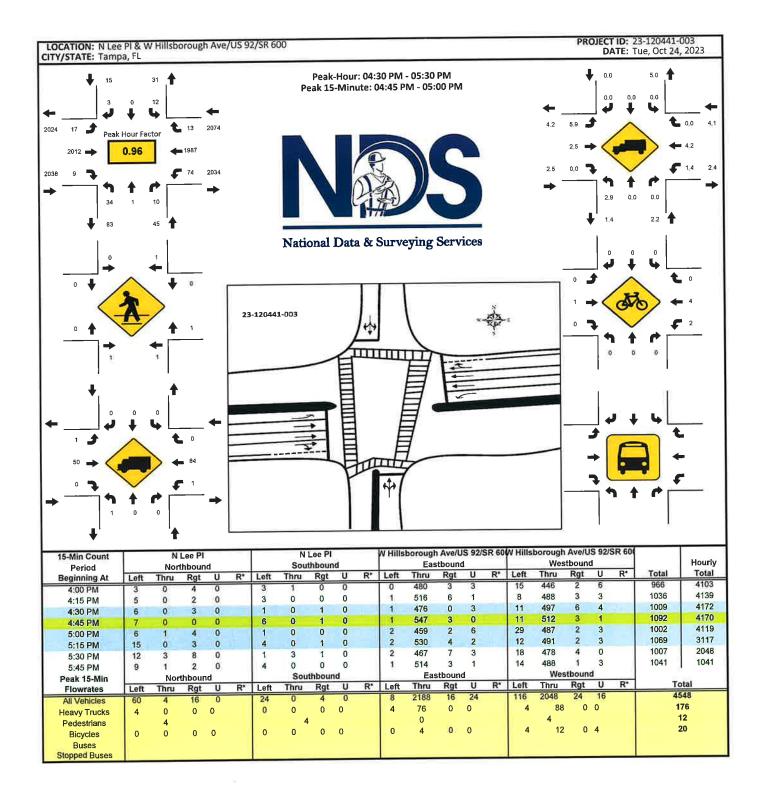
		<b>Data - Pedestrians (Urosswaiks</b> )	ans (crosswai	KS)			
NS/EW Streets:	N Lee PI	N Lee Pl	W Hillsborough Ave/ 97/SR 600	SU'	W Hillsborough Ave/US 92/SR 600	h Ave/US 500	
	NORTH LEG	SOUTH LEG	EAST LEG		WEST LEG	EG	
AM	EB WB	EB	NB SB	~	NB	SB	TOTAL
7:00 AM		1 0	2 0		0	0	4
7:15 AM		0	0		0	0	0
7:30 AM		1 0	0		0	0	-1
7.45 AM	, 0 1	0			2	0	m
MA OD 8	0				0	0	
8:15 AM	0 0	0	0	_	0	0	1
8:30 AM					0	0	0
8:45 AM	0				0	0	0
	EB WB	EB WB	NB SB		NB	SB (	TOIAL
TOTAL VOLUMES :				, i	2	0 0	IO
APPROACH %'s :	66.67% 33.33%	66.67% 33.33%	100.00% 0.00%	%	M0.001	0.00%	14
PEAK HR :	07:15 AM - 08:15 AM						IUIAL
PEAK HR VOL :	1 0		0		2	0	Ś
<b>PEAK HR FACTOR :</b>	0.250	0.250 0.250					0.417
	0.250	0.500			0.250	0	
DMd	<b>JORTH LE</b>	SOUTH LEG	EAST LEG		WEST LEG		14 10 1
LM	EB WB	EB WB	~	<u>_</u>	NB	ΥR A	IUIAL
4:00 PM	0	2 0	0		0	0	~ V
4:15 PM	0	1 0			0 (	0 (	- 0
4:30 PM		0	0		0 0	0 0	5 1
4:45 PM	0	1 0			<b>.</b>	-	<b>v</b>
5:00 PM	0	0	0 0		0 0	0 0	-1 +
5:15 PM					0 0	<b>D</b> +	-i -
5:30 PM				_	0 0		-1 <del>,</del>
5:45 PM		0 1			D	5	-1
						Ę	
	EB WB	~	NB ,	ቻ ሳ	ND ND	<del>ያ</del> -	CIAL
TOTAL VOLUMES :					0 000		ת
APPROACH %'s :	0.00% 100.00%	66.67% 33.33%	100.00% 0.0	0.00%	0.00%	TUU.UU%	
PEAK HR :	04:30 PM - 05:30 PM				¢	ć	IUIAL
PEAK HR VOL :	0 1		1		0	5	4
<b>PEAK HR FACTOR :</b>	0.250	0.250 0.250					0.500
	0 250	0.500	0.250				

0.250

0.500

0.250





### FDOT PEAK SEASON ADJUSTMENT FACTORS



LINCKS & ASSOCIATES, INC.

2022 PEAK	SEASON	FACTOR	CATEGORY	REPORT	-	REPORT	TYPE:	ALL
CATEGORY: 1	L000 HJ	LLSBORG	OUGH COUNT	TYWIDE		M	0.CF. 0	97

WEEK         DATES         SF         PSCF	CALEGO	KI: 1000 AILISBOROUGH COU	MIIMIDE	MOCF: 0.97
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	WEEK			
$\begin{array}{cccccccccccccccccccccccccccccccccccc$				
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	2	01/02/2022 - 01/08/2022	1.02	
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$ \begin{array}{cccccccccccccccccccccccccccccccccccc$		01/16/2022 - 01/22/2022		
* 7 $\frac{1}{10} \frac{1}{10} \frac{1}{2022} - \frac{1}{12} \frac{1}{2022} \frac{1}{2022} - \frac{1}{98} \frac{1}{101}$ * 8 $\frac{1}{9} \frac{1}{202} \frac{1}{2022} - \frac{1}{22} \frac{1}{2022} \frac{1}{2022} \frac{1}{2022} \frac{1}{2022} - \frac{1}{2022} \frac{1}{$				
* 8 $02/101/2022 - 02/101/2022 - 0.96$ 0.99 * 9 $02/201/2022 - 02/26/2022 0.96$ 0.99 * 10 $02/27/2022 - 03/105/2022 0.95$ 0.98 * 11 $03/06/2022 - 03/101/2022 0.95$ 0.98 * 13 $03/201/2022 - 03/26/2022 0.95$ 0.98 * 14 $03/27/2022 - 04/02/2022 0.95$ 0.98 * 14 $03/27/2022 - 04/02/2022 0.97$ 1.00 * 16 $04/101/2022 - 04/106/2022 0.98$ 1.01 * 17 $04/17/2022 - 04/23/2022 0.98$ 1.01 * 18 $04/24/2022 - 04/30/2022 0.99$ 1.02 20 $05/08/2022 - 05/14/2022 0.99$ 1.02 21 $05/15/2022 - 05/28/2022 1.00$ 1.03 23 $05/29/2022 - 06/28/2022 1.00$ 1.03 23 $05/29/2022 - 06/28/2022 1.04$ 1.07 27 $06/26/2022 - 06/28/2022 1.04$ 1.07 27 $06/26/2022 - 07/02/202 1.04$ 1.07 28 $07/03/2022 - 07/32/202 1.04$ 1.07 29 $07/10/2022 - 07/32/202 1.04$ 1.07 29 $07/10/2022 - 07/38/2022 1.04$ 1.07 30 $07/17/2022 - 08/27/2022 1.02$ 1.05 31 $08/21/2022 - 08/27/2022 1.02$ 1.05 32 $08/21/2022 - 08/27/2022 1.02$ 1.05 33 $08/21/2022 - 08/27/2022 1.02$ 1.05 34 $08/14/2022 - 08/20/2022 1.00$ 1.03 35 $08/21/2022 - 08/27/2022 1.02$ 1.05 34 $09/15/2022 - 10/16/2022 1.02$ 1.05 35 $08/21/2022 - 09/24/2022 1.06$ 1.09 36 $09/25/2022 - 10/08/2022 0.99$ 1.02 42 $10/09/2022 - 10/18/2022 0.99$ 1.02 42 $10/09/2022 - 11/22/2022 0.99$ 1.02 42 $10/09/2022 - 11/22/2022 0.99$ 1.02 42 $10/09/2022 - 11/$				
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33 $08/07/2022 - 08/13/2022$ 1.011.0434 $08/14/2022 - 08/20/2022$ 1.001.0335 $08/21/2022 - 08/27/2022$ 1.021.0536 $08/28/2022 - 09/03/2022$ 1.041.0737 $09/04/2022 - 09/10/2022$ 1.061.0938 $09/11/2022 - 09/17/2022$ 1.081.1139 $09/18/2022 - 09/24/2022$ 1.051.0840 $09/25/2022 - 10/01/2022$ 1.021.0541 $10/02/2022 - 10/08/2022$ 0.991.0242 $10/09/2022 - 10/22/2022$ 0.971.0044 $10/23/2022 - 10/29/2022$ 0.981.0145 $10/30/2022 - 11/05/2022$ 0.991.0246 $11/06/2022 - 11/12/2022$ 1.011.0447 $11/13/2022 - 11/26/2022$ 1.011.0449 $11/27/2022 - 12/03/2022$ 1.011.0450 $12/04/2022 - 12/10/2022$ 1.001.03			1.02	1,05
35 $08/21/2022 - 08/27/2022$ $1.02$ $1.05$ $36$ $08/28/2022 - 09/03/2022$ $1.04$ $1.07$ $37$ $09/04/2022 - 09/10/2022$ $1.06$ $1.09$ $38$ $09/11/2022 - 09/17/2022$ $1.08$ $1.11$ $39$ $09/18/2022 - 09/24/2022$ $1.05$ $1.08$ $40$ $09/25/2022 - 10/01/2022$ $1.02$ $1.05$ $41$ $10/02/2022 - 10/08/2022$ $0.99$ $1.02$ $42$ $10/09/2022 - 10/15/2022$ $0.96$ $0.99$ $43$ $10/16/2022 - 10/22/2022$ $0.97$ $1.00$ $44$ $10/23/2022 - 10/29/2022$ $0.98$ $1.01$ $45$ $10/30/2022 - 11/05/2022$ $0.99$ $1.02$ $46$ $11/06/2022 - 11/12/2022$ $1.01$ $1.04$ $47$ $11/13/2022 - 11/19/2022$ $1.01$ $1.04$ $49$ $11/27/2022 - 12/03/2022$ $1.01$ $1.04$ $50$ $12/04/2022 - 12/10/2022$ $1.00$ $1.03$			1.01	1.04
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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				
4811/20/2022 - 11/26/20221.011.044911/27/2022 - 12/03/20221.011.045012/04/2022 - 12/10/20221.001.03			1.02	
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=1 $12/11/2022 = 12/17/2022 = 1.00 = 1.03$				
	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	53	12/25/2022 - 12/31/2022	1.05	T.08

