

PROJECT TRAFFIC ANALYSIS REPORT

Manatee County Public Works and
Florida Department of Transportation
District One

Fort Hamer Road PD&E Study

Upper Manatee River Road to US 301

Manatee County, Florida

CIP Number: 6054767 & 6054768

ETDM Number: 14536

November 7, 2024

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Professional Engineer Certification

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This report contains preliminary traffic information for Fort Hamer Road Project Development & Environment Study from Upper Manatee River Road to US 301 in Manatee County, Florida. I acknowledge that the procedures and references used to develop the results contained in this report are standard to the professional practice of transportation engineering as applied through professional judgment and experience.

I hereby certify that I am a registered professional engineer in the State of Florida practicing with Kimley-Horn and Associates Inc., and that I have prepared or approved the evaluation, findings, opinions, conclusions, or technical advice for this project.

Executive Summary

Manatee County is conducting a Project Development & Environment (PD&E) Study to evaluate a 3.8-mile segment of Fort Hamer Road from Upper Manatee River Road to US 301 in Manatee County, Florida. The purpose of this project is to enhance safety, improve traffic operations, provide multimodal access, and meet future transportation demand. The study will include options for widening the existing 2-lane roadway to a 4-lane roadway with a raised median and enhanced multimodal accommodations for all users.

This Project Traffic Analysis Report (PTAR) documents the existing and proposed traffic and safety conditions for Fort Hamer Road from North of Upper Manatee River Road to US 301 in Manatee County, Florida. Future year traffic volumes were developed for the 2030 opening year and the 2050 design year for both No-Build and Build alternatives. The *Traffic Analysis Methodology Memorandum* and *Project Traffic Forecasting Memorandum* are attached for reference.

The operational analysis revealed that the 4-lane Build Alternative is anticipated to experience lower volume-to-capacity (V/C) ratios, less delay, improved Level of Service (LOS), and enhanced safety conditions. The Fort Hamer Road intersections at Rive Isle Run, Mulholland Road, Old Tampa Road, Golf Course Road, and US 301 were screened for different intersection control types. Based on the results of the intersection operational and safety analysis, multilane roundabouts are recommended for the Fort Hamer Road intersections at Rive Isle Run, Mulholland Road, Old Tampa Road, and Golf Course Road. The Fort Hamer Road intersection at US 301 is recommended to remain a traffic signal. The US-301 intersection will be analyzed through the FDOT's Intersection Control Evaluation (ICE) process to approve the control type.

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1.0 Introduction

This Project Traffic Analysis Report (PTAR) was prepared to document the project limits, assumptions and methodologies, and findings for the study corridor of Fort Hamer Road from North of Upper Manatee River Road to US 301. The PTAR details existing and future traffic conditions, operational performance, and safety considerations of the study corridor, as well as recommended intersection configurations for operational and safety performance.

1.1 Project Description

Manatee County is proposing to widen Fort Hamer Road from north of Upper Manatee River Road to US 301, to a four-lane divided roadway. Currently, this facility is primarily a two-lane undivided roadway with turn lanes (left-turn and/or right-turn lanes) at numerous connecting streets. There are four (4) existing signalized intersections along the study corridor: Mulholland Road, Old Tampa Road, Golf Course Road and US 301.

The resulting widening project will provide safety and capacity improvements, as well as improve safety for pedestrians and bicyclists. In keeping with the objectives of the Sarasota-Mantee Metropolitan Planning Organization (MPO), the proposed project may include shared-use paths to enhance bicycle and pedestrian safety and comfort. Accommodating bicycle and pedestrian activity within the corridor is particularly important given that this activity is expected to increase with the growing number of residential developments within this area.

Fort Hamer Road provides a crucial north-south connection across the Manatee River. This project is a planned reliever to the adjacent I-75 crossing of the Manatee River and is a part of Manatee County's comprehensive plan for a continuous north-south arterial that parallels I-75.

The purpose of this study is to appropriately evaluate, and document potential traffic engineering issues associated with the proposed improvements and accommodate future travel demand from projected increases in population and employment in the area. As part of this project, safety considerations were incorporated in the improvements. The existing signalized intersections as well as Rive Isle Run were evaluated for the optimal intersection configurations for operational and safety performance.

2.0 Traffic Analysis Objective

The objective of the PTAR is to assess the existing and future traffic operational conditions of the study corridor, including the evaluation of the expected future performance at critical intersections in the corridor with and without the potential improvements. This analysis is provided herein and considered other transportation modes, including pedestrian, bicycle, and transit, where applicable, as well as identifying potential improvements which were screened for future travel, safety, and multimodal objectives. The traffic analysis ensures that the future improvements will provide adequate capacity for the safe and efficient movement of traffic through the design year.

2.1 Traffic Analysis Methodology

This section summarizes the *Traffic Analysis Methodology Memorandum* that was developed in conjunction with FDOT (**Appendix A**).

2.1.1 Study Area

The study area along Fort Hamer Road will include north of Upper Manatee River Road northward to the intersection at US 301, for approximately 4 miles. This corridor is located in northeastern Manatee County. Currently, there are four (4) signalized locations along Fort Hamer Road within the study area. These locations include Mulholland Road, Old Tampa Road, Golf Course Road and US 301. The intersection at Rive Isle Run was also analyzed due to a high anticipated volume. A project location map is provided on **Figure 1**.

2.1.2 Analysis Periods and Years

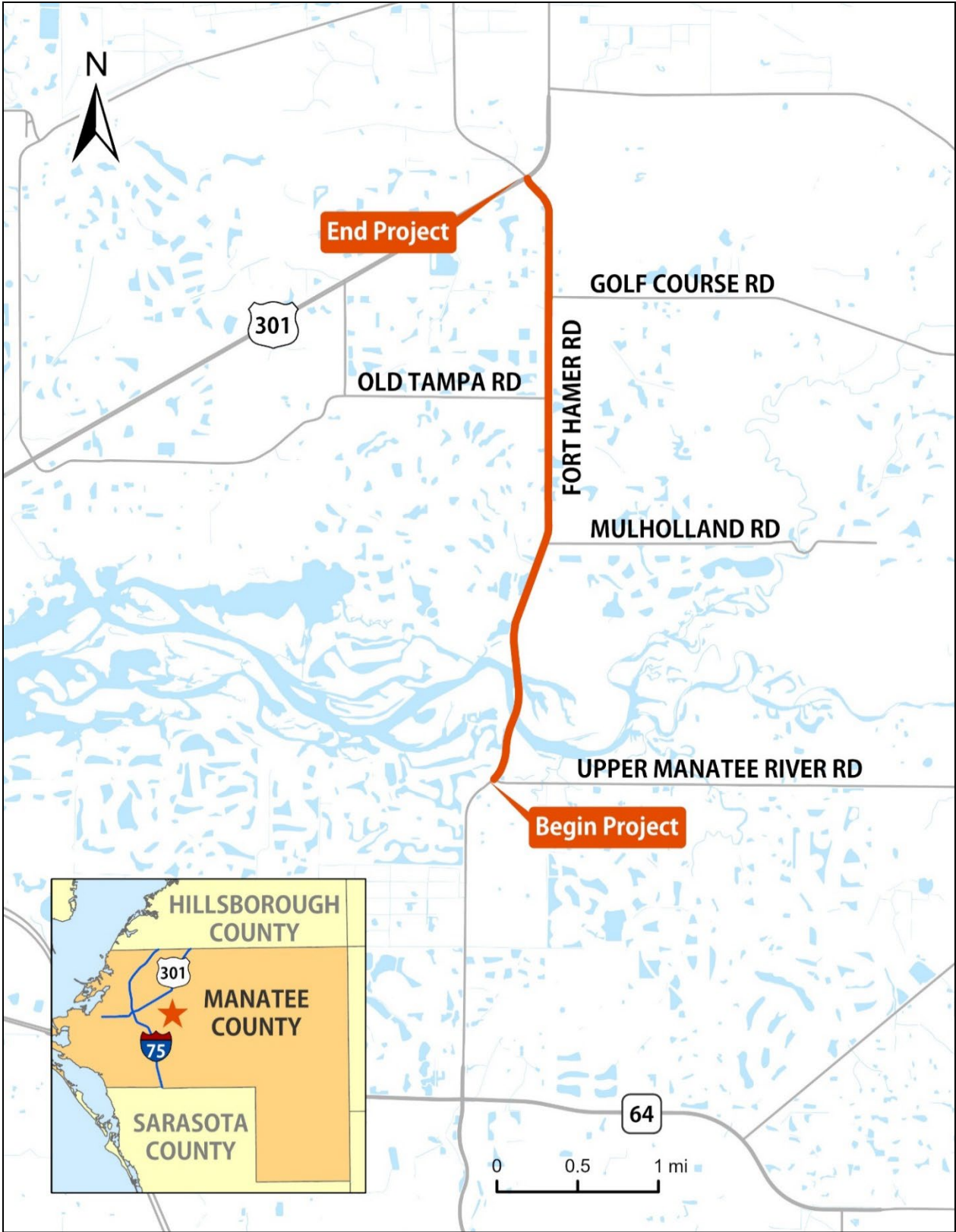
The traffic analysis evaluated traffic operating conditions during the AM and PM peak hours for the following analysis years:

- Existing Year: 2023
- Opening Year: 2030
- Design Year: 2050

2.1.3 Analysis Scenarios

The operational analysis for existing, opening, and design years included an evaluation of the No-Build and Build alternatives. The analysis for both alternatives considered several sources to forecast future traffic volumes on the existing roadway network, including those volumes derived from FDOT's District 1 Regional Planning Model (D1RPM), Version 2.1. Planned modifications to the roadway network adjacent to the study corridor, such as impacts from planned residential and commercial development near the corridor, as well as the widening of Fort Hamer Road from US 301 to Moccasin Wallow Road, were incorporated for the design year. One Build Alternative was considered in the analysis: the widening of Fort Hamer Road to four lanes within the study area.

Figure 1: Project Location



3.0 Existing Traffic Conditions

Existing traffic conditions were evaluated for five (5) study intersections along the Fort Hamer Road corridor using traffic data collected, including traffic counts and crash information. These locations included the following intersections.

- Rive Isle Run
- Mulholland Road
- Old Tampa Road
- Golf Course Road
- US 301

Under existing conditions, Fort Hamer Road has two lanes along most of the corridor and is classified as a minor arterial. There are marked bicycle lanes and intermittent sidewalks, mainly along the west side of the road. The posted speed limit is 45 mph, and the context classification is C3R-Suburban Residential. The existing roadway right-of-way varies from 84 feet to more than 120 feet.

3.1 Traffic Count Data

The *Project Traffic Forecasting Memorandum*, dated May 31, 2024, is included as **Appendix B** and was prepared and reviewed by County and FDOT staff for concurrence on traffic volumes to be used in this analysis. As described in detail in the memorandum, traffic counts were collected at or near the study intersections in various forms, including turning movement counts (TMCs), 48-hour bi-directional volume counts and 72-hour vehicle classification/speed counts along the study corridor and along several cross streets. The existing volumes documented in the Project Traffic Forecasting Memorandum are used throughout Section 3 of this analysis.

3.2 Existing Year AADT Volumes

To develop daily volumes for roadway segments, the Fort Hamer Road project corridor was broken up into 5 segments (between intersections). I-75 was analyzed because this project would serve as a relief to I-75 capacity issues. Annual Average Daily Traffic (AADT) volumes for existing year (2023) were calculated and are shown in **Table 1**.

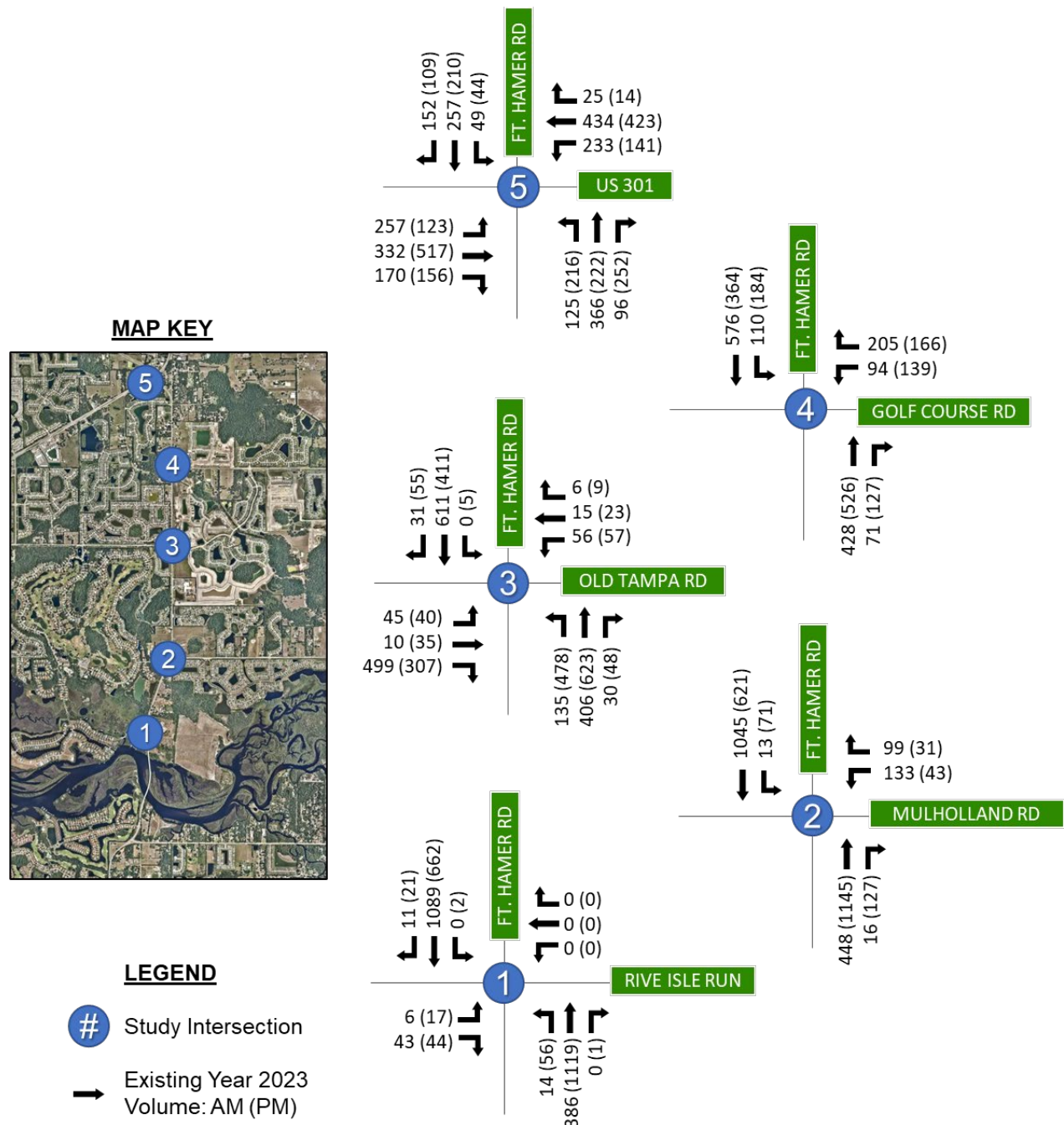
Table 1: Existing Year AADT

Segment		Existing Year (2023)
		AADT
Fort Hamer Rd	Upper Manatee River Rd to Rive Isle Run	19,000
	Rive Isle Run to Mulholland Rd	19,900
	Mulholland Rd to Old Tampa Rd	20,400
	Old Tampa Rd to Golf Course Rd	12,700
	Golf Course Rd to US 301	13,600
I-75	SR 64 to US 301	131,000

3.3 Existing Year Peak Hour Volumes

Turning movement volumes for existing year (2023) were developed and are documented in the *Project Traffic Forecasting Memorandum, (Appendix B)*. The existing turning movement traffic volumes are shown on **Figure 2**.

Figure 2: Existing Intersection Traffic Volumes (2023)



3.4 Crash Analysis

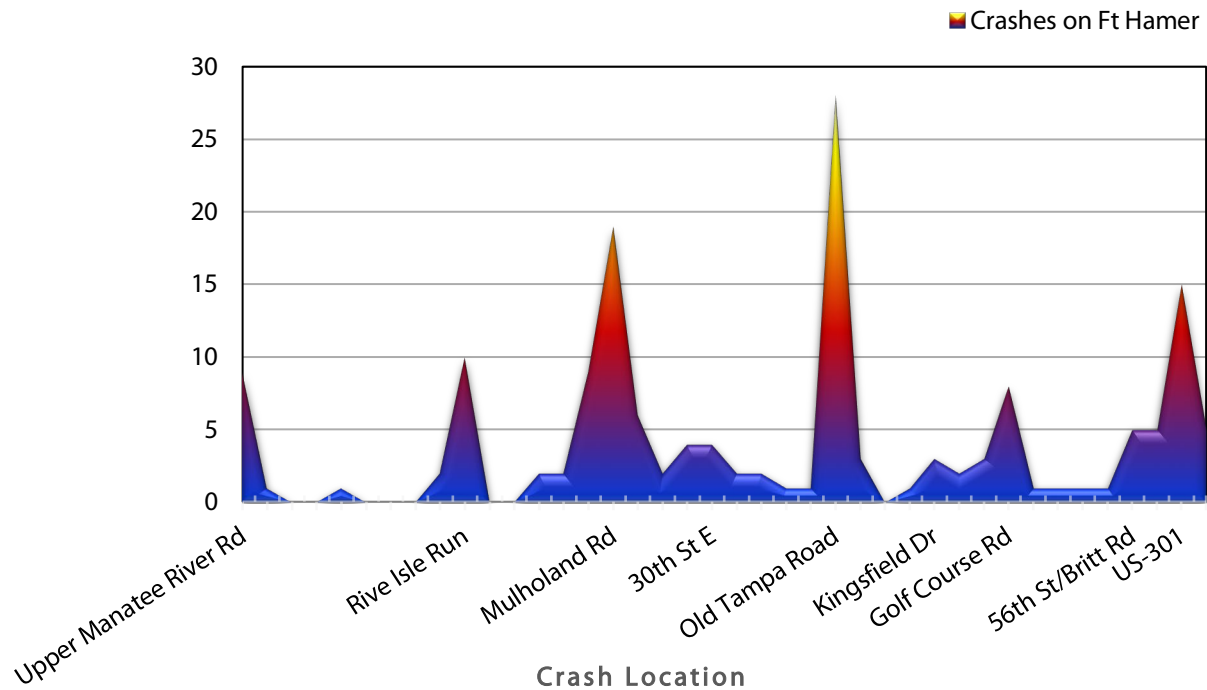
Crash data for the five-year period, between January 1, 2018, and December 31, 2022, was obtained from the University of Florida’s Signal Four Analytics within the study corridor along Fort Hamer Road from North of Upper Manatee River Road to US 301. Using this information, it was determined that a total of approximately 159 crashes were reported along the corridor, as shown in **Table 2**, and attached in **Appendix C**. There were 0 Fatal crashes, 7 Serious Injury crashes, 53 Injury crashes and 99 Property-Damage Only crashes. 25 percent of the crashes were at nighttime. Only 5 of the crashes involved alcohol.

Table 2: Crash Severity Summary 2018-2022

Severity	Number of Crashes
Total Crashes	159
Fatal	0
Incapacitating/Severe Injuries	7
Possible Injuries	53
No Injuries	99

Additionally, collision data identified crashes at several “hot spot” areas along Fort Hamer Road, as seen on **Figure 3**, including at Old Tampa Road, Mulholland Road, US 301, Rive Isle Run and Golf Course Road. These five (5) locations identified approximately 50 percent of the total crashes experienced within the study area for the recent 5-year period. Crashes near Mulholland Road were clustered with crashes at 30th Street E and the Annie Lucy Williams Elementary School access driveways. Another area of concern is 56th Street/Britt Road, clustered near the horizontal road curve to US 301.

Figure 3: Crash Location Chart



Crash rates were calculated using the AADT volumes shown in **Table 2** above for all segments along Fort Hamer Road. This rate compares to the average statewide rate for suburban 2-lane (1 lane per direction) roadway segments of 1.272 per million vehicles entering. As shown in **Table 3** with red text, three of the five segments have a crash rate that is higher than the statewide average (Mulholland Road north to US 301), while the Rive Isle Run to Mulholland Road segment was just under the threshold. This highlights the need to make safety improvements.

Table 3: Crash Rates by Segment

Segment	2023 AADT	Crashes (2018-2022)	Length	5-year Segment Crash Rate (Mil)	2022 Statewide Average Crash Rate
Upper Manatee River Rd to Rive Isle Run	19,000	14	0.88	0.459	1.272
Rive Isle Run to Mulholland Rd	19,900	29	0.63	1.267	1.272
Mulholland Rd to Old Tampa Rd	20,400	45	0.89	1.358	1.272
Old Tampa Rd to Gold Course Rd	12,700	22	0.61	1.556	1.272
Golf Course Rd to US 301	13,600	28	0.77	1.465	1.272

As shown in **Table 4**, the predominant crash type along the study corridor was rear-end related which comprised of nearly 42 percent of the total crashes. Off-Road crashes were the next highest crash types experienced within the study area, at 18 percent. Left-turn crashes comprised 13 percent of the total crashes, while sideswipe crashes were only 8 percent. With regard to angle crashes, **Table 4** indicated that only 4 angle crashes occurred during the five-year period, and 3 head-on crashes. There were 2 Bicycle crashes (injury severity) and 0 Pedestrian crashes in the same five-year period.

Table 4: Crash Type Summary 2018-2022

Crash Type	Number of Crashes	Average Per Year
Rear-End	67	13.4
Off-Road	29	5.8
Left-Turn	20	4.0
Sideswipe	12	2.4
Angle	4	0.8
Head-On	3	0.6
Bicycle	2	0.4
Right-Turn	2	0.4
Rollover	2	0.4
Animal	1	0.2
Other	9	1.8
Unknown	8	1.6
Total	159	31.8

The analysis reveals that 18 percent (29) of overall crashes in this corridor are off-road, which is above the statewide average for similar segments. The current roadway lacks curbs, with only shoulder edge-of-pavement, and is characterized by high speeds. Improving Fort Hamer Road to a four-lane road with a divided median and curb and gutter is expected to enhance safety in this area. In addition, the installation of shared-use paths will provide pedestrians and bicyclists with safe routes along the corridor. Ensuring connectivity through intersections at major roadways is crucial, as the type and layout of intersections significantly impacts the safety of all users, including vehicles, trucks, school buses, pedestrians, bicyclists, and potential transit.

3.5 Scheduled Improvements

A review of Manatee County's current Capital Improvement Program indicated that no other immediate improvements are anticipated to be constructed along the study corridor during the short-term (5-year) time period. FDOT has future plans to widen US 301 to a 6-lane divided roadway (from the current 4-lane divided roadway). To provide a worst-case scenario, the existing operational analysis in the following section only included existing traffic controls and lane geometry.

3.6 Existing Operational Analysis

The existing level of service analysis utilized FDOT Generalized LOS tables for non-State Signalized Arterials in suburban context areas. **Table 5** shows the existing year (2023) segment AADT, LOS, and volume-to-capacity (V/C) ratio. The service volume for a 2-lane roadway with LOS C is 17,640 and for LOS D is 20,160 vehicles per day.

The Fort Hamer Road segments from Upper Manatee River Road to Old Tampa Road are at or near their 2-lane capacity. From Old Tampa Road to US 301, the roadway segments are at LOS C. Anecdotally, locals have reported difficulty turning left across Fort Hamer Road during peak hours.

Table 5: Existing Year (2023) Segment Level of Service

Segment		AADT	LOS	V/C
Fort Hamer Road	Upper Manatee River Rd to Rive Isle Run	19,000	D	0.94
	Rive Isle Run to Mulholland Rd	19,900	D	0.99
	Mulholland Rd to Old Tampa Rd	20,400	F	1.01
	Old Tampa Rd to Golf Course Rd	12,700	C	0.72
	Golf Course Rd to US 301	13,600	C	0.77

Traffic operational analyses for the Existing (2023) year AM and PM peak hours are shown in **Table 6** and **Table 7**, respectively, and documented in **Appendix D**. Existing lane configurations and traffic controls were analyzed for Fort Hamer Road along with existing lane geometry at each study intersection. This analysis applied the methodologies from the Highway Capacity Manual (HCM) utilizing Synchro v12 as the latest version instead of Synchro v11, which was identified in the PTAR methodology. Additionally, the analysis considered existing peak hour factors (PHFs) and heavy vehicles from the TMCs and classification counts, respectively.

The results of this analysis indicate that all intersections operate with acceptable LOS and V/C less than one (1.0) under existing conditions, with the exception of Old Tampa Road, which operates at overall LOS F conditions during the AM peak hour period, and Rive Isle Run, which operates at overall LOS F and with V/C greater than one (1.0) in the AM and PM peak hour periods.

Table 6: Existing Intersection Level of Service (AM Peak Hour)

Fort Hamer Rd at	Existing Year 2023			
	Overall Delay (Sec/Veh)	Overall LOS ¹	Max V/C Ratio	Max V/C Movement
Rive Isle Run	*57.8	F	0.21	EBR
Mulholland Rd	30.3	C	0.95	WB
Old Tampa Rd	87.9	F	1.33	EBR
Golf Course Rd	16.8	B	0.67	WBR
US 301	42.8	D	0.89	WBL

*For unsignalized locations, the delay is associated with the worst-case minor-street approach/movement.

Table 7: Existing Intersection Level of Service (PM Peak Hour)

Fort Hamer Rd at	Existing Year 2023			
	Overall Delay (Sec/Veh)	Overall LOS ¹	Max V/C Ratio	Max V/C Movement
Rive Isle Run	*150.5	F	0.44	EBL
Mulholland Rd	18.9	B	0.91	NBT
Old Tampa Rd	29.5	C	0.82	NBL
Golf Course Rd	14.3	B	0.63	WBL
US 301	37.7	D	0.82	WBL

*For unsignalized locations, the delay is associated with the worst-case minor-street approach/movement only.

4.0 Future Traffic Volume Conditions

The future traffic volumes for 2030 and 2050 were developed in the *Project Traffic Forecasting Memorandum*, dated May 31, 2024, under separate cover (**Appendix B**). The following design hour factors were also determined in the *Project Traffic Forecasting Memorandum* based on existing and historic traffic data:

- K-Factor (proportion of the AADT that occurs during the design hour): 9.0%
- Peak Hour Factor (PHF): varies by intersection based on observed average at each intersection during AM and PM peak hours; a standard PHF of 0.95 was used during the 2050 AM peak hour condition to account for anticipated congestion
- D-Factor (percentage of the total, two-way design hour traffic traveling in the peak direction)
 - Existing and future No-Build scenarios: varies by each individual study intersection based on existing turning movement count data
 - Future Build scenarios: calculated an average for the full study corridor based on existing turning movement count data and confirmed to be within FDOT's recommended D-Factor range for an urban arterial roadway
- T24-Factor (percentage of the traffic volume generated by trucks or commercial vehicles for 24 hours): 4.6%

4.1 Future Year AADT Volumes

The future year AADTs for No-Build and Build Alternatives are shown in **Table 8**. Fort Hamer Road in the Build Alternative is forecasted to serve an additional 15,400 trips and reduce I-75 trips by 4,700. The LOS for each segment was determined using guidance from FDOT's 2023 Quality/Level of Service (Q/LOS) Handbook. FDOT's generalized service volumes for roadways with a C3R (suburban residential) context classification were used along with the application of a 0.9 adjustment factor as Fort Hamer Road is a non-state signalized roadway. The corresponding segment LOS for the No-Build will be a LOS F in three of the five segments in 2030, and in all five segments by 2050 (**Table 9**). The Build Alternative will be a LOS C in all segments in 2030, while LOS F is forecasted at the two end segments in 2050 (**Table 10**). The

more detailed intersection operational analysis will determine if the roadway is truly over capacity or LOS deficient.

Table 8: Future Traffic Volumes

Segment		No-Build AADT		Build AADT	
		2030	2050	2030	2050
Fort Hamer Road	Upper Manatee River Road to Rive Isle Run	21,000	27,600	24,600	43,000
	Rive Isle Run to Mulholland Road	21,500	27,300	22,600	32,000
	Mulholland Road to Old Tampa Road	22,400	28,000	24,200	33,000
	Old Tampa Road to Golf Course Road	15,200	22,300	17,500	31,000
	Golf Course Road to US 301	17,200	27,400	19,700	37,000
I-75	SR 64 to US 301	146,500	190,700	145,000	186,000

Table 9: Future No-Build Segment Level of Service

Segment		Maximum Service Volume	2030 LOS	2030 V/C	2050 LOS	2050 V/C
Fort Hamer Road	Upper Manatee River Rd to Rive Isle Run	20,160	F	1.04	F	1.37
	Rive Isle Run to Mulholland Rd	20,160	F	1.07	F	1.35
	Mulholland Rd to Old Tampa Rd	20,160	F	1.11	F	1.39
	Old Tampa Rd to Golf Course Rd	20,160	C	0.86	F	1.11
	Golf Course Rd to US 301	20,160	C	0.98	F	1.36

Table 10: Future Build Segment Level of Service

Segment		Maximum Service Volume	2030 LOS	2030 V/C	2050 LOS	2050 V/C
Fort Hamer Road	Upper Manatee River Rd to Rive Isle Run	33,570	C	0.80	F	1.28
	Rive Isle Run to Mulholland Rd	33,570	C	0.73	D	0.95
	Mulholland Rd to Old Tampa Rd	33,570	C	0.78	D	0.98
	Old Tampa Rd to Golf Course Rd	33,570	C	0.57	D	0.92
	Golf Course Rd to US 301	33,570	C	0.64	F	1.10

It is expected that the widening project will include a proposed raised median along the corridor which may vary or restrict the access to/from certain cross streets. An Access Class 3 standard is recommended in determining median openings. Under this classification, directional left-turn access will require approximately 1,320 feet between cross streets and full access (with or without a signal) will require approximately 2,640 feet between locations. Therefore, it is unlikely that any additional major intersections will be accommodated in the corridor, other than those studied for this report.

4.2 Future Year Peak Hour Volumes

The No-Build Alternative intersection volumes for 2030 and 2050 are shown on **Figure 4** and **Figure 5**, respectively.

The Build Alternative intersection volumes for 2030 and 2050 are shown on **Figure 6** and **Figure 7**, respectively.

Figure 4: 2030 No-Build Alternative Intersection Traffic Volumes

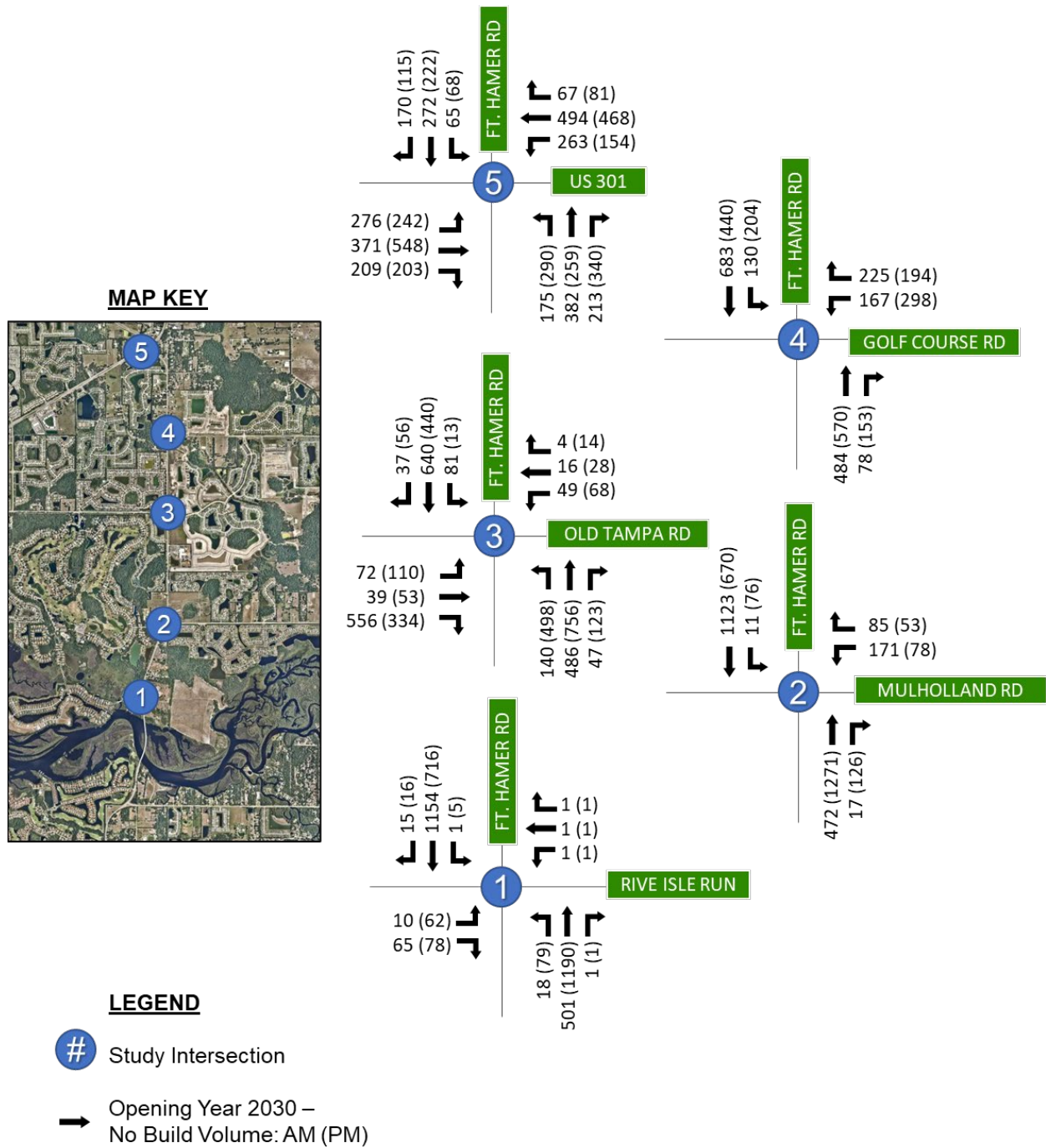


Figure 5: 2050 No-Build Alternative Intersection Traffic Volumes

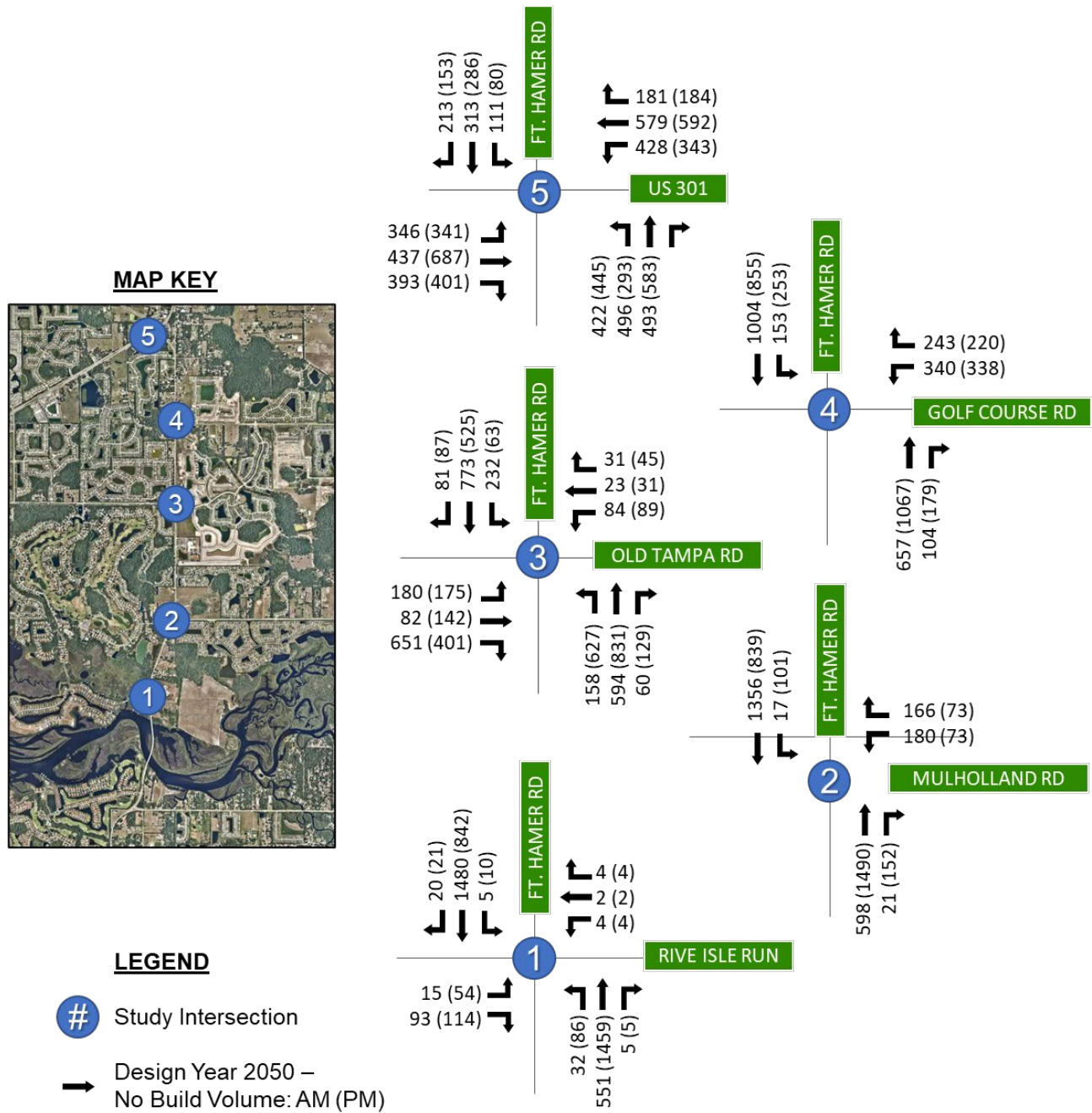


Figure 6: 2030 Build Alternative Intersection Traffic Volumes

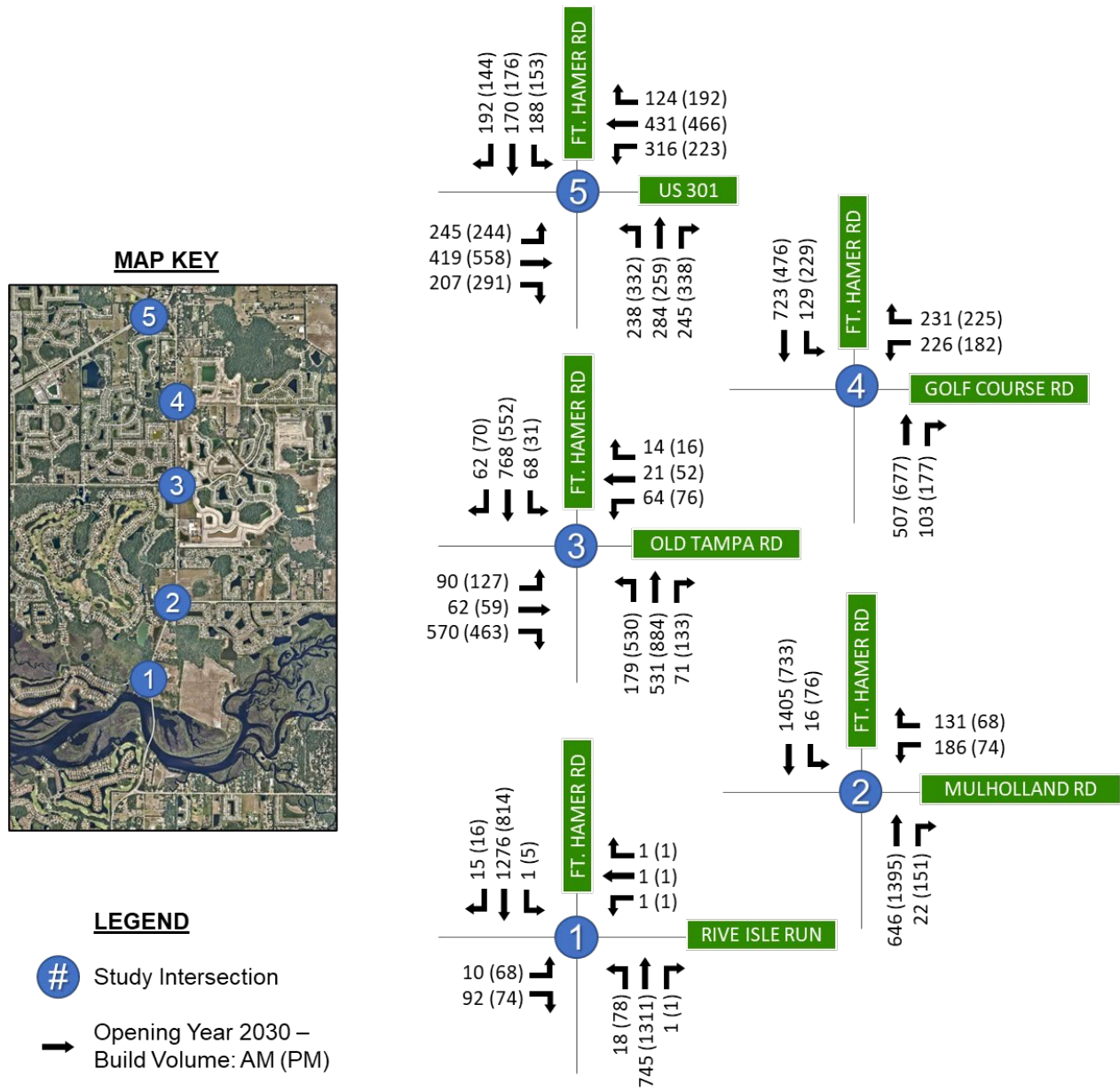
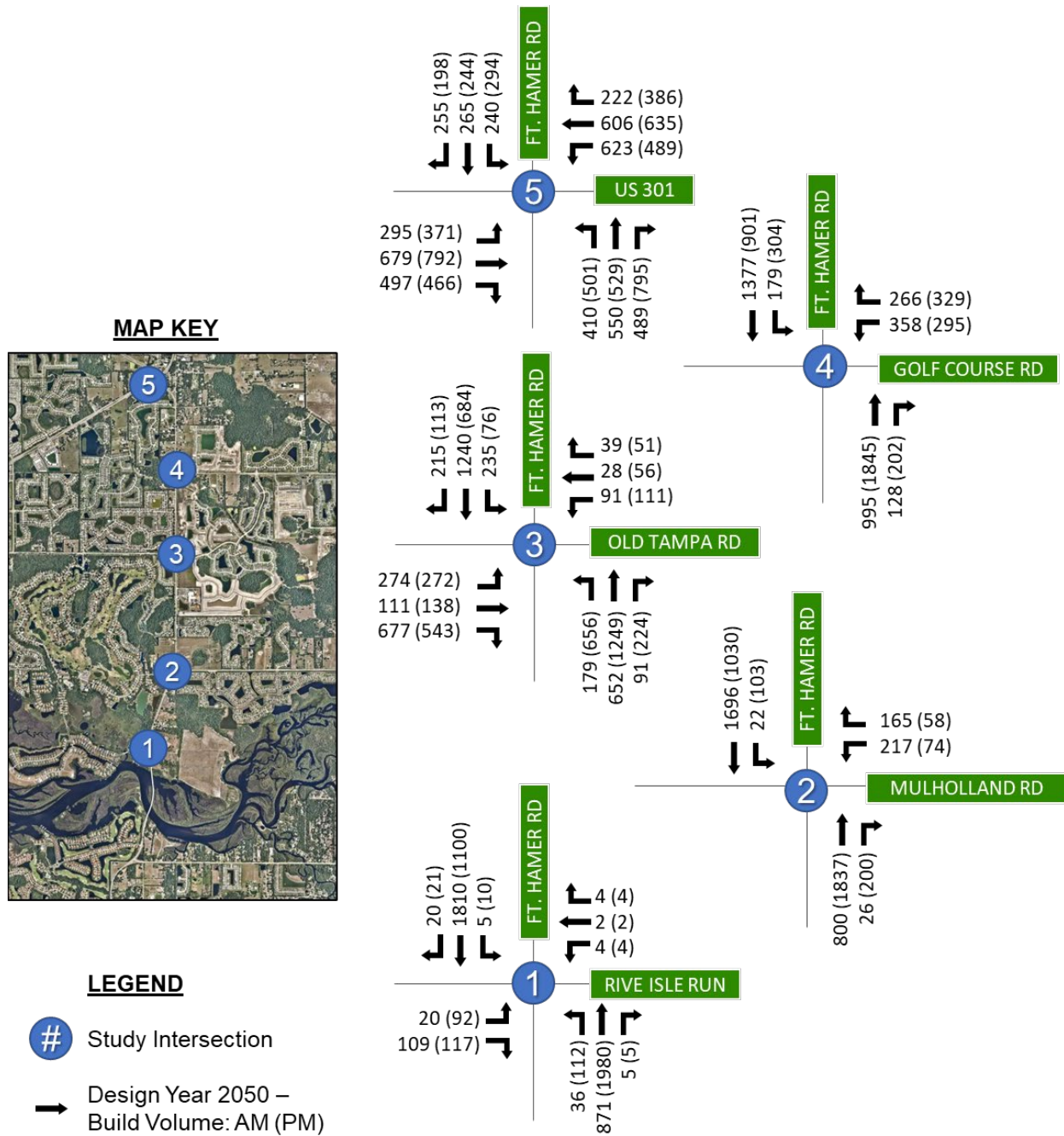


Figure 7: 2050 Build Alternative Intersection Traffic Volumes



5.0 Future Operational Analysis

The traffic operational analysis was undertaken for the No-Build and Build alternatives for 2030 opening year and the 2050 design year, AM and PM peak hours. The No-Build Alternative included a two-lane Fort Hamer Road along with existing lane geometry and traffic controls at each study intersection. The Build Alternative included the proposed four-lane Fort Hamer Road, including the access control changes, with signalized intersections. The signalized Build Alternative will be evaluated compared to a roundabout Build Alternative, in Section 5.5.