\* PEAK SEASON

23-FEB-2023 09:11:23

830UPD

7\_1000\_PKSEASON.TXT

SIGNAL TIMING SHEETS

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Idinipa	Tim	ingsł	Timingsheet and		Conti	rollei	r Ope	eratio	Controller Operation - Phases 1 - 8	
SECID: 609 Timing Date:	4/5/2022	022	Phasing Date:		<i>د 7/2/</i> 2010	9			Shop Number: 1514 Drop:	Ver. B
Major Street HILLSBOROUGH	_			ō	Orientation: East / West	n: East / '	West	Contr	Controller Type EOS	
Minor Street <b>ARMENIA</b>				ō	Orientation: North / South	n: North	/ South	Comp	Computer System I Last Date Sent	11/7/2019
	Contro	er Ti	Controller Timings (secon	second	ds)				Controller Operation	
Controller Phase Number	1	2	3	4	5	9	7	8	No	10 MOD
Direction	EBLT	WB	SB LT	NB	WBLT	8	NB LT	SB	No	tion: N
Minimum Green	5	15	5	10	5	15	5	10		/N): Yes
Vehicle Extention 3	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	Iransit Preempt: False LPI Date: 4/5/2022	/2022
Yellow Clr/Alt Clr   4	4.9	4.9	4.4	4.4	4.9	4.9	4.4	4.4	Crossing Guard Limes AM:	
Red Cir/Alt Red Cir	2	2	2	2	2	2	2	2	Crossing Guard Times PM:	
Max Green I	25	80	20	40	15	90	20	40	Free Time Primary:	
Max Green II	30	115	25	55	25	110	25	55	Free lime secondary:	
Walk		7		7		2		7		
Walk - XGuard				1					Flash Times Primary:	
FDW		28		34		26		35	nes Seco	
FDW - XGuard									CNA Ø'S Ø2,Ø6	
Detector Memory C	NO	I		I	NO	-	1	1	Phase Ring Assignments	ents
Phase Recall	-	MAX	1	I	1	MAX	I	L	-	
Ped Recali -	_	NO	T	1		NO	1	1		4
Flash Operation	RED	ΥEL	1	RED	RED	YEL	1	RED	R2: 5 6   7	8
	Cabi	net Loa	d Switc	As	ments				<b>—</b>	4
101 IS2: 107	20		125:		:9SJ					
LS9: LS10: LS11:		LS12:	LS13:	24 16	L514:	4	LS15: F	P6 LS16:		
*FDOT Timing Project 2014 - Lead/Lag by input and TOD.	ead/Lag b	ly input a	nd TOD.*						<b>  R1:</b> 1 2   3	4
Albeck Gerken, Inc. timings in effect - 10/20/2014	effect - 1	0/20/201	4						c bac	0
New cabinet & EOS controller installation 4/5/22	installatio	n 4/5/22							D	0
<b>B</b> Added 3 sec LPI 4/5/22.									R1:	
nts									R2:	
Submitted Bv: 7 M. D	Date: 4/5/22	100	Review Bv:	Ę	M/ Dai	te 04/05	ACCOCIS	nroved B	Datend In 5/2022 Approved By A John Date: 4 17/2022	
BY. ZIC-	Date: 4-8-22 Notes:	8-22	Notes:	K					77071114 1212077	



### Patterns 1 - 16 Phases 1 - 8 **Coordination Pattern Page**

Ver. E

Print Date: 4/5/2022

Coord Date: 5/21/2021

69

Major Street: HILLSBOROUGH

**Record Number:** Section Id: 609

Г

Minor Street: ARMENIA

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

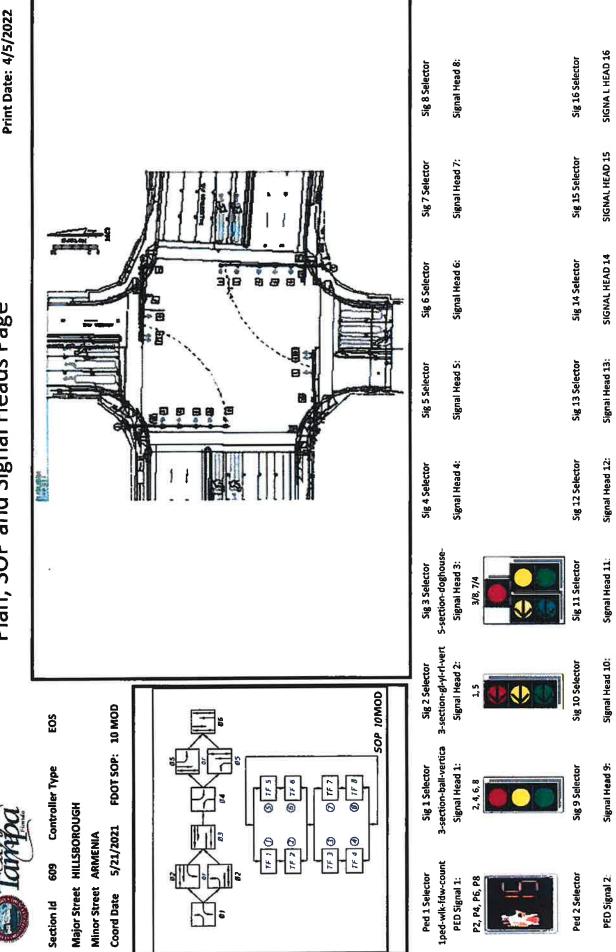
SB 00 NB LT 8 Ø WBLT S **8**8 4 SB LT m WB 2 EBLT **Direction:** Ø Number:

	Patterns	Sequence	Cycle	Offset								
÷	0530 - 0930 AM	7	210	151	18	115	36	41	20	113	26	51
ö	0930 - 1115 Am Off	2	180	32	27	96	25	38	21	96	27	36
ų	1115 - 1330 Noon	5	180	32	27	90	25	38	21	96	27	36
4	1330 - 1400 PM Off	2	180	32	27	06	25	38	21	96	27	36
Ŋ	1400 - 1830 PM	2	, 200	41	31	96	20	53	19	108	25	48
ġ	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
ø	0800 - 1000 Sat, 0930 - 1100 Sun	2	150	85	19	80	21	30	18	81	21	30
6	1000 - 1900 Sat, 1100 - 1600 Sun	2	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.												

	Truck Cool	ord Pattern Page	atte	ern P	age						Š	Ver. E
	Patterns		48	33 - 48, Phases 1	ses		00		_	Print Date:		4/5/2022
Majc	Major Street: HILLSBOROUGH		Sec	Section Id: 6	609 Coo	Coord Patt Table Record #	able Rec		162 C	Coord Date:	ä	
Minc	Minor Street: ARMENIA				Coord St	Coord Structure Table Record #	able Rec	ord #	69			
Coor	Coord Phases: Ø2 & Ø6		<b></b>									
Š	Coord M - F: Mon - 1hu Patt 1-7, Fri Patt 1 - 7 w/6	р (ф. 1900										
Coord	Coord WkEnd: Sat & Sun Patt 7 - 10											
Ŝ	Coord Free:			Direction:	n: EBLT	WB	SB LT	BN	WBLT	83	NB LT	88
Coord	Coord Sp Ops:	y		Ø Number:	-	2	3	4	5	9	2	∞
		Sequence	Cycle	Offset								
33	BUCS - In	F	200	104	42	80	18	60	42	8	18	60
34	BUCS - Out		500	116	34	78	26	62	34	78	26	62
35											$\Box$	Π
36										$\Box$	Π	$\square$
37											$\square$	Π
38											Π	$\square$
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Plan, SOP and Signal Heads Page