Both the No-Build and Build alternatives applied the methodologies from the Highway Capacity Manual (HCM) utilizing the Synchro program (Version 12). Additionally, the analysis considered other critical parameters, such as existing peak hour factors (PHFs) and heavy vehicles as indicated earlier in this section of the report. This information was determined directly from the TMCs and classification counts, respectively.

Although Manatee County does not have a LOS target for Fort Hamer Road, LOS D was used as a target to compare operating conditions for both existing and future year scenarios. LOS E or F may be acceptable if the V/C ratio is less than 1.0. A V/C ratio greater than 1.0 may indicate the roadway is over capacity and/or deficient.

5.1 No-Build Alternative Operational Analysis

The HCM utilizing Synchro v12 was used to evaluate future intersection operational conditions for 2030 and 2050 for both peak hours. Rive Isle Run was analyzed as a two-way stop-controlled intersection to match existing conditions.

The results of this analysis are summarized in **Table 11** and **Table 12**, and documented in **Appendix E**. All study intersections are expected to operate at LOS F by 2050 in the No-Build condition. Significant delays are expected at all intersections, but particularly at Rive Isle Run, in the No-Build configuration as a 2-way stop-controlled intersection.

Table 11: No-Build Alternative 2030 Intersection Analysis Summary

Ft Hamer Rd at	Control Type	AM Peak Hour			PM Peak Hour		
		LOS	Delay (Sec) ¹	V/C ²	LOS	Delay (Sec) ¹	V/C ²
Rive Isle Run	Unsignalized	F	92.9	0.36	F	913.4	2.34
Mulholland Rd	Signalized	D	41.6	1.03	D	41.1	1.06
Old Tampa Rd	Signalized	F	107.3	1.48	C	33.4	0.87
Golf Course Rd	Signalized	B	19.7	0.69	C	20.2	0.86
US 301	Signalized	D	46.5	0.91	D	40.6	0.84

¹ For unsignalized locations, the delay is associated with the worst-case minor-street approach/movement

² Max ratio for the worst-case turning movement

Table 12: No-Build Alternative 2050 Intersection Analysis Summary

Ft Hamer Rd at	Control Type	AM Peak Hour			PM Peak Hour		
		LOS	Delay (Sec) ¹	V/C ²	LOS	Delay (Sec) ¹	V/C ²
Rive Isle Run	Unsignalized	F	433.6	0.749	F	2,458.5	5.01
Mulholland Rd	Signalized	E	68.3	1.34	F	86.2	1.26
Old Tampa Rd	Signalized	F	100.0	1.45	D	54.4	1.03
Golf Course Rd	Signalized	C	29.7	0.92	E	60.1	1.13
US 301	Signalized	E	64.4	1.04	E	56.1	0.94

¹ For unsignalized locations, the delay is associated with the worst-case minor-street approach/movement

² Max ratio for the worst-case turning movement

5.2 Build Alternative Operational Analysis

The Build Alternative involved the proposed widening of the study corridor to four lanes, including the access control changes. Existing traffic controls were initially considered in this analysis, with the exception of Rive Isle Run, which was analyzed as a signalized intersection. Turn lanes at intersections were added as necessary to improve overall intersection LOS.

Future intersection operational conditions were evaluated for 2030 and 2050 Build Alternative for both peak hours. The result of this analysis is summarized in **Table 13** and **Table 14** and documented in **Appendix F**. Most study intersections are expected to operate at LOS D or better conditions during AM and PM peak hours through 2050. US 301 is expected to experience a LOS E in 2030 AM peak hour conditions and 2050 AM and PM peak hour conditions, but the V/C is under 1.0 for all scenarios.

Table 13: Build Alternative 2030 Intersection Analysis Summary (Signalized)

Ft Hamer Rd at	Control Type	AM Peak Hour			PM Peak Hour		
		LOS	Delay (Sec)	V/C ¹	LOS	Delay (Sec)	V/C ¹
Rive Isle Run	Signalized	B	11.3	0.77	B	12.1	0.71
Mulholland Rd	Signalized	C	21.5	0.91	B	12.8	0.81
Old Tampa Rd	Signalized	D	39.0	0.84	C	26.6	0.60
Golf Course Rd	Signalized	B	17.1	0.71	B	15.5	0.63
US 301	Signalized	D	39.6	0.86	D	45.0	0.96

1. Max ratio for the worst-case turning movement.

Table 14: Build Alternative 2050 Intersection Analysis Summary (Signalized)

Ft Hamer Rd at	Control Type	AM Peak Hour			PM Peak Hour		
		LOS	Delay (Sec)	V/C ¹	LOS	Delay (Sec)	V/C ¹
Rive Isle Run	Signalized	B	14.9	0.79	B	18.3	0.86
Mulholland Rd	Signalized	C	23.5	0.92	B	15.7	0.81
Old Tampa Rd	Signalized	D	49.6	0.97	D	43.2	0.91
Golf Course Rd	Signalized	B	17.9	0.69	C	33.3	0.92
US 301	Signalized	E	59.6	0.98	E	65.5	0.98

1. Max ratio for the worst-case turning movement.

Lane configurations needed at all five (5) intersections are shown on **Figure 8**. In addition to the two through lanes in each direction (northbound and southbound) throughout the corridor, each intersection will require specific additional lanes:

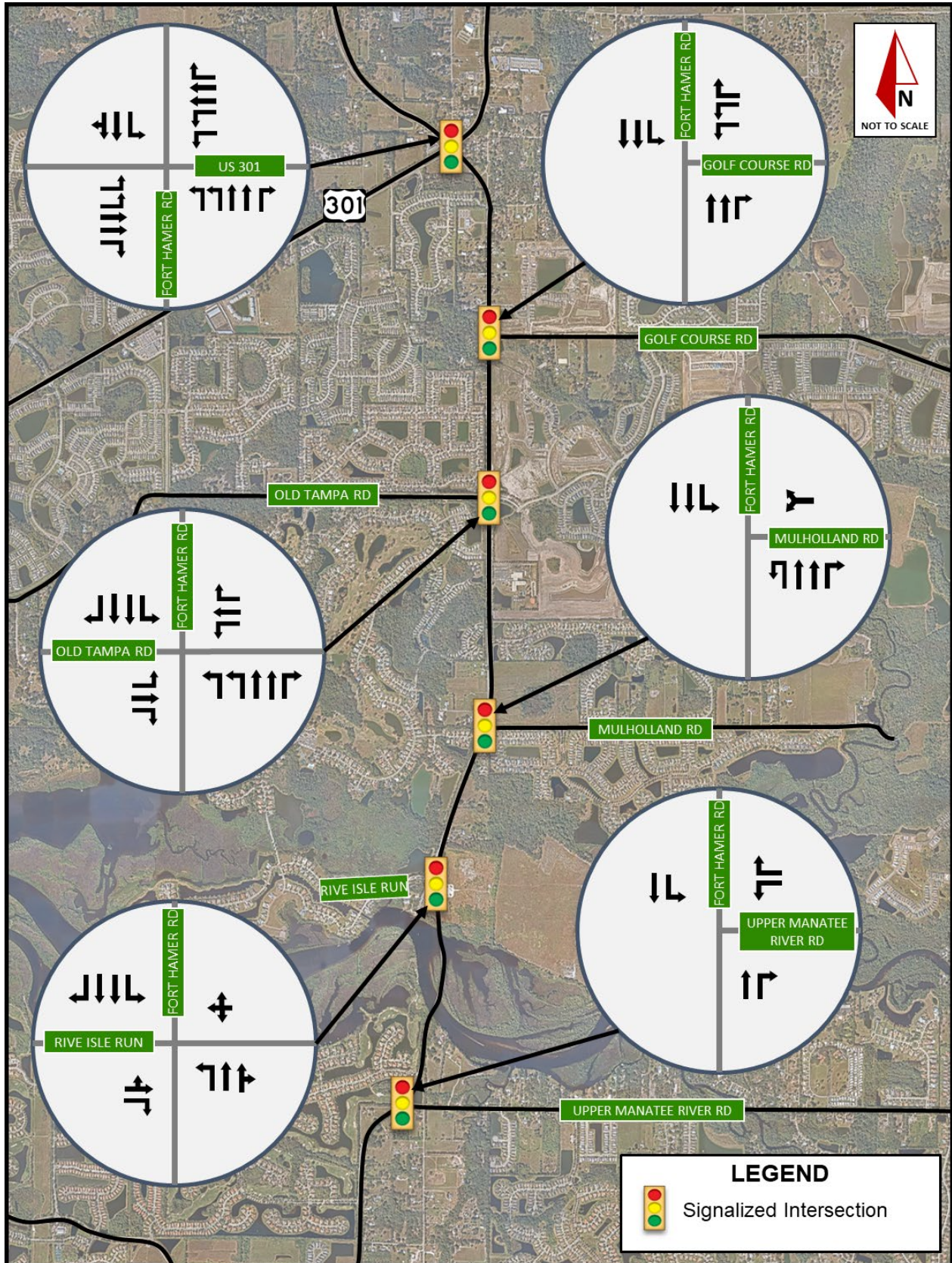
- Rive Isle Run, as a signalized intersection, will require the following turn lanes:
 - Northbound: 1 left-turn lane
 - Southbound: 1 left-turn lane and 1 right-turn lane
 - Eastbound: 1 shared thru-left-turn lane and 1 right-turn lane
 - Westbound: 1 lane
- Mulholland Road will require the following turn lanes:
 - Northbound: 1 U-turn lane and 1 right-turn lane
 - Southbound: 1 left-turn lane
 - Westbound: 1 shared left-turn and right-turn lane
- Old Tampa Road will require the following turn lanes:
 - Northbound: 2 left-turn lanes and 1 right-turn lane
 - Southbound: 1 left-turn and 1 right-turn lane
 - Eastbound: 1 left-turn and 1 right-turn lane
 - Westbound: 1 left-turn and 1 right-turn lane
- Golf Course Road will require the following turn lanes:
 - Northbound: 1 right-turn lane
 - Southbound: 1 left-turn lane

- Westbound: 2 left-turn lanes and 1 right-turn lane
- US 301 will require the following turn lanes:
 - Northbound: 2 left-turn lanes and 1 right-turn lane
 - Southbound: 1 left-turn lane
 - Eastbound: 2 left-turn lanes and 1 right-turn lane
 - Westbound: 2 left-turn lanes and 1 right-turn lane

A high volume of northbound right-turns at the Fort Hamer Road intersection with US 301 may cause long queues in a single right-turn lane by 2050. If this comes to pass, a shared thru-right-turn lane may be considered. If needed in the future, it could potentially be constructed with the future widening of US 301. Synchro analysis outputs are provided in **Appendix F**.

At the Old Tampa Road intersection, the eastbound right-turn is expected to operate with a LOS F in the 2050 AM peak hour, but the V/C is under 1.0, while in the 2050 PM peak hour, the westbound approach and northbound left-turn are expected to operate with LOS F. At the Golf Course Road intersection, the westbound left-turn and southbound left-turn are expected to operate with a LOS E/F in the 2050 PM peak hour.

Figure 8: Signalized Intersection Lane Configurations for the Build Alternative



5.2.1 Build Alternative (Signalized) Turn Lane Analysis

As part of the intersection analysis, turn lane lengths were considered for left-turn and right-turn lanes along Fort Hamer Road at the study intersections (**Table 15**). These lengths consist of queue length and deceleration distance. The queue lengths were based on the 95th percentile results of the 2050 design year intersection analysis, using the worst-case values from the Synchro/HCM methodology. The deceleration distances were determined using design-related information from FDOT Design Manual.

A minimum queue length of 100 feet is recommended if estimated queues indicated values less than 100 feet.

Table 15: Build Alternative 2050 Turn Lane Length Summary (Signalized)

Ft Hamer Rd at	Movement	Queue Length (Ft)	Deceleration Distance (Ft)*	Total Turn Lane Length (Ft)
Rive Isle Run	EB LT/Thru	100	120	220
	EB RT	150	120	270
	NB LT	100	155	255
	SB LT	100	155	255
	SB RT	100	155	255
Mulholland Rd	WB LT	450	145	595
	WB RT	100	145	245
	NB U-Turn	100	155	255
	NB RT	325	155	380
	SB LT	100	155	255
Old Tampa Rd	EB LT	375	185	560
	EB RT	750	185	935
	WB LT	175	155	360
	WB RT	100	155	255
	NB LT	475	155	**630
	NB RT	200	155	355
	SB LT	250	155	405
	SB RT	250	155	405
Golf Course Rd	WB LT	200	155	**355
	WB RT	400	155	555
	NB RT	100	155	255
	SB LT	425	155	580
US 301	NB LT	375	155	**530
	NB RT	375	155	530

* Based on FDOT Design Manual Exhibit 212-1

** The length per lane since this movement will involve dual turn lanes

5.3 Comparison of No-Build and Build Alternatives

A comparison of the No-Build Alternative and Build Alternative (with signalized intersections) was undertaken for the 2050 design year during the AM and PM peak hours and the results are summarized in **Table 16**. The Build Alternative is expected to operate at improved LOS conditions and lower delay for all study intersections, versus the No-Build Alternative.

Table 16: Comparison of No-Build and Build Alternative 2050 Intersection Analysis Summary

Intersection	Control Type	No-Build				Build			
		AM		PM		AM		PM	
		LOS	Delay (Sec)	LOS	Delay (Sec)	LOS	Delay (Sec)	LOS	Delay (Sec)
Rive Isle Run	Signalized	F	-	F	-	B	14.9	B	18.3
Mulholland Rd	Signalized	E	68.3	F	86.2	C	23.5	B	15.7
Old Tampa Rd	Signalized	F	100.0	D	54.4	D	49.6	D	43.2
Golf Course Rd	Signalized	C	29.7	E	60.1	B	17.9	C	33.3
US 301	Signalized	E	64.4	E	56.1	E	59.6	E	65.5

Based on the results of the above analysis, the four-lane widening of Fort Hamer Road is recommended for the preferred alternative for the study.

5.4 Roundabout Intersection Analysis

In addition to the signalized intersection analyses for the Build alternative, a review of roundabouts at major intersections in the Fort Hamer Road corridor was performed as a comparative analysis.

US 301 is a future 6-lane roadway and so a signalized intersection is anticipated to remain. A separate ICE will be prepared to document the US 301 intersection control for FDOT approval.

SIDRA software Version 9.1 with HCM 6 (for roundabouts) was utilized. The future intersection operational conditions were evaluated for 2030 and 2050 Build Alternative during both peak hours for the roundabout alternative. Roundabout LOS utilizes stop-control delay thresholds. Turn lanes at intersections were added as necessary to improve overall intersection LOS if worse than LOS D in 2050.

The result of this analysis is summarized in **Table 17**, **Table 18**, and attached in **Appendix F**. All study intersections, with two exceptions, are expected to operate at LOS D or better conditions during AM and PM peak hours through 2050. The exceptions were at Old Tampa Road under 2050 Build AM and PM peak hour conditions and Golf Course Road under 2050 Build PM peak hour conditions, which are expected to experience a LOS E or F. The average delay at these intersections is anticipated to be less than a minute.

Table 17: Build Alternative 2030 Intersection Analysis Summary (Roundabout)

Intersection	Control Type	AM Peak Hour		PM Peak Hour	
		LOS	Delay (Sec)	LOS	Delay (Sec)
Rive Isle Run	Roundabout	A	7.3	A	7.9
Mulholland Rd	Roundabout	C	15.5	A	8.9
Old Tampa Rd	Roundabout	D	7.6	B	9.6
Golf Course Rd	Roundabout	A	8.1	A	6.9

Table 18: Build Alternative 2050 Intersection Analysis Summary (Roundabout)

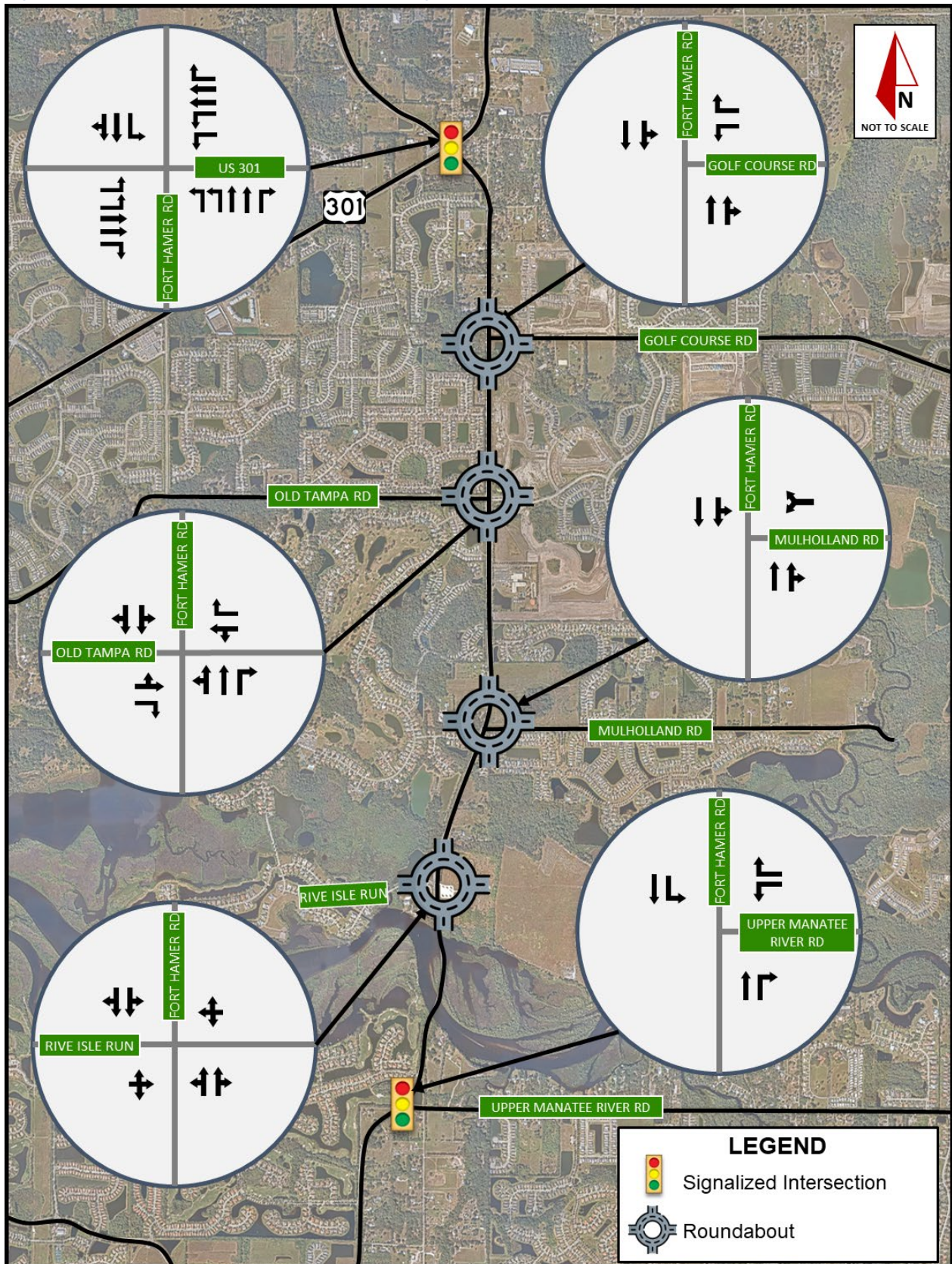
Intersection	Control Type	AM Peak Hour		PM Peak Hour	
		LOS	Delay (Sec)	LOS	Delay (Sec)
Rive Isle Run	Roundabout	B	12.0	C	17.1
Mulholland Rd	Roundabout	C	15.5	C	15.1
Old Tampa Rd	Roundabout	F *E	121.7 *38.1	F *E	53.7 *48.4
Golf Course Rd	Roundabout	C	22.4	F	54.6

*With added Free-flow EBR with merge lane. Yield EBR turn recommended.

Lane configurations needed at the four (4) intersections are shown on **Figure 9**. In addition to the two through lanes on Fort Hamer Road (northbound and southbound) throughout the corridor, each intersection will require specific additional lanes to support roundabout operations:

- Rive Isle Run
 - one eastbound approach lane, no dedicated turn lanes
 - one westbound approach lane, no dedicated turn lanes
- Mulholland Road
 - one westbound approach lane, no dedicated turn lanes
- Old Tampa Road
 - single eastbound right-turn bypass lane
 - single westbound right-turn bypass lane
 - single northbound right-turn bypass lane
- Golf Course Road
 - single westbound right-turn bypass lane

Figure 9: Roundabout Intersection Lane Configurations for the Build Alternative



As a supplement to the intersection analysis, turn lane lengths were considered for right-turn bypass lanes along Fort Hamer Road at the study intersections. These lengths consist of queue length and deceleration distance. The queue lengths were based on the 95th percentile results of the 2050 design year intersection analysis using the higher or worst-case values from either the SIDRA or HCM methodologies, which was undertaken for all roundabout study intersections. The deceleration distances were determined using design-related information from FDOT's Florida Design Manual based on the anticipated design speed. The results of this turn lane review are provided in **Table 19**. Please note that the queue lengths are for the worst-case peak hour period (AM or PM). Additionally, a minimum queue length of 100 feet was estimated for those right-turn lanes at unsignalized locations if estimated queues from the analysis indicated values less than 100 feet.

Table 19: Build Alternative 2050 Turn Lane Length Summary (Roundabout)

Intersection	Turn Lane	Queue Length (Ft)	Deceleration Distance (Ft) *	Total Turn Lane Length (Ft)
Old Tampa Rd	EB RT low-angle bypass lane	100	185	285
	WB RT bypass lane	100	155	255
	NB RT bypass lane	100	155	255
Golf Course Rd	WB LT	440	155	595
	WB RT bypass lane	690	155	845

* Based on FDOT Design Manual Exhibit 212-1

5.5 Safety Evaluation

The recommended improvements have proven safety benefits and are anticipated to help reduce the number of crashes, particularly fatal and severe crashes. Per the FHWA Clearinghouse database, improvements have a crash reduction factor associated with it (**Table 20**). A crash reduction factor (CRF) is the estimate of the percentage reduction expected after implementing a given countermeasure. Conversely, a crash modification factor (CMF) is a multiplicative factor used to compute the expected number of crashes that may occur after implementing a given countermeasure. Planned improvements as part of this Fort Hamer Road project include converting the 2-lane undivided roadway to 4-lane divided, installing curb & gutter, installing a shared-use path, converting signalized intersections to roundabouts, and converting a two-way stop-controlled intersection to a roundabout.

Table 20: Crash Reduction/Modification by Safety Improvement Type

Improvement	Crash Reduction Factor	Crash Modification Factor
2-lane undivided to 4-lane divided	0.45	0.55
Install Curb & Gutter	0.11	0.89
Shared-Use Path	0.25	0.75
Convert Signal to Roundabout	0.35	0.65
Convert Two-Way Stop to Roundabout	0.42	0.58

The CMFs can be multiplied by each other to give the anticipated overall safety improvement for the corridor segments. The proposed improvements: 4-lane divided, curb and gutter and shared-use path results in a combined .3671 CMF ($0.55 \times 0.89 \times 0.75$), or a .6329 CRF ($1 - 0.3671$). The Fort Hamer Road corridor experienced 159 crashes from 2018-2022, which is an average of 32 crashes per year. Applying the proposed improvements, the predicted/anticipated crashes are approximately 12 per year. This is an overall net reduction of 20 crashes per year. All recommended improvements are beneficial for all users of the roadway and should contribute towards the MPO's Vision Zero plan. Additionally, the Safety Performance for Intersection Control Evaluation spreadsheets were used to analyze the anticipated safety conditions at the study intersections (**Appendix G**).

A predictive analysis was also completed to predict the crash frequency and provide a comparison between the 2050 No Build and Build scenarios. The Highway Safety Manual (HSM) Part C offers a predictive method for estimating the average crash frequency at individual road segments. This method relies on safety performance functions (SPFs) to calculate predicted average crash frequency as a function of traffic volume and roadway characteristics. The Highway Safety Software (HSS) was used to perform the HSM Part C predictive method to determine the expected crash frequency of the study area segments. The HSS predicts crashes by facility type, and frequency for Fatality and Injury (FI) crashes and Property Damage Only (PDO) crashes. Inputs to the tool include both geometric and operational characteristics of roadway facilities.

The No-Build Alternative HSM roadway segment analysis results are summarized in **Table 21**. The total number of roadway segment crashes predicted to occur for the No-Build Alternative is about 19 crashes per year, in the design year. The total present cost of the roadway segment crashes is estimated to be approximately \$982,000 (in 2024 dollars).

Table 21: No-Build Alternative HSS Segment Analysis Results

Segment		Fatal/Injury Crashes	PDO Crashes	Total Crashes	Present Cost
From	To				
Upper Manatee River Road	Rive Isle Run	1.545	2.923	4.468	\$266,106
Rive Isle Run	Mulholland Road	0.896	2.339	3.235	\$159,039
Mulholland Road	Old Tampa Road	1.502	3.832	5.334	\$265,909
Old Tampa Road	Golf Course Road	0.649	1.703	2.352	\$115,215
Golf Course Road	US 301	0.990	2.551	3.541	\$175,505
Total		5.582	13.348	18.930	\$981,774

A predictive safety analysis was also conducted for the Build Alternative. The roadway segment analysis results are summarized in **Table 22**. The total number of roadway segment crashes predicted to occur for the Build Alternative is about 14 crashes per year, in the design year. The total present cost of the roadway segment crashes is estimated to be approximately \$681,000 (in 2024 dollars).

Table 22: Build Alternative HSS Segment Analysis Results

Segment		Fatal/Injury Crashes	PDO Crashes	Total Crashes	Present Cost
From	To				
Upper Manatee River Road	Rive Isle Run	0.742	1.947	2.689	\$131,810
Rive Isle Run	Mulholland Road	0.759	1.970	2.729	\$134,618
Mulholland Road	Old Tampa Road	1.151	2.979	4.130	\$182,048
Old Tampa Road	Golf Course Road	0.547	1.420	1.967	\$97,060
Golf Course Road	US 301	0.761	1.981	2.742	\$135,105
Total		3.960	10.297	14.257	\$680,641

Based on the HSS safety analysis results, the improvements included in the Build Alternative are anticipated to prevent 2 fatal/injury crashes and 3 property damage only crash per year. This is estimated to result in an annual cost savings of approximately \$301,000 (in 2024 dollars).

5.6 Comparison of Roundabout and Signalized Build Alternatives

A comparison of the Roundabout and Signalized Build Alternative was undertaken for the 2050 design year AM and PM peak hours. As shown in **Table 23**, the Roundabout Alternative is expected to operate with less or similar delay and queues for all study intersections, and fewer total fatal and injury crashes.

Table 23: Comparison of Roundabout and Signalized Intersection Analysis

Fort Hamer Road at	Roundabout			Signal		
	2050 Avg Delay AM (PM) (Seconds)	2050 Longest Queue (Feet)	Total Fatal and Injury Crashes	2050 Avg Delay AM (PM) (Seconds)	2050 Longest Queue (Feet)	Total Fatal and Injury Crashes
Rive Isle Run	12.0 (17.1)	496 (NB)	66.86	14.9 (18.3)	854 (NBT)	87.02
Mulholland Rd	15.5 (15.1)	553 (SB)	34.40	23.5 (15.7)	745 (SBT)	51.11
Old Tampa Rd	121.7 (52.3) *38.1 (48.4)	2,984 (EB) *1,536 (NB)	75.57	49.6 (43.2)	904 (EBR)	81.31
Golf Course Rd	22.4 (54.6)	1,399 (NB)	41.53	17.9 (33.3)	919 (NBT)	59.42
US 301	-	-	-	60.8 (65.5)	1,052 (NBR)	90.33

*With added Free-flow EBR with merge lane. Yield EBR turn recommended.

Although the queues at Old Tampa Road and Golf Course Road, as well as the average delay at Golf Course Road, are anticipated to be better under signal control, all intersections experience a decrease in total fatal and injury crashes with a roundabout control. For the primary purpose of improved safety conditions, the roundabout is recommended as the preferred alternative for the Fort Hamer Road intersections at Rive Isle Run, Mulholland Road, Old Tampa Road, and Golf Course Road. The roundabouts require fewer turn lanes at the intersections and are proven countermeasures to reduce left-turn and off-road crashes and provide safer pedestrian/bicycle crossings.

6.0 Conclusion

The operational analysis revealed that the 4-lane Build Alternative is anticipated to experience lower volume-to-capacity (V/C) ratios, less delay, improved Level of Service (LOS), and enhanced safety conditions. The Fort Hamer Road intersections at Rive Isle Run, Mulholland Road, Old Tampa Road, Golf Course Road, and US 301 were screened for different intersection control types. Based on the results of the intersection operational and safety analysis, multilane roundabouts are recommended for the Fort Hamer Road intersections at Rive Isle Run, Mulholland Road, Old Tampa Road, and Golf Course Road. The Fort Hamer Road intersection at US 301 is recommended to remain a traffic signal. The US 301 intersection will be analyzed through the FDOT's Intersection Control Evaluation (ICE) process to approve the control type.

Appendices

Appendix A – Traffic Analysis Methodology Memo



Traffic Analysis Methodology Memorandum

Fort Hamer Road PD&E Study – Upper Manatee River Road to US 301
CIP #: 6054767 & 6054768

FINAL

April 30, 2024



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1.0 Introduction

This document provides details of the technical approach for the project traffic analysis of Fort Hamer Road. The traffic analysis will be conducted based on methods and procedures described in the 2023 Florida Department of Transportation (FDOT) PD&E Manual, the 2021 FDOT Traffic Analysis Handbook, and the 2019 FDOT Project Traffic Forecasting Handbook. This traffic analysis will be documented in a Project Traffic Analysis Report (PTAR).

1.1 Project Background

Manatee County is conducting a Project Development & Environment (PD&E) Study for Fort Hamer Road, for approximately 4 miles from Upper Manatee River Road to US 301 within unincorporated Manatee County (**Figure 1**).

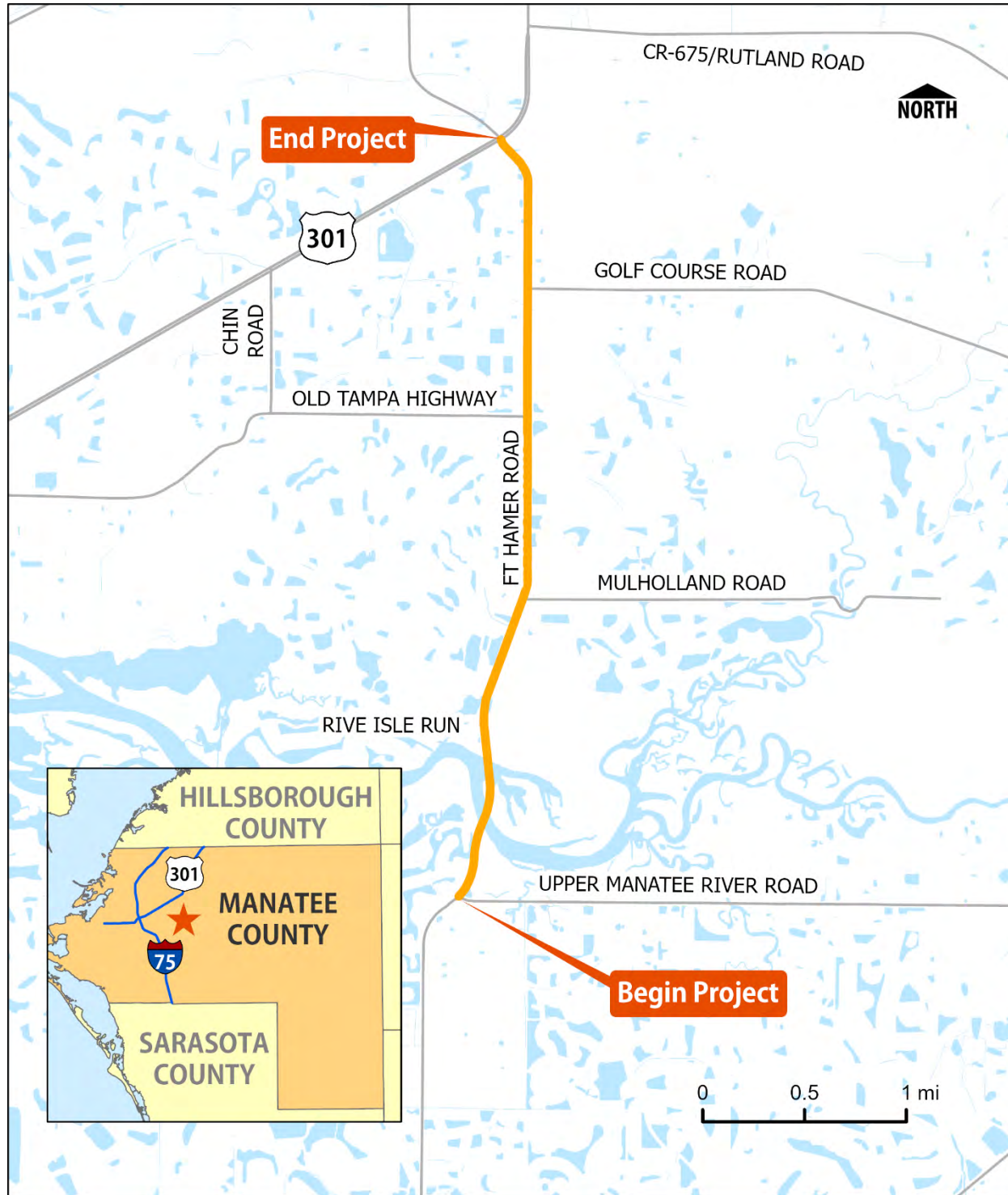
The purpose of this project is to improve the operational capacity of Fort Hamer Road to accommodate future travel demand projected as a result of area-wide population and employment growth. Other goals include enhancing safety conditions and accommodating multimodal activity.

The PD&E study will evaluate the benefits, costs, and impacts of widening this portion of Fort Hamer Road from a 2-lane undivided roadway to a 4-lane divided roadway. In keeping with the objectives of the Sarasota-Manatee Metropolitan Planning Organization (MPO), the proposed project may include shared-use paths to enhance bicycle and pedestrian safety and comfort. Accommodating bicycle and pedestrian activity within the corridor is particularly important given that this activity is expected to increase with the growing number of residential developments within this area.

Fort Hamer Road provides a crucial north-south connection across the Manatee River. This project is a planned reliever to the adjacent I-75 crossing of the Manatee River and is a part of Manatee County's comprehensive plan for a continuous north-south arterial that parallels I-75.

Under existing conditions, Fort Hamer Road has two lanes along most of the corridor and is classified as a minor arterial. There are marked bicycle lanes and intermittent sidewalks, mainly along the west side of the road. The posted speed limit is 45 mph, and the context classification is C3R-Suburban Residential. The existing roadway right-of-way varies from 84 feet to more than 120 feet. It is anticipated that additional right-of-way will be needed to accommodate the proposed improvements.

Figure 1: Project Location Map



2.0 Data Collection

2.1 Traffic Count Sources

Traffic volume counts were collected from existing sources and supplemented with additional counts obtained for this study. The existing traffic count sources are summarized in **Table 1**.

Table 1: Existing Traffic Count Sources

Source	Station	Location	Type	Year
FDOT Florida Traffic Online	4233	Mulholland Rd., east of Fort Hamer Rd.	Historic, Daily	2022*
	1102	Fort Hamer Rd., south of Old Tampa Rd.	Historic, Daily	2022*
	4257	Golf Course Rd., east of Fort Hamer Rd.	Historic, Daily	2022*
	0081	US 301, west of Fort Hamer Rd.	Historic, Daily	2022
	0041	I-75, northwest of SR 64	Historic, Daily	2022*
Manatee County Transportation Concurrency Link Sheet	11-37	Mulholland Rd., east of Fort Hamer Rd.	Daily	2022
	10-12	Old Tampa Rd., west of Fort Hamer Rd.	Daily	2022
	11-17	Golf Course Rd., east of Fort Hamer Rd.	Daily	2022
	11-02	Fort Hamer Rd., south of US 301	Daily	2022

*Value estimated by FDOT for Year 2022.

Additional traffic counts were collected and are summarized in **Table 2**.

Table 2: Supplemental Traffic Count Locations

Count Type	Count Location
48-hour Bi-directional Volume Counts	Mulholland Rd., east of Fort Hamer Rd. (August 2023)
	Old Tampa Rd., west of Fort Hamer Rd. (August 2023)
	Golf Course Rd., east of Fort Hamer Rd. (August 2023)
	US 301, west of Fort Hamer Rd. (August 2023)
4-hour Turning Movement Counts	Fort Hamer Park at Rive Isle Run (January 2024)
	Fort Hamer Rd. at Rive Isle Run (January 2024)
	Fort Hamer Rd. at Mulholland Rd. (August 2023)
	Fort Hamer Rd. at Old Tampa Rd. (August 2023)
	Fort Hamer Rd. at Golf Course Rd. (August 2023)
	Fort Hamer Rd. at US 301 (August 2023)
72-hour Speed/Classification Counts	Fort Hamer Rd. between Rive Isle Run and Mulholland Rd. (August 2023)

2.2 Pedestrian, Bicycle & Other Multimodal Data

Pedestrian and bicycle data will be extracted from the turning movement counts listed in **Table 2**. There are no existing transit stops or routes along the project corridor. The nearest transit routes are Manatee County Area Transit (MCAT) routes 1 and 3, with the closest stop approximately 5 miles from Fort Hamer Road.

2.3 Existing Traffic Development

2.3.1 Annual Average Daily Traffic (AADT)

Where applicable, the supplemental 2023 traffic counts collected as part of this study (listed in **Table 2**) will be used to develop annual average daily traffic (AADT) volumes for existing conditions. As needed, traffic counts listed in **Table 1** will be used to develop AADT volumes for existing conditions by applying an annual growth rate out to Year 2023, with consideration of historical growth rates on surrounding roadways and Bureau of Economics & Business Research (BEBR) population data.

The study segments will include:

- Fort Hamer Road, from
 - Upper Manatee River Road to Rive Isle Run
 - Rive Isle Run to Mulholland Road
 - Mulholland Road to Old Tampa Road
 - Old Tampa Road to Golf Course Road
 - Golf Course Road to US 301

Because this project is anticipated to provide relief to the adjacent I-75 crossing of the Manatee River, AADT volumes along I-75 will also be evaluated from SR 64 to US 301.

2.3.2 Intersection Peak Hour Volumes

Intersection peak hour volumes will be determined based on the turning movement counts (TMCs) to be collected as described in Section 2.1. The study intersections will include:

- Fort Hamer Road, at
 - Rive Isle Run (stop-controlled T-intersection)
 - Mulholland Road (signalized T-intersection)
 - Old Tampa Road (signalized 4-leg intersection)
 - Golf Course Road (signalized T-intersection)
 - US 301 (signalized 4-leg intersection)

3.0 Project Assumptions

3.1 Analysis Years

The corridor will be analyzed for the following years:

- Existing Year 2023
- Opening Year 2030
- Design Year 2050

3.2 Project Alternatives

The study will evaluate the following alternatives:

- **No-Build Alternative:** The No-Build alternative will represent Fort Hamer Road remaining a 2-lane undivided roadway with no multimodal and safety improvements.
- **Build Alternative:** The Build alternative will represent the widening of Fort Hamer Road to a 4-lane divided roadway along with multimodal and safety improvements.

3.3 Travel Demand Model

The latest version of the District One Regional Planning Model (D1RPM) [version 2.1], FDOT's adopted regional planning model, with the base year 2015 and the horizon year 2045, will be used in developing the future traffic projections within the study area.

3.4 Target Level of Service (LOS)

The Level of service (LOS) target for the study segments and intersections is LOS D, per the Manatee County Comprehensive Plan.

The service volume thresholds to determine LOS for the study segments will be derived from the generalized service volume tables published in FDOT's 2023 Multimodal Quality/Level of Service Handbook.

3.5 Analysis Tools

Synchro version 11 will be used to perform the operational analyses for the study intersections and Highway Capacity Manual (HCM), 6th or 7th Edition-based analysis results will be provided. Sidra version 9 will be used for any roundabout analyses.

3.6 Design Hour Traffic Factors

The following design hour traffic factors for future analysis will be determined in the PTAR and compared against acceptable ranges found in the Project Traffic Forecasting Handbook:

- Peak Hour Factor (PHF)
- D-Factor (percentage of the total, two-way design hour traffic traveling in the peak direction)
- T-Factor (percentage of the AADT volume generated by trucks or commercial vehicles)

A standard K-Factor (proportion of the AADT that occurs during the design hour) of 9.0% will be used for the study roadway segments.

3.7 Study Measures of Effectiveness (MOEs)

The analysis results will include the following performance measures:

- Study Intersections:
 - Overall LOS and lane group LOS
 - Lane group V/C
 - Overall delay (seconds per vehicle) and lane group delay
 - 95th percentile queues for turn lanes (for future storage length requirements)
- Study Segments:
 - Overall volume-to-capacity (V/C) ratio
 - LOS

3.8 Safety

Crash data from January 1, 2018 through the latest data available for Year 2023 will be obtained from Signal Four Analytics and evaluated along the project corridor.

4.0 Future Traffic Development

The traffic forecasting methodology will be generally consistent with the procedures outlined in the 2019 FDOT Project Traffic Forecasting Handbook. The latest version of the D1RPM has a base year 2015 and the validation report for the model (dated December 2020) concluded that the 2015 model's socioeconomic data and travel demand forecast for daily travel is valid. The D1RPM horizon year (year 2045), will be used in developing the future traffic projections within the study area.

4.1 Future Year Model Revisions

Before conducting the No-Build and Build scenario model runs, the socioeconomic data and roadway network (D1RPM Cost Feasible 2045) were reviewed and revised to account for any new developments and network connectivity identified by the County.

There are several large residential and mixed-use developments along or nearby the corridor of Fort Hamer Road, either recently built, under construction, or planned to be constructed, as listed below. The traffic analysis zone(s) (TAZ) that represent the location of each development are also listed below.

- Broadleaf/Gamble Creek Farms (TAZ 6125)
- Canoe Creek (TAZ 6125)
- Cone Ranch (TAZ 6253)
- Cross Creek (TAZ 6125)
- Crosswind Point/Parrish Plantation (TAZ 6112 and 6123)
- Crosswind Ranch (TAZ 6253)
- Davis Ft. Hamer (TAZ 6125)
- Forest Creek (TAZ 6138)
- Greyhawk Landing (TAZ 6174)
- Haval Farms (TAZ 6108 and 6257)

- Kingsfield (TAZ 6138)
- Kingsfield Lakes (TAZ 6138)
- Lakeside Preserve (TAZ 6138)
- Morgans Glen (TAZ 6101 and 6263)
- Prosperity Lakes (TAZ 6257 and 6267)
- Raven Crest (TAZ 6174)
- River Plantation (TAZ 6124)
- River Wilderness (TAZ 6139)
- Riverside Preserves (TAZ 6171)
- Rye Ranch (TAZ 6113, 6244, and 6247)
- Stewart Grove (TAZ 6171)
- Summerwoods (TAZ 6263 and 6271)
- The Villages of Amazon South (TAZ 6108 and 6260)
- Travis 55 (TAZ 6125)
- Wilderness Crossing (TAZ 6171)
- Willow Bend (TAZ 6133)
- Winding River (TAZ 6171)
- Windwater/Wildcat Preserve (TAZ 6126)

Table 3 summarizes the revisions made to the 2045 model socioeconomic data to account for these developments.

Revisions to the future year travel demand model also included the addition of supplementary centroid connectors to more accurately represent access to the project corridor and the surrounding roadway network. To be consistent with planned improvements at the intersection of SR 62 and US 301, the western end of SR 62 was realigned south to connect to Erie Road at US 301.

For the Build scenario model, the project corridor was widened from two to four lanes, as well as the segment from US 301 to north of Moccasin Wallow Road to account for the widening improvement that will be constructed concurrently with this project. These widening improvements were not included in the No-Build scenario model.

Figure 2 displays the existing model network and **Figures 3 and 4** display the revised 2045 model networks for the No-Build and Build scenarios, respectively. For ease of review, only the revised TAZ centroids are labeled.

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Table 3: 2045 Socioeconomic Data Revisions

Traffic Analysis Zone (TAZ)	Single Family Dwelling Units (SFDU)			Multifamily Dwelling Units (MFDU)			Industrial Employees (IND_EMP)			Commercial Employees (COMM_EMP)			Service Employees (SER_EMP)		
	Existing	Revised	Change	Existing	Revised	Change	Existing	Revised	Change	Existing	Revised	Change	Existing	Revised	Change
6101	68	258	+190	9	9	-	11	11	-	11	144	+133	28	28	-
6108	999	3529	+2530	0	0	-	0	0	-	0	320	+320	0	1074	+1074
6112	112	356	+244	12	12	-	293	293	-	20	20	-	87	87	-
6113	9	1209	+1200	1	68	+67	13	13	-	4	304	+300	18	50	+32
6123	54	298	+244	20	20	-	42	42	-	36	36	-	89	89	-
6124	583	1053	+470	23	23	-	16	16	-	14	14	-	46	46	-
6125	340	2468	+2128	31	581	+550	35	35	-	31	106	+75	108	108	-
6126	297	528	+231	30	30	-	50	50	-	41	41	-	130	130	-
6133	616	895	+279	56	56	-	44	44	-	39	39	-	122	122	-
6138	1863	3358	+1495	92	92	-	60	60	-	48	48	-	147	147	-
6139	1326	1682	+356	73	73	-	63	63	-	48	48	-	216	216	-
6171	371	676	+305	148	148	-	70	70	-	55	55	-	195	195	-
6174	442	769	+327	18	18	-	24	24	-	15	15	-	48	48	-
6244	5	1205	+1200	0	67	+67	5	5	-	2	302	+300	9	41	+32
6247	3	603	+600	3	36	+33	4	4	-	4	154	+150	13	29	+16
6253	835	3107	+2272	116	1166	+1050	6	6	-	0	0	-	228	228	-
6257	1172	4709	+3537	0	225	+225	0	0	-	387	897	+510	0	0	-
6260	1000	2249	+1249	0	0	-	0	0	-	183	436	+253	0	1074	+1074
6263	532	1247	+715	39	39	-	34	34	-	32	165	+133	95	95	-
6267	829	1804	+975	0	225	+225	0	0	-	281	656	+375	0	0	-
6271	1	526	+525	0	0	-	1	1	-	1	1	-	3	3	-

Figure 2: Existing D1RPM 2045 Model Network

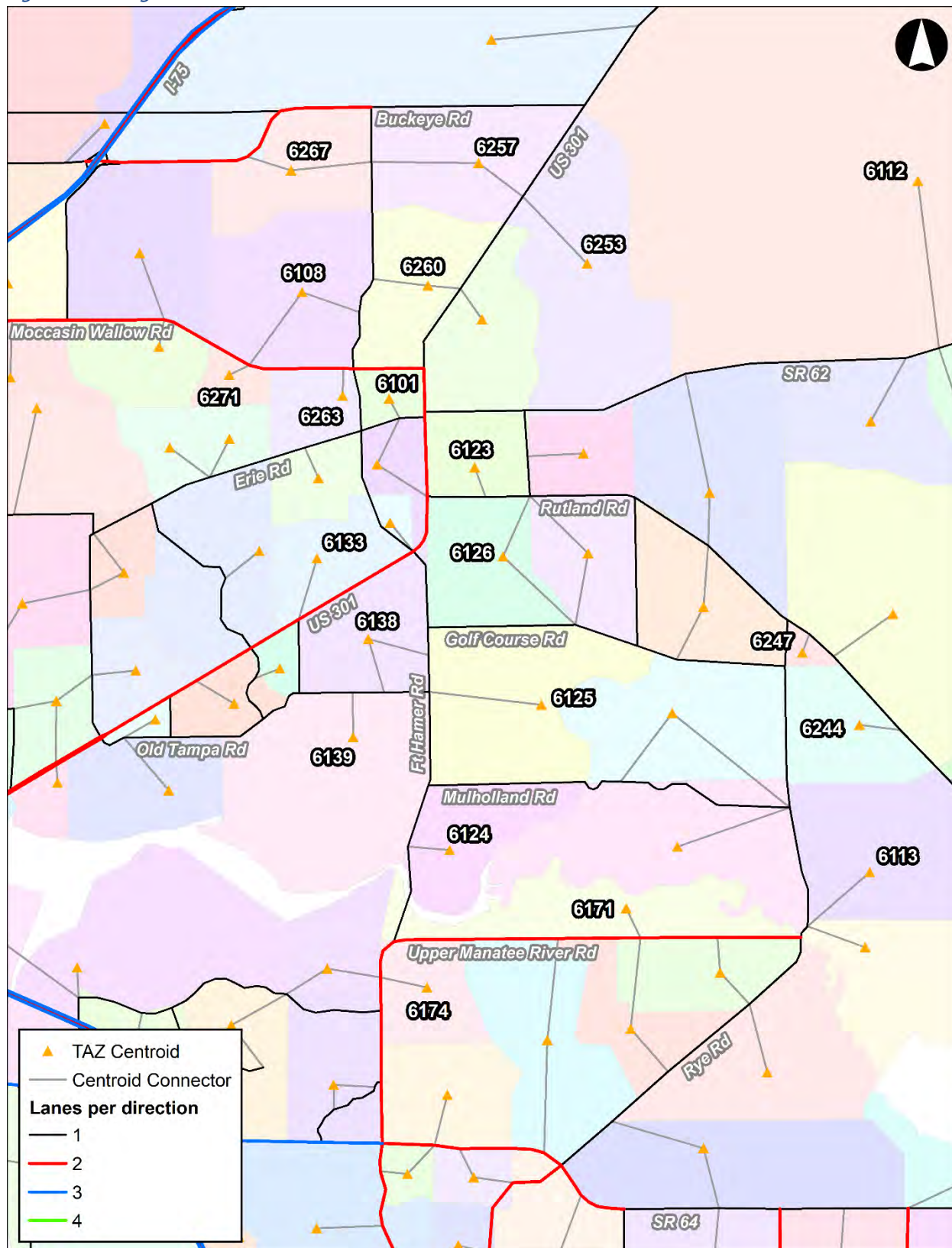


Figure 3: Revised D1RPM 2045 Model Network – No-Build Scenario

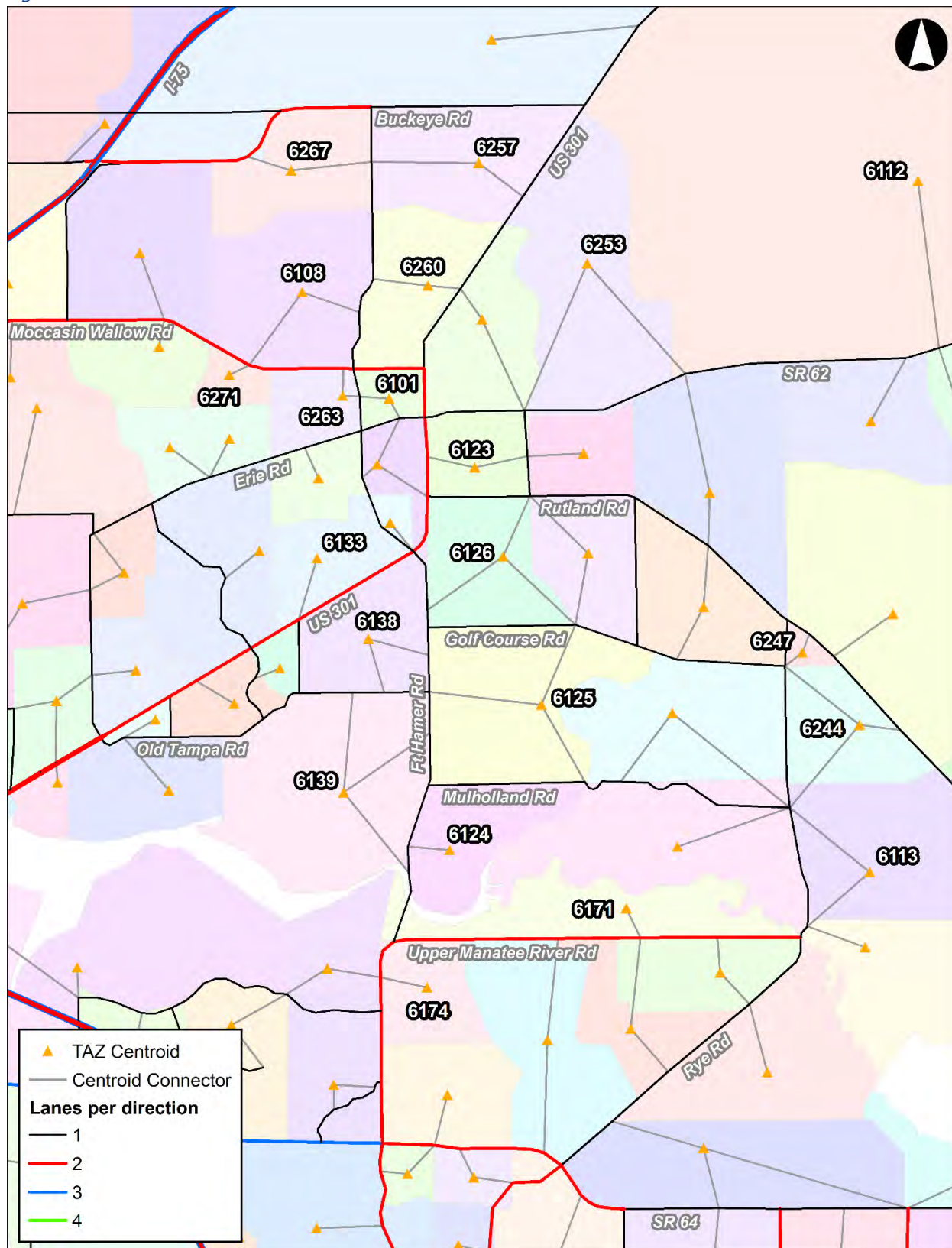
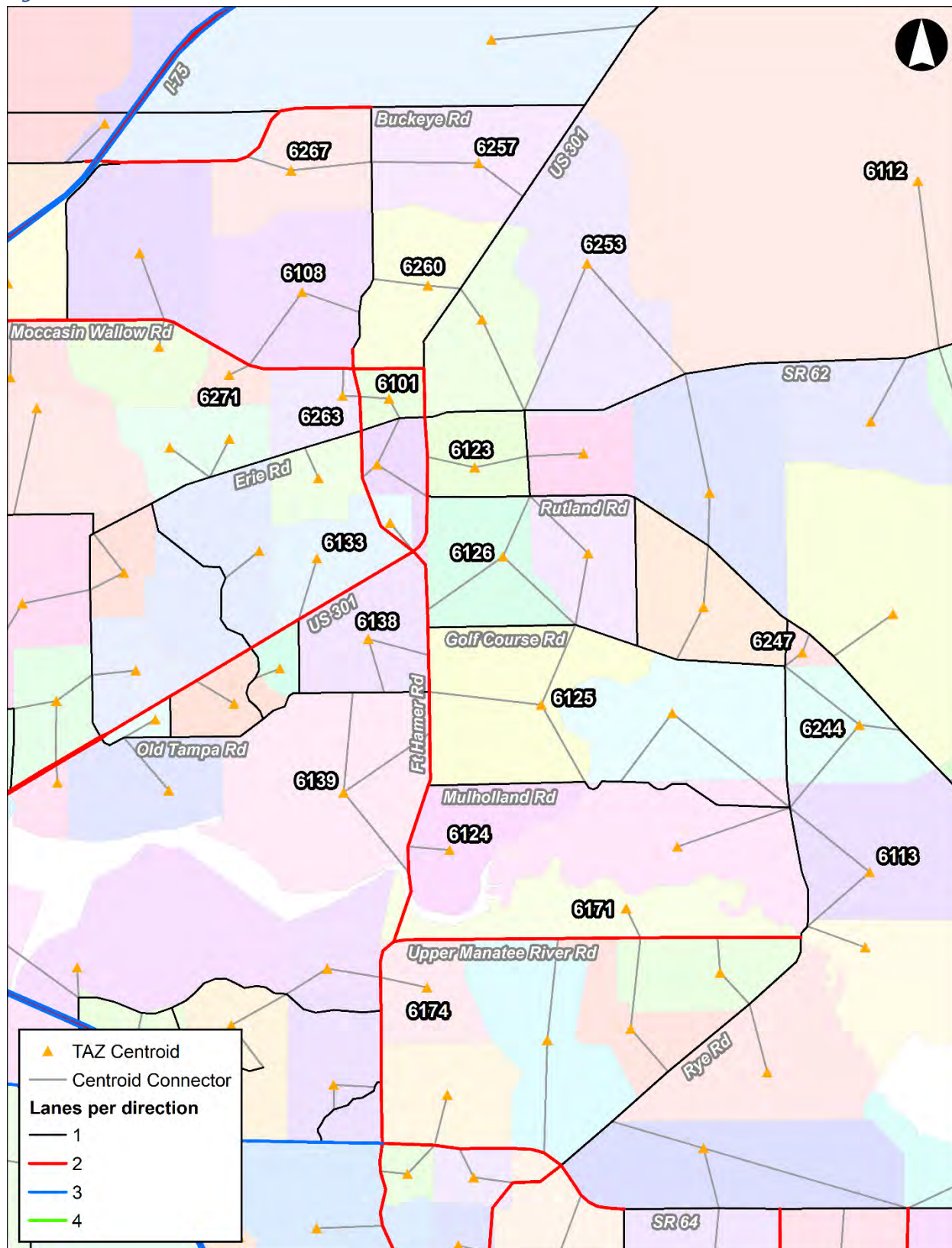


Figure 4: Revised D1RPM 2045 Model Network – Build Scenario

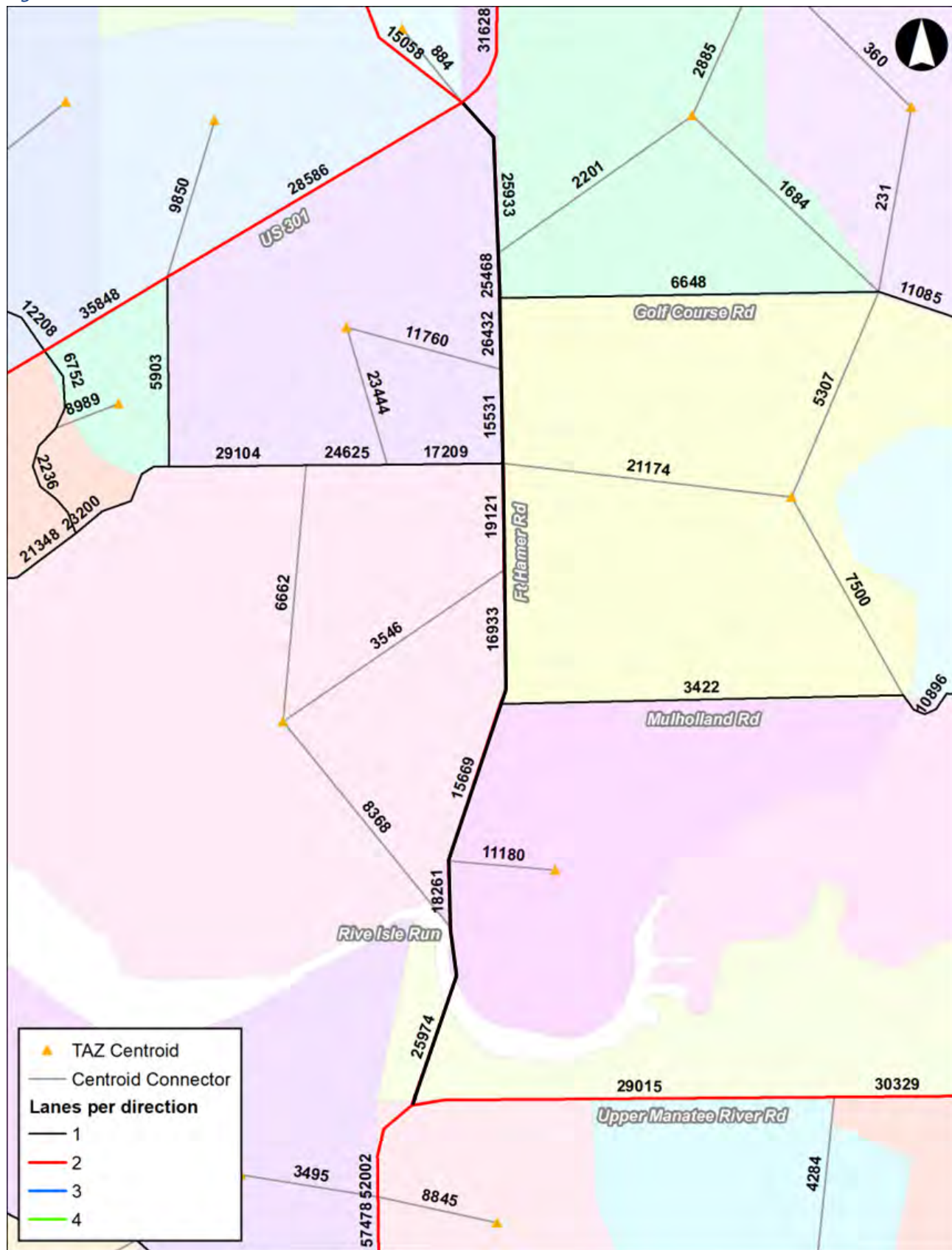


4.2 Future Traffic Forecasts

Figures 5 through 8 display the 2045 No-Build and Build scenario model output volumes, respectively.

The 2045 model volumes for the study segments were extracted from the revised No-Build and Build scenario models and are summarized in **Table 4**.

Figure 5: 2045 Model Volumes – No-Build Scenario



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Figure 6: 2045 Model Volumes – I-75 No-Build Scenario

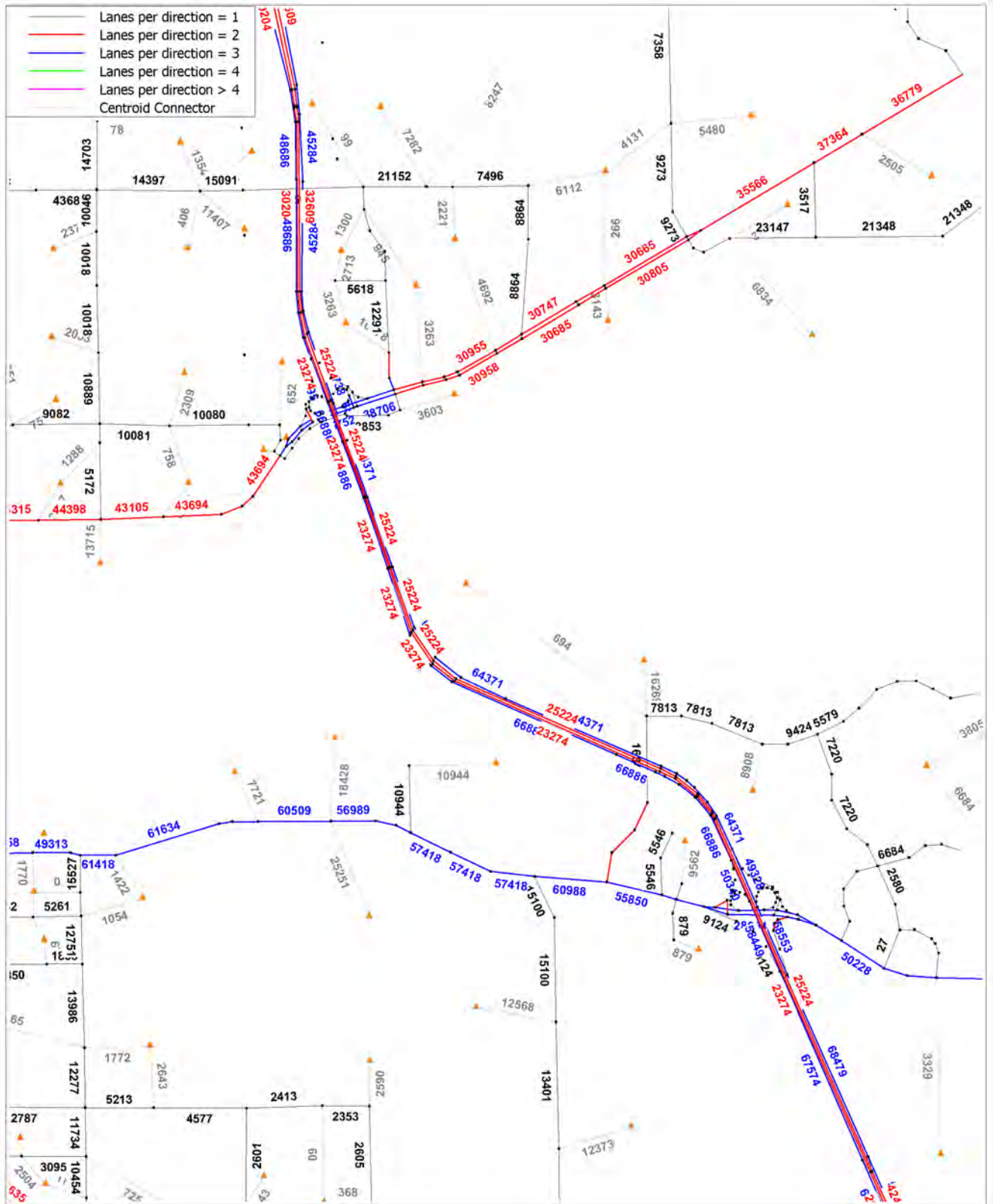


Table 4: 2045 Model Output Volumes

Roadway Segment	2045 Model AADT (No-Build)	2045 Model AADT (Build)	Delta
Fort Hamer Road			
Upper Manatee River Road to Rive Isle Run	26,000	40,900	14,900
Rive Isle Run to Mulholland Road	17,000	30,200	13,200
Mulholland Road to Old Tampa Road	18,100	31,400	13,300
Old Tampa Road to Golf Course Road	21,000	29,500	8,500
Golf Course Road to US 301	25,800	34,900	9,100
I-75			
SR 64 to US 301	179,800	175,100	-4,700

Year 2050 traffic volumes will be forecasted by taking the 2045 traffic volumes, checking for reasonableness, then applying an annual growth rate for five years out to 2050. The annual growth rate will be determined using engineering judgement, based on a comparison of historic traffic trends and D1RPM model growth on surrounding roadways and Bureau of Economics & Business Research (BEBR) low, medium, and high population projections, then validated against Manatee County's Concurrency Reservation System. Should there be 2050 future traffic estimates that are not consistent with the historical trends or reasonable expectations for growth along the study corridor, these issues will be reviewed with the County, and an acceptable solution will be reached on any revisions necessary.

A Project Traffic Forecasting Memorandum will be prepared and submitted to County and FDOT staff for preliminary concurrence on future traffic forecasts.

4.3 Design Traffic Characteristics

The recommended standard K-factor of 9.0% will be used for the study roadway segments. The D- and T-factors will be developed using historical data reported by FDOT Florida Traffic Online, traffic counts, and the recommended ranges identified in the 2019 Project Traffic Forecasting Handbook.

4.4 Design Hour Volumes

The recommended design traffic characteristics, existing intersection turning movement volumes, and the future traffic volume projections will be used as inputs in the TURNS5 spreadsheet to develop the intersection design hour volumes. The TURNS5 outputs will be adjusted to account for reasonability and balancing purposes.

5.0 Operational Analysis

5.1 Traffic Operational Analysis

Detailed operational analyses will be performed for all analysis scenarios for both the AM and PM peak hour using Synchro, as listed below.

- Existing Year 2023
- Opening Year 2030 – No-Build Conditions
- Opening Year 2030 – Build Conditions
- Design Year 2050 – No-Build Conditions
- Design Year 2050 – Build Conditions

5.2 Alternatives Analysis

Appropriate intersection control alternatives will be developed and assessed under Build conditions based on projected traffic demand. Turn lane and storage length requirements will be based on the operational analysis of the future Build alternative.

6.0 Safety Analysis

6.1 Crash Data Analysis

The safety analysis will be performed in accordance with FDOT's 2019 Safety Analysis Guidebook for PD&E Studies. Detailed crash data within the study area will be analyzed and documented. The safety analysis will summarize the location of crashes, crash types, contributing causes of these crashes, most common types of crashes, crash rates, and safety ratios. Safety performance functions (SPFs), where available, will be used to determine whether the observed safety performance within the study area is higher or lower than the average safety performance of other locations with similar roadway characteristics and exposure. Based on the information obtained from the crash data, the project safety needs associated with existing and future conditions will be identified. Furthermore, a Build Highway Safety Manual (HSM) safety analysis will be conducted utilizing Safety Performance Functions (SPF) to estimate potential future crashes.

7.0 Documentation

A Project Traffic Forecasting Memorandum will be prepared and submitted to County and FDOT staff for preliminary concurrence on future traffic forecasts.

A PTAR will be prepared to document the data collection task, results of the existing conditions analysis, development of future AADTs and design hour volumes, safety analysis, No-Build and Build alternative analysis results, and final recommendations.



Traffic Analysis Methodology Memorandum

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Appendix B – Project Traffic Forecasting Memorandum



Project Traffic Forecasting Memorandum

Fort Hamer Road PD&E Study – Upper Manatee River Road to US 301
CIP #: 6054767 & 6054768

FINAL

May 31, 2024



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APPENDICES

Appendix A: Turning Movement Counts

Appendix B: FDOT Florida Traffic Online (FTO)

Appendix C: TURNS5 Outputs

Appendix D: Volume Development Worksheets

Appendix E: Traffic Data for Noise Study

1.0 Introduction

Manatee County is conducting a Project Development & Environment (PD&E) Study for Fort Hamer Road, for approximately 4 miles from Upper Manatee River Road to US 301 within unincorporated Manatee County (Figure 1). The purpose of this Project Traffic Forecasting Memorandum is to document the data collection task, develop future AADTs and design hour volumes, obtain approval of traffic data to be used in the traffic noise analysis, and obtain preliminary concurrence on the future traffic forecasts to be used in the Project Traffic Analysis Report (PTAR) for this study.

1.1 Study Area

The study segments are:

- Fort Hamer Road, from
 - Upper Manatee River Road to Rive Isle Run
 - Rive Isle Run to Mulholland Road
 - Mulholland Road to Old Tampa Road
 - Old Tampa Road to Golf Course Road
 - Golf Course Road to US 301

The study intersections are:

- Fort Hamer Road, at
 - Rive Isle Run (two-way stop-controlled 3-leg intersection)
 - Mulholland Road (signalized T-intersection)
 - Old Tampa Road (signalized 4-leg intersection)
 - Golf Course Road (signalized T-intersection)
 - US 301 (signalized 4-leg intersection)

Because this project is anticipated to provide relief to the adjacent I-75 crossing of the Manatee River, AADT volumes along I-75 were also evaluated from SR 64 to US 301.

1.2 Analysis Years

The corridor is being analyzed for the following years:

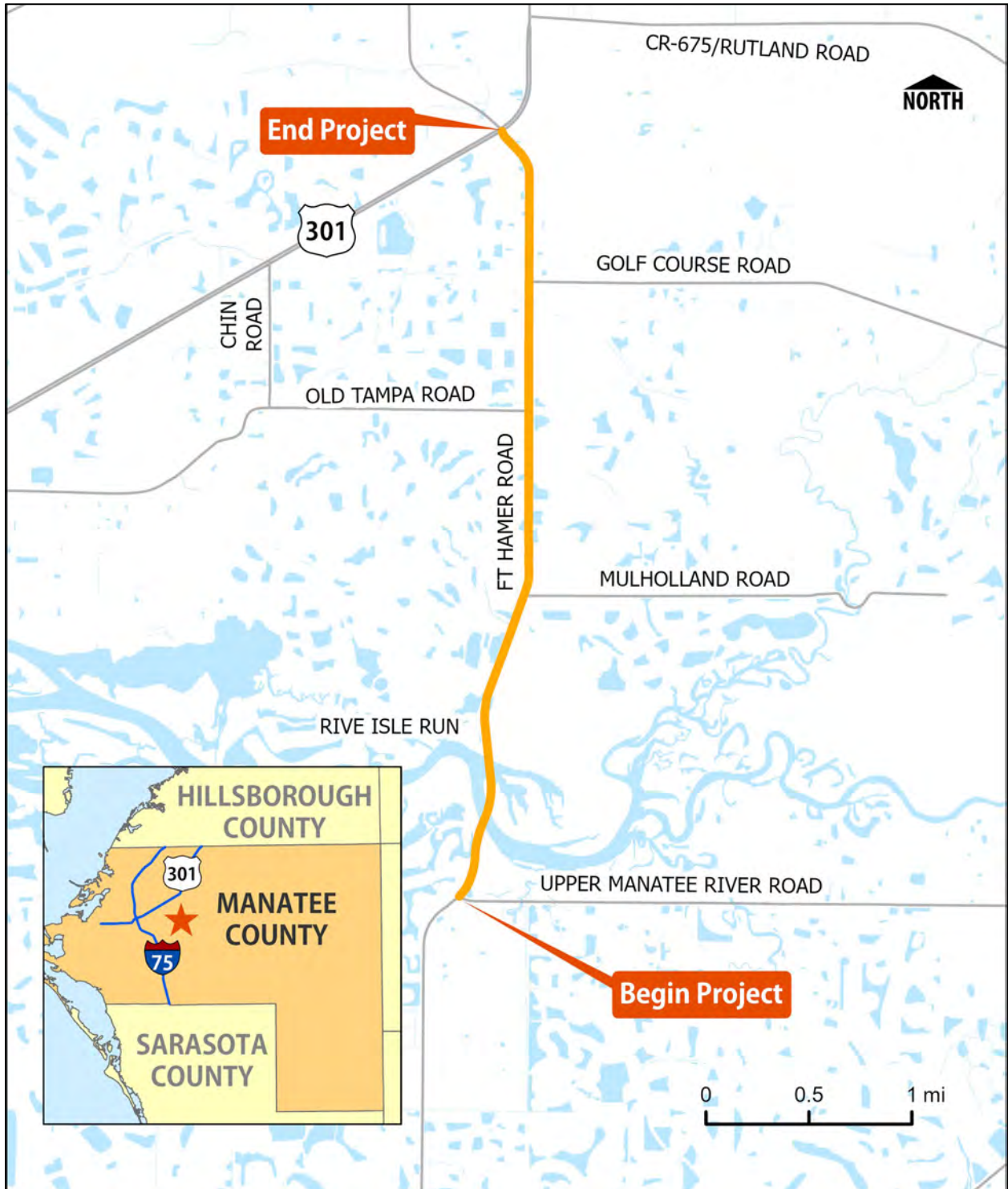
- Existing Year 2023
- Opening Year 2030
- Design Year 2050

1.3 Project Alternatives

The study is evaluating the following alternatives:

- **No-Build Alternative:** The No-Build alternative will represent Fort Hamer Road remaining a 2-lane undivided roadway with no multimodal and safety improvements.
- **Build Alternative:** The Build alternative will represent the widening of Fort Hamer Road to a 4-lane divided roadway along with multimodal and safety improvements.

Figure 1: Project Location Map



2.0 Existing Conditions

2.1 Roadway Characteristics

Under existing conditions, Fort Hamer Road has two lanes along most of the corridor and is classified as a minor arterial. There are marked bicycle lanes and intermittent sidewalks, mainly along the west side of the road. The posted speed limit is 45 mph, and the context classification is C3R-Suburban Residential. The existing roadway right-of-way varies from 84 feet to more than 120 feet.

2.2 Traffic Data Collection

Traffic volume counts were collected from existing sources and supplemented with additional counts obtained for this study. The existing traffic count sources are summarized in **Table 1**.

Table 1: Existing Traffic Count Sources

Source	Station	Location	Type	Year
FDOT Florida Traffic Online	4233	Mulholland Rd., east of Fort Hamer Rd.	Historic, Daily	2022*
	1102	Fort Hamer Rd., south of Old Tampa Rd.	Historic, Daily	2022*
	4257	Golf Course Rd., east of Fort Hamer Rd.	Historic, Daily	2022*
	0081	US 301, west of Fort Hamer Rd.	Historic, Daily	2022
	0041	I-75, northwest of SR 64	Historic, Daily	2022*
Manatee County Transportation Concurrency Link Sheet	11-37	Mulholland Rd., east of Fort Hamer Rd.	Daily	2022
	10-12	Old Tampa Rd., west of Fort Hamer Rd.	Daily	2022
	11-17	Golf Course Rd., east of Fort Hamer Rd.	Daily	2022
	11-02	Fort Hamer Rd., south of US 301	Daily	2022

*Value estimated by FDOT for Year 2022.

Additional traffic counts were collected and are summarized in **Table 2**.

Table 2: Supplemental Traffic Count Locations

Count Type	Count Location
48-hour Bi-directional Volume Counts	Mulholland Rd., east of Fort Hamer Rd. (August 2023)
	Old Tampa Rd., west of Fort Hamer Rd. (August 2023)
	Golf Course Rd., east of Fort Hamer Rd. (August 2023)
	US 301, west of Fort Hamer Rd. (August 2023)
4-hour Turning Movement Counts	Fort Hamer Park at Rive Isle Run (January 2024)
	Fort Hamer Rd. at Rive Isle Run (January 2024)
	Fort Hamer Rd. at Mulholland Rd. (August 2023)
	Fort Hamer Rd. at Old Tampa Rd. (August 2023)
	Fort Hamer Rd. at Golf Course Rd. (August 2023)
	Fort Hamer Rd. at US 301 (August 2023)
72-hour Speed/Classification Counts	Fort Hamer Rd. between Rive Isle Run and Mulholland Rd. (August 2023)

2.3 Design Hour Traffic Factors

The following design hour traffic factors were determined based on the existing traffic data collected as part of this project, historical traffic data obtained from the FDOT Florida Traffic Online database and was compared against acceptable ranges found in the Project Traffic Forecasting Handbook. Existing traffic data is included in **Appendix A** and historical FTO traffic data can be found in **Appendix B**.

- K-Factor (proportion of the AADT that occurs during the design hour): 9.0%
- Peak Hour Factor (PHF): varies by intersection based on observed average at each intersection during AM and PM peak hours; a standard PHF of 0.95 was used during the 2050 AM peak hour condition to account for anticipated congestion
- D-Factor (percentage of the total, two-way design hour traffic traveling in the peak direction)
 - Existing and future No-Build scenarios: varies by each individual study intersection based on existing turning movement count data (see **Appendix D**)
 - Future Build scenarios: calculated an average for the full study corridor based on existing turning movement count data (**Table 3**) and confirmed to be within FDOT's recommended D-Factor range for an urban arterial roadway
- T₂₄-Factor (percentage of the traffic volume generated by trucks or commercial vehicles for 24 hours): 4.6%

Table 3: Corridor Average D-Factor Determination

Study Intersection	AM Peak Hour D-Factor		PM Peak Hour D-Factor	
	NB	SB	NB	SB
Fort Hamer Road				
at Rive Isle Run	27%	73%	63%	37%
at Mulholland Rd	31%	70%	65%	35%
at Old Tampa Rd	47%	53%	71%	29%
at Golf Course Rd	42%	58%	54%	46%
at US 301	56%	44%	66%	35%
Corridor Average	41%	59%	64%	36%

2.3.1 Annual Average Daily Traffic (AADT)

Where applicable, the supplemental traffic counts collected as part of this study (listed in **Table 2**) were used to develop annual average daily traffic (AADT) for existing conditions. As needed, traffic counts listed in **Table 1** were used to develop AADT for existing conditions by applying an annual growth rate out to Year 2023, with consideration of historical growth rates on surrounding roadways and Bureau of Economics & Business Research (BEBR) population data. The counts were adjusted using seasonal factor data from the FDOT Florida Traffic Online (FTO) database (**Appendix B**).

2.4 Growth Rates

The growth rates were determined by comparing the Manatee County population projections, the historic traffic trends, the travel demand from the latest version of the District 1 Regional Planning Model (D1RPM), and the socioeconomic data from the D1RPM.