Print Date: 4/5/2022



			SECID: 611 Timing Da Major Street HILSBORC Minor Street ROME Controller Phase Number Direction Direction Minimum Green Max Green I Max Gre	A 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	Imings I/6/2022 Introller 7 15 3.0 4.8 3.0 4.8 3.0 4.8 3.0 15 15 15 15 15 15 15 15 15 15	Phasing Phasin	Allo Date: D	7/2/200 rientatio rientatio ds) ds) db f f f f f f f f f f f f f f f f f f	n: East / Wes n: North / So 6 6 6 6 6 15 15 15 15 15 15 15 15 15 15 15 15 15		Liss: 28 28 CONTOUR THE CONTOU		Drop: Sent Sent Protect e: 5/21 e: 5/21 8 8 8 8 8 8	Ver. B	
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num Green         5         15         10         5         15         10         5         15         10         and ge reempt: No           // Alt Red Cir         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0         4.0         3.0         3.0         4.0         Transit Preempt: False         Mode           // Alt Red Cir         2         2         2         2         2         5         5         6         1         7 <t< td=""><td>num Green         5         15         10         5         15         10         6 longe reempt. No           Refertion         3.0         3.0         3.0         3.0         3.0         3.0         4.0         3.0         3.0         4.0         3.0         3.0         4.0         3.0         3.0         4.0         3.0         3.0         4.0         3.0         3.0         4.0         3.0         3.0         4.0         3.0         3.0         4.0         3.0         4.0         3.0         4.0         3.0         4.0         3.0         5.6         5.6         5.2         2.6         5.0         140         65         65         15         95         65         15         95         65         165         17         7</td><td>num Green         5         15         10         5         15         10         300 ge reempt: No           <math>\alpha</math> (<math>\Gamma/Alt</math> (<math>\Gammar</math> <math>3.0</math> /td><td>tion</td><td></td><td>-  -</td><td></td><td>S NB</td><td>WBLT</td><td>8</td><td>S</td><td>٦</td><td>ž</td><td>Backup Protection: N</td><td>_</td></t<>	num Green         5         15         10         5         15         10         6 longe reempt. No           Refertion         3.0         3.0         3.0         3.0         3.0         3.0         4.0         3.0         3.0         4.0         3.0         3.0         4.0         3.0         3.0         4.0         3.0         3.0         4.0         3.0         3.0         4.0         3.0         3.0         4.0         3.0         3.0         4.0         3.0         4.0         3.0         4.0         3.0         4.0         3.0         5.6         5.6         5.2         2.6         5.0         140         65         65         15         95         65         15         95         65         165         17         7	num Green         5         15         10         5         15         10         300 ge reempt: No $\alpha$ ( $\Gamma/Alt$ ( $\Gammar$ $3.0$	tion		-  -		S NB	WBLT	8	S	٦	ž	Backup Protection: N	_	
trep:         NB         WBLT         EB         SB         Free mpt:         No           num Green         5         15         10         5         15         10         8 cligge Preempt:         No           num Green         5         15         10         5         15         10         4.0         3.0         3.0         3.0         4.0         3.0         3.0         4.0         3.0         3.0         4.0         3.0         3.0         4.0         3.0         3.0         4.0         3.0         3.0         4.0         3.0         3.0         4.0         3.0         3.0         4.0         3.0         4.0         3.0         4.0         3.0         4.0         3.0         4.0         5.5         <	$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	tree         Free         SBLT         EBL         WB         NBLT         EB         SI         10           num Green         5         15         10         5         15         10         5         15         10           Referention         3.0         3.0         4.0         3.0         3.0         4.0         3.0         3.0         4.0           NUT/Alt Ref CIr         2.5         80         65         15         95         65         15         95         65         15         95         65         15         95         65         165         17         7	roller Phase Number		+		4	۰ ۲	٩	×	T		FUUI SUP: / MO	<b>a</b>	
Oller Phase Number         1         2         4         5         15         10         5         15         10         5         15         10         8rdge Preempt:         No         Badde           num Green         5         15         10         5         15         10         5         15         10         7         10         7         10         7         10 <t< td=""><td>Oller Phase Number         1         2         4         5         6         8         Rk Preempt:         No         Baidge Preempt:         No         Cossing Guad Times Pr</td><td>Oller Phase Number         1         2         4         5         6         8         RXR Preempt:         No         Back           Non         Ferention         5         15         10         5         15         10         8         8         8         8         8         8         8         8         8         10         8         10<td></td><td>3</td><td></td><td>l câillitil</td><td>(Inclass)</td><td>ſsp</td><td></td><td></td><td>]</td><td></td><td>roller Uperation</td><td></td></td></t<>	Oller Phase Number         1         2         4         5         6         8         Rk Preempt:         No         Baidge Preempt:         No         Cossing Guad Times Pr	Oller Phase Number         1         2         4         5         6         8         RXR Preempt:         No         Back           Non         Ferention         5         15         10         5         15         10         8         8         8         8         8         8         8         8         8         10         8         10 <td></td> <td>3</td> <td></td> <td>l câillitil</td> <td>(Inclass)</td> <td>ſsp</td> <td></td> <td></td> <td>]</td> <td></td> <td>roller Uperation</td> <td></td>		3		l câillitil	(Inclass)	ſsp			]		roller Uperation		
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I       Timing Date: $3/5/2022$ Phasing Date: $7/2/2010$ Shop Number:       1800       Drop:         HLLSBOROUGH       Orientation:       Early are       Controller Type       Cobant:       EDS       Drop:       7/1/2         RMK       Controller Type       Controller Type       Controller Type       Controller Type       Last Date Sent       11/7/2         RMK       Controller Type       Controller Type       Controller Type       Controller Type       Controller Type       Dop 2000         RMK       Controller Type       Controller Type       Controller Type       Controller Type       Dop 2000         Alor       30       30       40       5       15       10       5       11/7/2021         Alor       30       30       48       30       30       100       End       End <td><math display="block">\label{eq:product} \mbox{Initing Date: } 7/2/2010 \mbox{Initing Date: } 7/2/2011 Init</math></td> <td><math display="block">\label{eq:particular} I \ \mbox{Timing Date:} \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \</math></td> <td>maum</td> <td>-</td> <td>S</td> <td></td> <td></td> <td></td> <td></td> <td>ידיים</td> <td></td> <td></td> <td></td> <td></td>	$\label{eq:product} \mbox{Initing Date: } 7/2/2010 \mbox{Initing Date: } 7/2/2011 Init$	$\label{eq:particular} I \ \mbox{Timing Date:} \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \$	maum	-	S					ידיים					
Timing Date:       3/6/2022       Phasing Date:       7/2/2010       Shop Number:       1309       Drop:         HLLSBOROUGH       Orientation:       Early wet       Controller Type Cobalt - EGS       Shop Number:       1309       Drop:         HLLSBOROUGH       Orientation:       Early busic       Controller Timings (seconds)       Orientation:       Notice (condition)       Shop Number:       13/7/2         Row       Controller Timings (seconds)       Orientation:       Notice (condition)       Shop Number:       Shop Number:       13/7/2         Row       Controller Timings (seconds)       And       Master Eag       Shop Number:       Controller Timings (seconds)       Controller Timings (seconds)         Res Number       5       130       30 <t< td=""><td><math display="block">\label{eq:constraints} \equal to the term of term of the term of ter</math></td><td>Timing Date:       3/6/2022       Phasing Date:       7/2/2010       Shop Number:       1809       Drop:         HLLSBOROUGH       Orientation:       East Neet       Controller Type Cobalt - EGS       Shop Number:       1809       Drop:         HLLSBOROUGH       Orientation:       Controller Timings (seconds)       Orientation:       North / south       Controller Type Cobalt - EGS       Shop Number:       13/7/2         Row       Controller Timings (seconds)       As Na Preprint       No       Flast Date Sent       No       Plast Protection: No         Rev       South       South       Controller Timings (seconds)       As Na Preempt:       No       Blast Up Protection: No         Rev       South       South       South       South       Controller Timings (seconds)       Controller Timings (seconds)         Rein       South       South       South       Controller Timings (seconds)       Controller Times Primary:         Rein       South       South</td><td>Dunna 1</td><td></td><td>iming</td><td>sheet</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>	$\label{eq:constraints} \equal to the term of term of the term of ter$	Timing Date:       3/6/2022       Phasing Date:       7/2/2010       Shop Number:       1809       Drop:         HLLSBOROUGH       Orientation:       East Neet       Controller Type Cobalt - EGS       Shop Number:       1809       Drop:         HLLSBOROUGH       Orientation:       Controller Timings (seconds)       Orientation:       North / south       Controller Type Cobalt - EGS       Shop Number:       13/7/2         Row       Controller Timings (seconds)       As Na Preprint       No       Flast Date Sent       No       Plast Protection: No         Rev       South       South       Controller Timings (seconds)       As Na Preempt:       No       Blast Up Protection: No         Rev       South       South       South       South       Controller Timings (seconds)       Controller Timings (seconds)         Rein       South       South       South       Controller Timings (seconds)       Controller Times Primary:         Rein       South	Dunna 1		iming	sheet									
Image base:     7/2/2010     Shop Number:     1809     Drop:       Image base:     7/2/2021     Phasing base:     7/2/2020     Shop Number:     1809     Drop:       Image base:     7/6/2022     Phasing base:     7/2/2020     Shop Number:     1809     Drop:       Image base:     7/6/2022     Phasing base:     7/2/2020     Shop Number:     1809     Drop:       Image pare:     0 rentation:     East vest     Controller Timings (seconds)     Controller Timings (seconds)     Controller Timings (seconds)       Image number     East vest     0 rentation:     East vest     Controller Timings (seconds)     Controller Timings (seconds)       Image number     East vest     0 rentation:     East vest     0 rentation:     East vest     Doe rento:       Image number     5 v     1 vest     1 vest     1 vest     NR Preempt:     No     Pointer S/21/2021       Image number     5 v     1 vest     2 vest     1 vest     2 vest     1 vest     2 vest       Image number     5 vest     2 vest     2 vest     2 vest     2 vest     1 vest     2 vest       Image number     5 vest     2 vest     2 vest     2 vest     2 vest     1 vest     2 vest       Image number     5 vest     2 vest </td <td>Timingsheet and Controller Operation - Phases 1 - 8       I Timing Date: 7/2/2010     Shop Number: 1809     Drop:       Ining Date: 7/2/2010     Shop Number: 1809     Drop:       Ining Date: 7/2/2010     Shop Number: 1809     Drop:       Initing Stat: 7/2/2010     Shop Number: 1809     Drop:       Initing Date: 7/2/2010     Shop Number: 1809     Drop:       Initing Stat: 0     Controller Timings (seconds)       Controller Timings (seconds)       Controller Timings (seconds)       Name: Failer     Controller Toperation       Name: Failer     Controller Timings (seconds)       Controller Timings (seconds)     Controller Timings (seconds)       Name: Failer     Controller Timings (seconds)       Name: Failer     Controller Timings (seconds)       Name: Failer     Properation       Name: Failer     Controller Timings (seconds)       Number: 52:1/2021       Number: 52:1/2021       Number: 52:1/2021       Number: 52:1/2021       Number: 52:1/2021       Number: 52:1/2021</td> <td>Timingsheet and Controller Operation - Phases 1 - 8     Timing Date:     7/5/2012     Phasing Date:     7/2/2010     Shop Number:     1809     Drep:       HILSBOROUGH     Orientation: Earl West     Controller Type Cobalt - EOS     Shop Number:     1809     Drep:       HILSBOROUGH     Orientation: Earl West     Controller Type Cobalt - EOS     Drep:     Shop Number:     1809     Drep:       AOME     Orientation: Earl West     Controller Timings (seconds)     Controller Type Cobalt - EOS     Dom to The Propertion No       ADME     Controller Timings (seconds)     Controller Timings (seconds)     Controller Type Cobalt - EOS     Dom to The Propertion No       Rev     1     2     4     5     6     8     8     19/1023       Rev     1     2     1     3     1     1     2     100       Rev     1     2     1     3     1     1     1     1       Rev     1     2     1     3     1     1     1     1       Rev     1     2     1     3     1     1     1     1       Rev     1     2     1     3     1     1     1     1       Rev     1     1     2<td>Turt</td><td>I</td><td>,</td><td>-</td><td></td><td>Cont</td><td>rollar (</td><td>nora</td><td></td><td></td><td>~</td><td></td></td>	Timingsheet and Controller Operation - Phases 1 - 8       I Timing Date: 7/2/2010     Shop Number: 1809     Drop:       Ining Date: 7/2/2010     Shop Number: 1809     Drop:       Ining Date: 7/2/2010     Shop Number: 1809     Drop:       Initing Stat: 7/2/2010     Shop Number: 1809     Drop:       Initing Date: 7/2/2010     Shop Number: 1809     Drop:       Initing Stat: 0     Controller Timings (seconds)       Controller Timings (seconds)       Controller Timings (seconds)       Name: Failer     Controller Toperation       Name: Failer     Controller Timings (seconds)       Controller Timings (seconds)     Controller Timings (seconds)       Name: Failer     Controller Timings (seconds)       Name: Failer     Controller Timings (seconds)       Name: Failer     Properation       Name: Failer     Controller Timings (seconds)       Number: 52:1/2021       Number: 52:1/2021       Number: 52:1/2021       Number: 52:1/2021       Number: 52:1/2021       Number: 52:1/2021	Timingsheet and Controller Operation - Phases 1 - 8     Timing Date:     7/5/2012     Phasing Date:     7/2/2010     Shop Number:     1809     Drep:       HILSBOROUGH     Orientation: Earl West     Controller Type Cobalt - EOS     Shop Number:     1809     Drep:       HILSBOROUGH     Orientation: Earl West     Controller Type Cobalt - EOS     Drep:     Shop Number:     1809     Drep:       AOME     Orientation: Earl West     Controller Timings (seconds)     Controller Type Cobalt - EOS     Dom to The Propertion No       ADME     Controller Timings (seconds)     Controller Timings (seconds)     Controller Type Cobalt - EOS     Dom to The Propertion No       Rev     1     2     4     5     6     8     8     19/1023       Rev     1     2     1     3     1     1     2     100       Rev     1     2     1     3     1     1     1     1       Rev     1     2     1     3     1     1     1     1       Rev     1     2     1     3     1     1     1     1       Rev     1     2     1     3     1     1     1     1       Rev     1     1     2 <td>Turt</td> <td>I</td> <td>,</td> <td>-</td> <td></td> <td>Cont</td> <td>rollar (</td> <td>nora</td> <td></td> <td></td> <td>~</td> <td></td>	Turt	I	,	-		Cont	rollar (	nora			~		