2.4.1 BEBR Growth Trends

Historical population data obtained from the University of Florida Bureau of Economic and Business Research (BEBR) was used to analyze growth rates that may be applicable in developing future traffic projections. The BEBR low, medium, and high population projections are shown in **Table 4**.

Table 4: BEBR Population Growth Rates for Manatee County

2023 Population	Projection Range	2030		2045		2050	
		Population	Growth	Population	Growth	Population	Growth
439,566	Low	437,700	-0.06%	447,000	0.08%	445,100	0.05%
	Medium	486,300	1.45%	562,300	1.13%	581,800	1.04%
	High	534,900	2.84%	677,600	1.99%	718,500	1.84%

2.4.2 Historical Count Trends

Historical count trends were identified using historical AADT data provided by Manatee County for local roads and FDOT for state roads, as shown in **Table 5**.

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Table 5: Historical AADT Count Trends

Count Station	Source	Roadway	Segment	2018	2019	2020	2021	2022	5-Year Trend	R ² Value
135077	FDOT	US 301	Old Tampa Rd to 100th Dr	22,500	23,000	19,300	25,500	25,500	2.53%	0.27
130080	FDOT	US 301	100th Dr to Chin Rd	17,800	19,300	18,900	22,000	22,000	4.33%	0.85
130081	FDOT	US 301	Chin Rd to Rutland Rd	11,800	12,500	10,800	16,500	16,200	6.54%	0.60
130072	FDOT	SR 64	Lena Rd to Upper Manatee River Rd	43,000	47,000	44,000	49,000	51,000	3.47%	0.72
130073	FDOT	SR 64	Upper Manatee River Rd to Rye Rd	28,500	32,000	30,000	32,000	32,000	2.34%	0.48
03-19	County	Fort Hamer Rd	Golf Course Rd	-	-	12,800	13,100	10,600	-6.09%	0.65
11-02	County	Fort Hamer Rd	US 301	8,000	7,900	8,600	9,500	1,300	-30.47%	0.32
03-20	County	Fort Hamer Rd	Erie Rd	-	-	1,200	1,100	1,400	5.27%	0.43
11-06	County	Upper Manatee River Rd	SR 64	19,000	22,000	24,000	25,000	27,000	7.28%	0.97
11-20	County	Upper Manatee River Rd	Bridge #134024	7,300	6,800	7,400	7,300	8,100	2.10%	0.51
11-19	County	Upper Manatee River Rd	Bridge #134023	5,300	4,900	5,500	5,300	5,600	1.11%	0.35
11-05	County	Upper Manatee River Rd	Rye Rd	1,600	2,000	1,700	1,800	2,400	8.45%	0.49
10-50	County	Upper Manatee River Rd	104 Ave	8,700	8,200	7,700	9,000	9,000	0.68%	0.15
10-12	County	Old Tampa Rd	Chin Rd	10100	9700	9100	9500	10600	0.97%	0.05
11-37	County	Mulholland Rd	Fort Hamer Rd	3,800	3,500	3,300	3,400	3,700	-0.53%	0.05
10-01	County	Erie Rd	US 301	11,300	10,600	9,000	10,300	-	-2.29%	0.38

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Count Station	Source	Roadway	Segment	2018	2019	2020	2021	2022	5-Year Trend	R ² Value
10-02	County	Erie Rd	69th St	6,300	5,800	5,300	6,500	7,000	2.13%	0.26
10-62	County	Erie Rd	Sawgrass Rd	4,500	4,200	4,200	5,300	5,900	5.57%	0.67
10-61	County	Harrison Ranch Blvd	US 301	5,700	5,300	5,200	5,300	5,600	-0.35%	0.02
11-16	County	Rutland Rd	Bridge #130037	5,000	4,600	3,800	5,300	8,100	10.13%	0.45
11-14	County	Rutland Rd	Bridge #130012	4,700	4,500	4,300	5,000	7,200	8.90%	0.54
11-04	County	Rye Rd	Rutland Rd	2,600	2,200	2,500	3,100	5,000	13.97%	0.65
11-18	County	Rye Rd	Bridge #134022	4,600	3,800	4,500	5,800	7,900	11.42%	0.71
11-21	County	Rye Rd	Bridge #134025	9,900	-	9,200	9,700	11,800	4.49%	0.33
11-22	County	Rye Rd	Bridge #134026	10,400	-	9,800	10,800	12,300	4.28%	0.48
11-07	County	Rye Rd	SR 64	12,800	-	-	13,900	16,100	7.95%	0.79
10-55	County	Chin Rd	US 301	5,800	5,500	5,100	5,500	6,500	2.31%	0.18
Average Historical Growth Rate									2.83%	
Average Historical Growth Rate (R² ≥ 0.75 only)									6.52%	

2.4.3 Model Growth Rate

Growth rates from 2015 to 2045 were calculated by segment per D1RPM outputs, shown in **Table 6**. The average growth rate is 3.48% for the Build scenario and 5.50% for the No-Build scenario. Compared to the BEBR and historical growth trends, the model growth rate is higher.

Table 6: 2015 to 2045 Model Growth Rates

Roadway Segment	Model Volumes			2015 to 2045 No-Build	2015 to 2045 Build
	2015	2045 No-Build	2045 Build		
Fort Hamer Road					
Upper Manatee River Road to Rive Isle Run	-	26,000	40,900	-	-
Rive Isle Run to Mulholland Road	5,200	17,000	30,200	4.03%	6.04%
Mulholland Road to Old Tampa Road	7,000	18,100	31,400	3.22%	5.13%
Old Tampa Road to Golf Course Road	6,200	21,000	29,500	4.15%	5.34%
Golf Course Road to US 301	7,100	25,800	34,900	4.39%	5.45%
Upper Manatee River Road					
SR 64 to Rye Road	7,600	36,100	38,900	5.33%	5.59%
Old Tampa Road					
US 301 to Fort Hamer Road	16,700	32,100	21,100	2.20%	0.78%
Golf Course Road					
Fort Hamer Rd to Rye Rd	2,100	9,500	8,100	5.16%	-0.53%
US 301					
Old Tampa Rd to 100th Dr	17,800	35,600	34,400	2.34%	2.22%
100th Dr to Chin Rd	16,700	36,300	35,400	2.62%	2.54%
Chin Rd to Rutland Rd	11,000	30,100	31,200	3.41%	3.54%
I-75					
Trooper JD Young Memorial Bridge	119,100	180,000	175,100	1.39%	1.29%
Average Growth Rate:				3.48%	3.40%

2.4.4 Annual Growth Rate

The annual growth rate was determined based on the above historic traffic trends and D1RPM model growth on surrounding roadways and BEBR low, medium, and high population projections. The historical annual growth rate of 2.83% and the D1RPM model growth rate of 3.48% are comparable to the BEBR growth rate from 2023 to 2030 of 2.84%. The BEBR high population projection between 2045 and 2050 (growth rate of 1.18%, as shown in **Table 7**) was used to project year 2045 traffic volumes out to buildout year 2050.

Table 7: BEBR Population Growth Rates for Manatee County from 2045 to 2050

Projection Range	Population		
	2045	2050	Growth
Low	447,000	445,100	-0.09%
Medium	562,300	581,800	0.68%
High	677,600	718,500	1.18%

2.5 Target Level of Service (LOS)

The Level of service (LOS) target for the study segments and intersections is LOS D, per the Manatee County Comprehensive Plan.

The service volume thresholds to determine LOS for the study segments were derived from the generalized service volume tables published in FDOT’s 2023 Multimodal Quality/Level of Service Handbook.

3.0 Future Traffic Forecasts

As described in the PTAR Methodology Memorandum, the 2045 model volumes for the study segments were utilized to develop the No-Build and Build 2045 traffic volumes in **Table 8**. As a reasonableness check, the 2045 model volumes that represented a growth rate less than 1.18% were adjusted to 2023 AADT plus 1.18% per year to 2045.

Table 8: 2045 Traffic Volumes

Roadway Segment	2045 AADT (No-Build)	2045 AADT (Build)	Delta
Fort Hamer Road			
Upper Manatee River Road to Rive Isle Run	26,000	40,900	14,900
Rive Isle Run to Mulholland Road	25,800	30,200	13,200
Mulholland Road to Old Tampa Road	26,400	31,400	13,300
Old Tampa Road to Golf Course Road	21,000	29,500	8,500
Golf Course Road to US 301	25,800	34,900	9,100
I-75			
SR 64 to US 301	180,000	175,100	-4,700

As shown in **Table 9**, Year 2050 segment traffic volumes were forecasted by taking the model output volumes for 2045, then applying the annual growth rate (as described in **Table 7**) for five years out to 2050. The future Fort Hamer Road traffic estimates are consistent with predictive and historical growth rates (1.92% to 6.52%) and are reasonable compared to similar facilities in the area.

Table 9: Projected 2050 Traffic Volumes

Roadway Segment	No-Build		Build	
	2045 AADT	2050 AADT	2045 AADT	2050 AADT
Fort Hamer Road				
Upper Manatee River Road to Rive Isle Run	26,000	27,600	40,900	43,000
Rive Isle Run to Mulholland Road	25,800	27,300	30,200	32,000
Mulholland Road to Old Tampa Road	26,400	28,000	31,400	33,000
Old Tampa Road to Golf Course Road	21,000	22,300	29,500	31,000
Golf Course Road to US 301	25,800	27,400	34,900	37,000
I-75				
SR 64 to US 301	180,000	190,700	175,100	186,000

3.1 Design Traffic Characteristics

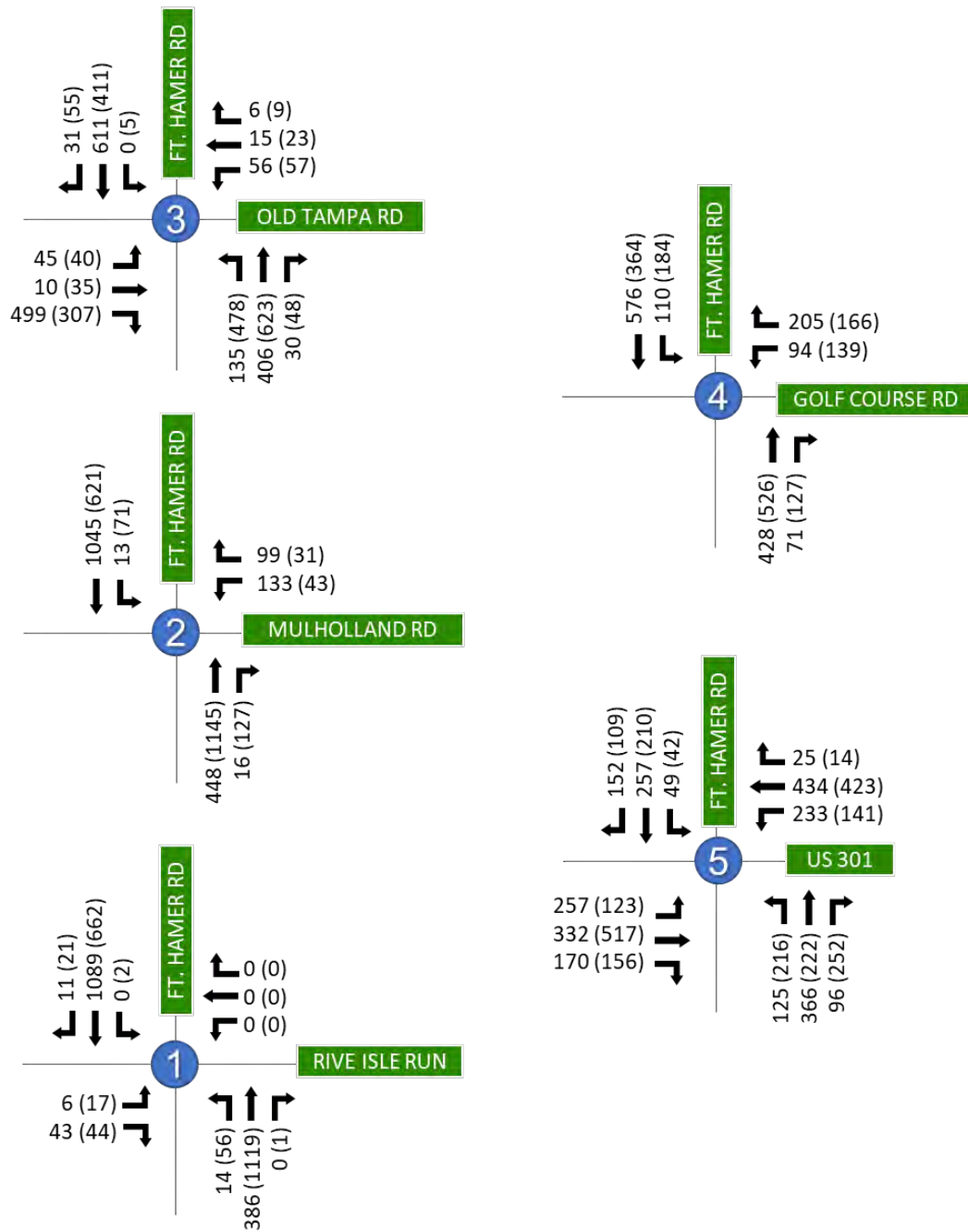
The recommended standard K-factor of 9.0% will be used for the study roadway segments. The D- and T₂₄-factors were developed using historical data reported by FDOT Florida Traffic Online (FTO), traffic counts, and the recommended ranges identified in the 2019 Project Traffic Forecasting Handbook.

3.2 Design Hour Volumes

Recommended design traffic characteristics, existing intersection turning movement volumes, and the future traffic volume projections were used as inputs in the TURNS5 spreadsheet to develop the intersection design hour volumes. Year 2030 traffic volumes were interpolated between existing 2023 and future 2050 volumes for both the No-Build and Build scenarios. The TURNS5 outputs were adjusted to account for reasonability and balancing purposes. TURNS5 outputs are shown in **Appendix C** and traffic volume development worksheets can be found in **Appendix D**.

Figure 2 thru 6 display projected AM and PM peak hour turning movement volumes for 2023 Existing, 2030 No-Build, 2030 Build, 2050 No-Build, and 2050 Build scenarios, respectively.

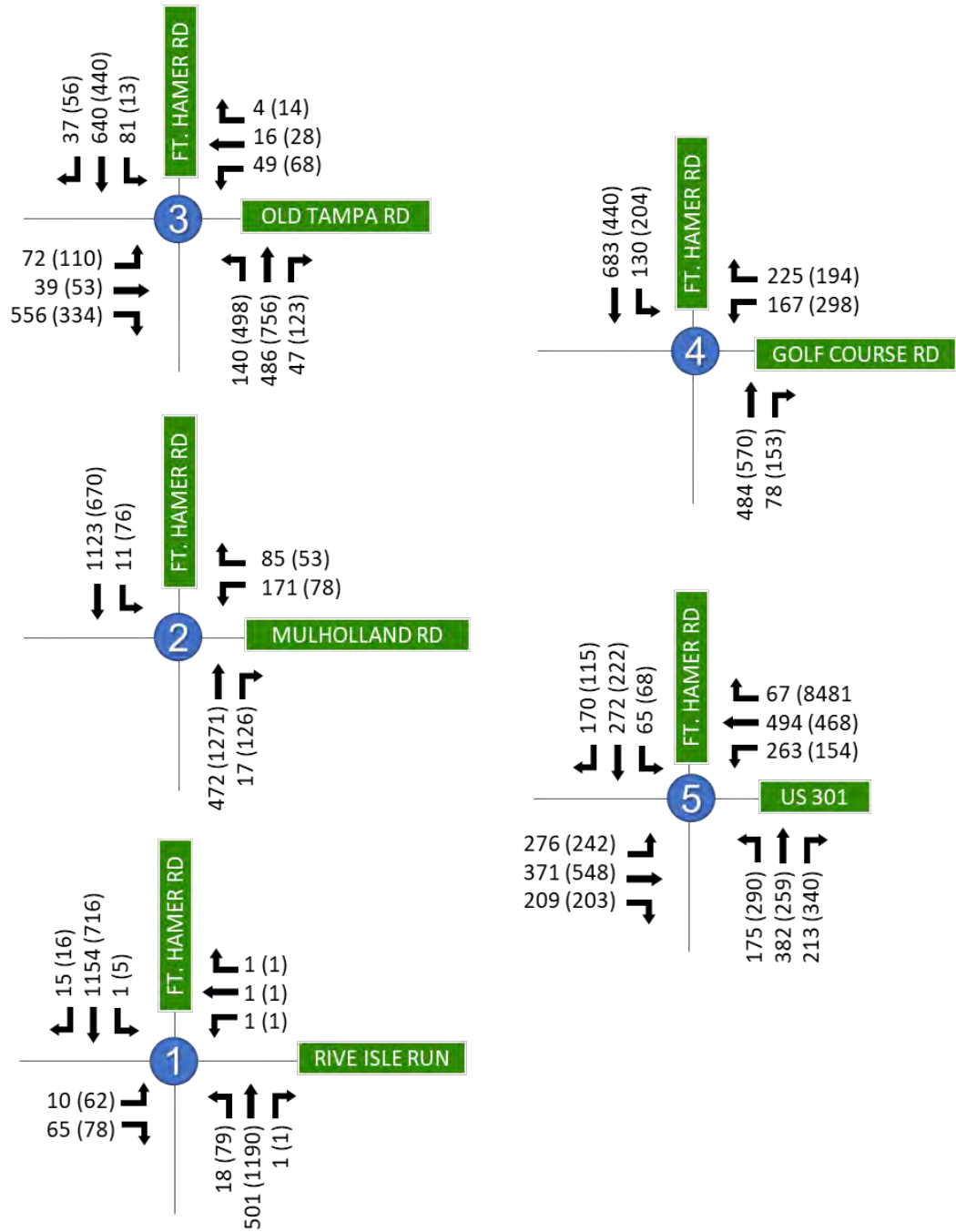
Figure 2: 2023 Existing Volumes – AM and PM Peak Hours



LEGEND

- # Study Intersection
- Existing Year 2023 Volume: AM (PM)

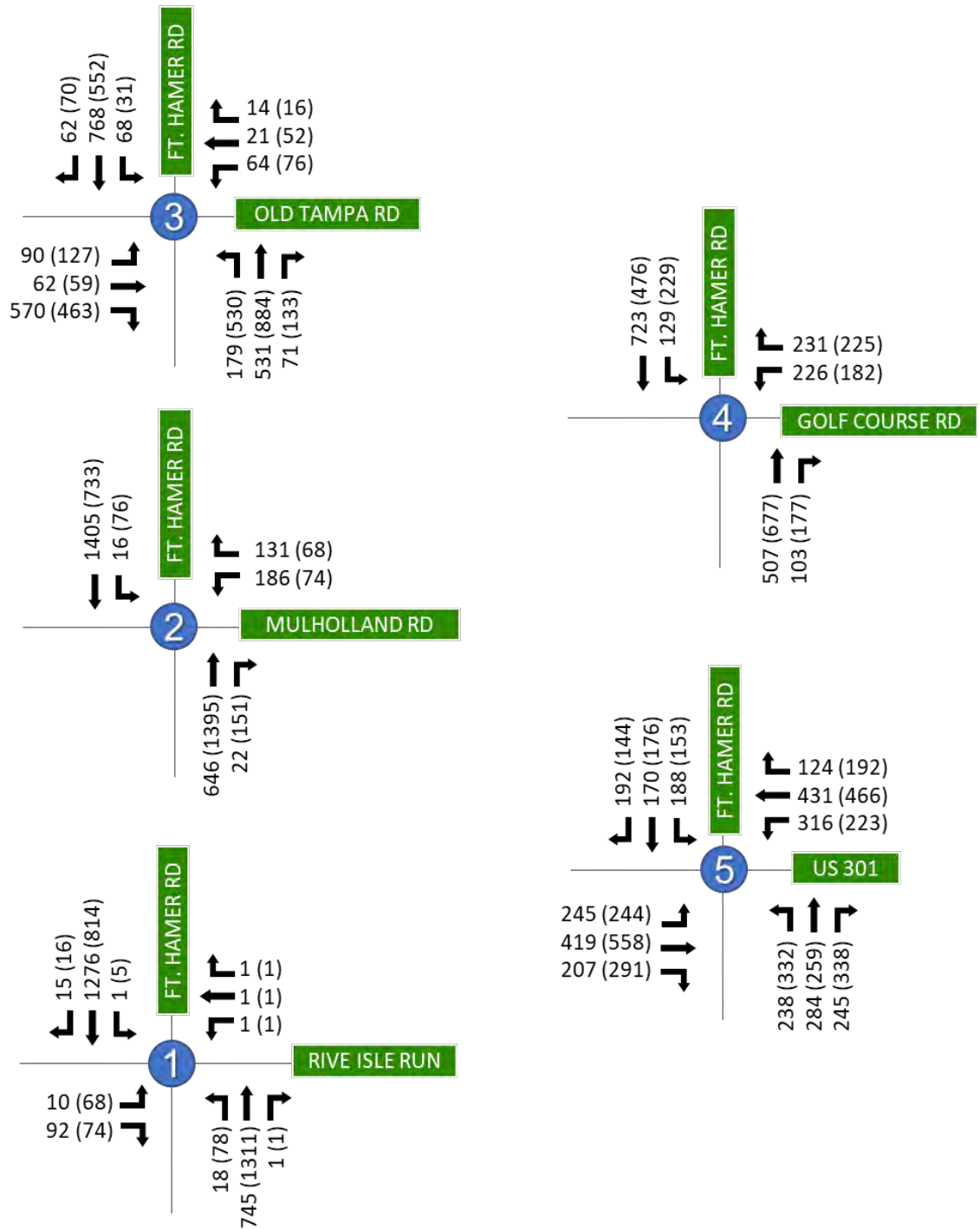
Figure 3: 2030 No-Build Volumes - AM and PM Peak Hours



LEGEND

- # Study Intersection
- ➔ Opening Year 2030 – No Build Volume: AM (PM)

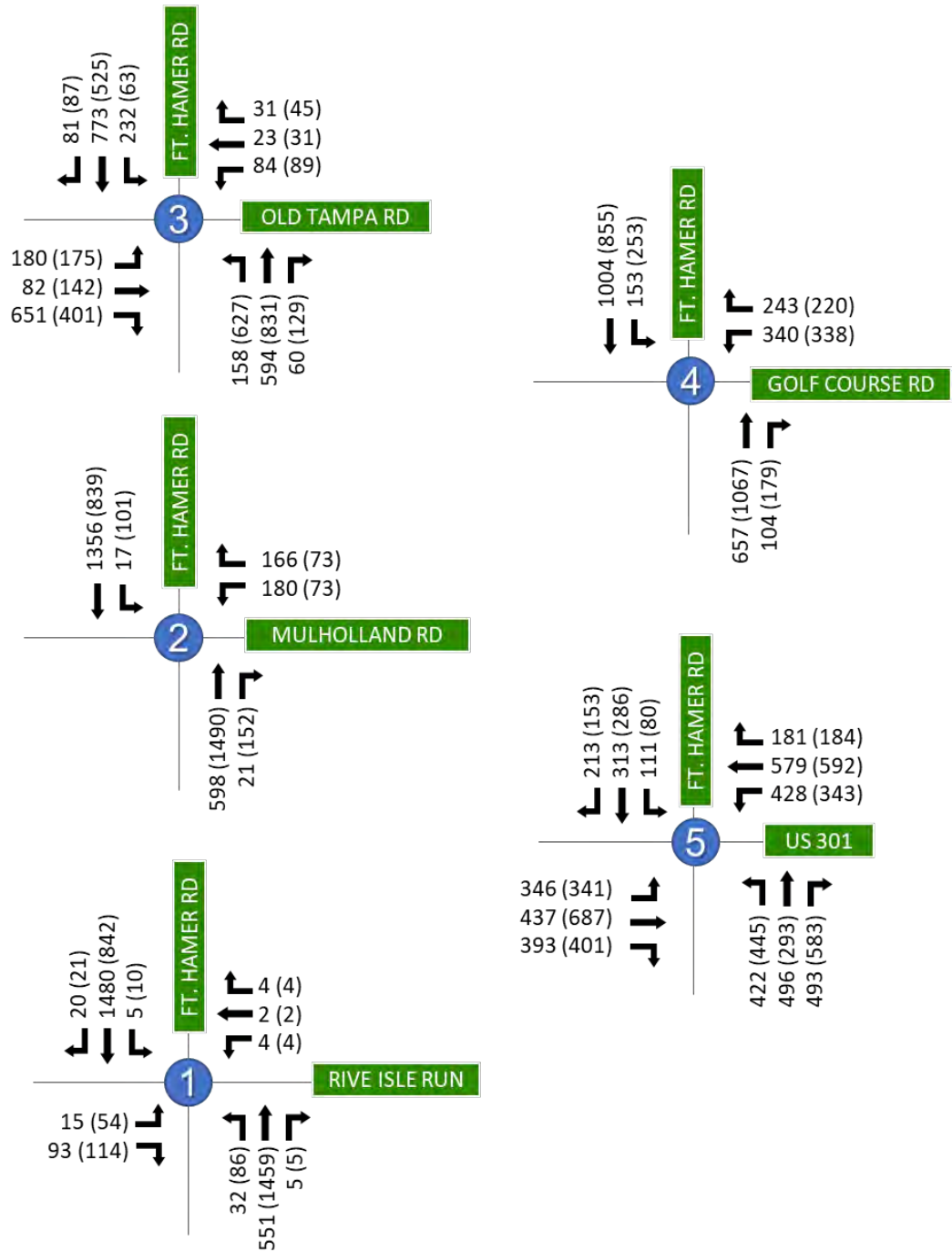
Figure 4: 2030 Build Volumes - AM and PM Peak Hours



LEGEND

- # Study Intersection
- ➔ Opening Year 2030 – Build Volume: AM (PM)

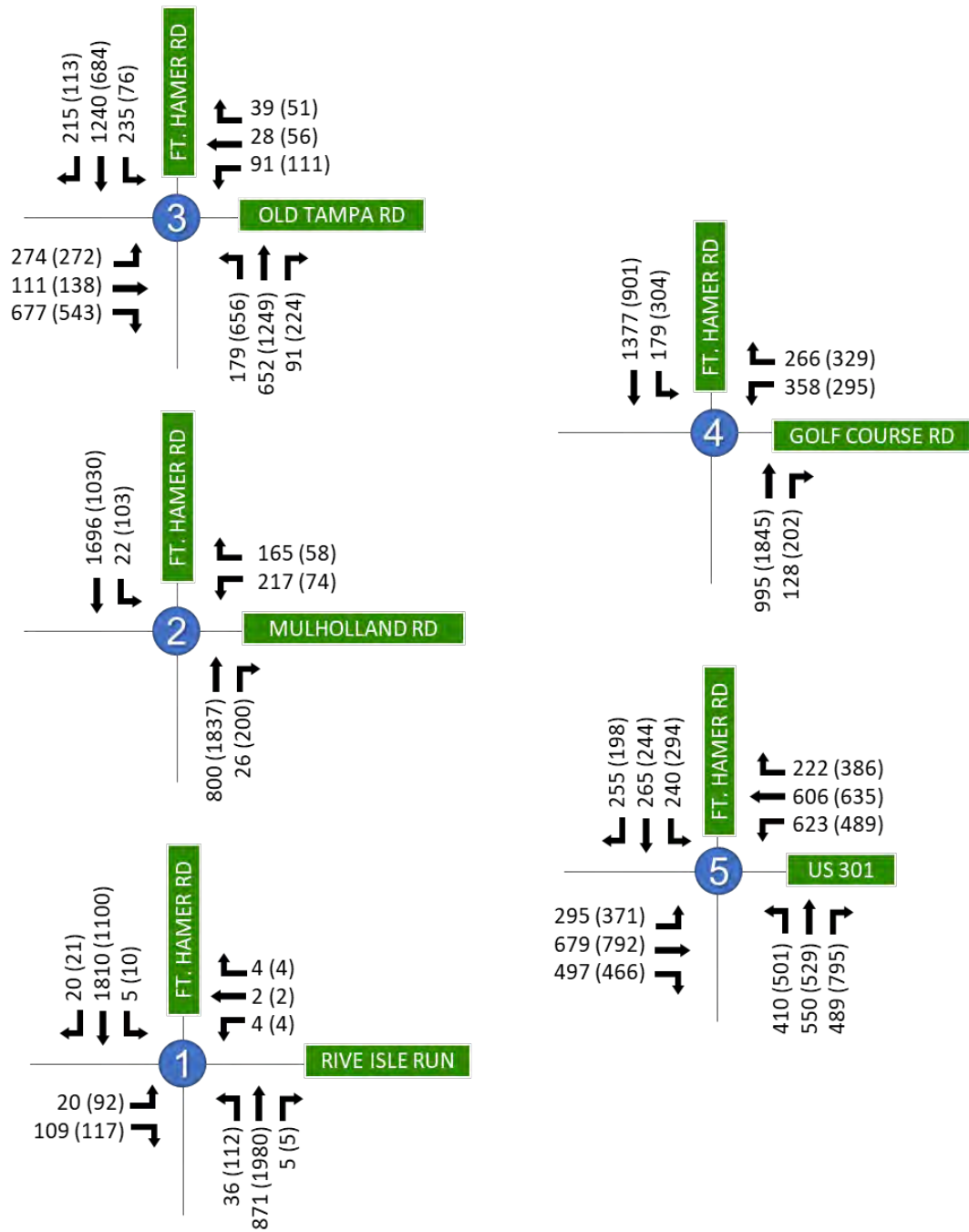
Figure 5: 2050 No-Build Volumes - AM and PM Peak Hours



LEGEND

- # Study Intersection
- Design Year 2050 – No Build Volume: AM (PM)

Figure 6: 2050 Build Volumes - AM and PM Peak Hours



LEGEND

- # Study Intersection
- Design Year 2050 – Build Volume: AM (PM)

4.0 Traffic Data for Noise Study

Existing volumes, future forecasts, and design hour factors from this memorandum have been used to prepare traffic data for a traffic noise analysis. The detailed and summarized traffic data for each study segment are included in **Appendix E**.

5.0 Conclusion

This Project Traffic Forecasting Memorandum was prepared to document the data collection task, develop future AADTs and design hour volumes, obtain approval of traffic data to be used in the traffic noise analysis, and obtain concurrence on the future traffic forecasts to be used in the Project Traffic Analysis Report (PTAR) for this study.

The PTAR will be prepared in accordance with the Traffic Analysis Methodology Memorandum to document the results of the existing conditions analysis, safety analysis, No-Build and Build alternative analysis results based on the future traffic forecasts determined in this Project Traffic Forecasting Memorandum, and final recommendations.

Appendix A – Existing Traffic Counts

Intersection Turning Movement Count

City/County: Ft Hamer/Manatee
 Weather: Clear
 Comments:

File Name : FtHamer&Mulholland
 Site Code : 23022
 Start Date : 8/22/2023
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	FT HAMER ROAD Southbound				MULHOLLAND ROAD Westbound					FT HAMER ROAD Northbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:00 AM	1	139	0	140	24	0	7	5	36	0	27	0	1	28	204
06:15 AM	4	189	0	193	18	0	7	6	31	0	51	1	0	52	276
06:30 AM	0	274	0	274	35	0	8	13	56	0	101	5	0	106	436
06:45 AM	6	285	0	291	24	0	18	21	63	0	139	5	0	144	498
Total	11	887	0	898	101	0	40	45	186	0	318	11	1	330	1414
07:00 AM	4	239	0	243	39	0	9	9	57	0	95	3	0	98	398
07:15 AM	5	178	0	183	25	0	6	12	43	0	94	4	0	98	324
07:30 AM	8	226	0	234	28	0	12	10	50	0	75	4	0	79	363
07:45 AM	10	223	0	233	26	0	18	10	54	0	126	2	0	128	415
Total	27	866	0	893	118	0	45	41	204	0	390	13	0	403	1500
*** BREAK ***															
04:30 PM	21	137	0	158	9	0	3	7	19	0	212	28	0	240	417
04:45 PM	15	153	0	168	18	0	4	7	29	0	248	11	0	259	456
Total	36	290	0	326	27	0	7	14	48	0	460	39	0	499	873
05:00 PM	18	161	0	179	6	0	7	2	15	0	220	26	0	246	440
05:15 PM	20	166	0	186	5	0	4	3	12	0	268	24	3	295	493
05:30 PM	20	153	0	173	14	0	7	5	26	0	253	28	2	283	482
05:45 PM	19	131	0	150	10	0	4	1	15	0	275	26	1	302	467
Total	77	611	0	688	35	0	22	11	68	0	1016	104	6	1126	1882
06:00 PM	8	134	0	142	11	0	2	5	18	0	272	32	3	307	467
06:15 PM	13	116	0	129	19	0	7	5	31	0	205	22	1	228	388
Grand Total	172	2904	0	3076	311	0	123	121	555	0	2661	221	11	2893	6524
Apprch %	5.6	94.4	0	56	0	22.2	21.8	0	92	0	7.6	0.4	0	2893	
Total %	2.6	44.5	0	47.1	4.8	0	1.9	1.9	8.5	0	40.8	3.4	0.2	44.3	
Passenger Vehicles	165	2857	0	3022	309	0	116	120	545	0	2621	217	11	2849	6416
% Passenger Vehicles	95.9	98.4	0	98.2	99.4	0	94.3	99.2	98.2	0	98.5	98.2	100	98.5	98.3
Heavy Vehicles	6	47	0	53	2	0	7	1	10	0	40	4	0	44	107
% Heavy Vehicles	3.5	1.6	0	1.7	0.6	0	5.7	0.8	1.8	0	1.5	1.8	0	1.5	1.6
UTurns	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% UTurns	0.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	FT HAMER ROAD Southbound				MULHOLLAND ROAD Westbound					FT HAMER ROAD Northbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 06:00 AM to 07:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 06:30 AM															
06:30 AM	0	274	0	274	35	0	8	13	56	0	101	5	0	106	436
06:45 AM	6	285	0	291	24	0	18	21	63	0	139	5	0	144	498
07:00 AM	4	239	0	243	39	0	9	9	57	0	95	3	0	98	398
07:15 AM	5	178	0	183	25	0	6	12	43	0	94	4	0	98	324
Total Volume	15	976	0	991	123	0	41	55	219	0	429	17	0	446	1656
% App. Total	1.5	98.5	0	56.2	0	18.7	25.1	0	96.2	3.8	0	0	0	0	
PHF	.625	.856	.000	.851	.788	.000	.569	.655	.869	.000	.772	.850	.000	.774	.831
Passenger Vehicles	12	968	0	980	123	0	37	55	215	0	415	15	0	430	1625
% Passenger Vehicles	80.0	99.2	0	98.9	100	0	90.2	100	98.2	0	96.7	88.2	0	96.4	98.1

Intersection Turning Movement Count

City/County: Ft Hamer/Manatee
 Weather: Clear
 Comments:

File Name : FtHamer&Mulholland
 Site Code : 23022
 Start Date : 8/22/2023
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	FT HAMER ROAD Southbound				MULHOLLAND ROAD Westbound					FT HAMER ROAD Northbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:00 AM	0	138	0	138	24	0	7	5	36	0	26	0	1	27	201
06:15 AM	4	187	0	191	18	0	7	5	30	0	48	1	0	49	270
06:30 AM	0	273	0	273	35	0	8	13	56	0	95	5	0	100	429
06:45 AM	5	283	0	288	24	0	16	21	61	0	137	5	0	142	491
Total	9	881	0	890	101	0	38	44	183	0	306	11	1	318	1391
07:00 AM	3	234	0	237	39	0	9	9	57	0	92	2	0	94	388
07:15 AM	4	178	0	182	25	0	4	12	41	0	91	3	0	94	317
07:30 AM	7	224	0	231	28	0	12	10	50	0	73	3	0	76	357
07:45 AM	9	217	0	226	25	0	18	10	53	0	121	2	0	123	402
Total	23	853	0	876	117	0	43	41	201	0	377	10	0	387	1464
*** BREAK ***															
04:30 PM	21	134	0	155	8	0	3	7	18	0	209	28	0	237	410
04:45 PM	15	145	0	160	18	0	3	7	28	0	245	11	0	256	444
Total	36	279	0	315	26	0	6	14	46	0	454	39	0	493	854
05:00 PM	18	155	0	173	6	0	7	2	15	0	219	26	0	245	433
05:15 PM	19	161	0	180	5	0	4	3	12	0	267	24	3	294	486
05:30 PM	20	152	0	172	14	0	5	5	24	0	249	27	2	278	474
05:45 PM	19	130	0	149	10	0	4	1	15	0	273	26	1	300	464
Total	76	598	0	674	35	0	20	11	66	0	1008	103	6	1117	1857
06:00 PM	8	132	0	140	11	0	2	5	18	0	271	32	3	306	464
06:15 PM	13	114	0	127	19	0	7	5	31	0	205	22	1	228	386
Grand Total	165	2857	0	3022	309	0	116	120	545	0	2621	217	11	2849	6416
Apprch %	5.5	94.5	0		56.7	0	21.3	22		0	92	7.6	0.4		
Total %	2.6	44.5	0	47.1	4.8	0	1.8	1.9	8.5	0	40.9	3.4	0.2	44.4	

Start Time	FT HAMER ROAD Southbound				MULHOLLAND ROAD Westbound					FT HAMER ROAD Northbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 06:00 AM to 07:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 06:30 AM															
06:30 AM	0	273	0	273	35	0	8	13	56	0	95	5	0	100	429
06:45 AM	5	283	0	288	24	0	16	21	61	0	137	5	0	142	491
07:00 AM	3	234	0	237	39	0	9	9	57	0	92	2	0	94	388
07:15 AM	4	178	0	182	25	0	4	12	41	0	91	3	0	94	317
Total Volume	12	968	0	980	123	0	37	55	215	0	415	15	0	430	1625
% App. Total	1.2	98.8	0		57.2	0	17.2	25.6		0	96.5	3.5	0		
PHF	.600	.855	.000	.851	.788	.000	.578	.655	.881	.000	.757	.750	.000	.757	.827

Peak Hour Analysis From 06:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	06:15 AM				06:30 AM					06:30 AM				
+0 mins.	4	187	0	191	35	0	8	13	56	0	95	5	0	100
+15 mins.	0	273	0	273	24	0	16	21	61	0	137	5	0	142
+30 mins.	5	283	0	288	39	0	9	9	57	0	92	2	0	94
+45 mins.	3	234	0	237	25	0	4	12	41	0	91	3	0	94
Total Volume	12	977	0	989	123	0	37	55	215	0	415	15	0	430
% App. Total	1.2	98.8	0		57.2	0	17.2	25.6		0	96.5	3.5	0	
PHF	.600	.863	.000	.859	.788	.000	.578	.655	.881	.000	.757	.750	.000	.757

Intersection Turning Movement Count

File Name : FtHamer&Mulholland
 Site Code : 23022
 Start Date : 8/22/2023
 Page No : 2

Start Time	FT HAMER ROAD Southbound				MULHOLLAND ROAD Westbound					FT HAMER ROAD Northbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 05:15 PM															
05:15 PM	19	161	0	180	5	0	4	3	12	0	267	24	3	294	486
05:30 PM	20	152	0	172	14	0	5	5	24	0	249	27	2	278	474
05:45 PM	19	130	0	149	10	0	4	1	15	0	273	26	1	300	464
06:00 PM	8	132	0	140	11	0	2	5	18	0	271	32	3	306	464
Total Volume	66	575	0	641	40	0	15	14	69	0	1060	109	9	1178	1888
% App. Total	10.3	89.7	0		58	0	21.7	20.3		0	90	9.3	0.8		
PHF	.825	.893	.000	.890	.714	.000	.750	.700	.719	.000	.971	.852	.750	.962	.971

Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				05:30 PM					05:15 PM				
+0 mins.	15	145	0	160	14	0	5	5	24	0	267	24	3	294
+15 mins.	18	155	0	173	10	0	4	1	15	0	249	27	2	278
+30 mins.	19	161	0	180	11	0	2	5	18	0	273	26	1	300
+45 mins.	20	152	0	172	19	0	7	5	31	0	271	32	3	306
Total Volume	72	613	0	685	54	0	18	16	88	0	1060	109	9	1178
% App. Total	10.5	89.5	0		61.4	0	20.5	18.2		0	90	9.3	0.8	
PHF	.900	.952	.000	.951	.711	.000	.643	.800	.710	.000	.971	.852	.750	.962

Intersection Turning Movement Count

City/County: Ft Hamer/Manatee
 Weather: Clear
 Comments:

File Name : FtHamer&Mulholland
 Site Code : 23022
 Start Date : 8/22/2023
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	FT HAMER ROAD Southbound				MULHOLLAND ROAD Westbound					FT HAMER ROAD Northbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:00 AM	1	1	0	2	0	0	0	0	0	0	1	0	0	1	3
06:15 AM	0	2	0	2	0	0	0	1	1	0	3	0	0	3	6
06:30 AM	0	1	0	1	0	0	0	0	0	0	6	0	0	6	7
06:45 AM	1	2	0	3	0	0	2	0	2	0	2	0	0	2	7
Total	2	6	0	8	0	0	2	1	3	0	12	0	0	12	23
07:00 AM	1	5	0	6	0	0	0	0	0	0	3	1	0	4	10
07:15 AM	0	0	0	0	0	0	2	0	2	0	3	1	0	4	6
07:30 AM	1	2	0	3	0	0	0	0	0	0	2	1	0	3	6
07:45 AM	1	6	0	7	1	0	0	0	1	0	5	0	0	5	13
Total	3	13	0	16	1	0	2	0	3	0	13	3	0	16	35
*** BREAK ***															
04:30 PM	0	3	0	3	1	0	0	0	1	0	3	0	0	3	7
04:45 PM	0	8	0	8	0	0	1	0	1	0	3	0	0	3	12
Total	0	11	0	11	1	0	1	0	2	0	6	0	0	6	19
05:00 PM	0	6	0	6	0	0	0	0	0	0	1	0	0	1	7
05:15 PM	1	5	0	6	0	0	0	0	0	0	1	0	0	1	7
05:30 PM	0	1	0	1	0	0	2	0	2	0	4	1	0	5	8
05:45 PM	0	1	0	1	0	0	0	0	0	0	2	0	0	2	3
Total	1	13	0	14	0	0	2	0	2	0	8	1	0	9	25
06:00 PM	0	2	0	2	0	0	0	0	0	0	1	0	0	1	3
06:15 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
Grand Total	6	47	0	53	2	0	7	1	10	0	40	4	0	44	107
Apprch %	11.3	88.7	0		20	0	70	10		0	90.9	9.1	0		
Total %	5.6	43.9	0	49.5	1.9	0	6.5	0.9	9.3	0	37.4	3.7	0	41.1	

Start Time	FT HAMER ROAD Southbound				MULHOLLAND ROAD Westbound					FT HAMER ROAD Northbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 06:00 AM to 07:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 07:00 AM															
07:00 AM	1	5	0	6	0	0	0	0	0	0	3	1	0	4	10
07:15 AM	0	0	0	0	0	0	2	0	2	0	3	1	0	4	6
07:30 AM	1	2	0	3	0	0	0	0	0	0	2	1	0	3	6
07:45 AM	1	6	0	7	1	0	0	0	1	0	5	0	0	5	13
Total Volume	3	13	0	16	1	0	2	0	3	0	13	3	0	16	35
% App. Total	18.8	81.2	0		33.3	0	66.7	0		0	81.2	18.8	0		
PHF	.750	.542	.000	.571	.250	.000	.250	.000	.375	.000	.650	.750	.000	.800	.673

Peak Hour Analysis From 06:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				06:30 AM				06:30 AM					
+0 mins.	1	5	0	6	0	0	0	0	0	0	6	0	0	6
+15 mins.	0	0	0	0	0	0	2	0	2	0	2	0	0	2
+30 mins.	1	2	0	3	0	0	0	0	0	0	3	1	0	4
+45 mins.	1	6	0	7	0	0	2	0	2	0	3	1	0	4
Total Volume	3	13	0	16	0	0	4	0	4	0	14	2	0	16
% App. Total	18.8	81.2	0		0	0	100	0		0	87.5	12.5	0	
PHF	.750	.542	.000	.571	.000	.000	.500	.000	.500	.000	.583	.500	.000	.667

Intersection Turning Movement Count

File Name : FtHamer&Mulholland
 Site Code : 23022
 Start Date : 8/22/2023
 Page No : 2

Start Time	FT HAMER ROAD Southbound				MULHOLLAND ROAD Westbound					FT HAMER ROAD Northbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 04:45 PM															
04:45 PM	0	8	0	8	0	0	1	0	1	0	3	0	0	3	12
05:00 PM	0	6	0	6	0	0	0	0	0	0	1	0	0	1	7
05:15 PM	1	5	0	6	0	0	0	0	0	0	1	0	0	1	7
05:30 PM	0	1	0	1	0	0	2	0	2	0	4	1	0	5	8
Total Volume	1	20	0	21	0	0	3	0	3	0	9	1	0	10	34
% App. Total	4.8	95.2	0		0	0	100	0		0	90	10	0		
PHF	.250	.625	.000	.656	.000	.000	.375	.000	.375	.000	.563	.250	.000	.500	.708

Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:45 PM					04:45 PM				
+0 mins.	0	3	0	3	0	0	1	0	1	0	3	0	0	3
+15 mins.	0	8	0	8	0	0	0	0	0	0	1	0	0	1
+30 mins.	0	6	0	6	0	0	0	0	0	0	1	0	0	1
+45 mins.	1	5	0	6	0	0	2	0	2	0	4	1	0	5
Total Volume	1	22	0	23	0	0	3	0	3	0	9	1	0	10
% App. Total	4.3	95.7	0		0	0	100	0		0	90	10	0	
PHF	.250	.688	.000	.719	.000	.000	.375	.000	.375	.000	.563	.250	.000	.500

Intersection Turning Movement Count

File Name : FtHamer&Mulholland
 Site Code : 23022
 Start Date : 8/22/2023
 Page No : 2

Start Time	FT HAMER ROAD Southbound				MULHOLLAND ROAD Westbound					FT HAMER ROAD Northbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM					04:30 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Intersection Pedestrian & Bicycle Count

Date: 8/22/23

Day: Tuesday

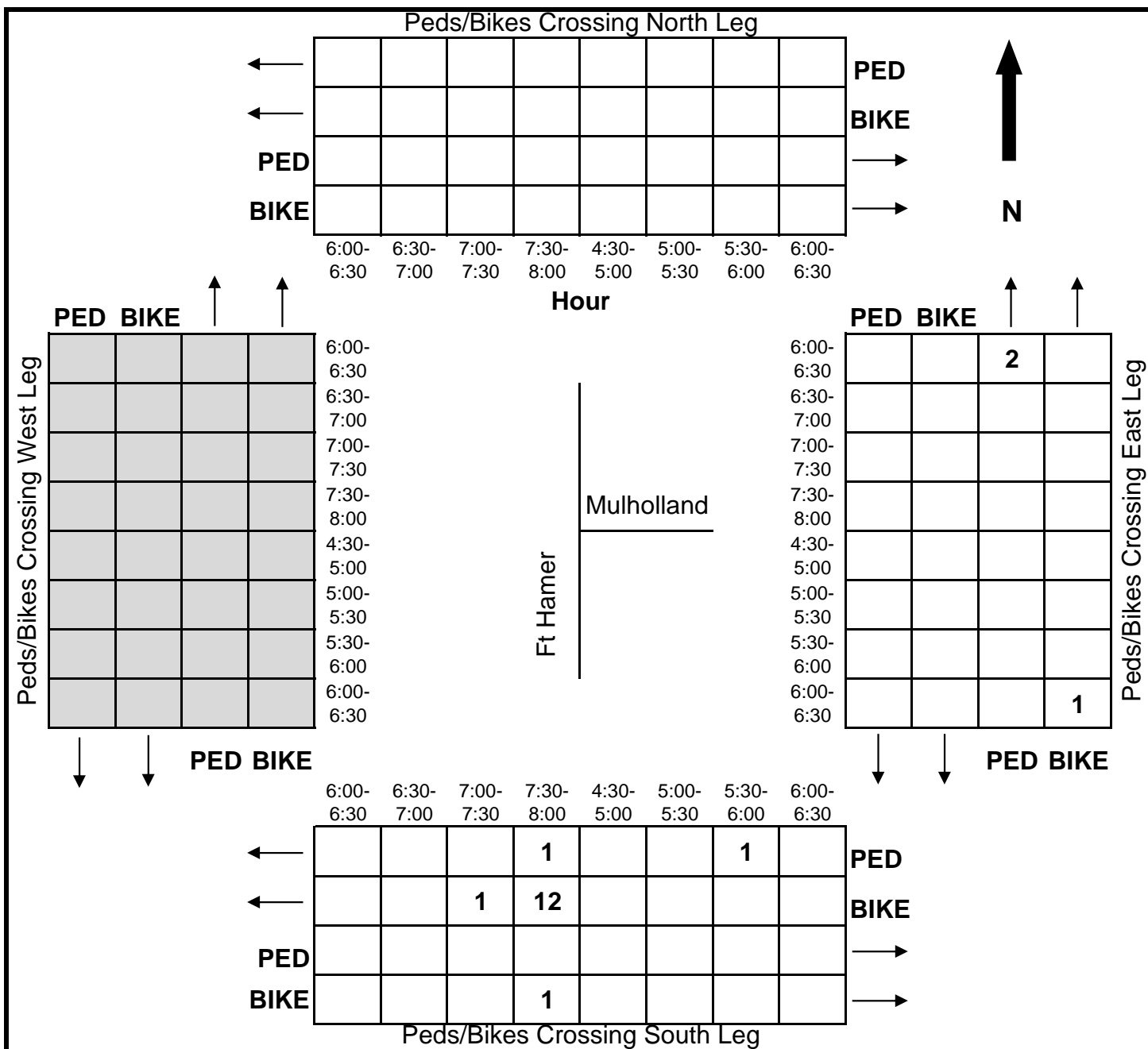
Count Times: 6-8am & 4:30-6:30pm

Weather: Clear

Intersection: Ft Hamer Road at Mulholland Road

Comments: _____

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



Intersection Turning Movement Count

City/County: Ft Hamer/Manatee
 Weather: Clear
 Comments:

File Name : FtHamer&OldTampa
 Site Code : 23022
 Start Date : 8/22/2023
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	FT HAMER ROAD Southbound					CROSS CREEK PARKWAY Westbound					FT HAMER ROAD Northbound					OLD TAMPA ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:00 AM	0	85	1	3	89	5	1	1	0	7	8	30	3	1	42	3	1	13	32	49	187
06:15 AM	0	117	2	2	121	7	3	0	1	11	17	38	2	1	58	5	1	40	36	82	272
06:30 AM	1	167	2	3	173	13	5	1	0	19	19	79	4	3	105	10	6	82	36	134	431
06:45 AM	0	182	2	5	189	15	3	1	3	22	32	162	7	0	201	10	1	93	29	133	545
Total	1	551	7	13	572	40	12	3	4	59	76	309	16	5	406	28	9	228	133	398	1435
07:00 AM	0	110	7	3	120	12	3	0	1	16	36	83	0	6	125	11	2	113	33	159	420
07:15 AM	0	115	7	2	124	13	3	0	1	17	43	64	8	3	118	15	2	67	13	97	356
07:30 AM	1	133	2	3	139	21	6	0	1	28	31	59	4	2	96	5	0	79	53	137	400
07:45 AM	3	151	4	1	159	30	10	4	8	52	65	87	8	0	160	7	2	96	25	130	501
Total	4	509	20	9	542	76	22	4	11	113	175	293	20	11	499	38	6	355	124	523	1677
*** BREAK ***																					
04:30 PM	3	106	3	4	116	7	4	0	3	14	99	130	9	1	239	19	4	8	54	85	454
04:45 PM	2	90	6	4	102	8	5	0	5	18	115	152	5	4	276	17	9	31	55	112	508
Total	5	196	9	8	218	15	9	0	8	32	214	282	14	5	515	36	13	39	109	197	962
05:00 PM	2	98	13	3	116	11	5	1	1	18	97	148	8	4	257	9	10	36	39	94	485
05:15 PM	1	113	3	3	120	17	7	0	0	24	121	142	7	4	274	7	7	37	34	85	503
05:30 PM	0	93	13	6	112	18	4	0	2	24	116	144	11	1	272	6	7	17	41	71	479
05:45 PM	2	95	4	1	102	12	7	1	2	22	114	155	9	2	280	12	9	26	29	76	480
Total	5	399	33	13	450	58	23	2	5	88	448	589	35	11	1083	34	33	116	143	326	1947
06:00 PM	0	85	7	5	97	7	5	0	3	15	109	165	4	5	283	16	5	7	33	61	456
06:15 PM	1	70	6	8	85	4	3	0	1	8	97	133	7	2	239	8	8	21	34	71	403
Grand Total	16	1810	82	56	1964	200	74	9	32	315	1119	1771	96	39	3025	160	74	766	576	1576	6880
Apprch %	0.8	92.2	4.2	2.9		63.5	23.5	2.9	10.2		37	58.5	3.2	1.3		10.2	4.7	48.6	36.5		
Total %	0.2	26.3	1.2	0.8	28.5	2.9	1.1	0.1	0.5	4.6	16.3	25.7	1.4	0.6	44	2.3	1.1	11.1	8.4	22.9	
Passenger Vehicles	14	1774	79	55	1922	194	74	8	30	306	1104	1735	92	39	2970	154	71	758	563	1546	6744
% Passenger Vehicles	87.5	98	96.3	98.2	97.9	97	100	88.9	93.8	97.1	98.7	98	95.8	100	98.2	96.2	95.9	99	97.7	98.1	98
Heavy Vehicles	2	36	3	1	42	3	0	1	2	6	15	36	4	0	55	5	3	8	13	29	132
% Heavy Vehicles	12.5	2	3.7	1.8	2.1	1.5	0	11.1	6.2	1.9	1.3	2	4.2	0	1.8	3.1	4.1	1	2.3	1.8	1.9
UTurns	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	1	0	0	0	1	4
% UTurns	0	0	0	0	0	1.5	0	0	0	1	0	0	0	0	0	0.6	0	0	0	0.1	0.1

Intersection Turning Movement Count

File Name : FtHamer&OldTampa
 Site Code : 23022
 Start Date : 8/22/2023
 Page No : 2

Start Time	FT HAMER ROAD Southbound					CROSS CREEK PARKWAY Westbound					FT HAMER ROAD Northbound					OLD TAMPA ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 06:00 AM to 07:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:30 AM																					
06:30 AM	1	167	2	3	173	13	5	1	0	19	19	79	4	3	105	10	6	82	36	134	431
06:45 AM	0	182	2	5	189	15	3	1	3	22	32	162	7	0	201	10	1	93	29	133	545
07:00 AM	0	110	7	3	120	12	3	0	1	16	36	83	0	6	125	11	2	113	33	159	420
07:15 AM	0	115	7	2	124	13	3	0	1	17	43	64	8	3	118	15	2	67	13	97	356
Total Volume	1	574	18	13	606	53	14	2	5	74	130	388	19	12	549	46	11	355	111	523	1752
% App. Total	0.2	94.7	3	2.1		71.6	18.9	2.7	6.8		23.7	70.7	3.5	2.2		8.8	2.1	67.9	21.2		
PHF	.250	.788	.643	.650	.802	.883	.700	.500	.417	.841	.756	.599	.594	.500	.683	.767	.458	.785	.771	.822	.804
Passenger Vehicles	0	566	17	12	595	52	14	2	4	72	125	376	16	12	529	42	9	353	109	513	1709
% Passenger Vehicles	0	98.6	94.4	92.3	98.2	98.1	100	100	80.0	97.3	96.2	96.9	84.2	100	96.4	91.3	81.8	99.4	98.2	98.1	97.5
Heavy Vehicles	1	8	1	1	11	1	0	0	1	2	5	12	3	0	20	3	2	2	2	9	42
% Heavy Vehicles	100	1.4	5.6	7.7	1.8	1.9	0	0	20.0	2.7	3.8	3.1	15.8	0	3.6	6.5	18.2	0.6	1.8	1.7	2.4
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.2	0	0	0	0.2	0.1

Peak Hour Analysis From 06:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	06:30 AM					07:00 AM					06:30 AM					06:45 AM				
+0 mins.	1	167	2	3	173	12	3	0	1	16	19	79	4	3	105	10	1	93	29	133
+15 mins.	0	182	2	5	189	13	3	0	1	17	32	162	7	0	201	11	2	113	33	159
+30 mins.	0	110	7	3	120	21	6	0	1	28	36	83	0	6	125	15	2	67	13	97
+45 mins.	0	115	7	2	124	30	10	4	8	52	43	64	8	3	118	5	0	79	53	137
Total Volume	1	574	18	13	606	76	22	4	11	113	130	388	19	12	549	41	5	352	128	526
% App. Total	0.2	94.7	3	2.1		67.3	19.5	3.5	9.7		23.7	70.7	3.5	2.2		7.8	1	66.9	24.3	
PHF	.250	.788	.643	.650	.802	.633	.550	.250	.344	.543	.756	.599	.594	.500	.683	.683	.625	.779	.604	.827
Passenger Vehicles	0	566	17	12	595	72	22	4	9	107	125	376	16	12	529	37	4	349	126	516
% Passenger Vehicles	0	98.6	94.4	92.3	98.2	94.7	100	100	81.8	94.7	96.2	96.9	84.2	100	96.4	90.2	80	99.1	98.4	98.1
Heavy Vehicles	1	8	1	1	11	1	0	0	2	3	5	12	3	0	20	3	1	3	2	9
% Heavy Vehicles	100	1.4	5.6	7.7	1.8	1.3	0	0	18.2	2.7	3.8	3.1	15.8	0	3.6	7.3	20	0.9	1.6	1.7
UTurns	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	1	0	0	0	1
% UTurns	0	0	0	0	0	3.9	0	0	0	2.7	0	0	0	0	0	2.4	0	0	0	0.2

Intersection Turning Movement Count

City/County: Ft Hamer/Manatee
 Weather: Clear
 Comments:

File Name : FtHamer&OldTampa
 Site Code : 23022
 Start Date : 8/22/2023
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	FT HAMER ROAD Southbound					CROSS CREEK PARKWAY Westbound					FT HAMER ROAD Northbound					OLD TAMPA ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:00 AM	0	83	0	3	86	5	1	1	0	7	8	29	3	1	41	3	1	12	31	47	181
06:15 AM	0	117	2	2	121	7	3	0	1	11	17	34	2	1	54	5	1	38	35	79	265
06:30 AM	0	166	2	3	171	13	5	1	0	19	18	75	3	3	99	10	5	81	36	132	421
06:45 AM	0	180	2	4	186	14	3	1	3	21	31	159	7	0	197	10	1	93	27	131	535
Total	0	546	6	12	564	39	12	3	4	58	74	297	15	5	391	28	8	224	129	389	1402
07:00 AM	0	108	6	3	117	12	3	0	0	15	34	82	0	6	122	9	2	112	33	156	410
07:15 AM	0	112	7	2	121	13	3	0	1	17	42	60	6	3	111	13	1	67	13	94	343
07:30 AM	1	129	2	3	135	19	6	0	1	26	30	58	4	2	94	5	0	77	53	135	390
07:45 AM	3	149	4	1	157	28	10	4	7	49	63	85	7	0	155	7	2	95	25	129	490
Total	4	498	19	9	530	72	22	4	9	107	169	285	17	11	482	34	5	351	124	514	1633
*** BREAK ***																					
04:30 PM	2	104	3	4	113	7	4	0	3	14	99	126	9	1	235	19	4	8	51	82	444
04:45 PM	2	88	6	4	100	8	5	0	5	18	112	150	5	4	271	17	8	31	51	107	496
Total	4	192	9	8	213	15	9	0	8	32	211	276	14	5	506	36	12	39	102	189	940
05:00 PM	2	93	13	3	111	11	5	0	1	17	96	148	8	4	256	9	10	36	38	93	477
05:15 PM	1	107	3	3	114	16	7	0	0	23	121	141	7	4	273	5	7	37	34	83	493
05:30 PM	0	93	13	6	112	18	4	0	2	24	114	138	11	1	264	6	7	17	40	70	470
05:45 PM	2	93	3	1	99	12	7	1	2	22	113	154	9	2	278	12	9	26	29	76	475
Total	5	386	32	13	436	57	23	1	5	86	444	581	35	11	1071	32	33	116	141	322	1915
06:00 PM	0	84	7	5	96	7	5	0	3	15	109	164	4	5	282	16	5	7	33	61	454
06:15 PM	1	68	6	8	83	4	3	0	1	8	97	132	7	2	238	8	8	21	34	71	400
Grand Total	14	1774	79	55	1922	194	74	8	30	306	1104	1735	92	39	2970	154	71	758	563	1546	6744
Apprch %	0.7	92.3	4.1	2.9		63.4	24.2	2.6	9.8		37.2	58.4	3.1	1.3		10	4.6	49	36.4		
Total %	0.2	26.3	1.2	0.8	28.5	2.9	1.1	0.1	0.4	4.5	16.4	25.7	1.4	0.6	44	2.3	1.1	11.2	8.3	22.9	

Intersection Turning Movement Count

File Name : FtHamer&OldTampa
 Site Code : 23022
 Start Date : 8/22/2023
 Page No : 2

Start Time	FT HAMER ROAD Southbound					CROSS CREEK PARKWAY Westbound					FT HAMER ROAD Northbound					OLD TAMPA ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 06:00 AM to 07:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:30 AM																					
06:30 AM	0	166	2	3	171	13	5	1	0	19	18	75	3	3	99	10	5	81	36	132	421
06:45 AM	0	180	2	4	186	14	3	1	3	21	31	159	7	0	197	10	1	93	27	131	535
07:00 AM	0	108	6	3	117	12	3	0	0	15	34	82	0	6	122	9	2	112	33	156	410
07:15 AM	0	112	7	2	121	13	3	0	1	17	42	60	6	3	111	13	1	67	13	94	343
Total Volume	0	566	17	12	595	52	14	2	4	72	125	376	16	12	529	42	9	353	109	513	1709
% App. Total	0	95.1	2.9	2		72.2	19.4	2.8	5.6		23.6	71.1	3	2.3		8.2	1.8	68.8	21.2		
PHF	.000	.786	.607	.750	.800	.929	.700	.500	.333	.857	.744	.591	.571	.500	.671	.808	.450	.788	.757	.822	.799

Peak Hour Analysis From 06:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	06:15 AM					07:00 AM					06:30 AM					06:45 AM					
+0 mins.	0	117	2	2	121	12	3	0	0	15	18	75	3	3	99	10	1	93	27	131	
+15 mins.	0	166	2	3	171	13	3	0	1	17	31	159	7	0	197	9	2	112	33	156	
+30 mins.	0	180	2	4	186	19	6	0	1	26	34	82	0	6	122	13	1	67	13	94	
+45 mins.	0	108	6	3	117	28	10	4	7	49	42	60	6	3	111	5	0	77	53	135	
Total Volume	0	571	12	12	595	72	22	4	9	107	125	376	16	12	529	37	4	349	126	516	
% App. Total	0	96	2	2		67.3	20.6	3.7	8.4		23.6	71.1	3	2.3		7.2	0.8	67.6	24.4		
PHF	.000	.793	.500	.750	.800	.643	.550	.250	.321	.546	.744	.591	.571	.500	.671	.712	.500	.779	.594	.827	

Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	2	88	6	4	100	8	5	0	5	18	112	150	5	4	271	17	8	31	51	107	496
05:00 PM	2	93	13	3	111	11	5	0	1	17	96	148	8	4	256	9	10	36	38	93	477
05:15 PM	1	107	3	3	114	16	7	0	0	23	121	141	7	4	273	5	7	37	34	83	493
05:30 PM	0	93	13	6	112	18	4	0	2	24	114	138	11	1	264	6	7	17	40	70	470
Total Volume	5	381	35	16	437	53	21	0	8	82	443	577	31	13	1064	37	32	121	163	353	1936
% App. Total	1.1	87.2	8	3.7		64.6	25.6	0	9.8		41.6	54.2	2.9	1.2		10.5	9.1	34.3	46.2		
PHF	.625	.890	.673	.667	.958	.736	.750	.000	.400	.854	.915	.962	.705	.813	.974	.544	.800	.818	.799	.825	.976

Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM					05:00 PM					05:15 PM					04:30 PM					
+0 mins.	2	104	3	4	113	11	5	0	1	17	121	141	7	4	273	19	4	8	51	82	
+15 mins.	2	88	6	4	100	16	7	0	0	23	114	138	11	1	264	17	8	31	51	107	
+30 mins.	2	93	13	3	111	18	4	0	2	24	113	154	9	2	278	9	10	36	38	93	
+45 mins.	1	107	3	3	114	12	7	1	2	22	109	164	4	5	282	5	7	37	34	83	
Total Volume	7	392	25	14	438	57	23	1	5	86	457	597	31	12	1097	50	29	112	174	365	
% App. Total	1.6	89.5	5.7	3.2		66.3	26.7	1.2	5.8		41.7	54.4	2.8	1.1		13.7	7.9	30.7	47.7		
PHF	.875	.916	.481	.875	.961	.792	.821	.250	.625	.896	.944	.910	.705	.600	.973	.658	.725	.757	.853	.853	

Intersection Turning Movement Count

City/County: Ft Hamer/Manatee
 Weather: Clear
 Comments:

File Name : FtHamer&OldTampa
 Site Code : 23022
 Start Date : 8/22/2023
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	FT HAMER ROAD Southbound					CROSS CREEK PARKWAY Westbound					FT HAMER ROAD Northbound					OLD TAMPA ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:00 AM	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	0	0	1	1	2	6
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	2	1	3	7
06:30 AM	1	1	0	0	2	0	0	0	0	0	1	4	1	0	6	0	1	1	0	2	10
06:45 AM	0	2	0	1	3	1	0	0	0	1	1	3	0	0	4	0	0	0	2	2	10
Total	1	5	1	1	8	1	0	0	0	1	2	12	1	0	15	0	1	4	4	9	33
07:00 AM	0	2	1	0	3	0	0	0	1	1	2	1	0	0	3	2	0	1	0	3	10
07:15 AM	0	3	0	0	3	0	0	0	0	0	1	4	2	0	7	1	1	0	0	2	12
07:30 AM	0	4	0	0	4	1	0	0	0	1	1	1	0	0	2	0	0	2	0	2	9
07:45 AM	0	2	0	0	2	0	0	0	1	1	2	2	1	0	5	0	0	1	0	1	9
Total	0	11	1	0	12	1	0	0	2	3	6	8	3	0	17	3	1	4	0	8	40
*** BREAK ***																					
04:30 PM	1	2	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	3	3	10
04:45 PM	0	2	0	0	2	0	0	0	0	0	3	2	0	0	5	0	1	0	4	5	12
Total	1	4	0	0	5	0	0	0	0	0	3	6	0	0	9	0	1	0	7	8	22
05:00 PM	0	5	0	0	5	0	0	1	0	1	1	0	0	0	1	0	0	0	1	1	8
05:15 PM	0	6	0	0	6	1	0	0	0	1	0	1	0	0	1	2	0	0	0	2	10
05:30 PM	0	0	0	0	0	0	0	0	0	0	2	6	0	0	8	0	0	0	1	1	9
05:45 PM	0	2	1	0	3	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	5
Total	0	13	1	0	14	1	0	1	0	2	4	8	0	0	12	2	0	0	2	4	32
06:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
06:15 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Grand Total	2	36	3	1	42	3	0	1	2	6	15	36	4	0	55	5	3	8	13	29	132
Apprch %	4.8	85.7	7.1	2.4		50	0	16.7	33.3		27.3	65.5	7.3	0		17.2	10.3	27.6	44.8		
Total %	1.5	27.3	2.3	0.8	31.8	2.3	0	0.8	1.5	4.5	11.4	27.3	3	0	41.7	3.8	2.3	6.1	9.8	22	

Intersection Turning Movement Count

File Name : FtHamer&OldTampa
 Site Code : 23022
 Start Date : 8/22/2023
 Page No : 2

Start Time	FT HAMER ROAD Southbound					CROSS CREEK PARKWAY Westbound					FT HAMER ROAD Northbound					OLD TAMPA ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 06:00 AM to 07:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:30 AM																					
06:30 AM	1	1	0	0	2	0	0	0	0	0	1	4	1	0	6	0	1	1	0	2	10
06:45 AM	0	2	0	1	3	1	0	0	0	1	1	3	0	0	4	0	0	0	2	2	10
07:00 AM	0	2	1	0	3	0	0	0	1	1	2	1	0	0	3	2	0	1	0	3	10
07:15 AM	0	3	0	0	3	0	0	0	0	0	1	4	2	0	7	1	1	0	0	2	12
Total Volume	1	8	1	1	11	1	0	0	1	2	5	12	3	0	20	3	2	2	2	9	42
% App. Total	9.1	72.7	9.1	9.1		50	0	0	50		25	60	15	0		33.3	22.2	22.2	22.2		
PHF	.250	.667	.250	.250	.917	.250	.000	.000	.250	.500	.625	.750	.375	.000	.714	.375	.500	.500	.250	.750	.875

Peak Hour Analysis From 06:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	06:45 AM					06:45 AM					06:30 AM					06:15 AM				
+0 mins.	0	2	0	1	3	1	0	0	0	1	1	4	1	0	6	0	0	2	1	3
+15 mins.	0	2	1	0	3	0	0	0	1	1	1	3	0	0	4	0	1	1	0	2
+30 mins.	0	3	0	0	3	0	0	0	0	0	2	1	0	0	3	0	0	0	2	2
+45 mins.	0	4	0	0	4	1	0	0	0	1	1	4	2	0	7	2	0	1	0	3
Total Volume	0	11	1	1	13	2	0	0	1	3	5	12	3	0	20	2	1	4	3	10
% App. Total	0	84.6	7.7	7.7		66.7	0	0	33.3		25	60	15	0		20	10	40	30	
PHF	.000	.688	.250	.250	.813	.500	.000	.000	.250	.750	.625	.750	.375	.000	.714	.250	.250	.500	.375	.833

Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	1	2	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	3	3	10
04:45 PM	0	2	0	0	2	0	0	0	0	0	3	2	0	0	5	0	1	0	4	5	12
05:00 PM	0	5	0	0	5	0	0	1	0	1	1	0	0	0	1	0	0	0	1	1	8
05:15 PM	0	6	0	0	6	1	0	0	0	1	0	1	0	0	1	2	0	0	0	2	10
Total Volume	1	15	0	0	16	1	0	1	0	2	4	7	0	0	11	2	1	0	8	11	40
% App. Total	6.2	93.8	0	0		50	0	50	0		36.4	63.6	0	0		18.2	9.1	0	72.7		
PHF	.250	.625	.000	.000	.667	.250	.000	.250	.000	.500	.333	.438	.000	.000	.550	.250	.250	.000	.500	.550	.833

Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM					04:30 PM					04:45 PM					04:30 PM				
+0 mins.	1	2	0	0	3	0	0	0	0	0	3	2	0	0	5	0	0	0	3	3
+15 mins.	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	0	1	0	4	5
+30 mins.	0	5	0	0	5	0	0	1	0	1	0	1	0	0	1	0	0	0	1	1
+45 mins.	0	6	0	0	6	1	0	0	0	1	2	6	0	0	8	2	0	0	0	2
Total Volume	1	15	0	0	16	1	0	1	0	2	6	9	0	0	15	2	1	0	8	11
% App. Total	6.2	93.8	0	0		50	0	50	0		40	60	0	0		18.2	9.1	0	72.7	
PHF	.250	.625	.000	.000	.667	.250	.000	.250	.000	.500	.500	.375	.000	.000	.469	.250	.250	.000	.500	.550

Intersection Turning Movement Count

City/County: Ft Hamer/Manatee
 Weather: Clear
 Comments:

File Name : FtHamer&OldTampa
 Site Code : 23022
 Start Date : 8/22/2023
 Page No : 1

Groups Printed- UTurns

Start Time	FT HAMER ROAD Southbound					CROSS CREEK PARKWAY Westbound					FT HAMER ROAD Northbound					OLD TAMPA ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
*** BREAK ***																					
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
07:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	1	0	0	0	1	4
*** BREAK ***																					
Grand Total	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	1	0	0	0	1	4
Apprch %	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0
Total %	0	0	0	0	0	75	0	0	0	75	0	0	0	0	0	25	0	0	0	25	0

Start Time	FT HAMER ROAD Southbound					CROSS CREEK PARKWAY Westbound					FT HAMER ROAD Northbound					OLD TAMPA ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 06:00 AM to 07:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
07:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	1	0	0	0	1	4
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.375	.000	.000	.000	.375	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.500

Intersection Turning Movement Count

File Name : FtHamer&OldTampa
 Site Code : 23022
 Start Date : 8/22/2023
 Page No : 2

Start Time	FT HAMER ROAD Southbound					CROSS CREEK PARKWAY Westbound					FT HAMER ROAD Northbound					OLD TAMPA ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 06:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	06:00 AM					07:00 AM					06:00 AM					06:30 AM									
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1
Total Volume	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.375	.000	.000	.000	.375	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250					

Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM					04:30 PM					04:30 PM														
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Intersection Turning Movement Count

City/County: Ft Hamer/Manatee
 Weather: Clear
 Comments:

File Name : FtHamer&GolfCourseAM
 Site Code : 23022
 Start Date : 8/24/2023
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	FT HAMER ROAD Southbound				GOLF COURSE ROAD Westbound					FT HAMER ROAD Northbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:00 AM	7	65	0	72	23	0	8	11	42	0	35	10	0	45	159
06:15 AM	4	92	0	96	26	0	17	3	46	0	33	8	1	42	184
06:30 AM	22	135	0	157	29	0	24	24	77	0	74	11	1	86	320
06:45 AM	15	140	0	155	24	0	31	34	89	0	161	16	2	179	423
Total	48	432	0	480	102	0	80	72	254	0	303	45	4	352	1086
07:00 AM	36	143	0	179	21	0	11	30	62	0	99	17	3	119	360
07:15 AM	29	115	0	144	13	0	5	31	49	0	62	9	7	78	271
07:30 AM	33	100	0	133	16	0	20	18	54	0	66	9	1	76	263
07:45 AM	37	113	0	150	25	0	17	17	59	0	64	12	1	77	286
Total	135	471	0	606	75	0	53	96	224	0	291	47	12	350	1180
Grand Total	183	903	0	1086	177	0	133	168	478	0	594	92	16	702	2266
Apprch %	16.9	83.1	0		37	0	27.8	35.1		0	84.6	13.1	2.3		
Total %	8.1	39.8	0	47.9	7.8	0	5.9	7.4	21.1	0	26.2	4.1	0.7	31	

Start Time	FT HAMER ROAD Southbound				GOLF COURSE ROAD Westbound					FT HAMER ROAD Northbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 06:00 AM to 07:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 06:30 AM															
06:30 AM	22	135	0	157	29	0	24	24	77	0	74	11	1	86	320
06:45 AM	15	140	0	155	24	0	31	34	89	0	161	16	2	179	423
07:00 AM	36	143	0	179	21	0	11	30	62	0	99	17	3	119	360
07:15 AM	29	115	0	144	13	0	5	31	49	0	62	9	7	78	271
Total Volume	102	533	0	635	87	0	71	119	277	0	396	53	13	462	1374
% App. Total	16.1	83.9	0		31.4	0	25.6	43		0	85.7	11.5	2.8		
PHF	.708	.932	.000	.887	.750	.000	.573	.875	.778	.000	.615	.779	.464	.645	.812

Peak Hour Analysis From 06:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	06:30 AM				06:30 AM					06:30 AM				
+0 mins.	22	135	0	157	29	0	24	24	77	0	74	11	1	86
+15 mins.	15	140	0	155	24	0	31	34	89	0	161	16	2	179
+30 mins.	36	143	0	179	21	0	11	30	62	0	99	17	3	119
+45 mins.	29	115	0	144	13	0	5	31	49	0	62	9	7	78
Total Volume	102	533	0	635	87	0	71	119	277	0	396	53	13	462
% App. Total	16.1	83.9	0		31.4	0	25.6	43		0	85.7	11.5	2.8	
PHF	.708	.932	.000	.887	.750	.000	.573	.875	.778	.000	.615	.779	.464	.645

Intersection Turning Movement Count

City/County: Ft Hamer/Manatee
 Weather: Clear
 Comments:

File Name : FtHamer&GolfCourseAM
 Site Code : 23022
 Start Date : 8/24/2023
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	FT HAMER ROAD Southbound				GOLF COURSE ROAD Westbound					FT HAMER ROAD Northbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:00 AM	0	1	0	1	0	0	0	0	0	0	2	0	0	2	3
06:15 AM	1	3	0	4	1	0	0	0	1	0	1	1	0	2	7
06:30 AM	0	4	0	4	0	0	0	1	1	0	2	0	0	2	7
06:45 AM	2	7	0	9	3	0	2	0	5	0	1	1	0	2	16
Total	3	15	0	18	4	0	2	1	7	0	6	2	0	8	33
07:00 AM	1	5	0	6	0	0	1	1	2	0	1	2	0	3	11
07:15 AM	1	4	0	5	0	0	1	0	1	0	4	0	0	4	10
07:30 AM	0	2	0	2	2	0	2	0	4	0	1	1	0	2	8
07:45 AM	0	1	0	1	1	0	2	0	3	0	1	1	0	2	6
Total	2	12	0	14	3	0	6	1	10	0	7	4	0	11	35
Grand Total	5	27	0	32	7	0	8	2	17	0	13	6	0	19	68
Apprch %	15.6	84.4	0		41.2	0	47.1	11.8		0	68.4	31.6	0		
Total %	7.4	39.7	0	47.1	10.3	0	11.8	2.9	25	0	19.1	8.8	0	27.9	

Start Time	FT HAMER ROAD Southbound				GOLF COURSE ROAD Westbound					FT HAMER ROAD Northbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 06:00 AM to 07:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 06:45 AM															
06:45 AM	2	7	0	9	3	0	2	0	5	0	1	1	0	2	16
07:00 AM	1	5	0	6	0	0	1	1	2	0	1	2	0	3	11
07:15 AM	1	4	0	5	0	0	1	0	1	0	4	0	0	4	10
07:30 AM	0	2	0	2	2	0	2	0	4	0	1	1	0	2	8
Total Volume	4	18	0	22	5	0	6	1	12	0	7	4	0	11	45
% App. Total	18.2	81.8	0		41.7	0	50	8.3		0	63.6	36.4	0		
PHF	.500	.643	.000	.611	.417	.000	.750	.250	.600	.000	.438	.500	.000	.688	.703

Peak Hour Analysis From 06:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	06:30 AM				06:45 AM					06:30 AM				
+0 mins.	0	4	0	4	3	0	2	0	5	0	2	0	0	2
+15 mins.	2	7	0	9	0	0	1	1	2	0	1	1	0	2
+30 mins.	1	5	0	6	0	0	1	0	1	0	1	2	0	3
+45 mins.	1	4	0	5	2	0	2	0	4	0	4	0	0	4
Total Volume	4	20	0	24	5	0	6	1	12	0	8	3	0	11
% App. Total	16.7	83.3	0		41.7	0	50	8.3		0	72.7	27.3	0	
PHF	.500	.714	.000	.667	.417	.000	.750	.250	.600	.000	.500	.375	.000	.688

Intersection Turning Movement Count

City/County: Ft Hamer/Manatee
 Weather: Clear
 Comments:

File Name : FtHamer&GolfCoursePM
 Site Code : 23022
 Start Date : 8/23/2023
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	FT HAMER ROAD Southbound				GOLF COURSE ROAD Westbound					FT HAMER ROAD Northbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
04:30 PM	49	91	0	140	29	0	8	31	68	0	119	32	3	154	362
04:45 PM	58	69	0	127	31	0	18	20	69	0	131	15	9	155	351
Total	107	160	0	267	60	0	26	51	137	0	250	47	12	309	713
05:00 PM	33	79	0	112	34	0	24	17	75	0	129	21	9	159	346
05:15 PM	30	98	0	128	35	0	15	21	71	0	108	22	7	137	336
05:30 PM	41	87	0	128	29	0	12	33	74	0	122	29	4	155	357
05:45 PM	39	67	0	106	20	0	14	30	64	0	118	30	4	152	322
Total	143	331	0	474	118	0	65	101	284	0	477	102	24	603	1361
06:00 PM	32	85	0	117	26	0	12	20	58	0	118	18	8	144	319
06:15 PM	41	65	0	106	24	0	18	18	60	0	105	20	6	131	297
Grand Total	323	641	0	964	228	0	121	190	539	0	950	187	50	1187	2690
Apprch %	33.5	66.5	0		42.3	0	22.4	35.3		0	80	15.8	4.2		
Total %	12	23.8	0	35.8	8.5	0	4.5	7.1	20	0	35.3	7	1.9	44.1	

Start Time	FT HAMER ROAD Southbound				GOLF COURSE ROAD Westbound					FT HAMER ROAD Northbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 04:30 PM															
04:30 PM	49	91	0	140	29	0	8	31	68	0	119	32	3	154	362
04:45 PM	58	69	0	127	31	0	18	20	69	0	131	15	9	155	351
05:00 PM	33	79	0	112	34	0	24	17	75	0	129	21	9	159	346
05:15 PM	30	98	0	128	35	0	15	21	71	0	108	22	7	137	336
Total Volume	170	337	0	507	129	0	65	89	283	0	487	90	28	605	1395
% App. Total	33.5	66.5	0		45.6	0	23	31.4		0	80.5	14.9	4.6		
PHF	.733	.860	.000	.905	.921	.000	.677	.718	.943	.000	.929	.703	.778	.951	.963

Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:45 PM					04:45 PM				
+0 mins.	49	91	0	140	31	0	18	20	69	0	131	15	9	155
+15 mins.	58	69	0	127	34	0	24	17	75	0	129	21	9	159
+30 mins.	33	79	0	112	35	0	15	21	71	0	108	22	7	137
+45 mins.	30	98	0	128	29	0	12	33	74	0	122	29	4	155
Total Volume	170	337	0	507	129	0	69	91	289	0	490	87	29	606
% App. Total	33.5	66.5	0		44.6	0	23.9	31.5		0	80.9	14.4	4.8	
PHF	.733	.860	.000	.905	.921	.000	.719	.689	.963	.000	.935	.750	.806	.953

Intersection Turning Movement Count

City/County: Ft Hamer/Manatee
 Weather: Clear
 Comments:

File Name : FtHamer&GolfCoursePM
 Site Code : 23022
 Start Date : 8/23/2023
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	FT HAMER ROAD Southbound				GOLF COURSE ROAD Westbound					FT HAMER ROAD Northbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
04:30 PM	0	3	0	3	0	0	0	0	0	0	2	0	0	2	5
04:45 PM	1	2	0	3	1	0	0	0	1	0	2	0	0	2	6
Total	1	5	0	6	1	0	0	0	1	0	4	0	0	4	11
05:00 PM	1	1	0	2	1	0	0	0	1	0	2	0	0	2	5
05:15 PM	0	1	0	1	0	0	1	1	2	0	3	1	0	4	7
05:30 PM	0	2	0	2	0	0	0	1	1	0	0	1	0	1	4
05:45 PM	1	0	0	1	0	0	1	0	1	0	0	0	0	0	2
Total	2	4	0	6	1	0	2	2	5	0	5	2	0	7	18
06:00 PM	0	2	0	2	0	0	0	1	1	0	1	0	0	1	4
06:15 PM	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2
Grand Total	3	12	0	15	3	0	2	3	8	0	10	2	0	12	35
Apprch %	20	80	0		37.5	0	25	37.5		0	83.3	16.7	0		
Total %	8.6	34.3	0	42.9	8.6	0	5.7	8.6	22.9	0	28.6	5.7	0	34.3	