### Coordination Pattern Page Patterns 1 - 16 Phases 1 - 8

Ver. E

Print Date: 4/6/2022

Coord Date: 4/6/2022

71

**Record Number:** 

Section Id: 611

**Minor Street: ROME** 

**Major Street: HILLSBOROUGH** 

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

Direction:	EBLT	WB	NB	WBLT	83	ß
Number:	1	7	4	S	9	∞

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ä	09:30 - 11:15 AM Off	S	180	113	25	123	32	1	131		5
m	11:15 - 13:30 Noon	5	180	113	25	123	ĥ	1	101		
4	13:30 - 14:00 PM Off	<b>5</b>	180	11	35	511	; ;				32
ίΩ.	14:00 - 18:30 PM Peak						22	-	131		32
u				c	40	102	58	20	122		58
ο I		5	150	118	27	85	38	17	95		38
	21:30 - 05:30 Late		150	63	21	89	40	21	68		40
œ	08:00 - 10:00 Sat, 9:30 - 11:00 Sun	2	150	m	26	88	36	19	95		36
ຕໍ	10:00 - 19:00 Sat, 11:00 -16:00 Sun	7	210	80	31	141	38	17	155		S S S
10.	19:00 - 22:30 Sat, 16:00 -20:30 Sun	S	150	94	23	91	36	22	10		
11.							;	3	76		97
77.											
<b>е</b>								l			
14.								I			
15.											
16.							Ī	Ī			
							-			-	

and and
Ser J

### Coord Pattern Page

Ver. E

Print Date: 4/6/2022

## Patterns 33 - 48, Phases 1 - 8

Major Street: HILLSBOROUGH

Section Id: 611 Coord Patt Table Record # 164 Coord Date: Coord Structure Table Record # 71

**Minor Street: ROME** 

Coord Phases: Ø2, Ø6

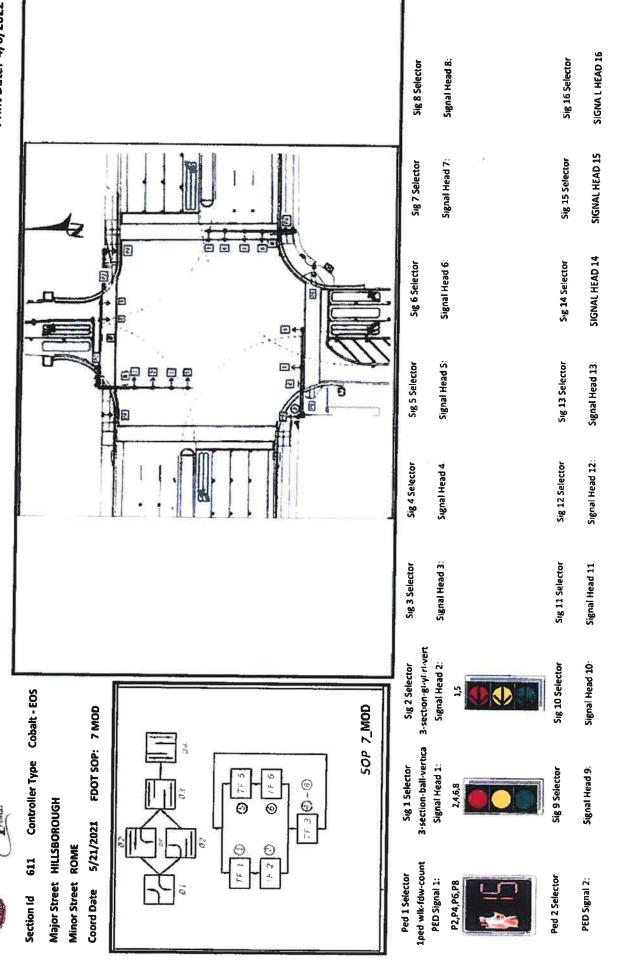
Coord M - F: Mon-Thur Patt 1-7, Fri Patt 1 -7 w/6 @ 19:00

		Sequence	-1	-				<b>I</b>			
r		Cycle	200	200				240			
Direction:	Ø Number:	Offset	25	175				237			
EBLT	F		18	18				25			
WB	2		139	139				172			
NB	4		43	43				43			
WBLT	2		18	18				25			
8	9	ĺ	139	139			Ī	172			
8	ø		43	43				43			
	EB SB										



## Plan, SOP and Signal Heads Page

Print Date: 4/6/2022



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

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								Sp	lits								Offset	0.0	Course of
Falleni	0-3-0	Length	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8	Ø9	Ø10	Ø11	Ø12	Ø13	Ø14	Ø15	Ø16	Onset	Seq	Coord Ø
1		210	18	157 MxP		35	23	<b>152</b> 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	<b>84</b> MxP		43									112	2	2, 6
7		150	21	100 MxP		29	21	<b>100</b> MxP		29									47	1	2, 6
8		150	19	<b>88</b> MxP		43	23	<b>84</b> MxP		43									7	2	2, 6
9		210	17	162 MxP		31	25	<b>154</b> MxP		31									188	5	2, 6
10	1	150	16	<b>94</b> MxP		40	22	<b>88</b> MxP		40									94	2	2, 6

Offset Reference Point	Phase Mode			SE	<u>Q 1</u>			SE	EQ 2
Beginning of First Green	-	Ring - 1	1	2	4	Ring - 1	2	1	4
Notes:		Ring - 2	5	6	8	Ring - 2	5	6	8
<ol> <li>Use 'Max I' during FREE Operation.</li> </ol>					· -				

Use 'Max'r during FHEE Operation.
 Max recall Ø2 and Ø6 during coordination.
 Leading Pedestrian Interval (LPI) Ø2, Ø4, Ø6, Ø8 = 3.0 sec
 Mainstreet FYA's omitted by Time of Day.
 Detector Red Lock enabled for left turn detectors.