Start Time	FT HAMER ROAD Southbound				GOLF COURSE ROAD Westbound					FT HAMER ROAD Northbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 04:30 PM															
04:30 PM	0	3	0	3	0	0	0	0	0	0	2	0	0	2	5
04:45 PM	1	2	0	3	1	0	0	0	1	0	2	0	0	2	6
05:00 PM	1	1	0	2	1	0	0	0	1	0	2	0	0	2	5
05:15 PM	0	1	0	1	0	0	1	1	2	0	3	1	0	4	7
Total Volume	2	7	0	9	2	0	1	1	4	0	9	1	0	10	23
% App. Total	22.2	77.8	0		50	0	25	25		0	90	10	0		
PHF	.500	.583	.000	.750	.500	.000	.250	.250	.500	.000	.750	.250	.000	.625	.821

Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:45 PM				04:30 PM					
+0 mins.	0	3	0	3	1	0	0	0	1	0	2	0	0	2
+15 mins.	1	2	0	3	1	0	0	0	1	0	2	0	0	2
+30 mins.	1	1	0	2	0	0	1	1	2	0	2	0	0	2
+45 mins.	0	1	0	1	0	0	0	1	1	0	3	1	0	4
Total Volume	2	7	0	9	2	0	1	2	5	0	9	1	0	10
% App. Total	22.2	77.8	0		40	0	20	40		0	90	10	0	
PHF	.500	.583	.000	.750	.500	.000	.250	.500	.625	.000	.750	.250	.000	.625

Intersection Pedestrian & Bicycle Count

Date: 8/23/23 & 8/24/23

Day: Wed PM & Thurs AM

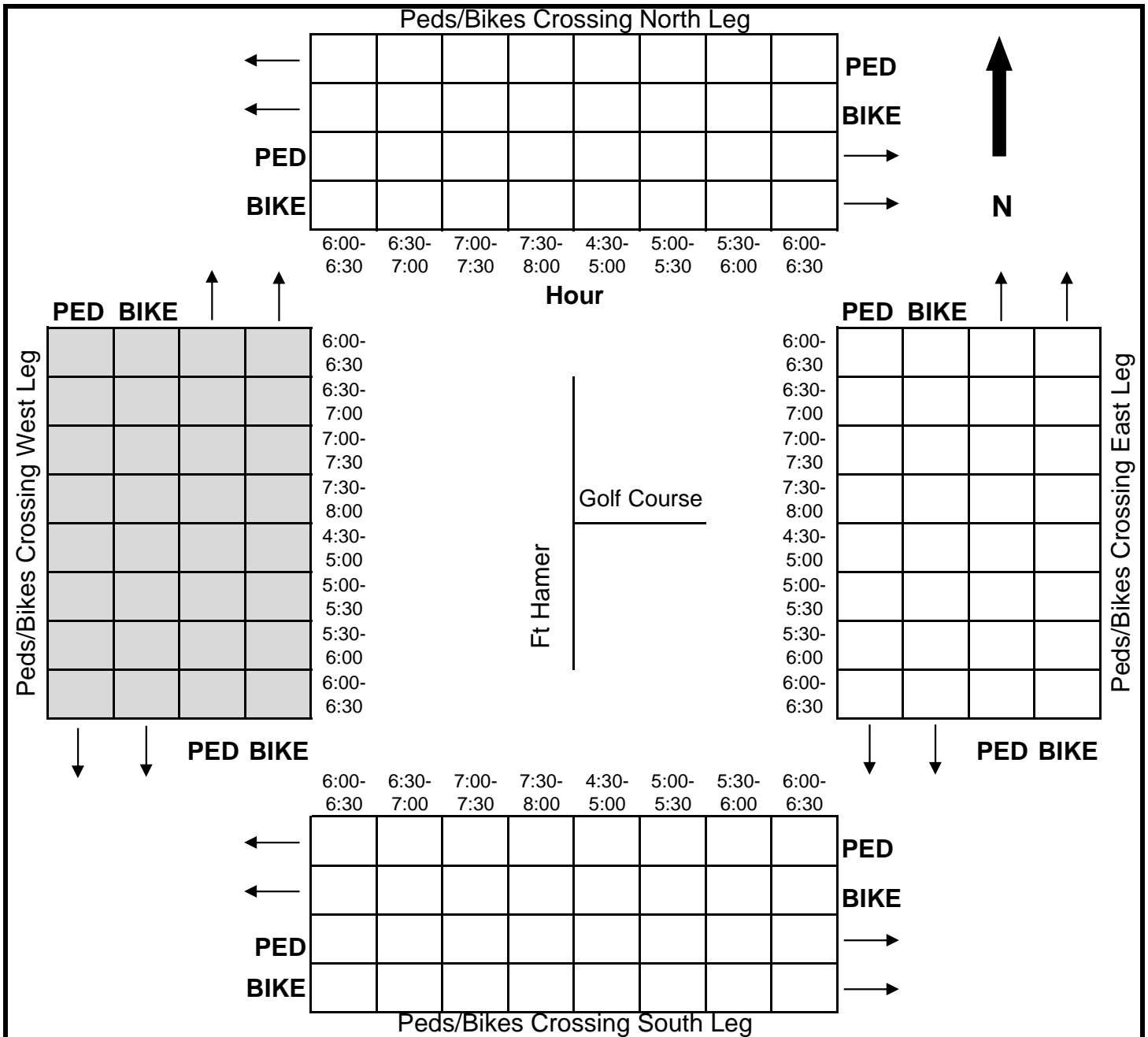
Count Times: 6-8am & 4:30-6:30pm

Weather: Clear

Intersection: Ft Hamer Road at Golf Course Road

Comments: **NO PEDS/BIKES CROSSED INTERSECTION DURING COUNT**

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



Intersection Turning Movement Count

City/County: Ft Hamer/Manatee
 Weather: Clear
 Comments:

File Name : US301&FtHamer
 Site Code : 23022
 Start Date : 8/22/2023
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	FT HAMER ROAD Southbound					US 301 Westbound					FT HAMER ROAD Northbound					US 301 Eastbound					Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total		
06:00 AM	3	14	2	3	22	40	82	2	0	124	11	23	12	10	56	11	50	9	6	76	278	
06:15 AM	5	31	1	4	41	50	96	0	0	146	17	22	11	9	59	16	55	8	11	90	336	
06:30 AM	9	50	11	7	77	68	95	0	2	165	19	70	10	8	107	52	65	7	28	152	501	
06:45 AM	13	60	19	21	113	44	113	6	6	169	26	125	8	9	168	83	75	25	20	203	653	
Total	30	155	33	35	253	202	386	8	8	604	73	240	41	36	390	162	245	49	65	521	1768	
07:00 AM	15	73	22	18	128	62	111	1	5	179	30	109	20	11	170	82	85	16	21	204	681	
07:15 AM	15	61	23	24	123	50	106	2	1	159	44	43	15	12	114	35	107	31	12	185	581	
07:30 AM	9	53	8	11	81	34	92	3	1	130	28	50	10	22	110	36	96	22	13	167	488	
07:45 AM	12	48	5	12	77	36	117	0	2	155	41	36	27	18	122	37	93	23	21	174	528	
Total	51	235	58	65	409	182	426	6	9	623	143	238	72	63	516	190	381	92	67	730	2278	
*** BREAK ***																						
04:30 PM	14	61	12	18	105	34	111	3	2	150	40	41	32	19	132	31	120	15	24	190	577	
04:45 PM	10	55	7	19	91	44	88	1	1	134	42	56	41	30	169	35	108	15	18	176	570	
Total	24	116	19	37	196	78	199	4	3	284	82	97	73	49	301	66	228	30	42	366	1147	
05:00 PM	15	41	13	17	86	25	102	2	0	129	51	59	22	24	156	28	141	25	10	204	575	
05:15 PM	11	49	13	13	86	33	111	1	1	146	59	44	27	24	154	31	133	20	23	207	593	
05:30 PM	11	51	7	14	83	35	110	3	4	152	49	49	46	26	170	29	111	18	18	176	581	
05:45 PM	10	48	8	16	82	25	85	0	2	112	42	36	39	25	142	29	101	24	11	165	501	
Total	47	189	41	60	337	118	408	6	7	539	201	188	134	99	622	117	486	87	62	752	2250	
06:00 PM	14	43	13	9	79	31	117	2	0	150	44	41	22	35	142	32	96	31	10	169	540	
06:15 PM	7	36	10	10	63	28	80	0	0	108	45	39	32	13	129	28	97	13	15	153	453	
Grand Total	173	774	174	216	1337	639	1616	26	27	2308	588	843	374	295	2100	595	1533	302	261	2691	8436	
Apprch %	12.9	57.9	13	16.2		27.7	70	1.1	1.2		28	40.1	17.8	14		22.1	57	11.2	9.7			
Total %	2.1	9.2	2.1	2.6	15.8	7.6	19.2	0.3	0.3	27.4	7	10	4.4	3.5	24.9	7.1	18.2	3.6	3.1	31.9		
Passenger Vehicles	153	757	172	210	1292	616	1539	25	27	2207	582	831	358	287	2058	546	1464	298	253	2561	8118	
% Passenger Vehicles	88.4	97.8	98.9	97.2	96.6	96.4	95.2	96.2	100	95.6	99	98.6	95.7	97.3	98	91.8	95.5	98.7	96.9	95.2	96.2	
Heavy Vehicles	4	17	2	6	29	20	77	1	0	98	6	12	16	8	42	11	69	4	8	92	261	
% Heavy Vehicles	2.3	2.2	1.1	2.8	2.2	3.1	4.8	3.8	0	4.2	1	1.4	4.3	2.7	2	1.8	4.5	1.3	3.1	3.4	3.1	
UTurns	16	0	0	0	16	3	0	0	0	3	0	0	0	0	0	38	0	0	0	38	57	
% UTurns	9.2	0	0	0	1.2	0.5	0	0	0	0.1	0	0	0	0	0	6.4	0	0	0	1.4	0.7	

Intersection Turning Movement Count

File Name : US301&FtHamer
 Site Code : 23022
 Start Date : 8/22/2023
 Page No : 2

Start Time	FT HAMER ROAD Southbound					US 301 Westbound					FT HAMER ROAD Northbound					US 301 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 06:00 AM to 07:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:30 AM																					
06:30 AM	9	50	11	7	77	68	95	0	2	165	19	70	10	8	107	52	65	7	28	152	501
06:45 AM	13	60	19	21	113	44	113	6	6	169	26	125	8	9	168	83	75	25	20	203	653
07:00 AM	15	73	22	18	128	62	111	1	5	179	30	109	20	11	170	82	85	16	21	204	681
07:15 AM	15	61	23	24	123	50	106	2	1	159	44	43	15	12	114	35	107	31	12	185	581
Total Volume	52	244	75	70	441	224	425	9	14	672	119	347	53	40	559	252	332	79	81	744	2416
% App. Total	11.8	55.3	17	15.9		33.3	63.2	1.3	2.1		21.3	62.1	9.5	7.2		33.9	44.6	10.6	10.9		
PHF	.867	.836	.815	.729	.861	.824	.940	.375	.583	.939	.676	.694	.663	.833	.822	.759	.776	.637	.723	.912	.887
Passenger Vehicles	46	238	73	68	425	216	402	9	14	641	116	339	51	38	544	238	307	79	78	702	2312
% Passenger Vehicles	88.5	97.5	97.3	97.1	96.4	96.4	94.6	100	100	95.4	97.5	97.7	96.2	95.0	97.3	94.4	92.5	100	96.3	94.4	95.7
Heavy Vehicles	1	6	2	2	11	8	23	0	0	31	3	8	2	2	15	5	25	0	3	33	90
% Heavy Vehicles	1.9	2.5	2.7	2.9	2.5	3.6	5.4	0	0	4.6	2.5	2.3	3.8	5.0	2.7	2.0	7.5	0	3.7	4.4	3.7
UTurns	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	14
% UTurns	9.6	0	0	0	1.1	0	0	0	0	0	0	0	0	0	0	3.6	0	0	0	1.2	0.6

Peak Hour Analysis From 06:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	06:45 AM					06:30 AM					06:45 AM					06:45 AM				
+0 mins.	13	60	19	21	113	68	95	0	2	165	26	125	8	9	168	83	75	25	20	203
+15 mins.	15	73	22	18	128	44	113	6	6	169	30	109	20	11	170	82	85	16	21	204
+30 mins.	15	61	23	24	123	62	111	1	5	179	44	43	15	12	114	35	107	31	12	185
+45 mins.	9	53	8	11	81	50	106	2	1	159	28	50	10	22	110	36	96	22	13	167
Total Volume	52	247	72	74	445	224	425	9	14	672	128	327	53	54	562	236	363	94	66	759
% App. Total	11.7	55.5	16.2	16.6		33.3	63.2	1.3	2.1		22.8	58.2	9.4	9.6		31.1	47.8	12.4	8.7	
PHF	.867	.846	.783	.771	.869	.824	.940	.375	.583	.939	.727	.654	.663	.614	.826	.711	.848	.758	.786	.930
Passenger Vehicles	45	238	70	71	424	216	402	9	14	641	126	320	50	52	548	222	334	94	62	712
% Passenger Vehicles	86.5	96.4	97.2	95.9	95.3	96.4	94.6	100	100	95.4	98.4	97.9	94.3	96.3	97.5	94.1	92	100	93.9	93.8
Heavy Vehicles	3	9	2	3	17	8	23	0	0	31	2	7	3	2	14	4	29	0	4	37
% Heavy Vehicles	5.8	3.6	2.8	4.1	3.8	3.6	5.4	0	0	4.6	1.6	2.1	5.7	3.7	2.5	1.7	8	0	6.1	4.9
UTurns	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10
% UTurns	7.7	0	0	0	0.9	0	0	0	0	0	0	0	0	0	0	4.2	0	0	0	1.3

Intersection Turning Movement Count

File Name : US301&FtHamer
 Site Code : 23022
 Start Date : 8/22/2023
 Page No : 3

Start Time	FT HAMER ROAD Southbound					US 301 Westbound					FT HAMER ROAD Northbound					US 301 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	10	55	7	19	91	44	88	1	1	134	42	56	41	30	169	35	108	15	18	176	570
05:00 PM	15	41	13	17	86	25	102	2	0	129	51	59	22	24	156	28	141	25	10	204	575
05:15 PM	11	49	13	13	86	33	111	1	1	146	59	44	27	24	154	31	133	20	23	207	593
05:30 PM	11	51	7	14	83	35	110	3	4	152	49	49	46	26	170	29	111	18	18	176	581
Total Volume	47	196	40	63	346	137	411	7	6	561	201	208	136	104	649	123	493	78	69	763	2319
% App. Total	13.6	56.6	11.6	18.2		24.4	73.3	1.2	1.1		31	32	21	16		16.1	64.6	10.2	9		
PHF	.783	.891	.769	.829	.951	.778	.926	.583	.375	.923	.852	.881	.739	.867	.954	.879	.874	.780	.750	.921	.978
Passenger Vehicles	40	194	40	61	335	131	392	7	6	536	200	206	132	101	639	114	479	76	68	737	2247
% Passenger Vehicles	85.1	99.0	100	96.8	96.8	95.6	95.4	100	100	95.5	99.5	99.0	97.1	97.1	98.5	92.7	97.2	97.4	98.6	96.6	96.9
Heavy Vehicles	0	2	0	2	4	5	19	0	0	24	1	2	4	3	10	1	14	2	1	18	56
% Heavy Vehicles	0	1.0	0	3.2	1.2	3.6	4.6	0	0	4.3	0.5	1.0	2.9	2.9	1.5	0.8	2.8	2.6	1.4	2.4	2.4
UTurns	7	0	0	0	7	1	0	0	0	1	0	0	0	0	0	8	0	0	0	8	16
% UTurns	14.9	0	0	0	2.0	0.7	0	0	0	0.2	0	0	0	0	0	6.5	0	0	0	1.0	0.7

Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM					04:45 PM					04:45 PM					04:30 PM				
+0 mins.	14	61	12	18	105	44	88	1	1	134	42	56	41	30	169	31	120	15	24	190
+15 mins.	10	55	7	19	91	25	102	2	0	129	51	59	22	24	156	35	108	15	18	176
+30 mins.	15	41	13	17	86	33	111	1	1	146	59	44	27	24	154	28	141	25	10	204
+45 mins.	11	49	13	13	86	35	110	3	4	152	49	49	46	26	170	31	133	20	23	207
Total Volume	50	206	45	67	368	137	411	7	6	561	201	208	136	104	649	125	502	75	75	777
% App. Total	13.6	56	12.2	18.2		24.4	73.3	1.2	1.1		31	32	21	16		16.1	64.6	9.7	9.7	
PHF	.833	.844	.865	.882	.876	.778	.926	.583	.375	.923	.852	.881	.739	.867	.954	.893	.890	.750	.781	.938
Passenger Vehicles	42	202	45	66	355	131	392	7	6	536	200	206	132	101	639	116	489	73	75	753
% Passenger Vehicles	84	98.1	100	98.5	96.5	95.6	95.4	100	100	95.5	99.5	99	97.1	97.1	98.5	92.8	97.4	97.3	100	96.9
Heavy Vehicles	0	4	0	1	5	5	19	0	0	24	1	2	4	3	10	1	13	2	0	16
% Heavy Vehicles	0	1.9	0	1.5	1.4	3.6	4.6	0	0	4.3	0.5	1	2.9	2.9	1.5	0.8	2.6	2.7	0	2.1
UTurns	8	0	0	0	8	1	0	0	0	1	0	0	0	0	0	8	0	0	0	8
% UTurns	16	0	0	0	2.2	0.7	0	0	0	0.2	0	0	0	0	0	6.4	0	0	0	1

Intersection Turning Movement Count

City/County: Ft Hamer/Manatee
 Weather: Clear
 Comments:

File Name : US301&FtHamer
 Site Code : 23022
 Start Date : 8/22/2023
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	FT HAMER ROAD Southbound					US 301 Westbound					FT HAMER ROAD Northbound					US 301 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:00 AM	2	14	2	3	21	38	77	1	0	116	11	22	11	10	54	7	46	7	6	66	257
06:15 AM	5	30	1	4	40	49	94	0	0	143	16	22	8	9	55	14	50	8	11	83	321
06:30 AM	8	50	11	7	76	65	91	0	2	158	18	68	10	8	104	47	62	7	27	143	481
06:45 AM	11	57	19	20	107	44	105	6	6	161	26	123	8	9	166	80	69	25	19	193	627
Total	26	151	33	34	244	196	367	7	8	578	71	235	37	36	379	148	227	47	63	485	1686
07:00 AM	13	70	22	18	123	61	106	1	5	173	29	108	19	10	166	78	78	16	20	192	654
07:15 AM	14	61	21	23	119	46	100	2	1	149	43	40	14	11	108	33	98	31	12	174	550
07:30 AM	7	50	8	10	75	34	82	3	1	120	28	49	9	22	108	31	89	22	11	153	456
07:45 AM	11	45	5	11	72	34	112	0	2	148	41	36	25	18	120	33	85	23	20	161	501
Total	45	226	56	62	389	175	400	6	9	590	141	233	67	61	502	175	350	92	63	680	2161
*** BREAK ***																					
04:30 PM	13	59	12	18	102	32	107	3	2	144	40	41	29	19	129	29	118	15	24	186	561
04:45 PM	9	55	7	18	89	43	85	1	1	130	42	54	40	29	165	31	105	14	18	168	552
Total	22	114	19	36	191	75	192	4	3	274	82	95	69	48	294	60	223	29	42	354	1113
05:00 PM	12	40	13	17	82	24	99	2	0	125	51	59	22	23	155	28	135	24	10	197	559
05:15 PM	8	48	13	13	82	30	105	1	1	137	58	44	27	24	153	28	131	20	23	202	574
05:30 PM	11	51	7	13	82	34	103	3	4	144	49	49	43	25	166	27	108	18	17	170	562
05:45 PM	10	48	8	16	82	24	80	0	2	106	41	36	39	23	139	25	100	24	11	160	487
Total	41	187	41	59	328	112	387	6	7	512	199	188	131	95	613	108	474	86	61	729	2182
06:00 PM	12	43	13	9	77	31	117	2	0	150	44	41	22	35	142	29	94	31	10	164	533
06:15 PM	7	36	10	10	63	27	76	0	0	103	45	39	32	12	128	26	96	13	14	149	443
Grand Total	153	757	172	210	1292	616	1539	25	27	2207	582	831	358	287	2058	546	1464	298	253	2561	8118
Apprch %	11.8	58.6	13.3	16.3		27.9	69.7	1.1	1.2		28.3	40.4	17.4	13.9		21.3	57.2	11.6	9.9		
Total %	1.9	9.3	2.1	2.6	15.9	7.6	19	0.3	0.3	27.2	7.2	10.2	4.4	3.5	25.4	6.7	18	3.7	3.1	31.5	

Intersection Turning Movement Count

File Name : US301&FtHamer
 Site Code : 23022
 Start Date : 8/22/2023
 Page No : 2

Start Time	FT HAMER ROAD Southbound					US 301 Westbound					FT HAMER ROAD Northbound					US 301 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 06:00 AM to 07:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:30 AM																					
06:30 AM	8	50	11	7	76	65	91	0	2	158	18	68	10	8	104	47	62	7	27	143	481
06:45 AM	11	57	19	20	107	44	105	6	6	161	26	123	8	9	166	80	69	25	19	193	627
07:00 AM	13	70	22	18	123	61	106	1	5	173	29	108	19	10	166	78	78	16	20	192	654
07:15 AM	14	61	21	23	119	46	100	2	1	149	43	40	14	11	108	33	98	31	12	174	550
Total Volume	46	238	73	68	425	216	402	9	14	641	116	339	51	38	544	238	307	79	78	702	2312
% App. Total	10.8	56	17.2	16		33.7	62.7	1.4	2.2		21.3	62.3	9.4	7		33.9	43.7	11.3	11.1		
PHF	.821	.850	.830	.739	.864	.831	.948	.375	.583	.926	.674	.689	.671	.864	.819	.744	.783	.637	.722	.909	.884

Peak Hour Analysis From 06:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	06:30 AM					06:30 AM					06:45 AM					06:45 AM				
+0 mins.	8	50	11	7	76	65	91	0	2	158	26	123	8	9	166	80	69	25	19	193
+15 mins.	11	57	19	20	107	44	105	6	6	161	29	108	19	10	166	78	78	16	20	192
+30 mins.	13	70	22	18	123	61	106	1	5	173	43	40	14	11	108	33	98	31	12	174
+45 mins.	14	61	21	23	119	46	100	2	1	149	28	49	9	22	108	31	89	22	11	153
Total Volume	46	238	73	68	425	216	402	9	14	641	126	320	50	52	548	222	334	94	62	712
% App. Total	10.8	56	17.2	16		33.7	62.7	1.4	2.2		23	58.4	9.1	9.5		31.2	46.9	13.2	8.7	
PHF	.821	.850	.830	.739	.864	.831	.948	.375	.583	.926	.733	.650	.658	.591	.825	.694	.852	.758	.775	.922

Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	9	55	7	18	89	43	85	1	1	130	42	54	40	29	165	31	105	14	18	168	552
05:00 PM	12	40	13	17	82	24	99	2	0	125	51	59	22	23	155	28	135	24	10	197	559
05:15 PM	8	48	13	13	82	30	105	1	1	137	58	44	27	24	153	28	131	20	23	202	574
05:30 PM	11	51	7	13	82	34	103	3	4	144	49	49	43	25	166	27	108	18	17	170	562
Total Volume	40	194	40	61	335	131	392	7	6	536	200	206	132	101	639	114	479	76	68	737	2247
% App. Total	11.9	57.9	11.9	18.2		24.4	73.1	1.3	1.1		31.3	32.2	20.7	15.8		15.5	65	10.3	9.2		
PHF	.833	.882	.769	.847	.941	.762	.933	.583	.375	.931	.862	.873	.767	.871	.962	.919	.887	.792	.739	.912	.979

Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM					05:15 PM					04:45 PM					04:30 PM				
+0 mins.	13	59	12	18	102	30	105	1	1	137	42	54	40	29	165	29	118	15	24	186
+15 mins.	9	55	7	18	89	34	103	3	4	144	51	59	22	23	155	31	105	14	18	168
+30 mins.	12	40	13	17	82	24	80	0	2	106	58	44	27	24	153	28	135	24	10	197
+45 mins.	8	48	13	13	82	31	117	2	0	150	49	49	43	25	166	28	131	20	23	202
Total Volume	42	202	45	66	355	119	405	6	7	537	200	206	132	101	639	116	489	73	75	753
% App. Total	11.8	56.9	12.7	18.6		22.2	75.4	1.1	1.3		31.3	32.2	20.7	15.8		15.4	64.9	9.7	10	
PHF	.808	.856	.865	.917	.870	.875	.865	.500	.438	.895	.862	.873	.767	.871	.962	.935	.906	.760	.781	.932

Intersection Turning Movement Count

City/County: Ft Hamer/Manatee
 Weather: Clear
 Comments:

File Name : US301&FtHamer
 Site Code : 23022
 Start Date : 8/22/2023
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	FT HAMER ROAD Southbound					US 301 Westbound					FT HAMER ROAD Northbound					US 301 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:00 AM	0	0	0	0	0	1	5	1	0	7	0	1	1	0	2	0	4	2	0	6	15
06:15 AM	0	1	0	0	1	1	2	0	0	3	1	0	3	0	4	1	5	0	0	6	14
06:30 AM	0	0	0	0	0	3	4	0	0	7	1	2	0	0	3	1	3	0	1	5	15
06:45 AM	0	3	0	1	4	0	8	0	0	8	0	2	0	0	2	1	6	0	1	8	22
Total	0	4	0	1	5	5	19	1	0	25	2	5	4	0	11	3	18	2	2	25	66
07:00 AM	0	3	0	0	3	1	5	0	0	6	1	1	1	1	4	1	7	0	1	9	22
07:15 AM	1	0	2	1	4	4	6	0	0	10	1	3	1	1	6	2	9	0	0	11	31
07:30 AM	2	3	0	1	6	0	10	0	0	10	0	1	1	0	2	0	7	0	2	9	27
07:45 AM	1	3	0	1	5	1	5	0	0	6	0	0	2	0	2	1	8	0	1	10	23
Total	4	9	2	3	18	6	26	0	0	32	2	5	5	2	14	4	31	0	4	39	103
*** BREAK ***																					
04:30 PM	0	2	0	0	2	2	4	0	0	6	0	0	3	0	3	1	2	0	0	3	14
04:45 PM	0	0	0	1	1	1	3	0	0	4	0	2	1	1	4	0	3	1	0	4	13
Total	0	2	0	1	3	3	7	0	0	10	0	2	4	1	7	1	5	1	0	7	27
05:00 PM	0	1	0	0	1	1	3	0	0	4	0	0	0	1	1	0	6	1	0	7	13
05:15 PM	0	1	0	0	1	3	6	0	0	9	1	0	0	0	1	0	2	0	0	2	13
05:30 PM	0	0	0	1	1	0	7	0	0	7	0	0	3	1	4	1	3	0	1	5	17
05:45 PM	0	0	0	0	0	1	5	0	0	6	1	0	0	2	3	2	1	0	0	3	12
Total	0	2	0	1	3	5	21	0	0	26	2	0	3	4	9	3	12	1	1	17	55
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
06:15 PM	0	0	0	0	0	1	4	0	0	5	0	0	0	1	1	0	1	0	1	2	8
Grand Total	4	17	2	6	29	20	77	1	0	98	6	12	16	8	42	11	69	4	8	92	261
Apprch %	13.8	58.6	6.9	20.7		20.4	78.6	1	0		14.3	28.6	38.1	19		12	75	4.3	8.7		
Total %	1.5	6.5	0.8	2.3	11.1	7.7	29.5	0.4	0	37.5	2.3	4.6	6.1	3.1	16.1	4.2	26.4	1.5	3.1	35.2	

Intersection Turning Movement Count

File Name : US301&FtHamer
 Site Code : 23022
 Start Date : 8/22/2023
 Page No : 2

Start Time	FT HAMER ROAD Southbound					US 301 Westbound					FT HAMER ROAD Northbound					US 301 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 06:00 AM to 07:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	3	0	0	3	1	5	0	0	6	1	1	1	1	4	1	7	0	1	9	22
07:15 AM	1	0	2	1	4	4	6	0	0	10	1	3	1	1	6	2	9	0	0	11	31
07:30 AM	2	3	0	1	6	0	10	0	0	10	0	1	1	0	2	0	7	0	2	9	27
07:45 AM	1	3	0	1	5	1	5	0	0	6	0	0	2	0	2	1	8	0	1	10	23
Total Volume	4	9	2	3	18	6	26	0	0	32	2	5	5	2	14	4	31	0	4	39	103
% App. Total	22.2	50	11.1	16.7		18.8	81.2	0	0		14.3	35.7	35.7	14.3		10.3	79.5	0	10.3		
PHF	.500	.750	.250	.750	.750	.375	.650	.000	.000	.800	.500	.417	.625	.500	.583	.500	.861	.000	.500	.886	.831

Peak Hour Analysis From 06:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM					06:45 AM					06:30 AM					07:00 AM				
+0 mins.	0	3	0	0	3	0	8	0	0	8	1	2	0	0	3	1	7	0	1	9
+15 mins.	1	0	2	1	4	1	5	0	0	6	0	2	0	0	2	2	9	0	0	11
+30 mins.	2	3	0	1	6	4	6	0	0	10	1	1	1	1	4	0	7	0	2	9
+45 mins.	1	3	0	1	5	0	10	0	0	10	1	3	1	1	6	1	8	0	1	10
Total Volume	4	9	2	3	18	5	29	0	0	34	3	8	2	2	15	4	31	0	4	39
% App. Total	22.2	50	11.1	16.7		14.7	85.3	0	0		20	53.3	13.3	13.3		10.3	79.5	0	10.3	
PHF	.500	.750	.250	.750	.750	.313	.725	.000	.000	.850	.750	.667	.500	.500	.625	.500	.861	.000	.500	.886

Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	0	0	0	1	1	1	3	0	0	4	0	2	1	1	4	0	3	1	0	4	13
05:00 PM	0	1	0	0	1	1	3	0	0	4	0	0	0	1	1	0	6	1	0	7	13
05:15 PM	0	1	0	0	1	3	6	0	0	9	1	0	0	0	1	0	2	0	0	2	13
05:30 PM	0	0	0	1	1	0	7	0	0	7	0	0	3	1	4	1	3	0	1	5	17
Total Volume	0	2	0	2	4	5	19	0	0	24	1	2	4	3	10	1	14	2	1	18	56
% App. Total	0	50	0	50		20.8	79.2	0	0		10	20	40	30		5.6	77.8	11.1	5.6		
PHF	.000	.500	.000	.500	1.00	.417	.679	.000	.000	.667	.250	.250	.333	.750	.625	.250	.583	.500	.250	.643	.824

Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM					05:00 PM					04:45 PM					04:45 PM				
+0 mins.	0	2	0	0	2	1	3	0	0	4	0	2	1	1	4	0	3	1	0	4
+15 mins.	0	0	0	1	1	3	6	0	0	9	0	0	0	1	1	0	6	1	0	7
+30 mins.	0	1	0	0	1	0	7	0	0	7	1	0	0	0	1	0	2	0	0	2
+45 mins.	0	1	0	0	1	1	5	0	0	6	0	0	3	1	4	1	3	0	1	5
Total Volume	0	4	0	1	5	5	21	0	0	26	1	2	4	3	10	1	14	2	1	18
% App. Total	0	80	0	20		19.2	80.8	0	0		10	20	40	30		5.6	77.8	11.1	5.6	
PHF	.000	.500	.000	.250	.625	.417	.750	.000	.000	.722	.250	.250	.333	.750	.625	.250	.583	.500	.250	.643

Intersection Turning Movement Count

City/County: Ft Hamer/Manatee
 Weather: Clear
 Comments:

File Name : US301&FtHamer
 Site Code : 23022
 Start Date : 8/22/2023
 Page No : 1

Groups Printed- UTurns

Start Time	FT HAMER ROAD Southbound					US 301 Westbound					FT HAMER ROAD Northbound					US 301 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:00 AM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	4	0	0	0	4	6
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
06:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	5
06:45 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	4
Total	4	0	0	0	4	1	0	0	0	1	0	0	0	0	0	11	0	0	0	11	16
07:00 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	5
*** BREAK ***																					
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	5
07:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3	0	0	0	3	4
Total	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	11	0	0	0	11	14
*** BREAK ***																					
04:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
04:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	5
Total	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	7
05:00 PM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:15 PM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	6
05:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
Total	6	0	0	0	6	1	0	0	0	1	0	0	0	0	0	6	0	0	0	6	13
06:00 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	5
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
Grand Total	16	0	0	0	16	3	0	0	0	3	0	0	0	0	0	38	0	0	0	38	57
Apprch %	100	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0		
Total %	28.1	0	0	0	28.1	5.3	0	0	0	5.3	0	0	0	0	0	66.7	0	0	0	66.7	

Intersection Turning Movement Count

File Name : US301&FtHamer
 Site Code : 23022
 Start Date : 8/22/2023
 Page No : 2

Start Time	FT HAMER ROAD Southbound					US 301 Westbound					FT HAMER ROAD Northbound					US 301 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 06:00 AM to 07:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:00 AM																					
06:00 AM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	4	0	0	0	4	6
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
06:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	5
06:45 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	4
Total Volume	4	0	0	0	4	1	0	0	0	1	0	0	0	0	0	11	0	0	0	11	16
% App. Total	100	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0		
PHF	.500	.000	.000	.000	.500	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.688	.000	.000	.000	.688	.667

Peak Hour Analysis From 06:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	06:15 AM					06:00 AM					06:00 AM					06:00 AM					
+0 mins.	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	4	0	0	0	4	
+15 mins.	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
+30 mins.	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	
+45 mins.	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	
Total Volume	5	0	0	0	5	1	0	0	0	1	0	0	0	0	0	11	0	0	0	11	
% App. Total	100	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0		
PHF	.625	.000	.000	.000	.625	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.688	.000	.000	.000	.688	

Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
04:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	5
05:00 PM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:15 PM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	6
Total Volume	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	16
% App. Total	100	0	0	0		0	0	0	0		0	0	0	0		100	0	0	0		
PHF	.667	.000	.000	.000	.667	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.000	.000	.500	.667

Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM					04:45 PM					04:30 PM					05:15 PM					
+0 mins.	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	
+15 mins.	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
+30 mins.	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	
+45 mins.	3	0	0	0	3	1	0	0	0	1	0	0	0	0	0	3	0	0	0	3	
Total Volume	8	0	0	0	8	1	0	0	0	1	0	0	0	0	0	9	0	0	0	9	
% App. Total	100	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0		
PHF	.667	.000	.000	.000	.667	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.750	.000	.000	.000	.750	

Intersection Pedestrian & Bicycle Count

Date: 8/22/23

Day: Tuesday

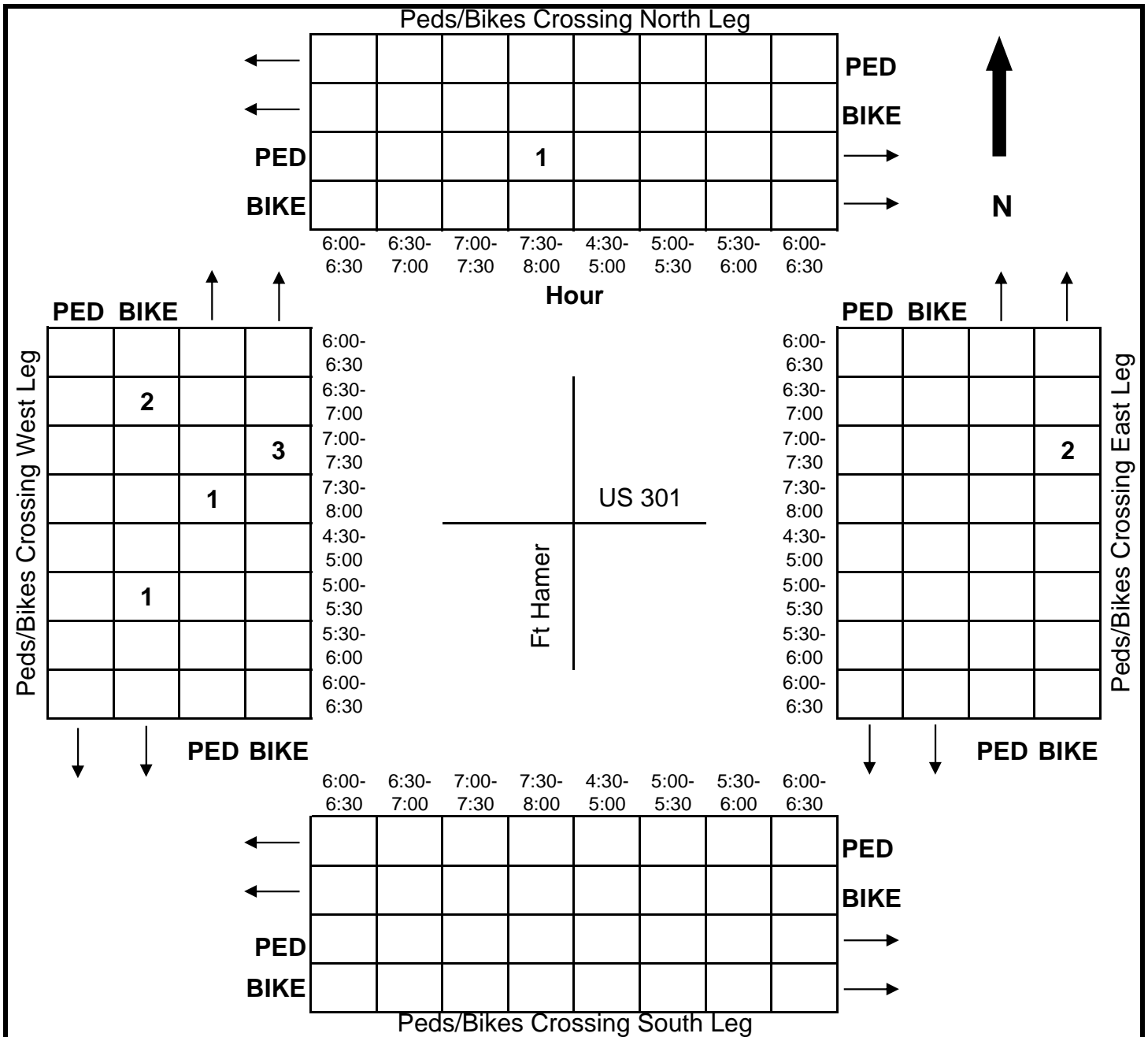
Count Times: 6-8am & 4:30-6:30pm

Weather: Clear

Intersection: US 301 at Ft Hamer Road

Comments: _____

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



Intersection Turning Movement Count

City/County: Ft Hamer/Manatee
 Weather: Clear
 Comments:

File Name : FtHamer&Rivelsle
 Site Code : 23022
 Start Date : 1/24/2024
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicle - UTurns

Start Time	FT HAMER ROAD Southbound				PARKING LOT Westbound				FT HAMER ROAD Northbound				RIVE ISLE RUN Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:00 AM	0	170	0	170	0	0	0	0	0	34	0	34	1	0	0	1	205
06:15 AM	0	196	0	196	0	0	0	0	1	45	0	46	3	0	6	9	251
06:30 AM	0	292	0	292	0	0	0	0	1	79	0	80	1	0	5	6	378
06:45 AM	0	308	0	308	0	0	0	0	0	108	0	108	2	0	9	11	427
Total	0	966	0	966	0	0	0	0	2	266	0	268	7	0	20	27	1261
07:00 AM	0	270	0	270	0	0	0	0	10	127	0	137	1	0	16	17	424
07:15 AM	0	241	0	241	0	0	0	0	3	80	0	83	2	0	14	16	340
07:30 AM	0	267	0	267	0	0	0	0	3	87	0	90	1	0	9	10	367
07:45 AM	0	233	0	233	0	0	0	0	5	100	0	105	0	0	8	8	346
Total	0	1011	0	1011	0	0	0	0	21	394	0	415	4	0	47	51	1477

*** BREAK ***

04:30 PM	0	156	0	156	0	0	0	0	12	297	0	309	4	0	12	16	481
04:45 PM	0	155	0	155	0	0	0	0	13	286	0	299	3	0	7	10	464
Total	0	311	0	311	0	0	0	0	25	583	0	608	7	0	19	26	945
05:00 PM	1	183	0	184	0	0	0	0	10	295	0	305	1	0	11	12	501
05:15 PM	0	160	0	160	0	0	0	0	20	266	0	286	4	0	7	11	457
05:30 PM	1	178	0	179	0	0	0	0	12	300	1	313	6	0	11	17	509
05:45 PM	0	154	0	154	0	0	0	0	15	281	0	296	6	0	16	22	472
Total	2	675	0	677	0	0	0	0	57	1142	1	1200	17	0	45	62	1939
06:00 PM	0	121	0	121	0	0	1	1	11	288	0	299	5	0	6	11	432
06:15 PM	0	138	0	138	1	0	0	1	8	275	0	283	5	0	5	10	432
Grand Total	2	3222	0	3224	1	0	1	2	124	2948	1	3073	45	0	142	187	6486
Apprch %	0.1	99.9	0		50	0	50		4	95.9	0		24.1	0	75.9		
Total %	0	49.7	0	49.7	0	0	0	0	1.9	45.5	0	47.4	0.7	0	2.2	2.9	
Passenger Vehicles %	2	3190	0	3192	1	0	1	2	122	2897	1	3020	42	0	136	178	6392
Passenger Vehicles	100	99	0	99	100	0	100	100	98.4	98.3	100	98.3	93.3	0	95.8	95.2	98.6
Heavy Vehicle % Heavy Vehicle	0	32	0	32	0	0	0	0	2	51	0	53	3	0	6	9	94
UTurns % UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	FT HAMER ROAD Southbound				PARKING LOT Westbound				FT HAMER ROAD Northbound				RIVE ISLE RUN Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 06:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 06:30 AM

06:30 AM	0	292	0	292	0	0	0	0	1	79	0	80	1	0	5	6	378
06:45 AM	0	308	0	308	0	0	0	0	0	108	0	108	2	0	9	11	427
07:00 AM	0	270	0	270	0	0	0	0	10	127	0	137	1	0	16	17	424
07:15 AM	0	241	0	241	0	0	0	0	3	80	0	83	2	0	14	16	340
Total Volume	0	1111	0	1111	0	0	0	0	14	394	0	408	6	0	44	50	1569
% App. Total	0	100	0		0	0	0		3.4	96.6	0		12	0	88		
PHF	.000	.902	.000	.902	.000	.000	.000	.000	.350	.776	.000	.745	.750	.000	.688	.735	.919
Passenger Vehicles	0	1105	0	1105	0	0	0	0	13	379	0	392	5	0	40	45	1542