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

5

Signal ID:	0612
Major Street:	Hillsborough Ave
Minor Street:	Lee PI

### Day Plans

Mo	nday-						day			Satu	ırday				Sur	nday	
	Day F	Plan 1		Í			Plan 2			Day I	Plan 3				Day I	Plan 4	8
Hr	Min		Cycl		Hr	Min	Patt	Cycl	Hr	Min	Patt	Cycl		Hr	Min	Patt	Cy
2	00	7	150	ł.	00	00	7	150	00	00	7	150		00	00	7	15
5	30	1	210		05	30	1	210	08	00	8	150		09	30	8	15
Э	30	2	180		09	30	2	180	10	00	9	210		11	00	9	21
1	15	3	180	l I	11	15	3	180	19	00	10	150		16	00	10	15
3	30	4	180	(	13	30	4	180	22	30	7	150		20	30	7	15
4	00	5	200		14	00	5	200									
8	30	6	150	l I	19	00	6	150					í .				
	30	7	150		21	30	7	150									
													n (				
	Day P						Plan 6				Plan 7					Plan 8	
_		Plan 5 Patt					Plan 6 Patt		Hr		Plan 7 Patt			Hr		Plan 8 Patt	
_					Hr				Hr								
					Hr I				Hr								
					Hr				Hr								
					Hr				Hr								
					Hr				Hr								
Hr					Hr				Hr								

Patt	Force	Detector	Timing	Coord					A	t Time	e Tab	le Max	< Valu	les (Se	econd	ls)				_
Fau	Mode	Plan	Plan	Max Plan	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8	Ø9	Ø10	Ø11	Ø12	Ø13	Ø14	Ø15	Ø16
1	Float	l		MAXINH																
2	Float			MAXINH																
3	Float			MAXINH					1		0								-	
4	Float			MAXINH										-						
5	Float			MAXINH																
6	Float			MAXINH													_			-
7	Float			MAXINH						_					_					
8	Float			MAXINH													_			
9	Float			MAXINH												_	-	-		
10	Float			MAXINH		0														_
		14														_				

### INTERSECTION ANALYSIS



11/17/2023

	۶	-	$\mathbf{r}$	4	-	×	1	1	1	1	Ŧ	~
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻሻ	<b>**i</b>		ሻሻ	***		٦	<b>†</b>		ሻ	<b>↑</b> ↑	
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/In	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	282	34 J		7 - 77
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+l1), 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					67 E .		194	21 1	80. A		30,000	BIT I
HCM 6th Ctrl Delay	10.00		74.3									
HCM 6th LOS			E									

11/17/2023

	≯	-	*	4	-	*	1	1	1	1	Ļ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻሻ	<b>**</b>		ሻሻ	**		ሻ	<b>↑</b> ⊅		۲	<b>↑</b> î→	
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/In	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	В	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			В			F		2.5	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+l1), 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				-						i jî si	2.7	in i
HCM 6th Ctrl Delay			52.3									
HCM 6th LOS			D									

11/17/2023

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻሻ	***	7	ሻሻ	***	۴	ሻ	个诤		٦	<b>↑</b> ⊅	
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/In	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	1											
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	С	F	E	С	F	F	F	E	F	<u> </u>
Approach Vol, veh/h		2022			2280			555			887	
Approach Delay, s/veh		45.1			62.1			88.7			100.5	
Approach LOS	Se sent	D			Е			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8	11-15		THE D	
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+l1), 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									

Synchro 11 Report

11/17/2023

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻሻ	<u> ተተተ</u>	7	ሻሻ	***	7	٦	<b>↑</b> î»		٦	<b>↑</b> î>	
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	С	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			В		1.21	F	-		F	
Timer - Assigned Phs		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	2.1	1.12		
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+l1), 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		53.21		8 N. B			1. A. B.			ن و ع		
HCM 6th Ctrl Delay	5. Ch.	199	49.1									
HCM 6th LOS			D									

11/17/2023

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻሻ	***	۴	ሻሻ	ተተተ	7	٦	<b>↑</b> ĵ≽		ሻ	<b>1</b>	
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/In	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	С	F	E	С	F	F	F	E	F	F
Approach Vol, veh/h	100	2031			2319			556			888	
Approach Delay, s/veh		45.2			62.7			88.8			100.5	
Approach LOS	1 1 1	D	1.000		E			F		1.14	F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8	0.4		1.10	9.29
Phs Duration (G+Y+Rc), s	18.8	117.7	31.1	42.4	21.0	115.6	26.0	47.4		2	1.1	
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	12.1	108.1	29.6	33.6	14.1	106.1	19.6	43.6				
Max Q Clear Time (g_c+l1), 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											C.	
HCM 6th Ctrl Delay			64.9									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻሻ	***	۴	ካካ	***	۴	٦	<b>↑</b> ĵ»		ሻ	<b>†</b> ‡	
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/In	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	С	F	А	А	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	100	D		S. 11 8	В	1.1		F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8		. Sare		2-1-5-
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+l1), 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				1212
Intersection Summary	100.00											
HCM 6th Ctrl Delay	199.125		49.4									
HCM 6th LOS			D									