Intersection Turning Movement Count

% Passenger Vehicles	0	99.5	0	99.5	0	0	0	0	92.9	96.2	0	96.1	83.3	0	90.9	90.0	98.3
Heavy Vehicle	0	6	0	6	0	0	0	0	1	15	0	16	1	0	4	5	27
% Heavy Vehicle	0	0.5	0	0.5	0	0	0	0	7.1	3.8	0	3.9	16.7	0	9.1	10.0	1.7
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Analysis From 06:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	06:30 AM				06:00 AM				06:45 AM				06:45 AM			
+0 mins.	0	292	0	292	0	0	0	0	0	108	0	108	2	0	9	11
+15 mins.	0	308	0	308	0	0	0	0	10	127	0	137	1	0	16	17
+30 mins.	0	270	0	270	0	0	0	0	3	80	0	83	2	0	14	16
+45 mins.	0	241	0	241	0	0	0	0	3	87	0	90	1	0	9	10
Total Volume	0	1111	0	1111	0	0	0	0	16	402	0	418	6	0	48	54
% App. Total	0	100	0		0	0	0		3.8	96.2	0		11.1	0	88.9	
PHF	.000	.902	.000	.902	.000	.000	.000	.000	.400	.791	.000	.763	.750	.000	.750	.794
Passenger Vehicles	0	1105	0	1105	0	0	0	0	15	390	0	405	5	0	45	50
% Passenger Vehicles	0	99.5	0	99.5	0	0	0	0	93.8	97	0	96.9	83.3	0	93.8	92.6
Heavy Vehicle	0	6	0	6	0	0	0	0	1	12	0	13	1	0	3	4
% Heavy Vehicle	0	0.5	0	0.5	0	0	0	0	6.2	3	0	3.1	16.7	0	6.2	7.4
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	1	183	0	184	0	0	0	0	10	295	0	305	1	0	11	12	501
05:15 PM	0	160	0	160	0	0	0	0	20	266	0	286	4	0	7	11	457
05:30 PM	1	178	0	179	0	0	0	0	12	300	1	313	6	0	11	17	509
05:45 PM	0	154	0	154	0	0	0	0	15	281	0	296	6	0	16	22	472
Total Volume	2	675	0	677	0	0	0	0	57	1142	1	1200	17	0	45	62	1939
% App. Total	0.3	99.7	0		0	0	0		4.8	95.2	0.1		27.4	0	72.6		
PHF	.500	.922	.000	.920	.000	.000	.000	.000	.713	.952	.250	.958	.708	.000	.703	.705	.952
Passenger Vehicles	2	665	0	667	0	0	0	0	57	1127	1	1185	16	0	44	60	1912
% Passenger Vehicles	100	98.5	0	98.5	0	0	0	0	100	98.7	100	98.8	94.1	0	97.8	96.8	98.6
Heavy Vehicle	0	10	0	10	0	0	0	0	0	15	0	15	1	0	1	2	27
% Heavy Vehicle	0	1.5	0	1.5	0	0	0	0	0	1.3	0	1.3	5.9	0	2.2	3.2	1.4
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				05:30 PM				04:45 PM				05:00 PM			
+0 mins.	0	155	0	155	0	0	0	0	13	286	0	299	1	0	11	12
+15 mins.	1	183	0	184	0	0	0	0	10	295	0	305	4	0	7	11
+30 mins.	0	160	0	160	0	0	1	1	20	266	0	286	6	0	11	17
+45 mins.	1	178	0	179	1	0	0	1	12	300	1	313	6	0	16	22
Total Volume	2	676	0	678	1	0	1	2	55	1147	1	1203	17	0	45	62
% App. Total	0.3	99.7	0		50	0	50		4.6	95.3	0.1		27.4	0	72.6	
PHF	.500	.923	.000	.921	.250	.000	.250	.500	.688	.956	.250	.961	.708	.000	.703	.705
Passenger Vehicles	2	667	0	669	1	0	1	2	55	1134	1	1190	16	0	44	60
% Passenger Vehicles	100	98.7	0	98.7	100	0	100	100	100	98.9	100	98.9	94.1	0	97.8	96.8

Intersection Turning Movement Count

City/County: Ft Hamer/Manatee
 Weather: Clear
 Comments:

File Name : FtHamer&Rivelsle
 Site Code : 23022
 Start Date : 1/24/2024
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	FT HAMER ROAD Southbound				PARKING LOT Westbound				FT HAMER ROAD Northbound				RIVE ISLE RUN Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:00 AM	0	168	0	168	0	0	0	0	0	31	0	31	1	0	0	1	200
06:15 AM	0	194	0	194	0	0	0	0	1	41	0	42	3	0	6	9	245
06:30 AM	0	292	0	292	0	0	0	0	1	74	0	75	1	0	4	5	372
06:45 AM	0	306	0	306	0	0	0	0	0	108	0	108	2	0	9	11	425
Total	0	960	0	960	0	0	0	0	2	254	0	256	7	0	19	26	1242
07:00 AM	0	269	0	269	0	0	0	0	9	120	0	129	1	0	15	16	414
07:15 AM	0	238	0	238	0	0	0	0	3	77	0	80	1	0	12	13	331
07:30 AM	0	263	0	263	0	0	0	0	3	85	0	88	1	0	9	10	361
07:45 AM	0	231	0	231	0	0	0	0	4	95	0	99	0	0	8	8	338
Total	0	1001	0	1001	0	0	0	0	19	377	0	396	3	0	44	47	1444

*** BREAK ***

04:30 PM	0	152	0	152	0	0	0	0	12	295	0	307	4	0	11	15	474
04:45 PM	0	154	0	154	0	0	0	0	13	284	0	297	3	0	7	10	461
Total	0	306	0	306	0	0	0	0	25	579	0	604	7	0	18	25	935
05:00 PM	1	180	0	181	0	0	0	0	10	291	0	301	1	0	11	12	494
05:15 PM	0	157	0	157	0	0	0	0	20	262	0	282	4	0	7	11	450
05:30 PM	1	176	0	177	0	0	0	0	12	297	1	310	5	0	10	15	502
05:45 PM	0	152	0	152	0	0	0	0	15	277	0	292	6	0	16	22	466
Total	2	665	0	667	0	0	0	0	57	1127	1	1185	16	0	44	60	1912
06:00 PM	0	120	0	120	0	0	1	1	11	287	0	298	4	0	6	10	429
06:15 PM	0	138	0	138	1	0	0	1	8	273	0	281	5	0	5	10	430
Grand Total	2	3190	0	3192	1	0	1	2	122	2897	1	3020	42	0	136	178	6392
Apprch %	0.1	99.9	0		50	0	50		4	95.9	0		23.6	0	76.4		
Total %	0	49.9	0	49.9	0	0	0	0	1.9	45.3	0	47.2	0.7	0	2.1	2.8	

Start Time	FT HAMER ROAD Southbound				PARKING LOT Westbound				FT HAMER ROAD Northbound				RIVE ISLE RUN Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 06:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 06:30 AM

06:30 AM	0	292	0	292	0	0	0	0	1	74	0	75	1	0	4	5	372
06:45 AM	0	306	0	306	0	0	0	0	0	108	0	108	2	0	9	11	425
07:00 AM	0	269	0	269	0	0	0	0	9	120	0	129	1	0	15	16	414
07:15 AM	0	238	0	238	0	0	0	0	3	77	0	80	1	0	12	13	331
Total Volume	0	1105	0	1105	0	0	0	0	13	379	0	392	5	0	40	45	1542
% App. Total	0	100	0		0	0	0		3.3	96.7	0		11.1	0	88.9		
PHF	.000	.903	.000	.903	.000	.000	.000	.000	.361	.790	.000	.760	.625	.000	.667	.703	.907

Intersection Turning Movement Count

File Name : FtHamer&Rivelsle
 Site Code : 23022
 Start Date : 1/24/2024
 Page No : 2

Start Time	FT HAMER ROAD Southbound				PARKING LOT Westbound				FT HAMER ROAD Northbound				RIVE ISLE RUN Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 06:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	06:30 AM				06:00 AM				06:45 AM				06:45 AM			
+0 mins.	0	292	0	292	0	0	0	0	0	108	0	108	2	0	9	11
+15 mins.	0	306	0	306	0	0	0	0	9	120	0	129	1	0	15	16
+30 mins.	0	269	0	269	0	0	0	0	3	77	0	80	1	0	12	13
+45 mins.	0	238	0	238	0	0	0	0	3	85	0	88	1	0	9	10
Total Volume	0	1105	0	1105	0	0	0	0	15	390	0	405	5	0	45	50
% App. Total	0	100	0		0	0	0		3.7	96.3	0		10	0	90	
PHF	.000	.903	.000	.903	.000	.000	.000	.000	.417	.813	.000	.785	.625	.000	.750	.781

Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	1	180	0	181	0	0	0	0	10	291	0	301	1	0	11	12	494
05:15 PM	0	157	0	157	0	0	0	0	20	262	0	282	4	0	7	11	450
05:30 PM	1	176	0	177	0	0	0	0	12	297	1	310	5	0	10	15	502
05:45 PM	0	152	0	152	0	0	0	0	15	277	0	292	6	0	16	22	466
Total Volume	2	665	0	667	0	0	0	0	57	1127	1	1185	16	0	44	60	1912
% App. Total	0.3	99.7	0		0	0	0		4.8	95.1	0.1		26.7	0	73.3		
PHF	.500	.924	.000	.921	.000	.000	.000	.000	.713	.949	.250	.956	.667	.000	.688	.682	.952

Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				05:30 PM				04:45 PM				05:00 PM			
+0 mins.	0	154	0	154	0	0	0	0	13	284	0	297	1	0	11	12
+15 mins.	1	180	0	181	0	0	0	0	10	291	0	301	4	0	7	11
+30 mins.	0	157	0	157	0	0	1	1	20	262	0	282	5	0	10	15
+45 mins.	1	176	0	177	1	0	0	1	12	297	1	310	6	0	16	22
Total Volume	2	667	0	669	1	0	1	2	55	1134	1	1190	16	0	44	60
% App. Total	0.3	99.7	0		50	0	50		4.6	95.3	0.1		26.7	0	73.3	
PHF	.500	.926	.000	.924	.250	.000	.250	.500	.688	.955	.250	.960	.667	.000	.688	.682

Intersection Turning Movement Count

City/County: Ft Hamer/Manatee
 Weather: Clear
 Comments:

File Name : FtHamer&Rivelsle
 Site Code : 23022
 Start Date : 1/24/2024
 Page No : 1

Groups Printed- Heavy Vehicle

Start Time	FT HAMER ROAD Southbound				PARKING LOT Westbound				FT HAMER ROAD Northbound				RIVE ISLE RUN Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:00 AM	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
06:15 AM	0	2	0	2	0	0	0	0	0	4	0	4	0	0	0	0	6
06:30 AM	0	0	0	0	0	0	0	0	0	5	0	5	0	0	1	1	6
06:45 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	6	0	6	0	0	0	0	0	12	0	12	0	0	1	1	19
07:00 AM	0	1	0	1	0	0	0	0	1	7	0	8	0	0	1	1	10
07:15 AM	0	3	0	3	0	0	0	0	0	3	0	3	1	0	2	3	9
07:30 AM	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0	6
07:45 AM	0	2	0	2	0	0	0	0	1	5	0	6	0	0	0	0	8
Total	0	10	0	10	0	0	0	0	2	17	0	19	1	0	3	4	33

*** BREAK ***

04:30 PM	0	4	0	4	0	0	0	0	0	2	0	2	0	0	1	1	7
04:45 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Total	0	5	0	5	0	0	0	0	0	4	0	4	0	0	1	1	10
05:00 PM	0	3	0	3	0	0	0	0	0	4	0	4	0	0	0	0	7
05:15 PM	0	3	0	3	0	0	0	0	0	4	0	4	0	0	0	0	7
05:30 PM	0	2	0	2	0	0	0	0	0	3	0	3	1	0	1	2	7
05:45 PM	0	2	0	2	0	0	0	0	0	4	0	4	0	0	0	0	6
Total	0	10	0	10	0	0	0	0	0	15	0	15	1	0	1	2	27
06:00 PM	0	1	0	1	0	0	0	0	0	1	0	1	1	0	0	1	3
06:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
Grand Total	0	32	0	32	0	0	0	0	2	51	0	53	3	0	6	9	94
Apprch %	0	100	0		0	0	0		3.8	96.2	0		33.3	0	66.7		
Total %	0	34	0	34	0	0	0	0	2.1	54.3	0	56.4	3.2	0	6.4	9.6	

Start Time	FT HAMER ROAD Southbound				PARKING LOT Westbound				FT HAMER ROAD Northbound				RIVE ISLE RUN Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 06:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:00 AM

07:00 AM	0	1	0	1	0	0	0	0	1	7	0	8	0	0	1	1	10
07:15 AM	0	3	0	3	0	0	0	0	0	3	0	3	1	0	2	3	9
07:30 AM	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0	6
07:45 AM	0	2	0	2	0	0	0	0	1	5	0	6	0	0	0	0	8
Total Volume	0	10	0	10	0	0	0	0	2	17	0	19	1	0	3	4	33
% App. Total	0	100	0		0	0	0		10.5	89.5	0		25	0	75		
PHF	.000	.625	.000	.625	.000	.000	.000	.000	.500	.607	.000	.594	.250	.000	.375	.333	.825

Intersection Turning Movement Count

File Name : FtHamer&Rivelsie
 Site Code : 23022
 Start Date : 1/24/2024
 Page No : 2

Start Time	FT HAMER ROAD Southbound				PARKING LOT Westbound				FT HAMER ROAD Northbound				RIVE ISLE RUN Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 06:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	06:45 AM				06:00 AM				07:00 AM				06:30 AM			
+0 mins.	0	2	0	2	0	0	0	0	1	7	0	8	0	0	1	1
+15 mins.	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0
+30 mins.	0	3	0	3	0	0	0	0	0	2	0	2	0	0	1	1
+45 mins.	0	4	0	4	0	0	0	0	1	5	0	6	1	0	2	3
Total Volume	0	10	0	10	0	0	0	0	2	17	0	19	1	0	4	5
% App. Total	0	100	0		0	0	0		10.5	89.5	0		20	0	80	
PHF	.000	.625	.000	.625	.000	.000	.000	.000	.500	.607	.000	.594	.250	.000	.500	.417

Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	0	3	0	3	0	0	0	0	0	4	0	4	0	0	0	0	7
05:15 PM	0	3	0	3	0	0	0	0	0	4	0	4	0	0	0	0	7
05:30 PM	0	2	0	2	0	0	0	0	0	3	0	3	1	0	1	2	7
05:45 PM	0	2	0	2	0	0	0	0	0	4	0	4	0	0	0	0	6
Total Volume	0	10	0	10	0	0	0	0	0	15	0	15	1	0	1	2	27
% App. Total	0	100	0		0	0	0		0	100	0		50	0	50		
PHF	.000	.833	.000	.833	.000	.000	.000	.000	.000	.938	.000	.938	.250	.000	.250	.250	.964

Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				05:00 PM				05:15 PM			
+0 mins.	0	4	0	4	0	0	0	0	0	4	0	4	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	4	0	4	1	0	1	2
+30 mins.	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0
+45 mins.	0	3	0	3	0	0	0	0	0	4	0	4	1	0	0	1
Total Volume	0	11	0	11	0	0	0	0	0	15	0	15	2	0	1	3
% App. Total	0	100	0		0	0	0		0	100	0		66.7	0	33.3	
PHF	.000	.688	.000	.688	.000	.000	.000	.000	.000	.938	.000	.938	.500	.000	.250	.375

Intersection Turning Movement Count

City/County: Ft Hamer/Manatee
 Weather: Clear
 Comments:

File Name : Rivelsle&Park
 Site Code : 23022
 Start Date : 1/24/2024
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicle - UTurns

Start Time	FT HAMER ROAD Southbound				RIVER ISLE RUN Westbound				FORT HAMER PARK DRIVEWAY Northbound				RIVER ISLE RUN Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:00 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	1	0	1	3
06:15 AM	0	1	0	1	1	0	0	1	0	0	2	2	0	6	0	6	10
06:30 AM	0	4	0	4	0	1	0	1	0	0	3	3	0	3	0	3	11
06:45 AM	0	5	0	5	0	0	0	0	4	0	0	4	0	11	0	11	20
Total	0	12	0	12	1	1	0	2	4	0	5	9	0	21	0	21	44
07:00 AM	0	3	1	4	1	9	0	10	1	0	3	4	0	15	0	15	33
07:15 AM	0	0	0	0	0	3	0	3	0	0	2	2	0	13	0	13	18
07:30 AM	0	0	2	2	0	3	0	3	0	0	0	0	0	10	0	10	15
07:45 AM	0	0	1	1	0	5	0	5	0	0	0	0	0	8	1	9	15
Total	0	3	4	7	1	20	0	21	1	0	5	6	0	46	1	47	81

*** BREAK ***

04:30 PM	0	0	0	0	2	10	0	12	1	0	7	8	0	10	1	11	31
04:45 PM	0	2	2	4	0	13	0	13	0	0	3	3	0	6	0	6	26
Total	0	2	2	4	2	23	0	25	1	0	10	11	0	16	1	17	57
05:00 PM	0	1	1	2	2	8	0	10	0	0	4	4	0	7	0	7	23
05:15 PM	1	2	3	6	2	17	0	19	0	0	1	1	0	9	0	9	35
05:30 PM	0	7	3	10	3	9	0	12	0	0	9	9	0	9	0	9	40
05:45 PM	0	2	0	2	4	12	0	16	0	0	12	12	0	9	0	9	39
Total	1	12	7	20	11	46	0	57	0	0	26	26	0	34	0	34	137
06:00 PM	0	2	2	4	1	10	0	11	0	0	6	6	0	5	0	5	26
06:15 PM	0	2	0	2	0	8	0	8	0	0	5	5	0	5	0	5	20
Grand Total	1	33	15	49	16	108	0	124	6	0	57	63	0	127	2	129	365
Apprch %	2	67.3	30.6		12.9	87.1	0		9.5	0	90.5		0	98.4	1.6		
Total %	0.3	9	4.1	13.4	4.4	29.6	0	34	1.6	0	15.6	17.3	0	34.8	0.5	35.3	
Passenger Vehicles %	1	27	14	42	14	106	0	120	5	0	52	57	0	123	2	125	344
Passenger Vehicles %	100	81.8	93.3	85.7	87.5	98.1	0	96.8	83.3	0	91.2	90.5	0	96.9	100	96.9	94.2
Heavy Vehicle %	0	6	1	7	0	2	0	2	1	0	5	6	0	4	0	4	19
Heavy Vehicle %	0	18.2	6.7	14.3	0	1.9	0	1.6	16.7	0	8.8	9.5	0	3.1	0	3.1	5.2
UTurns %	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
UTurns %	0	0	0	0	12.5	0	0	1.6	0	0	0	0	0	0	0	0	0.5

Start Time	FT HAMER ROAD Southbound				RIVER ISLE RUN Westbound				FORT HAMER PARK DRIVEWAY Northbound				RIVER ISLE RUN Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 06:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 06:45 AM

06:45 AM	0	5	0	5	0	0	0	0	4	0	0	4	0	11	0	11	20
07:00 AM	0	3	1	4	1	9	0	10	1	0	3	4	0	15	0	15	33
07:15 AM	0	0	0	0	0	3	0	3	0	0	2	2	0	13	0	13	18
07:30 AM	0	0	2	2	0	3	0	3	0	0	0	0	0	10	0	10	15
Total Volume	0	8	3	11	1	15	0	16	5	0	5	10	0	49	0	49	86
% App. Total	0	72.7	27.3		6.2	93.8	0		50	0	50		0	100	0		
PHF	.000	.400	.375	.550	.250	.417	.000	.400	.313	.000	.417	.625	.000	.817	.000	.817	.652

Intersection Turning Movement Count

Passenger Vehicles	0	4	3	7	1	14	0	15	4	0	2	6	0	48	0	48	76
% Passenger Vehicles	0	50.0	100	63.6	100	93.3	0	93.8	80.0	0	40.0	60.0	0	98.0	0	98.0	88.4
Heavy Vehicle	0	4	0	4	0	1	0	1	1	0	3	4	0	1	0	1	10
% Heavy Vehicle	0	50.0	0	36.4	0	6.7	0	6.3	20.0	0	60.0	40.0	0	2.0	0	2.0	11.6
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Analysis From 06:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	06:15 AM				07:00 AM				06:15 AM				06:45 AM			
+0 mins.	0	1	0	1	1	9	0	10	0	0	2	2	0	11	0	11
+15 mins.	0	4	0	4	0	3	0	3	0	0	3	3	0	15	0	15
+30 mins.	0	5	0	5	0	3	0	3	4	0	0	4	0	13	0	13
+45 mins.	0	3	1	4	0	5	0	5	1	0	3	4	0	10	0	10
Total Volume	0	13	1	14	1	20	0	21	5	0	8	13	0	49	0	49
% App. Total	0	92.9	7.1		4.8	95.2	0		38.5	0	61.5		0	100	0	
PHF	.000	.650	.250	.700	.250	.556	.000	.525	.313	.000	.667	.813	.000	.817	.000	.817
Passenger Vehicles	0	8	1	9	1	18	0	19	4	0	6	10	0	48	0	48
% Passenger Vehicles	0	61.5	100	64.3	100	90	0	90.5	80	0	75	76.9	0	98	0	98
Heavy Vehicle	0	5	0	5	0	2	0	2	1	0	2	3	0	1	0	1
% Heavy Vehicle	0	38.5	0	35.7	0	10	0	9.5	20	0	25	23.1	0	2	0	2
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Analysis From 04:15 PM to 06:15 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 05:15 PM

05:15 PM	1	2	3	6	2	17	0	19	0	0	1	1	0	9	0	9	35
05:30 PM	0	7	3	10	3	9	0	12	0	0	9	9	0	9	0	9	40
05:45 PM	0	2	0	2	4	12	0	16	0	0	12	12	0	9	0	9	39
06:00 PM	0	2	2	4	1	10	0	11	0	0	6	6	0	5	0	5	26
Total Volume	1	13	8	22	10	48	0	58	0	0	28	28	0	32	0	32	140
% App. Total	4.5	59.1	36.4		17.2	82.8	0		0	0	100		0	100	0		
PHF	.250	.464	.667	.550	.625	.706	.000	.763	.000	.000	.583	.583	.000	.889	.000	.889	.875
Passenger Vehicles	1	12	7	20	10	48	0	58	0	0	27	27	0	30	0	30	135
% Passenger Vehicles	100	92.3	87.5	90.9	100	100	0	100	0	0	96.4	96.4	0	93.8	0	93.8	96.4
Heavy Vehicle	0	1	1	2	0	0	0	0	0	0	1	1	0	2	0	2	5
% Heavy Vehicle	0	7.7	12.5	9.1	0	0	0	0	0	0	3.6	3.6	0	6.3	0	6.3	3.6
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Analysis From 04:15 PM to 06:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				05:15 PM				05:30 PM				05:00 PM			
+0 mins.	0	2	2	4	2	17	0	19	0	0	9	9	0	7	0	7
+15 mins.	0	1	1	2	3	9	0	12	0	0	12	12	0	9	0	9
+30 mins.	1	2	3	6	4	12	0	16	0	0	6	6	0	9	0	9
+45 mins.	0	7	3	10	1	10	0	11	0	0	5	5	0	9	0	9
Total Volume	1	12	9	22	10	48	0	58	0	0	32	32	0	34	0	34
% App. Total	4.5	54.5	40.9		17.2	82.8	0		0	0	100		0	100	0	
PHF	.250	.429	.750	.550	.625	.706	.000	.763	.000	.000	.667	.667	.000	.944	.000	.944
Passenger Vehicles	1	11	9	21	10	48	0	58	0	0	31	31	0	33	0	33

Intersection Turning Movement Count

City/County: Ft Hamer/Manatee
 Weather: Clear
 Comments:

File Name : Rivelsle&Park
 Site Code : 23022
 Start Date : 1/24/2024
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	FT HAMER ROAD Southbound				RIVER ISLE RUN Westbound				FORT HAMER PARK DRIVEWAY Northbound				RIVER ISLE RUN Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:00 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	1	0	1	3
06:15 AM	0	1	0	1	0	0	0	0	0	0	2	2	0	6	0	6	9
06:30 AM	0	3	0	3	0	1	0	1	0	0	2	2	0	3	0	3	9
06:45 AM	0	4	0	4	0	0	0	0	3	0	0	3	0	11	0	11	18
Total	0	10	0	10	0	1	0	1	3	0	4	7	0	21	0	21	39
07:00 AM	0	0	1	1	1	8	0	9	1	0	2	3	0	15	0	15	28
07:15 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	12	0	12	15
07:30 AM	0	0	2	2	0	3	0	3	0	0	0	0	0	10	0	10	15
07:45 AM	0	0	1	1	0	4	0	4	0	0	0	0	0	8	1	9	14
Total	0	0	4	4	1	18	0	19	1	0	2	3	0	45	1	46	72

*** BREAK ***

04:30 PM	0	0	0	0	2	10	0	12	1	0	7	8	0	9	1	10	30
04:45 PM	0	2	2	4	0	13	0	13	0	0	3	3	0	6	0	6	26
Total	0	2	2	4	2	23	0	25	1	0	10	11	0	15	1	16	56
05:00 PM	0	1	1	2	1	8	0	9	0	0	4	4	0	7	0	7	22
05:15 PM	1	1	3	5	2	17	0	19	0	0	1	1	0	9	0	9	34
05:30 PM	0	7	3	10	3	9	0	12	0	0	8	8	0	8	0	8	38
05:45 PM	0	2	0	2	4	12	0	16	0	0	12	12	0	9	0	9	39
Total	1	11	7	19	10	46	0	56	0	0	25	25	0	33	0	33	133
06:00 PM	0	2	1	3	1	10	0	11	0	0	6	6	0	4	0	4	24
06:15 PM	0	2	0	2	0	8	0	8	0	0	5	5	0	5	0	5	20
Grand Total	1	27	14	42	14	106	0	120	5	0	52	57	0	123	2	125	344
Apprch %	2.4	64.3	33.3		11.7	88.3	0		8.8	0	91.2		0	98.4	1.6		
Total %	0.3	7.8	4.1	12.2	4.1	30.8	0	34.9	1.5	0	15.1	16.6	0	35.8	0.6	36.3	

Start Time	FT HAMER ROAD Southbound				RIVER ISLE RUN Westbound				FORT HAMER PARK DRIVEWAY Northbound				RIVER ISLE RUN Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 06:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 06:45 AM

06:45 AM	0	4	0	4	0	0	0	0	3	0	0	3	0	11	0	11	18
07:00 AM	0	0	1	1	1	8	0	9	1	0	2	3	0	15	0	15	28
07:15 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	12	0	12	15
07:30 AM	0	0	2	2	0	3	0	3	0	0	0	0	0	10	0	10	15
Total	0	4	3	7	1	14	0	15	4	0	2	6	0	48	0	48	76
% App. Total	0	57.1	42.9		6.7	93.3	0		66.7	0	33.3		0	100	0		
PHF	.000	.250	.375	.438	.250	.438	.000	.417	.333	.000	.250	.500	.000	.800	.000	.800	.679

Intersection Turning Movement Count

File Name : Rivelsle&Park
 Site Code : 23022
 Start Date : 1/24/2024
 Page No : 2

Start Time	FT HAMER ROAD Southbound				RIVER ISLE RUN Westbound				FORT HAMER PARK DRIVEWAY Northbound				RIVER ISLE RUN Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 06:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	06:00 AM				07:00 AM				06:15 AM				06:45 AM			
+0 mins.	0	2	0	2	1	8	0	9	0	0	2	2	0	11	0	11
+15 mins.	0	1	0	1	0	3	0	3	0	0	2	2	0	15	0	15
+30 mins.	0	3	0	3	0	3	0	3	3	0	0	3	0	12	0	12
+45 mins.	0	4	0	4	0	4	0	4	1	0	2	3	0	10	0	10
Total Volume	0	10	0	10	1	18	0	19	4	0	6	10	0	48	0	48
% App. Total	0	100	0		5.3	94.7	0		40	0	60		0	100	0	
PHF	.000	.625	.000	.625	.250	.563	.000	.528	.333	.000	.750	.833	.000	.800	.000	.800

Peak Hour Analysis From 04:15 PM to 06:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:15 PM

05:15 PM	1	1	3	5	2	17	0	19	0	0	1	1	0	9	0	9	34
05:30 PM	0	7	3	10	3	9	0	12	0	0	8	8	0	8	0	8	38
05:45 PM	0	2	0	2	4	12	0	16	0	0	12	12	0	9	0	9	39
06:00 PM	0	2	1	3	1	10	0	11	0	0	6	6	0	4	0	4	24
Total Volume	1	12	7	20	10	48	0	58	0	0	27	27	0	30	0	30	135
% App. Total	5	60	35		17.2	82.8	0		0	0	100		0	100	0		
PHF	.250	.429	.583	.500	.625	.706	.000	.763	.000	.000	.563	.563	.000	.833	.000	.833	.865

Peak Hour Analysis From 04:15 PM to 06:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				05:15 PM				05:30 PM				05:00 PM			
+0 mins.	0	2	2	4	2	17	0	19	0	0	8	8	0	7	0	7
+15 mins.	0	1	1	2	3	9	0	12	0	0	12	12	0	9	0	9
+30 mins.	1	1	3	5	4	12	0	16	0	0	6	6	0	8	0	8
+45 mins.	0	7	3	10	1	10	0	11	0	0	5	5	0	9	0	9
Total Volume	1	11	9	21	10	48	0	58	0	0	31	31	0	33	0	33
% App. Total	4.8	52.4	42.9		17.2	82.8	0		0	0	100		0	100	0	
PHF	.250	.393	.750	.525	.625	.706	.000	.763	.000	.000	.646	.646	.000	.917	.000	.917

Intersection Turning Movement Count

City/County: Ft Hamer/Manatee
 Weather: Clear
 Comments:

File Name : Rivelsle&Park
 Site Code : 23022
 Start Date : 1/24/2024
 Page No : 1

Groups Printed- Heavy Vehicle

Start Time	FT HAMER ROAD Southbound				RIVER ISLE RUN Westbound				FORT HAMER PARK DRIVEWAY Northbound				RIVER ISLE RUN Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
*** BREAK ***																	
06:30 AM	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0	2
06:45 AM	0	1	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
Total	0	2	0	2	0	0	0	0	1	0	1	2	0	0	0	0	4
07:00 AM	0	3	0	3	0	1	0	1	0	0	1	1	0	0	0	0	5
07:15 AM	0	0	0	0	0	0	0	0	0	0	2	2	0	1	0	1	3
*** BREAK ***																	
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	3	0	3	0	2	0	2	0	0	3	3	0	1	0	1	9
*** BREAK ***																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
*** BREAK ***																	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
*** BREAK ***																	
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1	2
*** BREAK ***																	
Total	0	1	0	1	0	0	0	0	0	0	1	1	0	1	0	1	3
06:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	2
*** BREAK ***																	
Grand Total	0	6	1	7	0	2	0	2	1	0	5	6	0	4	0	4	19
Apprch %	0	85.7	14.3		0	100	0		16.7	0	83.3		0	100	0		
Total %	0	31.6	5.3	36.8	0	10.5	0	10.5	5.3	0	26.3	31.6	0	21.1	0	21.1	

Start Time	FT HAMER ROAD Southbound				RIVER ISLE RUN Westbound				FORT HAMER PARK DRIVEWAY Northbound				RIVER ISLE RUN Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 06:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 06:30 AM

06:30 AM	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0	2
06:45 AM	0	1	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
07:00 AM	0	3	0	3	0	1	0	1	0	0	1	1	0	0	0	0	5
07:15 AM	0	0	0	0	0	0	0	0	0	0	2	2	0	1	0	1	3
Total Volume	0	5	0	5	0	1	0	1	1	0	4	5	0	1	0	1	12
% App. Total	0	100	0		0	100	0		20	0	80		0	100	0		
PHF	.000	.417	.000	.417	.000	.250	.000	.250	.250	.000	.500	.625	.000	.250	.000	.250	.600

Intersection Turning Movement Count

File Name : Rivelsle&Park
 Site Code : 23022
 Start Date : 1/24/2024
 Page No : 2

Start Time	FT HAMER ROAD Southbound				RIVER ISLE RUN Westbound				FORT HAMER PARK DRIVEWAY Northbound				RIVER ISLE RUN Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 06:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	06:15 AM				07:00 AM				06:30 AM				06:30 AM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	1	0	0	1	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0
+45 mins.	0	3	0	3	0	1	0	1	0	0	2	2	0	1	0	1
Total Volume	0	5	0	5	0	2	0	2	1	0	4	5	0	1	0	1
% App. Total	0	100	0		0	100	0		20	0	80		0	100	0	
PHF	.000	.417	.000	.417	.000	.500	.000	.500	.250	.000	.500	.625	.000	.250	.000	.250

Peak Hour Analysis From 04:15 PM to 06:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:15 PM

05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	2
Total Volume	0	1	1	2	0	0	0	0	0	0	1	1	0	2	0	2	5
% App. Total	0	50	50		0	0	0		0	0	100		0	100	0		
PHF	.000	.250	.250	.500	.000	.000	.000	.000	.000	.000	.250	.250	.000	.500	.000	.500	.625

Peak Hour Analysis From 04:15 PM to 06:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:15 PM				04:15 PM				04:45 PM				05:15 PM			
+0 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	1	1	0	0	0	0	0	0	1	1	0	1	0	1
Total Volume	0	1	1	2	0	0	0	0	0	0	1	1	0	2	0	2
% App. Total	0	50	50		0	0	0		0	0	100		0	100	0	
PHF	.000	.250	.250	.500	.000	.000	.000	.000	.000	.000	.250	.250	.000	.500	.000	.500

Intersection Turning Movement Count

City/County: Ft Hamer/Manatee
 Weather: Clear
 Comments:

File Name : Rivelsie&Park
 Site Code : 23022
 Start Date : 1/24/2024
 Page No : 1

Groups Printed- UTurns

Start Time	FT HAMER ROAD Southbound				RIVER ISLE RUN Westbound				FORT HAMER PARK DRIVEWAY Northbound				RIVER ISLE RUN Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
*** BREAK ***																	
06:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
05:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
Grand Total	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
Apprch %	0	0	0		100	0	0		0	0	0		0	0	0		
Total %	0	0	0	0	100	0	0	100	0	0	0	0	0	0	0	0	

Start Time	FT HAMER ROAD Southbound				RIVER ISLE RUN Westbound				FORT HAMER PARK DRIVEWAY Northbound				RIVER ISLE RUN Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:00 AM																	
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
% App. Total	0	0	0		100	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250

Peak Hour Analysis From 06:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	06:00 AM				06:00 AM				06:00 AM				06:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
% App. Total	0	0	0		100	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000

Intersection Turning Movement Count

File Name : Rivelsle&Park
 Site Code : 23022
 Start Date : 1/24/2024
 Page No : 2

Start Time	FT HAMER ROAD Southbound				RIVER ISLE RUN Westbound				FORT HAMER PARK DRIVEWAY Northbound				RIVER ISLE RUN Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 06:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
% App. Total	0	0	0		100	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250

Peak Hour Analysis From 04:15 PM to 06:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

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

Intersection Pedestrian & Bicycle Count

Date: 1/24/24

Day: Wednesday

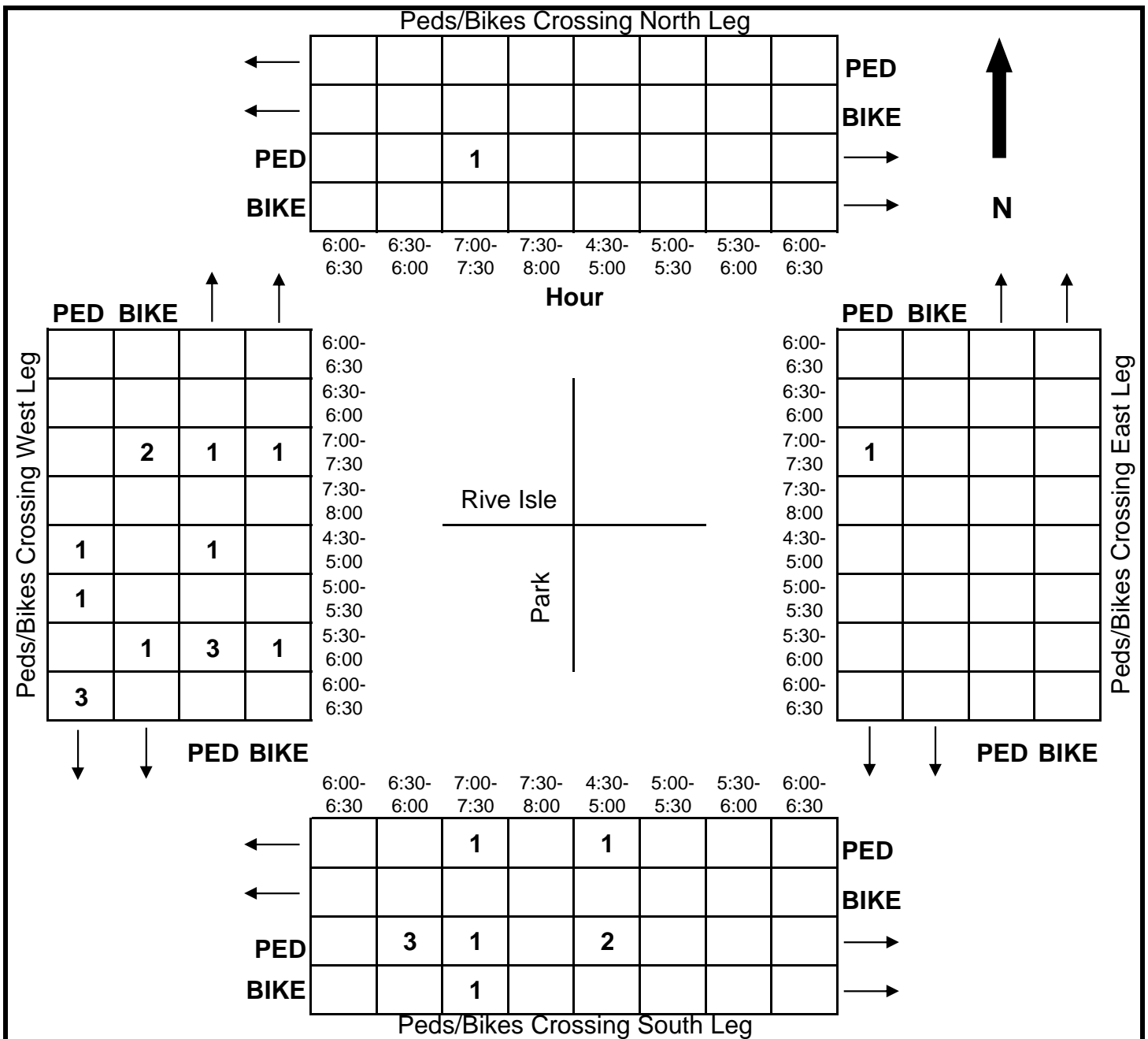
Count Times: 6-8am & 4:30-6:30pm

Weather: Clear

Intersection: Rive Isle Run at Ft Hamer Park

Comments: _____

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



Volume Count Report

Start Date: August 22, 2023
 Stop Date: August 23, 2023
 City: Ft Hamer
 Location: Mulholland Rd east of Ft Hamer Rd

Start Time: 0:00
 Stop Time: 0:00
 County: Manatee

GPS: 27.535290
 -82.422900

Eastbound Volume

Tuesday, August 22, 2023

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	2	2	3	0	2	2	6	17	20	18	16
30	2	0	0	1	0	0	5	8	17	19	13	17
45	4	1	3	1	1	0	6	14	19	15	9	22
00	0	1	0	0	2	5	10	13	18	25	19	20
Hr Total	10	4	5	5	3	7	23	41	71	79	59	75

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	20	19	12	26	38	44	44	29	23	13	5	2
30	22	22	23	44	41	47	32	29	35	23	13	4
45	28	23	23	46	47	49	34	30	31	15	10	3
00	22	20	39	40	26	49	19	19	22	11	6	3
Hr Total	92	84	97	156	152	189	129	107	111	62	34	12

24 Hour Total: 1,607
 AM Peak Hour begins: 9:00
 PM Peak Hour begins: 17:00
 AM Peak Volume: 79
 PM Peak Volume: 189
 AM Peak Hour Factor: 0.79
 PM Peak Hour Factor: 0.96

Westbound Volume

Tuesday, August 22, 2023

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	0	1	0	9	35	49	46	31	24	16
30	1	1	0	2	2	14	34	45	35	20	23	23
45	3	1	1	1	5	4	57	56	27	25	16	15
00	2	0	3	3	7	20	67	54	41	24	17	21
Hr Total	8	3	4	7	14	47	193	204	149	100	80	75

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	13	18	30	37	17	23	25	13	7	7	4	0
30	24	22	22	20	18	15	26	19	9	9	5	0
45	13	19	30	34	20	26	18	15	9	5	1	2
00	20	17	23	27	27	21	16	10	6	6	3	1
Hr Total	70	76	105	118	82	85	85	57	31	27	13	3

24 Hour Total: 1,636
 AM Peak Hour begins: 6:30
 PM Peak Hour begins: 15:00
 AM Peak Volume: 218
 PM Peak Volume: 118
 AM Peak Hour Factor: 0.81
 PM Peak Hour Factor: 0.80

Total Volume

Tuesday, August 22, 2023

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	3	2	4	0	11	37	55	63	51	42	32
30	3	1	0	3	2	14	39	53	52	39	36	40
45	7	2	4	2	6	4	63	70	46	40	25	37
00	2	1	3	3	9	25	77	67	59	49	36	41
Hr Total	18	7	9	12	17	54	216	245	220	179	139	150