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Lane Configurations         Image: Configurations         <		٦	-	$\mathbf{F}$	4	←	*	•	†	1	1	Ļ	~
Traffic Volume (veh/h)       123       1888       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       100         Ped-Bike Adi(A, pbT)       1.00	Movement	EBL	EBT	EBR	_		WBR						SBR
Future Volume (veh/h)         123         1688         190         85         2035         60         119         161         86         136         243         100           Initial Q(b), veh         0													
Initial Q (Qb), veh       0													
Ped-Bike Adji(A,pbT)       1.00 <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>													
Parking Bus, Adj       1.00       1.0			0			0			0			0	0
Work Zone On Approach         No         No         No         No         No           Adj Sat Flow, vehr/hin         1885         1826         1885         1845         1841         1841         1856         1870 <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<>													
Adj Sat Flow, veh/h/n       1885       1826       1885       1885       1841       1841       1841       1856       1870       1826       1870       1870       1856         Adj Kow Rate, veh/h       132       1815       184       91       2188       59       128       173       51       146       261       99         Peak Hour Factor       0.93       0.82 </td <td></td> <td>1.00</td> <td></td> <td>1.00</td> <td>1.00</td> <td></td> <td>1.00</td> <td>1.00</td> <td></td> <td>1.00</td> <td>1.00</td> <td></td> <td>1.00</td>		1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Adj Flow Rate, veh/h       132       1815       184       91       2188       59       128       173       51       146       261       96         Peak Hour Factor       0.93       0.83       0.33       114       4       4       32       135       136       147       176       164       177       176       160       161       161       1		_								1000	1070		1050
Peak Hour Factor         0.93													
Percent Heavy Veh, %       1       5       1       1       4       4       3       2       5       2       2       3         Cap, veh/n       149       2634       266       96       2730       73       134       523       433       273       362       133         Arrive On Green       0.03       0.19       0.19       0.11       1.00       0.28       0.23													
Cap, veh/h       149       2634       266       96       2730       73       134       523       433       273       362       136         Cap, veh/h       1795       4601       464       1795       5031       135       1014       1870       1157       1296       480         Grp Volume(v), veh/h       132       1309       690       91       1455       792       128       173       51       146       0       355         Grp Sat Flow(s), veh/h/n       1795       1662       1742       1795       1675       1816       1014       1870       1547       1157       1296       487         Grp Sat Flow(s), veh/h/n       1795       1662       1742       1795       1675       1816       1014       1870       1547       1157       0       778         Opelo Lane       1.54       77.1       177.7       10.6       0.0       0.0       2.0       1.00       1.													
Arive On Green       0.03       0.19       0.19       0.11       1.00       1.00       0.28 <th0.23< th=""> <th0.23< th="">       0.33       0.32<td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></th0.23<></th0.23<>													
Sat Flow, ven/h       1795       4601       464       1795       5031       135       1014       1870       1547       1157       1296       487         Grp Volume(v), ven/h       132       1309       690       91       1455       792       128       173       51       146       0       355         Grp Sat Flow(s), ven/h       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       25.5       15.4       5.2       24.1       0.0       382.2         Prop In Lane       1.00       0.27       1.00       0.07       1.00       1.00       1.00       0.27         Lane Grp Cap(C), ven/h       149       1902       997       96       1818       986       134       523       433       273       0       492         V/C Ratio(X)       0.89       0.69       0.95       0.80       0.80       0.96       0.33       0.12       0.54       0.00       0.7         V/C Ratio(X)       0.89       0.69       0.95       0.80 <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<>													
Gr       Volume(v), veh/h       132       1309       690       91       1455       792       128       173       51       146       0       355         Grp Valume(v), veh/h/ln       1795       1662       1742       1795       1675       1816       1014       1870       1547       1173       0       1783       0       1783       0       1783       0       1783       0       1783       0       1783       0       1783       0       1783       0       1783       0       184       0       352       241.       0.0       38.2       Cycle Q Clear(g_c), s       15.4       77.1       77.7       10.6       0.0       0.07       1.00       1.00       1.00       0.27       1.00       0.07       1.00       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       448       144       1002       997       96       1818       986       134       523       433       273       0       498       46124       463       453       453       433       273													
Gp       Satisfield       Gr       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       24.1       0.0       38.2         Prop In Lane       1.00       0.27       1.00       0.07       1.00       1.00       1.00       0.027         Lane Grp Cap(c), veh/h       149       1902       997       96       1818       986       134       523       433       273       0       496         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       496         Upstream Filter(1)       0.54       0.54       0.78       0.78       1.00       1.00       1.0													
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       24.1       0.0       38.2         Prop In Lane       1.00       0.27       1.00       0.07       1.00       1.00       1.00       0.07         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       0.95       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       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.00       1.0													
Cycle Q (ear(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       0.07         Lane Grp Cap(c), veh/h       149       1902       997       96       1818       986       134       523       433       273       0       496         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       496         HCM Platcon Ratio       0.33       0.33       0.33       2.00       2.00       1.00 <td>The second /td> <td></td> <td></td> <td></td> <td>and the second se</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	The second				and the second se								
Prop In Lange       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       0.95       0.80       0.80       0.96       0.33       0.12       0.54       0.00       0.77         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       0.33       2.00       2.00       1.00 <th< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></th<>													
Lane Grp Cap(c), veh/h14919029979618189861345234332730498V/C Ratio(X)0.890.690.690.950.800.800.960.330.120.540.000.77Avail Cap(c_a), veh/h16419029979618189861345234332730498HCM Platoon Ratio0.330.330.332.002.002.001.001.001.001.001.001.00Upstream Filter(1)0.540.540.780.780.781.001.001.001.000.000.00Unform Delay (d), s/veh101.167.767.993.50.00.097.060.156.475.70.068.2Incr Delay (d2), s/veh23.91.12.265.73.05.565.00.40.12.00.05.0Initial Q Delay(d3), s/veh0.00.00.00.00.00.00.00.00.00.00.00.0Waig Movement Delay, s/veh125.068.870.1159.23.05.5162.060.456.577.80.073.3LnGrp Delay(d), s/veh125.068.870.1159.23.05.5162.060.456.577.80.073.3LnGrp Delay(d), s/veh72.79.996.874.6Approach LOSEAFE<			77.1			0.0			15.4			0.0	
V/C Ratio(X)       0.89       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       1.00													
Avail Cac(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 <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<>													
HCM Platon Ratio       0.33       0.33       0.33       2.00       2.00       1.0													
Upstream Filter(1)       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													
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													
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													
Initial Q Delay(d3),s/veh       0.0 <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>													
Mile 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       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 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 DOS       F       E       E       F       A       A       F       E       E       A       E         Approach Vol, veh/h       2131       2338       352       505       505       505         Approach LOS       E       A       F       E       E       A       F       E       E       F       E       E       505													
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 Dolsy(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       F       A       A       F       E       E       A       E         Approach Vol, veh/h       2131       2338       352       505       505         Approach Delay, s/veh       72.7       9.9       96.8       74.6       74.6         Approach LOS       E       A       F       E       E       120.0													
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       A       F       E       E       E       A       A       F       E       E       A       A       F       E       E       A       A       F       E       E       A       A       F       E       E       A       F       E       E       A       F       E       E       A       F       E       E       A       F       E       E       A       F       E       C       A       F       C       D <thd< th="">       D       D</thd<>			35.0	37.2	6.4	0.8	1.5	9.5	1.5	2.1	7.4	0.0	18.3
LnGrp LOS       F       E       E       F       A       F       E       E       E       A       F         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       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       * 6.3       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       46.9       46.9       46.9					150.0			100.0	00.4	50.5	77.0	0.0	70.0
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       * 6.3         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       46.9       46.9		and the second s						and the second second second					
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         Timer - Assigned Phs       1       2       4       5       6       8         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       46.9       46.9		F		E	F		A	F		E	E		E
Approach LOS       E       A       F       E         Timer - Assigned Phs       1       2       4       5       6       8         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       *6.3         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       46.9       46.9					-								
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         * 6.3           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         46.9         46.9         46.9         46.9         46.9											_		-
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       * 6.3         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       46.9       46.9       46.9       46.9       46.9	Approach LOS		E	la la		А			F			E	
Change Period (Y+Rc), s       6.8       6.8       * 6.3       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+l1), 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       46.9       46.9       46.9       46.9	Timer - Assigned Phs	1	2		_			511		10.00	3 T.	141.5	
Max Green Setting (Gmax), s       19.2       112.2       * 59       11.2       120.2       * 59         Max Q Clear Time (g_c+l1), 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	Phs Duration (G+Y+Rc), s	24.2	120.8										
Max Q Clear Time (g_c+l1), 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         46.9         46.9         46.9         46.9	Change Period (Y+Rc), s	6.8	6.8										
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	Max Green Setting (Gmax), s	19.2											
Intersection Summary HCM 6th Ctrl Delay 46.9													
HCM 6th Ctrl Delay 46.9	Green Ext Time (p_c), s	0.0	35.4		0.0	0.0	20.4	1. J.	2.6				
	Intersection Summary	2000		3.5	- مح		141 - 50		$\pi \pi$		100		
HCM 6th LOS D	HCM 6th Ctrl Delay			46.9									2
	HCM 6th LOS			D									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	٦	<u></u> ↑↑₽		٦	<u>ተተ</u> ጮ		۲	1	1	٦	12	
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	А	F	A	Α	F	E	E	F	Α	<u> </u>
Approach Vol, veh/h		2607			2253			523			314	
Approach Delay, s/veh		9.9			10.0			72.7			74.7	
Approach LOS	120	А	19 A.		А		0.010	E	Sec. 1	2.00	E	
Timer - Assigned Phs	1	2	1.1	4	5	6		8	× 18	1		
Phs Duration (G+Y+Rc), s	36.9	105.8	Total M	57.3	15.5	127.2	15.64	57.3		19	100	
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+l1), 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	ěe Jin	0.2				
Intersection Summary				, 19 A		1-1-3						
HCM 6th Ctrl Delay	2011		19.3				1 - Sec.		1.			
HCM 6th LOS			В									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	٦	<b>*††</b>		٦	**		ሻሻ	1	۴	٦	4î	
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	10.00
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/In	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	<u> </u>	E	E	A	F
Approach Vol, veh/h	1.00	2131	1921-1		2338			351			505	
Approach Delay, s/veh		75.3			8.3			87.4			101.3	
Approach LOS		E	1.11	1	A		(	F	a street		F	
Timer - Assigned Phs		2	3	4	5	6	7	8	11	10	1.9.1	i en l
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				6. YA
Max Q Clear Time (g_c+l1), 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		1.1.2.2	2 I S				ت الم	63.115		12/21		
HCM 6th Ctrl Delay	2014		49.1		L.			fin de la				
HCM 6th LOS			D									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	٦	<b>ተተ</b> ጮ		٦	<b>ተ</b> ትጉ		ሻሻ	1	7	ሻ	₽	
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		1007	No			No	1070
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/In	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				105.0	10	7.0	440.0	75.4	00.7	404.4	0.0	00.0
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	-	В			A			F			F	=1.5
Timer - Assigned Phs	1	2	<u>at C</u>	4	5	6	7	8	263			
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+l1), 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	1.1			
Intersection Summary				1			100	Sec.	and the		1 des	
HCM 6th Ctrl Delay			21.0									
HCM 6th LOS			С									
Contraction of the second s	_											-

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	٦	**		٢	ተተኩ		ሻሻ	<b>↑</b>	7	ኻ	<b>₽</b>	
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/In	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	А	F	E	E	E	А	F
Approach Vol, veh/h		2141			2342		1.1	409			507	
Approach Delay, s/veh		77.4			9.1			88.2			100.9	
Approach LOS		Е		10.25	А	20 E	15-15	F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8		1	120	
Phs Duration (G+Y+Rc), s	24.2	116.3	21.0	48.4	19.7	120.8	18.7	50.7	2. J.S.			
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+l1), 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	81.0	2	1.2.2		1.51	ti kiri		100			1023	
HCM 6th Ctrl Delay			50.8									
HCM 6th LOS			D									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	٦	441		٦	<b>**</b>		ሻሻ	Ť	7	ሻ	4î	
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	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	1005	No	4005	1070	No	1014	4005	No	4005	4050	No	4070
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	1000	0.18	1.00	450	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/In	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		4.0	0.5	407.4		0.0	440.0	74.0	50.0	440.0	0.0	00.0
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	din ja	2642	1.1		2263			540	E.		322	
Approach Delay, s/veh	-	10.3	_		9.0			84.9			104.4	-
Approach LOS		В		1	А			F			F	
Timer - Assigned Phs	1	2		4	5	6	7	8			Sec. And	-
Phs Duration (G+Y+Rc), s	37.0	108.1	i arti E	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+l1), 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	J.L.							2124				
HCM 6th Ctrl Delay		at pelo	22.0									1.00
HCM 6th LOS			С									
	-										_	

Notes

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

Synchro 11 Report

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	种种		ሻ	<b>**</b>			4			\$	
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/in	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		0.1	0.0									
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	А	F	А	А	F	А	А
Approach Vol, veh/h	11-1-2-1	2046	1000	100	2598		100 A 100 T	30			55	
Approach Delay, s/veh		0.5			5.6			98.2			102.2	
Approach LOS		0.0 A			A			F			F	
				4		6		1.0				-
Timer - Assigned Phs	1	2		4	11.0	101 6		6 10 F	MI DOW		-	
Phs Duration (G+Y+Rc), s	8.2	185.3	2	16.5	11.9	181.6		16.5 * 6.6				
Change Period (Y+Rc), s	6.9	6.9		* 6.6	6.9	6.9						
Max Green Setting (Gmax), s	11.1	150.1	Real Pro-	* 28	16.1	145.1		* 28				
Max Q Clear Time (g_c+l1), 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	1910 - 19	0.2		Israil		
Intersection Summary							and -		112.2	1. 1. 11.	3 X X	
HCM 6th Ctrl Delay	Sec. 11		5.1				- 1 X					
HCM 6th LOS			А									
NEWS	1000						a state of the					

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	٦	<u>↑</u> ↑₽		٦	ተተኩ			4			<del>4</del> 7+	
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		100-	No	1005	10-0	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	0700	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/In	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	4.2	0.4	0.0	25	5.7	6.3	96.6	0.0	0.0	02.0	0.0	0.0
LnGrp Delay(d),s/veh	4.3	0.4	0.8	3.5					0.0	92.0	0.0	0.0
LnGrp LOS	Α	A	A	A	A	A	F	A	A	F	A	<u> </u>
Approach Vol, veh/h		2304			2347			51			17	
Approach Delay, s/veh	-	0.6	_		5.8			96.6			92.0	
Approach LOS	100	А			А			F			E	
Timer - Assigned Phs	1	2		4	5	6		8		dan E	4× 3	
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+l1), s	2.4	27.9		8.4	3.5	2.0		4.0				
Green Ext Time (p_c), s	0.0	36.2	The state	0.2	0.2	37.7		0.0				
Intersection Summary		Sec. 1									1,22	
HCM 6th Ctrl Delay			4.5	1.11					100			a set
HCM 6th LOS			A									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	٦	***		٦	<b>**</b>		ሻ	¢î			4	
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/In	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		0.1	0.0	0.0	0.0	10.1		0.0	0.1	0.1	0.0	010
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	A	1.5	30			55	
		0.4	-		5.9			96.2			103.4	
Approach Delay, s/veh		0.4 A	-		5.9 A			50.2 F			105.4 F	1
Approach LOS					-			-	in line		E .	_
Timer - Assigned Phs	1	2		4	5	6	_	8		1000		
Phs Duration (G+Y+Rc), s	8.2	184.4		17.4	11.9	180.7	2	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	110.00	* 33	13.1	143.1		* 33				
Max Q Clear Time (g_c+l1), 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	1.5181.1	0.2				
Intersection Summary	3.17				<u> </u>		and a					
HCM 6th Ctrl Delay			5.2				11,54					
HCM 6th LOS			А									
N						-		Contraction of Contraction	Contraction of			100

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	**		ሻ	**		٦	f)			4	
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		1005	No	1005
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/In	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	А	A	A	A	F	A	F	F	A	<u> </u>
Approach Vol, veh/h	1.1	2304			2347	1.0	1.1	51			17	
Approach Delay, s/veh		0.6			5.8			93.9			93.0	_
Approach LOS		А	E 1 1 1	1 19 11	А		1.1-1	F			F	
Timer - Assigned Phs	1	2		4	5	6		8				فللعلة
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+l1), 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		1912		
Intersection Summary											100	
HCM 6th Ctrl Delay			4.5	6, PC		101		1.00	100			
HCM 6th LOS			A									

Notes

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

11/17/2023

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	٦	**		ሻ	<b>**</b>		ሻ	ef			4	
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	А	A	А	А	F	А	F	F	А	А
Approach Vol, veh/h		2072		100	2606		S., S. B.	30		1997	55	
Approach Delay, s/veh		0.4			5.9			96.2			103.4	
Approach LOS	1000	A	v - 3 -		A			F	10.00		F	
		_	-		_	6						
Timer - Assigned Phs	0.0	104.4		4	5 11.9	6 180.7		17.4			-	
Phs Duration (G+Y+Rc), s	8.2	184.4		17.4				* 6.6				
Change Period (Y+Rc), s	6.9	6.9		* 6.6	6.9	6.9	A				Contract of the	-
Max Green Setting (Gmax), s	8.1	148.1		* 33	13.1	143.1		* 33				
Max Q Clear Time (g_c+l1), s	2.1	32.9		4.7	3.4	2.0		10.7	-		5 102 B	-
Green Ext Time (p_c), s	0.0	48.5		0.1	0.1	29.1		0.2				
Intersection Summary	8.14	17-17			1.445							
HCM 6th Ctrl Delay			5.2			(11) (A.)						
HCM 6th LOS			A									
N Post and				120-02	-		The stores		12 4 4 5			

Notes

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

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

11/17/2023

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	٦	<b>**</b>		ሻ	**		٦	f)			4	
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/In	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	А	A	А	A	А	F	A	F	F	A	<u> </u>
Approach Vol, veh/h		2319	_ ر ال ک		2371			51		1	17	
Approach Delay, s/veh		0.5			5.9	_		93.9	_	_	93.0	
Approach LOS		А	X 4		A	1	C.1.	F		Line In	F.	
Timer - Assigned Phs	1	2	TAL.	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				2.25
Max Q Clear Time (g_c+l1), 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	d la la	0.0			53.2	
Intersection Summary												
HCM 6th Ctrl Delay	1.0		4.5									
HCM 6th LOS			А									

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 <u>Movement</u>	LOS E Lane Group <u>Capacity</u>	LOS D Lane Group Capacity (1)	New Project Trips
Hillsborough Ave and Armenia Ave	AM	WB Left WB Thru NB Left SB Through/Right	235 2,581 202 717	208 2,284 179 <u>635</u> 3,306 % Consumed	4 29 0 <u>0</u> 33 1.00%
	РМ	EB Left EB Through WB Through NB Left NB Through/Right	466 2,639 2,232 239 750	412 2,336 1,975 212 <u>664</u> 5,599 % Consumed	0 26 18 0 <u>4</u> 48 0.86%
Hillsborough Ave and Rome Ave	AM	EB Left WB Thru/Right NB Left SB Through/Right	152 2,468 250 389	135 2,184 221 <u>344</u> 2,884 % Consumed	0 0 37 <u>2</u> 39 1.35%
	РМ	EB Left WB Through/Righ NB Through SB Left	286 t 2,509 435 96	253 2,220 385 <u>85</u> 2,943 % Consumed	0 0 5 <u>0</u> 5 0.17%
Hillsborough Ave and Lee Place	AM	WB Left WB Thru/Right SB Left/Through/ Right	174 4,139 93	154 3,663 <u>82</u> 3,899 % Consumed	0 8 <u>0</u> 8 0.21%
	РМ	EB Thru/Right WB Left WB Thru/Right NB Left	4,078 166 4,136 68	3,609 147 3,660 <u>60</u> 7,476 % Consumed	14 0 23 <u>0</u> 37 0.49%
(1) Adjusted by 0.88	5				



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

	۶	-	>	-	-	*	1	Ť	1	1	ŧ	~
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻሻ	***	1	ሻሻ	***	1	ሻ	<b>≜</b> î≽		ሻ	<b>↑</b> ⊅	
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	
Fit 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	0.00	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	10-1-1-1		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	С	F	Е	С	F	F		E	F	
Approach Delay (s)		46.5			67.8			91.5			94.4	
Approach LOS		D			Е			F			F	
Intersection Summary				7.22	N . 2 EU	20 U - 1			Sec. 2			
HCM 2000 Control Delay			66.8	H	ICM 2000	Level of	Service		E			
HCM 2000 Volume to Capa	acity ratio	Smill	0.87				199 F. 1		5			
Actuated Cycle Length (s)			210.0		Sum of los				26.6			
Intersection Capacity Utiliza	ation		93.5%	10	CU Level	of Servic	е		F			
Analysis Period (min)			15									
c Critical Lane Group		1.11	BATT.				-11-11					

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

11/17/2023

	۶	-	$\mathbf{i}$	4	-	•	1	1	1	1	ŧ.	-
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻሻ	***	1	ሻሻ	***	۲	۲	<b>†</b> Þ		ሻ	<b>↑</b> î>	
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	
Fit Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.0	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	1.00	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	14,22,14	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	1. 56.1	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	- 14 - 14
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	С	E	E	F	F	F		F	F	
Approach Delay (s)	200	52.6		1 - 1	80.0			100.1	1 X X I		85.0	
Approach LOS		D			E			F			F	
Intersection Summary			74.0		011 0000	Levelof	O and a a	1.100	n s d'i		1.1	
HCM 2000 Control Delay		-	71.9	F	CM 2000	Level of	Service		E			
HCM 2000 Volume to Capa	icity ratio		0.92			4 line = (=)			06.0			_
Actuated Cycle Length (s)	0		200.0		um of los				26.6			
Intersection Capacity Utiliza	ation		98.0%	IC	CU Level	or Service			F			
Analysis Period (min)			15					-				-
c Critical Lane Group		-1-1-A	1.1.1			1.2.11-	1.1.1					

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# HCM Signalized Intersection Capacity Analysis 2: Rome Ave & Hillsborough Ave

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	<b>个个</b>		٦	<b>ተተ</b> ጮ		ሻሻ	1	۲	۳	₽	
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	- 14 C	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	
Fit Protected	0.95	1.00	a se dese	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-))	5	2		7	4	41.10	3	8	
Permitted Phases									4	8		
Actuated Green, G (s)	17.9	106.3	2015	16.0	104.4	1. A. B.	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	1.1	0.08	0.50	9 - C - C - C - C - C - C - C - C - C -	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	1.00	0.05	c0.45	Sec. 12	c0.05	0.10		0.03	c0.21	
v/s Ratio Perm									0.01	0.10	0.04	-
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)	25,000	50.0	10. and 10		52.0	101 5		81.4		10.00	96.2	D. 117
Approach LOS		D			D			F	_		F	
Intersection Summary		1					-			1,000,000	1000	dia di
HCM 2000 Control Delay			57.7	F	ICM 2000	Level of \$	Service		E			
HCM 2000 Volume to Capa	city ratio		0.89	The file			1.5		00.0			
Actuated Cycle Length (s)			210.0		um of los				26.2			-
Intersection Capacity Utiliza	ation	1.2	92.8%	10	JU Level	of Service		1 1 2 2	us CF	1.1.7.2.		
Analysis Period (min)			15			2-11-14-14-14-14-14-14-14-14-14-14-14-14-	A DOLLAR					
c Critical Lane Group	1.1			5 3 13	me Av		1.1	(***				

# HCM Signalized Intersection Capacity Analysis 2: Rome Ave & Hillsborough Ave

	۶	-	$\mathbf{r}$	4	-	*	1	†	1	5	ŧ.	~
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	<b>***</b>		٦	**		ሻሻ	<b>↑</b>	7	ሻ	₽	
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	C 3
Frt	1.00	0.99		1.00	0.99		1.00	1.00	0.85	1.00	0.95	
Fit 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	
FIt 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	Sec. De la	10.7	46.3	46.3	29.3	29.3	11-10
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	100,000	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	1.1	0.04	c0.45	1 mar	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	10.00	118.2	78.4	59.9	158.7	114.2	Sec. 199
Level of Service	F	А		F	D		F	E	E	F	F	
Approach Delay (s)	100	21.4	المتعاجرة ا	100 8	45.1	1.000		86.1		-	126.5	té es
Approach LOS		С			D	_		F			F	
Intersection Summary			40.0			l avel at t	Dam d= =	- T	<u> </u>			
HCM 2000 Control Delay			42.9	F	ICM 2000	Level of S	service		D			
HCM 2000 Volume to Capa	acity ratio	1.1	0.90			10		n 167 c	00.0	-	1.2.1.2	
Actuated Cycle Length (s)			200.0		Sum of los		-		26.2			
Intersection Capacity Utiliza	ation	me de	99.3%		CU Level	of Service	1.1.1		F			
Analysis Period (min)			15								8 - 1	
c Critical Lane Group	1. 11	1-1-1-1	2.1.2.		a-0.55	a state a	1.00	tinte e				

# HCM Signalized Intersection Capacity Analysis 3: Lee PI & Hillsborough Ave

		-	$\mathbf{F}$	4	+	4	1	1	1	1	Ļ	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	٦	11¢		٦	***		٦	ħ			4	
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		1.0	1.00	
Frt	1.00	1.00		1.00	1.00		1.00	0.89			1.00	
Fit Protected	0.95	1.00	Carlos -	0.95	1.00		0.95	1.00	1447.5	100	0.96	
Satd. Flow (prot)	1787	4939		1787	4987		1787	1680			1799	
Flt Permitted	0.05	1.00	5° 6 -	0.07	1.00		0.78	1.00	1 - 1		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	11.1	5	2	1.51.51	1.0	4	10.2	Sec. 5	8	
Permitted Phases	6			2			4			8		
Actuated Green, G (s)	169.6	168.4		181.4	174.3	1 VI	14.1	14.1	10.57		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	21.5		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	1118	3.0	3.0	84 L I I	3.0	3.0	101.05		3.0	
Lane Grp Cap (vph)	78	3960		174	4139		98	112			93	
v/s Ratio Prot	0.00	0.42	la read	c0.02	c0.51			0.00	1.125		Sec. 1	
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	- 1 - C
Uniform Delay, d1	5.5	7.1		5.9	6.2		92.8	91.5			95.2	
Progression Factor	0.23	0.12	1.1.20	1.00	1.00		1.00	1.00		11-	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	1.1.1.1	94.1	91.6	4.471	1.0	104.8	
Level of Service	A	А		А	А	_	F	F			F	
Approach Delay (s)	10 C 10 C	1.2		and any de	6.9	and see	11 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1	93.5	2.5		104.8	
Approach LOS		А	_		A			F			F	
Intersection Summary					1011 0000		<u> </u>				25.4	
HCM 2000 Control Delay		_	6.1		ICM 2000	Level of	Service	. <u>2000</u>	A			-
HCM 2000 Volume to Capa	acity ratio		0.62						00.4			
Actuated Cycle Length (s)			210.0		Sum of los			-	20.4			
Intersection Capacity Utiliz	ation	1	76.6%	10	CU Level	of Service			D			
			15		100000			SAL WILLIAM			10.000	
Analysis Period (min) c Critical Lane Group		ezresi,	15	1 . TC	1127		5.5			0.1	6	

## HCM Signalized Intersection Capacity Analysis 3: Lee PI & Hillsborough Ave

	۶	-	$\mathbf{r}$	4	+	*	1	1	1	1	Ļ	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	<b>**</b>		5	<b>**</b>		٦	4			4	
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	1000	1.00	0.91		1.00	1.00			1.00	1
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	Liber St	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	27.00	5	2	1.51 - 1	trong to	4	5 T 1	Train to	8	
Permitted Phases	6	_		2			4			8		
Actuated Green, G (s)	164.1	160.5	1.0	175.1	166.0		10.0	10.0	1.00		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	1.25	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	100	c0.02	c0.46		10 mm	0.00	1944	- WE	1.1	
v/s Ratio Perm	0.13			0.42			c0.03		_		0.00	
v/c Ratio	0.16	0.56	Upper and	0.51	0.55		0.57	0.02	<b>II</b> .	Sec. Sec.	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	1.5.4	11111	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	211	12.1	5.9		104.1	90.4	100	10.0	90.4	
Level of Service	A	A		В	A	-	F	F			F	
Approach Delay (s)	Sec. 2	0.9			6.1		dan V i	100.9	1.1	1-1-	90.4	
Approach LOS		A			A			F			F	
Intersection Summary			a de la composición d		1-21		1175		131			
HCM 2000 Control Delay			4.9	H	ICM 2000	Level of	Service		А		_	
HCM 2000 Volume to Capa	acity ratio	1200	0.57					2440				
Actuated Cycle Length (s)			200.0		um of los				20.4			_
Intersection Capacity Utiliza	ation	of Lines	72.5%	10	CU Level	of Service			С			-
Analysis Period (min)			15		-		_			_		
c Critical Lane Group	- 11	and the			L. Fac							

#### Intersection: 1: Armenia Ave & Hillsborough Ave

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	Т	Т	Т	R	L	L	т	Т	Т	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 Bik Time (%)	12.00	1000	ALC: NO									
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)	1	0	22		34			2	44		16	

#### Intersection: 1: Armenia Ave & Hillsborough Ave

Movement	NB	NB	NB	SB	SB	SB	
Directions Served	L	Т	TR	L	Т	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	Т	Т	Т	R	L	L	Т	Т	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	194 -			200	255	255				200
Storage Blk Time (%)	21	42	15		26				33		43	
Queuing Penalty (veh)	142	289	63	100.00	46				41		62	
	the second se	and the second s										

# Intersection: 1: Armenia Ave & Hillsborough Ave

Movement	NB	NB	NB	SB	SB	SB		
Directions Served	L	Т	TR	L	Т	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 (%)						1	C - C 12 - 14	
Queuing Penalty (veh)								
Storage Bay Dist (ft)	160			240			the strength of the	1.00
Storage Blk Time (%)	47	56		33	11			
Queuing Penalty (veh)	143	121		56	15		The second	and the second

## Intersection: 2: Rome Ave & Hillsborough Ave

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	Т	Т	TR	L	T	Т	TR	L	L	Т	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 (%)	and a second		S have									
Queuing Penalty (veh)												
Storage Bay Dist (ft)	435	1.00	C	100	245				100	100		260
Storage Blk Time (%)		3			1	26			8	46	30	
Queuing Penalty (veh)	S. 1. 1	3			8	23			20	112	70	

## Intersection: 2: Rome Ave & Hillsborough Ave

Movement	SB	SB	5.7 10	and to be	1.1
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		and the second	 Sec. Law

## Intersection: 2: Rome Ave & Hillsborough Ave

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	Т	Т	TR	L	Т	Т	TR	L	L	Т	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 (%)	Sec. 4										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 PI & Hillsborough Ave

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	Т	Т	TR	L	Т	Т	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 PI & Hillsborough Ave

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	F
Directions Served	L	Т	Т	TR	L	Т	Т	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	1,1993	2494	2494	2494		542	372	
Upstream Blk Time (%)	100	State 1										
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200	1.1			375		-		200			
Storage Blk Time (%)												
Queuing Penalty (veh)		1.1.2										

## FDOT ROADWAY COSTS



LINCKS & ASSOCIATES, INC.

# **Roadway Cost Per Centerline Mile Revised August 2023**

	Construction	MOT -	Mobilization *	Subtotal	Scope Contingency	Total Construction	PE Design	CE (15%)	Total Project
	COSI From LHE		AND AND	10.080	(25%)	Cost	(%61)	FALL AND	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			and Second		A strained and a strained at the strain of t	122 - F			
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 Resurtacing (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 Resurtacing (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 Iresurfacing 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
<ul> <li>A 15% MOT and Mobilization factor was used for exclusive left and right turn lanes. A 10% factor was used for all other figures.</li> <li>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.</li> </ul>	anes. A 10% factor to be adjusted to ac	was used for count for sign	all other figures nals, bridges, or	any additiona	l item not deel	med typical.			

Note:

Estimates were derived from FDOT LRE system
 Estimates were derived from FDOT LRE system
 These figures exclude costs for intersections/interchanges, improvements to cross streets, bridges over 20', right-of-way, landscaping, ITS, and traffic signals.
 The figures are based on market costs for Hillsborough County.
 Costs shown are present day costs.
 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



LINCKS & ASSOCIATES, INC.