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	33	37	42	63	55	67	69	42	30	20	9	2
30	46	44	45	64	59	62	58	48	44	32	18	4
45	41	42	53	80	67	75	52	45	40	20	11	5
00	42	37	62	67	53	70	35	29	28	17	9	4
Hr Total	162	160	202	274	234	274	214	164	142	89	47	15

24 Hour Total: 3,243
 AM Peak Hour begins: 6:45
 PM Peak Hour begins: 17:15
 AM Peak Volume: 255
 PM Peak Volume: 276
 AM Peak Hour Factor: 0.83
 PM Peak Hour Factor: 0.92

Volume Count Report

Start Date: August 23, 2023
 Stop Date: August 24, 2023
 City: Ft Hamer
 Location: Mulholland Rd east of Ft Hamer Rd

Start Time: 0:00
 Stop Time: 0:00
 County: Manatee

GPS: 27.535290
 -82.422900

Eastbound Volume

Wednesday, August 23, 2023

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	0	6	1	0	2	3	10	24	17	11	25
30	2	0	1	0	0	0	2	14	15	22	23	17
45	1	2	2	1	0	1	3	9	17	16	16	22
00	3	0	1	0	1	6	8	18	29	19	15	20
Hr Total	9	2	10	2	1	9	16	51	85	74	65	84

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	27	23	27	37	43	48	49	31	31	20	12	7
30	20	21	18	44	34	37	40	31	26	19	5	2
45	29	26	23	60	45	52	30	30	19	12	5	5
00	32	30	32	47	50	48	38	26	28	12	2	5
Hr Total	108	100	100	188	172	185	157	118	104	63	24	19

24 Hour Total: 1,746
 AM Peak Hour begins: 8:00 AM Peak Volume: 85 AM Peak Hour Factor: 0.73
 PM Peak Hour begins: 15:15 PM Peak Volume: 194 PM Peak Hour Factor: 0.81

Westbound Volume

Wednesday, August 23, 2023

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	4	1	1	9	32	55	60	24	25	14
30	2	0	0	0	4	9	35	42	40	31	16	16
45	0	0	2	1	1	11	43	59	28	24	25	29
00	1	0	0	2	4	24	65	53	33	25	17	18
Hr Total	4	0	6	4	10	53	175	209	161	104	83	77

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	27	19	29	30	21	30	31	18	9	9	8	0
30	19	34	27	24	20	27	20	19	7	8	2	2
45	20	37	30	22	23	32	15	16	9	14	3	1
00	23	25	31	38	31	27	17	19	5	4	4	2
Hr Total	89	115	117	114	95	116	83	72	30	35	17	5

24 Hour Total: 1,774
 AM Peak Hour begins: 6:45 AM Peak Volume: 221 AM Peak Hour Factor: 0.85
 PM Peak Hour begins: 13:15 PM Peak Volume: 125 PM Peak Hour Factor: 0.84

Total Volume

Wednesday, August 23, 2023

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	0	10	2	1	11	35	65	84	41	36	39
30	4	0	1	0	4	9	37	56	55	53	39	33
45	1	2	4	2	1	12	46	68	45	40	41	51
00	4	0	1	2	5	30	73	71	62	44	32	38
Hr Total	13	2	16	6	11	62	191	260	246	178	148	161

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	54	42	56	67	64	78	80	49	40	29	20	7
30	39	55	45	68	54	64	60	50	33	27	7	4
45	49	63	53	82	68	84	45	46	28	26	8	6
00	55	55	63	85	81	75	55	45	33	16	6	7
Hr Total	197	215	217	302	267	301	240	190	134	98	41	24

24 Hour Total: 3,520
 AM Peak Hour begins: 7:15 AM Peak Volume: 279 AM Peak Hour Factor: 0.83
 PM Peak Hour begins: 16:45 PM Peak Volume: 307 PM Peak Hour Factor: 0.91

Volume Count Report

2-Day Average

Start Date: August 22, 2023
 Stop Date: August 24, 2023
 City: Ft Hamer
 Location: Mulholland Rd east of Ft Hamer Rd

Start Time: 0:00
 Stop Time: 0:00
 County: Manatee

GPS: 27.535290
 -82.422900

Eastbound Volume

2-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	1	4	2	0	2	3	8	21	19	15	21
30	2	0	1	1	0	0	4	11	16	21	18	17
45	3	2	3	1	1	1	5	12	18	16	13	22
00	2	1	1	0	2	6	9	16	24	22	17	20
Hr Total	10	3	8	4	2	8	20	46	78	77	62	80

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	24	21	20	32	41	46	47	30	27	17	9	5
30	21	22	21	44	38	42	36	30	31	21	9	3
45	29	25	23	53	46	51	32	30	25	14	8	4
00	27	25	36	44	38	49	29	23	25	12	4	4
Hr Total	100	92	99	172	162	187	143	113	108	63	29	16

24 Hour Total: 1,677
 AM Peak Hour begins: 8:30 AM Peak Volume: 81 AM Peak Hour Factor: 0.86
 PM Peak Hour begins: 17:15 PM Peak Volume: 188 PM Peak Hour Factor: 0.93

Westbound Volume

2-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	2	1	1	9	34	52	53	28	25	15
30	2	1	0	1	3	12	35	44	38	26	20	20
45	2	1	2	1	3	8	50	58	28	25	21	22
00	2	0	2	3	6	22	66	54	37	25	17	20
Hr Total	6	2	5	6	12	50	184	207	155	102	82	76

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	20	19	30	34	19	27	28	16	8	8	6	0
30	22	28	25	22	19	21	23	19	8	9	4	1
45	17	28	30	28	22	29	17	16	9	10	2	2
00	22	21	27	33	29	24	17	15	6	5	4	2
Hr Total	80	96	111	116	89	101	84	65	31	31	15	4

24 Hour Total: 1,705
 AM Peak Hour begins: 6:45 AM Peak Volume: 219 AM Peak Hour Factor: 0.83
 PM Peak Hour begins: 15:00 PM Peak Volume: 116 PM Peak Hour Factor: 0.87

Total Volume

2-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	2	6	3	1	11	36	60	74	46	39	36
30	4	1	1	2	3	12	38	55	54	46	38	37
45	4	2	4	2	4	8	55	69	46	40	33	44
00	3	1	2	3	7	28	75	69	61	47	34	40
Hr Total	16	5	13	9	14	58	204	253	233	179	144	156

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	44	40	49	65	60	73	75	46	35	25	15	5
30	43	50	45	66	57	63	59	49	39	30	13	4
45	45	53	53	81	68	80	49	46	34	23	10	6
00	49	46	63	76	67	73	45	37	31	17	8	6
Hr Total	180	188	210	288	251	288	227	177	138	94	44	20

24 Hour Total: 3,382
 AM Peak Hour begins: 7:15 AM Peak Volume: 266 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 17:15 PM Peak Volume: 290 PM Peak Hour Factor: 0.91

Volume Count Report

Start Date: August 22, 2023
 Stop Date: August 23, 2023
 City: Ft Hamer
 Location: Old Tampa Rd west of Ft Hamer Rd

Start Time: 0:00
 Stop Time: 0:00
 County: Manatee

GPS: 27.548391
 -82.427112

Eastbound Volume

Tuesday, August 22, 2023

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	1	1	0	1	10	45	163	122	66	75	73
30	1	0	2	2	2	8	76	122	80	65	66	64
45	0	0	0	0	6	18	136	138	95	79	59	71
00	1	3	0	2	5	21	138	157	85	55	73	53
Hr Total	8	4	3	4	14	57	395	580	382	265	273	261

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	64	82	77	82	93	86	49	50	34	29	13	4
30	60	65	77	94	76	77	61	44	25	22	9	7
45	61	59	84	63	88	66	62	47	40	22	11	1
00	72	66	75	78	99	70	41	28	29	12	8	2
Hr Total	257	272	313	317	356	299	213	169	128	85	41	14

24 Hour Total: 4,710
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 16:00
 AM Peak Volume: 580
 PM Peak Volume: 356
 AM Peak Hour Factor: 0.89
 PM Peak Hour Factor: 0.90

Westbound Volume

Tuesday, August 22, 2023

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	4	2	0	1	3	14	43	92	57	50	53
30	0	1	1	2	4	7	22	59	69	57	71	53
45	2	1	2	1	4	4	32	40	61	57	66	60
00	0	1	0	0	7	16	44	82	59	58	45	73
Hr Total	4	7	5	3	16	30	112	224	281	229	232	239

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	60	60	66	84	124	121	119	67	40	22	17	8
30	78	64	74	100	135	130	110	33	37	28	19	4
45	76	63	61	140	109	135	91	43	39	20	7	5
00	67	71	89	136	129	130	66	53	34	22	6	3
Hr Total	281	258	290	460	497	516	386	196	150	92	49	20

24 Hour Total: 4,577
 AM Peak Hour begins: 7:45
 PM Peak Hour begins: 15:30
 AM Peak Volume: 304
 PM Peak Volume: 535
 AM Peak Hour Factor: 0.83
 PM Peak Hour Factor: 0.96

Total Volume

Tuesday, August 22, 2023

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	5	3	0	2	13	59	206	214	123	125	126
30	1	1	3	4	6	15	98	181	149	122	137	117
45	2	1	2	1	10	22	168	178	156	136	125	131
00	1	4	0	2	12	37	182	239	144	113	118	126
Hr Total	12	11	8	7	30	87	507	804	663	494	505	500

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	124	142	143	166	217	207	168	117	74	51	30	12
30	138	129	151	194	211	207	171	77	62	50	28	11
45	137	122	145	203	197	201	153	90	79	42	18	6
00	139	137	164	214	228	200	107	81	63	34	14	5
Hr Total	538	530	603	777	853	815	599	365	278	177	90	34

24 Hour Total: 9,287
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 16:00
 AM Peak Volume: 812
 PM Peak Volume: 853
 AM Peak Hour Factor: 0.85
 PM Peak Hour Factor: 0.94

Volume Count Report

Start Date: August 23, 2023
 Stop Date: August 24, 2023
 City: Ft Hamer
 Location: Old Tampa Rd west of Ft Hamer Rd

Start Time: 0:00
 Stop Time: 0:00
 County: Manatee

GPS: 27.548391
 -82.427112

Eastbound Volume

Wednesday, August 23, 2023

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	0	0	0	8	46	152	131	69	65	61
30	1	0	2	1	3	11	73	125	78	82	57	74
45	2	1	1	1	5	19	149	132	61	52	45	69
00	0	1	0	4	3	17	150	144	81	74	65	60
Hr Total	5	2	3	6	11	55	418	553	351	277	232	264

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	85	58	74	105	86	87	68	48	36	16	12	9
30	76	72	72	91	73	93	60	40	38	27	13	3
45	78	71	88	85	82	76	68	34	42	20	9	1
00	64	89	70	76	64	94	65	23	25	19	6	2
Hr Total	303	290	304	357	305	350	261	145	141	82	40	15

24 Hour Total: 4,770
 AM Peak Hour begins: 6:30 AM Peak Volume: 576 AM Peak Hour Factor: 0.95
 PM Peak Hour begins: 15:00 PM Peak Volume: 357 PM Peak Hour Factor: 0.85

Westbound Volume

Wednesday, August 23, 2023

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	2	1	0	2	1	18	53	91	64	52	61
30	2	1	1	0	2	7	25	68	89	52	46	69
45	2	0	0	0	2	5	24	61	68	63	65	85
00	3	0	0	2	5	14	37	51	71	63	61	63
Hr Total	11	3	2	2	11	27	104	233	319	242	224	278

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	70	70	79	69	128	141	121	57	36	38	20	14
30	78	78	73	103	120	141	100	51	48	32	13	6
45	72	68	92	110	137	162	109	72	37	21	10	5
00	62	69	98	144	106	127	65	58	29	17	8	2
Hr Total	282	285	342	426	491	571	395	238	150	108	51	27

24 Hour Total: 4,822
 AM Peak Hour begins: 8:00 AM Peak Volume: 319 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 17:00 PM Peak Volume: 571 PM Peak Hour Factor: 0.88

Total Volume

Wednesday, August 23, 2023

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	2	1	0	2	9	64	205	222	133	117	122
30	3	1	3	1	5	18	98	193	167	134	103	143
45	4	1	1	1	7	24	173	193	129	115	110	154
00	3	1	0	6	8	31	187	195	152	137	126	123
Hr Total	16	5	5	8	22	82	522	786	670	519	456	542

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	155	128	153	174	214	228	189	105	72	54	32	23
30	154	150	145	194	193	234	160	91	86	59	26	9
45	150	139	180	195	219	238	177	106	79	41	19	6
00	126	158	168	220	170	221	130	81	54	36	14	4
Hr Total	585	575	646	783	796	921	656	383	291	190	91	42

24 Hour Total: 9,592
 AM Peak Hour begins: 7:15 AM Peak Volume: 803 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 17:00 PM Peak Volume: 921 PM Peak Hour Factor: 0.97

Volume Count Report

2-Day Average

Start Date: August 22, 2023	Start Time: 0:00	GPS: 27.548391
Stop Date: August 24, 2023	Stop Time: 0:00	-82.427112
City: Ft Hamer	County: Manatee	
Location: Old Tampa Rd west of Ft Hamer Rd		

Eastbound Volume

2-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	1	1	0	1	9	46	158	127	68	70	67
30	1	0	2	2	3	10	75	124	79	74	62	69
45	1	1	1	1	6	19	143	135	78	66	52	70
00	1	2	0	3	4	19	144	151	83	65	69	57
Hr Total	7	3	3	5	13	56	407	567	367	271	253	263

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	75	70	76	94	90	87	59	49	35	23	13	7
30	68	69	75	93	75	85	61	42	32	25	11	5
45	70	65	86	74	85	71	65	41	41	21	10	1
00	68	78	73	77	82	82	53	26	27	16	7	2
Hr Total	280	281	309	337	331	325	237	157	135	84	41	15

24 Hour Total:	4,740				
AM Peak Hour begins:	6:30	AM Peak Volume:	568	AM Peak Hour Factor:	0.90
PM Peak Hour begins:	14:30	PM Peak Volume:	345	PM Peak Hour Factor:	0.92

Westbound Volume

2-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	3	2	0	2	2	16	48	92	61	51	57
30	1	1	1	1	3	7	24	64	79	55	59	61
45	2	1	1	1	3	5	28	51	65	60	66	73
00	2	1	0	1	6	15	41	67	65	61	53	68
Hr Total	8	5	4	3	14	29	108	229	300	236	228	259

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	65	65	73	77	126	131	120	62	38	30	19	11
30	78	71	74	102	128	136	105	42	43	30	16	5
45	74	66	77	125	123	149	100	58	38	21	9	5
00	65	70	94	140	118	129	66	56	32	20	7	3
Hr Total	282	272	316	443	494	544	391	217	150	100	50	24

24 Hour Total:	4,700				
AM Peak Hour begins:	7:45	AM Peak Volume:	302	AM Peak Hour Factor:	0.82
PM Peak Hour begins:	17:00	PM Peak Volume:	544	PM Peak Hour Factor:	0.91

Total Volume

2-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	4	2	0	2	11	62	206	218	128	121	124
30	2	1	3	3	6	17	98	187	158	128	120	130
45	3	1	2	1	9	23	171	186	143	126	118	143
00	2	3	0	4	10	34	185	217	148	125	122	125
Hr Total	14	8	7	8	26	85	515	795	667	507	481	521

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	140	135	148	170	216	218	179	111	73	53	31	18
30	146	140	148	194	202	221	166	84	74	55	27	10
45	144	131	163	199	208	220	165	98	79	42	19	6
00	133	148	166	217	199	211	119	81	59	35	14	5
Hr Total	562	553	625	780	825	868	628	374	285	184	91	38

24 Hour Total:	9,440				
AM Peak Hour begins:	7:15	AM Peak Volume:	808	AM Peak Hour Factor:	0.93
PM Peak Hour begins:	17:00	PM Peak Volume:	868	PM Peak Hour Factor:	0.98

Volume Count Report

Start Date: August 22, 2023
 Stop Date: August 23, 2023
 City: Ft Hamer
 Location: Golf Course Rd east of Ft Hamer Rd

Start Time: 0:00
 Stop Time: 0:00
 County: Manatee

GPS: 27.557447
 -82.423136

Eastbound Volume

Tuesday, August 22, 2023

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	2	0	0	1	3	18	59	64	59	40	60
30	1	0	1	2	1	4	14	75	67	46	53	56
45	2	0	1	1	1	11	22	60	71	49	50	56
00	4	1	1	0	0	6	50	66	54	51	35	66
Hr Total	10	3	3	3	3	24	104	260	256	205	178	238

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	71	64	54	75	87	77	89	42	38	28	12	5
30	69	56	64	74	82	78	71	54	34	21	9	3
45	59	56	80	93	87	77	60	44	38	14	9	1
00	65	55	63	84	74	79	38	45	40	20	7	5
Hr Total	264	231	261	326	330	311	258	185	150	83	37	14

24 Hour Total: 3,737
 AM Peak Hour begins: 7:45
 PM Peak Hour begins: 15:30
 AM Peak Volume: 268
 PM Peak Volume: 346
 AM Peak Hour Factor: 0.94
 PM Peak Hour Factor: 0.93

Westbound Volume

Tuesday, August 22, 2023

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	0	1	2	19	46	59	66	52	55	59
30	1	1	0	0	10	16	45	45	65	61	54	72
45	1	0	1	2	10	16	81	71	60	60	62	56
00	0	0	0	2	12	26	93	68	59	49	46	54
Hr Total	3	2	1	5	34	77	265	243	250	222	217	241

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	64	60	58	80	52	82	47	25	18	8	4	1
30	61	53	60	49	59	87	46	35	20	7	4	1
45	71	66	69	58	60	75	25	32	17	4	5	3
00	54	57	59	69	69	47	46	20	9	4	4	1
Hr Total	250	236	246	256	240	291	164	112	64	23	17	6

24 Hour Total: 3,465
 AM Peak Hour begins: 6:15
 PM Peak Hour begins: 16:45
 AM Peak Volume: 278
 PM Peak Volume: 313
 AM Peak Hour Factor: 0.75
 PM Peak Hour Factor: 0.90

Total Volume

Tuesday, August 22, 2023

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	3	0	1	3	22	64	118	130	111	95	119
30	2	1	1	2	11	20	59	120	132	107	107	128
45	3	0	2	3	11	27	103	131	131	109	112	112
00	4	1	1	2	12	32	143	134	113	100	81	120
Hr Total	13	5	4	8	37	101	369	503	506	427	395	479

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	135	124	112	155	139	159	136	67	56	36	16	6
30	130	109	124	123	141	165	117	89	54	28	13	4
45	130	122	149	151	147	152	85	76	55	18	14	4
00	119	112	122	153	143	126	84	65	49	24	11	6
Hr Total	514	467	507	582	570	602	422	297	214	106	54	20

24 Hour Total: 7,202
 AM Peak Hour begins: 7:30
 PM Peak Hour begins: 16:45
 AM Peak Volume: 527
 PM Peak Volume: 619
 AM Peak Hour Factor: 0.98
 PM Peak Hour Factor: 0.94

Volume Count Report

Start Date: August 23, 2023
 Stop Date: August 24, 2023
 City: Ft Hamer
 Location: Golf Course Rd east of Ft Hamer Rd

Start Time: 0:00
 Stop Time: 0:00
 County: Manatee

GPS: 27.557447
 -82.423136

Eastbound Volume

Wednesday, August 23, 2023

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	3	1	1	1	2	4	66	74	55	39	58
30	3	2	2	0	0	2	16	70	71	51	47	57
45	1	0	1	3	0	6	32	59	49	48	54	59
00	4	1	1	0	2	5	47	62	52	55	47	69
Hr Total	9	6	5	4	3	15	99	257	246	209	187	243

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	57	60	57	75	90	74	67	46	46	27	13	9
30	70	57	60	101	80	75	70	42	46	17	12	5
45	49	48	80	90	86	89	61	45	38	26	12	4
00	68	59	69	92	95	93	58	42	34	12	9	1
Hr Total	244	224	266	358	351	331	256	175	164	82	46	19

24 Hour Total: 3,799
 AM Peak Hour begins: 7:30 AM Peak Volume: 266 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 15:15 PM Peak Volume: 373 PM Peak Hour Factor: 0.92

Westbound Volume

Wednesday, August 23, 2023

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	2	2	0	4	18	47	60	59	54	68	61
30	2	0	0	0	3	16	41	55	65	50	54	59
45	0	1	5	2	6	19	58	72	75	71	43	53
00	0	0	0	2	15	31	107	56	64	38	62	64
Hr Total	4	3	7	4	28	84	253	243	263	213	227	237

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	59	59	60	60	80	81	54	25	26	7	3	8
30	75	47	58	69	58	69	61	26	10	19	3	0
45	62	62	66	68	65	79	43	22	20	6	5	2
00	56	57	71	45	68	60	41	24	17	3	2	0
Hr Total	252	225	255	242	271	289	199	97	73	35	13	10

24 Hour Total: 3,527
 AM Peak Hour begins: 6:45 AM Peak Volume: 294 AM Peak Hour Factor: 0.69
 PM Peak Hour begins: 16:45 PM Peak Volume: 297 PM Peak Hour Factor: 0.92

Total Volume

Wednesday, August 23, 2023

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	5	3	1	5	20	51	126	133	109	107	119
30	5	2	2	0	3	18	57	125	136	101	101	116
45	1	1	6	5	6	25	90	131	124	119	97	112
00	4	1	1	2	17	36	154	118	116	93	109	133
Hr Total	13	9	12	8	31	99	352	500	509	422	414	480

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	116	119	117	135	170	155	121	71	72	34	16	17
30	145	104	118	170	138	144	131	68	56	36	15	5
45	111	110	146	158	151	168	104	67	58	32	17	6
00	124	116	140	137	163	153	99	66	51	15	11	1
Hr Total	496	449	521	600	622	620	455	272	237	117	59	29

24 Hour Total: 7,326
 AM Peak Hour begins: 6:45 AM Peak Volume: 536 AM Peak Hour Factor: 0.87
 PM Peak Hour begins: 15:15 PM Peak Volume: 635 PM Peak Hour Factor: 0.93

Volume Count Report

2-Day Average

Start Date: August 22, 2023	Start Time: 0:00	GPS: 27.557447
Stop Date: August 24, 2023	Stop Time: 0:00	-82.423136
City: Ft Hamer	County: Manatee	
Location: Golf Course Rd east of Ft Hamer Rd		

Eastbound Volume

2-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	3	1	1	1	3	11	63	69	57	40	59
30	2	1	2	1	1	3	15	73	69	49	50	57
45	2	0	1	2	1	9	27	60	60	49	52	58
00	4	1	1	0	1	6	49	64	53	53	41	68
Hr Total	10	5	4	4	3	20	102	259	251	207	183	241

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	64	62	56	75	89	76	78	44	42	28	13	7
30	70	57	62	88	81	77	71	48	40	19	11	4
45	54	52	80	92	87	83	61	45	38	20	11	3
00	67	57	66	88	85	86	48	44	37	16	8	3
Hr Total	254	228	264	342	341	321	257	180	157	83	42	17

24 Hour Total:	3,768			
AM Peak Hour begins:	7:15	AM Peak Volume:	265	AM Peak Hour Factor: 0.91
PM Peak Hour begins:	15:15	PM Peak Volume:	356	PM Peak Hour Factor: 0.97

Westbound Volume

2-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	2	1	1	3	19	47	60	63	53	62	60
30	2	1	0	0	7	16	43	50	65	56	54	66
45	1	1	3	2	8	18	70	72	68	66	53	55
00	0	0	0	2	14	29	100	62	62	44	54	59
Hr Total	4	3	4	5	31	81	259	243	257	218	222	239

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	62	60	59	70	66	82	51	25	22	8	4	5
30	68	50	59	59	59	78	54	31	15	13	4	1
45	67	64	68	63	63	77	34	27	19	5	5	3
00	55	57	65	57	69	54	44	22	13	4	3	1
Hr Total	251	231	251	249	256	290	182	105	69	29	15	8

24 Hour Total:	3,496			
AM Peak Hour begins:	6:45	AM Peak Volume:	281	AM Peak Hour Factor: 0.70
PM Peak Hour begins:	16:45	PM Peak Volume:	305	PM Peak Hour Factor: 0.94

Total Volume

2-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	4	2	1	4	21	58	122	132	110	101	119
30	4	2	2	1	7	19	58	123	134	104	104	122
45	2	1	4	4	9	26	97	131	128	114	105	112
00	4	1	1	2	15	34	149	126	115	97	95	127
Hr Total	13	7	8	8	34	100	361	502	508	425	405	480

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	126	122	115	145	155	157	129	69	64	35	16	12
30	138	107	121	147	140	155	124	79	55	32	14	5
45	121	116	148	155	149	160	95	72	57	25	16	5
00	122	114	131	145	153	140	92	66	50	20	11	4
Hr Total	505	458	514	591	596	611	439	285	226	112	57	25

24 Hour Total:	7,264			
AM Peak Hour begins:	6:45	AM Peak Volume:	524	AM Peak Hour Factor: 0.88
PM Peak Hour begins:	16:45	PM Peak Volume:	625	PM Peak Hour Factor: 0.98

Volume Count Report

Start Date: August 22, 2023
 Stop Date: August 22, 2023
 City: Ft Hamer
 Location: US 301 west of Ft Hamer Rd

Start Time: 0:00
 Stop Time: 0:00
 County: Manatee

GPS: 27.566420
 -82.430903

Eastbound Volume

Tuesday, August 22, 2023

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	8	2	1	4	17	80	188	153	138	118	118
30	12	1	3	7	11	27	104	199	168	113	127	143
45	5	6	5	4	10	28	156	168	143	115	135	140
00	5	7	3	8	13	44	223	184	179	121	134	144
Hr Total	27	22	13	20	38	116	563	739	643	487	514	545

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	162	165	153	188	209	198	158	121	95	68	33	18
30	156	169	188	169	184	211	150	134	113	60	28	19
45	195	141	144	186	196	182	127	95	103	47	21	7
00	163	169	168	206	184	168	132	120	93	35	19	18
Hr Total	676	644	653	749	773	759	567	470	404	210	101	62

24 Hour Total: 9,795
 AM Peak Hour begins: 6:45 AM Peak Volume: 778 AM Peak Hour Factor: 0.87
 PM Peak Hour begins: 15:45 PM Peak Volume: 795 PM Peak Hour Factor: 0.95

Westbound Volume

Tuesday, August 22, 2023

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	4	6	3	5	29	93	177	191	160	127	156
30	8	1	1	6	21	39	117	165	216	139	167	150
45	4	2	4	2	23	51	137	174	193	146	165	182
00	1	6	3	5	34	82	179	170	176	149	147	181
Hr Total	17	13	14	16	83	201	526	686	776	594	606	669

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	185	171	132	157	182	175	181	111	99	36	21	18
30	207	157	155	198	184	196	159	110	70	46	22	10
45	191	139	211	195	177	174	115	119	96	36	20	10
00	165	143	180	185	169	163	101	88	71	25	13	7
Hr Total	748	610	678	735	712	708	556	428	336	143	76	45

24 Hour Total: 9,976
 AM Peak Hour begins: 8:00 AM Peak Volume: 776 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 15:15 PM Peak Volume: 760 PM Peak Hour Factor: 0.96

Total Volume

Tuesday, August 22, 2023

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	12	8	4	9	46	173	365	344	298	245	274
30	20	2	4	13	32	66	221	364	384	252	294	293
45	9	8	9	6	33	79	293	342	336	261	300	322
00	6	13	6	13	47	126	402	354	355	270	281	325
Hr Total	44	35	27	36	121	317	1,089	1,425	1,419	1,081	1,120	1,214

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	347	336	285	345	391	373	339	232	194	104	54	36
30	363	326	343	367	368	407	309	244	183	106	50	29
45	386	280	355	381	373	356	242	214	199	83	41	17
00	328	312	348	391	353	331	233	208	164	60	32	25
Hr Total	1,424	1,254	1,331	1,484	1,485	1,467	1,123	898	740	353	177	107

24 Hour Total: 19,771
 AM Peak Hour begins: 6:45 AM Peak Volume: 1,473 AM Peak Hour Factor: 0.92
 PM Peak Hour begins: 15:30 PM Peak Volume: 1,531 PM Peak Hour Factor: 0.98

Volume Count Report

Start Date: August 23, 2023
 Stop Date: August 24, 2023
 City: Ft Hamer
 Location: US 301 west of Ft Hamer Rd

Start Time: 0:00
 Stop Time: 0:00
 County: Manatee

GPS: 27.566420
 -82.430903

Eastbound Volume

Wednesday, August 23, 2023

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	5	4	13	6	15	69	174	169	138	124	125
30	5	2	7	4	5	13	112	160	179	130	115	147
45	6	3	7	7	5	28	179	173	149	122	118	132
00	4	3	4	5	12	49	194	169	161	144	129	159
Hr Total	23	13	22	29	28	105	554	676	658	534	486	563

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	165	175	169	191	196	220	202	161	111	81	34	16
30	159	135	175	204	174	192	207	107	100	62	38	21
45	193	144	194	178	189	201	133	110	85	58	20	14
00	173	195	158	193	201	170	134	119	66	49	24	16
Hr Total	690	649	696	766	760	783	676	497	362	250	116	67

24 Hour Total: 10,003
 AM Peak Hour begins: 6:30 AM Peak Volume: 707 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 16:45 PM Peak Volume: 814 PM Peak Hour Factor: 0.93

Westbound Volume

Wednesday, August 23, 2023

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	3	7	3	14	36	103	184	176	183	152	182
30	5	8	4	4	10	33	123	192	221	156	161	173
45	3	5	8	1	17	53	141	174	229	143	148	184
00	5	4	6	8	31	67	153	176	196	119	150	192
Hr Total	20	20	25	16	72	189	520	726	822	601	611	731

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	184	190	168	153	187	200	157	115	77	45	27	11
30	199	154	131	198	223	187	115	120	74	42	18	13
45	174	155	230	198	155	216	165	112	67	26	11	5
00	187	159	203	190	191	198	117	95	57	30	15	4
Hr Total	744	658	732	739	756	801	554	442	275	143	71	33

24 Hour Total: 10,301
 AM Peak Hour begins: 8:15 AM Peak Volume: 829 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 17:00 PM Peak Volume: 801 PM Peak Hour Factor: 0.93

Total Volume

Wednesday, August 23, 2023

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	8	11	16	20	51	172	358	345	321	276	307
30	10	10	11	8	15	46	235	352	400	286	276	320
45	9	8	15	8	22	81	320	347	378	265	266	316
00	9	7	10	13	43	116	347	345	357	263	279	351
Hr Total	43	33	47	45	100	294	1,074	1,402	1,480	1,135	1,097	1,294

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	349	365	337	344	383	420	359	276	188	126	61	27
30	358	289	306	402	397	379	322	227	174	104	56	34
45	367	299	424	376	344	417	298	222	152	84	31	19
00	360	354	361	383	392	368	251	214	123	79	39	20
Hr Total	1,434	1,307	1,428	1,505	1,516	1,584	1,230	939	637	393	187	100

24 Hour Total: 20,304
 AM Peak Hour begins: 8:00 AM Peak Volume: 1,480 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 16:45 PM Peak Volume: 1,608 PM Peak Hour Factor: 0.96

Volume Count Report

2-Day Average

Start Date: August 22, 2023
 Stop Date: August 24, 2023
 City: Ft Hamer
 Location: US 301 west of Ft Hamer Rd

Start Time: 0:00
 Stop Time: 0:00
 County: Manatee

GPS: 27.566420
 -82.430903

Eastbound Volume

2-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	7	3	7	5	16	75	181	161	138	121	122
30	9	2	5	6	8	20	108	180	174	122	121	145
45	6	5	6	6	8	28	168	171	146	119	127	136
00	5	5	4	7	13	47	209	177	170	133	132	152
Hr Total	25	18	18	25	33	111	559	708	651	511	500	554

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	164	170	161	190	203	209	180	141	103	75	34	17
30	158	152	182	187	179	202	179	121	107	61	33	20
45	194	143	169	182	193	192	130	103	94	53	21	11
00	168	182	163	200	193	169	133	120	80	42	22	17
Hr Total	683	647	675	758	767	771	622	484	383	230	109	65

24 Hour Total: 9,899
 AM Peak Hour begins: 6:45 AM Peak Volume: 740 AM Peak Hour Factor: 0.89
 PM Peak Hour begins: 16:30 PM Peak Volume: 796 PM Peak Hour Factor: 0.95

Westbound Volume

2-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	4	7	3	10	33	98	181	184	172	140	169
30	7	5	3	5	16	36	120	179	219	148	164	162
45	4	4	6	2	20	52	139	174	211	145	157	183
00	3	5	5	7	33	75	166	173	186	134	149	187
Hr Total	19	17	20	16	78	195	523	706	799	598	609	700

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	185	181	150	155	185	188	169	113	88	41	24	15
30	203	156	143	198	204	192	137	115	72	44	20	12
45	183	147	221	197	166	195	140	116	82	31	16	8
00	176	151	192	188	180	181	109	92	64	28	14	6
Hr Total	746	634	705	737	734	755	555	435	306	143	74	39

24 Hour Total: 10,139
 AM Peak Hour begins: 8:00 AM Peak Volume: 799 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 15:30 PM Peak Volume: 772 PM Peak Hour Factor: 0.95

Total Volume

2-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	10	10	10	15	49	173	362	345	310	261	291
30	15	6	8	11	24	56	228	358	392	269	285	307
45	9	8	12	7	28	80	307	345	357	263	283	319
00	8	10	8	13	45	121	375	350	356	267	280	338
Hr Total	44	34	37	41	111	306	1,082	1,414	1,450	1,108	1,109	1,254

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	348	351	311	345	387	397	349	254	191	115	58	32
30	361	308	325	385	383	393	316	236	179	105	53	32
45	377	290	390	379	359	387	270	218	176	84	36	18
00	344	333	355	387	373	350	242	211	144	70	36	23
Hr Total	1,429	1,281	1,380	1,495	1,501	1,526	1,177	919	689	373	182	104

24 Hour Total: 20,038
 AM Peak Hour begins: 8:00 AM Peak Volume: 1,450 AM Peak Hour Factor: 0.92
 PM Peak Hour begins: 16:45 PM Peak Volume: 1,549 PM Peak Hour Factor: 0.98

1900	0	98	35	0	2	0	0	1	0	0	0	0	0	0	0	136
Hourly Total	1	628	218	1	19	0	0	4	0	0	0	0	0	0	4	875
1915	0	108	27	0	4	0	0	0	0	0	0	0	0	0	0	139
1930	1	94	27	0	2	0	0	0	0	0	0	0	0	0	0	124
1945	1	92	35	0	0	0	0	0	0	0	0	0	0	0	0	128
2000	1	96	35	0	2	0	0	0	0	0	0	0	0	0	0	134
Hourly Total	3	390	124	0	8	0	0	0	0	0	0	0	0	0	0	525
2015	0	71	24	0	0	0	0	1	0	0	0	0	0	0	0	96
2030	0	93	25	0	3	0	0	1	0	0	0	0	0	0	0	122
2045	1	84	21	0	0	0	0	0	0	0	0	0	0	0	0	106
2100	0	72	19	0	2	0	0	0	0	0	0	0	0	0	0	93
Hourly Total	1	320	89	0	5	0	0	2	0	0	0	0	0	0	0	417
2115	0	47	13	0	3	0	0	0	0	0	0	0	0	0	0	63
2130	1	57	17	0	3	0	0	0	0	0	0	0	0	0	0	78
2145	0	39	7	0	1	0	0	0	0	0	0	0	0	0	0	47
2200	0	47	6	0	0	0	0	0	0	0	0	0	0	0	0	53
Hourly Total	1	190	43	0	7	0	0	0	0	0	0	0	0	0	0	241
2215	1	31	10	0	0	0	0	0	0	0	0	0	0	0	0	42
2230	0	37	10	0	0	0	0	0	0	0	0	0	0	0	0	47
2245	0	22	9	0	1	0	0	0	0	0	0	0	0	0	0	32
2300	0	15	2	0	0	0	0	0	0	0	0	0	0	0	0	17
Hourly Total	1	105	31	0	1	0	0	0	0	0	0	0	0	0	0	138
2315	0	17	2	0	0	0	0	0	0	0	0	0	0	0	0	19
2330	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0	15
2345	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
2400	0	7	3	0	1	0	0	0	0	0	0	0	0	0	0	11
Hourly Total	0	47	8	0	1	0	0	0	0	0	0	0	0	0	0	56
DAILY TOTAL	41	6360	2412	36	251	50	1	73	13	0	0	0	0	0	47	9284
Percentages	0.4%	68.5%	26.0%	0.4%	2.7%	0.5%	0.0%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	100.0%

CLASS COUNT REPORT

Location: Ft Hamer Rd between River Isle Run & Mulholland Rd
 Direction: Southbound
 Start Date: 8/22/2023
 Stop Date: 8/22/2023

City/County: Ft Hamer/Manatee
 Start Time: 00:00
 Stop Time: 24:00

GPS: 27.530737
 -82.427602

END TIME	VEHICLE CLASS															Total	
	Cycle	Car	2A-4T	Bus	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass		
15	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	11
30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
100	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	0	14	4	0	0	0	0	0	0	0	0	0	0	0	0	0	18
115	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
130	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
145	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
200	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
230	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
245	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	3
300	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	1	3	3	0	1	0	0	0	0	0	0	0	0	0	0	0	8
315	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
330	0	4	2	0	1	0	0	0	0	0	0	0	0	0	0	0	7
345	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
400	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	9
Hourly Total	1	12	8	0	1	0	0	0	0	0	0	0	0	0	0	0	22
415	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
430	0	10	4	0	1	0	0	0	0	0	0	0	0	0	0	0	15
445	1	17	10	0	3	0	0	0	0	0	0	0	0	0	0	0	31
500	0	18	6	0	1	0	0	0	0	0	0	0	0	0	0	0	25
Hourly Total	1	47	21	0	5	0	0	0	0	0	0	0	0	0	0	0	74
515	0	27	8	0	1	0	0	0	0	0	0	0	0	0	0	0	36
530	0	30	14	0	2	0	0	0	0	0	0	0	0	0	0	0	46
545	1	45	18	0	3	0	0	0	0	0	0	0	0	0	0	0	67
600	2	47	31	0	3	0	0	0	0	0	0	0	0	0	0	0	83
Hourly Total	3	149	71	0	9	0	0	0	0	0	0	0	0	0	0	0	232
615	0	98	47	1	6	0	0	0	0	0	0	0	0	0	0	0	152
630	2	130	60	0	6	1	0	2	0	0	0	0	0	0	0	0	201
645	1	212	91	0	7	0	0	1	0	0	0	0	0	0	0	0	312
700	1	196	55	5	4	3	0	1	0	0	0	0	0	0	0	25	290
Hourly Total	4	636	253	6	23	4	0	4	0	0	0	0	0	0	0	25	955
715	2	147	56	2	6	5	0	4	0	0	0	0	0	0	0	41	263
730	3	107	27	0	3	3	0	1	0	0	0	0	1	0	0	66	211
745	3	143	46	4	5	2	0	2	0	0	0	0	3	0	0	34	242
800	6	151	52	1	8	2	0	5	0	0	0	0	1	0	0	21	247
Hourly Total	14	548	181	7	22	12	0	12	0	0	0	0	5	0	0	162	963
815	0	167	64	1	1	2	0	2	1	0	0	0	0	0	0	0	238
830	1	157	62	0	9	3	0	2	0	1	0	0	0	0	0	8	243

1900	0	74	21	0	3	0	0	1	0	0	0	0	0	0	0	99
Hourly Total	0	338	126	0	16	1	0	3	1	0	0	0	0	0	0	485
1915	1	70	25	0	4	0	0	0	0	0	0	0	0	0	0	100
1930	0	63	22	0	2	0	0	0	0	0	0	0	0	0	0	87
1945	0	61	20	0	2	0	0	0	0	0	0	0	0	0	1	84
2000	0	45	9	0	0	0	0	2	0	0	0	0	0	0	1	57
Hourly Total	1	239	76	0	8	0	0	2	0	0	0	0	0	0	2	328
2015	0	33	7	0	2	0	0	0	0	0	0	0	0	0	0	42
2030	0	27	23	0	1	0	0	0	0	0	0	0	0	0	0	51
2045	0	25	11	0	0	0	0	0	0	0	0	0	0	0	0	36
2100	0	36	15	0	0	1	0	0	0	0	0	0	0	0	0	52
Hourly Total	0	121	56	0	3	1	0	0	0	0	0	0	0	0	0	181
2115	0	33	9	0	0	0	0	0	0	0	0	0	0	0	0	42
2130	0	22	6	0	0	1	0	0	0	0	0	0	0	0	0	29
2145	0	21	3	0	0	0	0	0	0	0	0	0	0	0	0	24
2200	0	21	9	0	2	0	0	0	0	0	0	0	0	0	1	33
Hourly Total	0	97	27	0	2	1	0	0	0	0	0	0	0	0	1	128
2215	0	21	4	0	2	0	0	0	0	0	0	0	0	0	0	27
2230	0	10	4	0	0	0	0	0	0	0	0	0	0	0	0	14
2245	0	15	3	0	0	0	0	0	0	0	0	0	0	0	0	18
2300	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	13
Hourly Total	0	58	12	0	2	0	0	0	0	0	0	0	0	0	0	72
2315	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
2330	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
2345	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	5
2400	0	3	1	0	1	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	0	13	5	1	1	0	0	0	0	0	0	0	0	0	0	20
DAILY TOTAL	56	6191	2428	28	263	80	3	89	16	1	1	0	7	0	293	9456
Percentages	0.6%	65.5%	25.7%	0.3%	2.8%	0.8%	0.0%	0.9%	0.2%	0.0%	0.0%	0.0%	0.1%	0.0%	3.1%	100.0%

CLASS COUNT REPORT

Location: Ft Hamer Rd between River Isle Run & Mulholland Rd
 Direction: Combined
 Start Date: 8/22/2023
 Stop Date: 8/22/2023

City/County: Ft Hamer/Manatee
 Start Time: 00:00
 Stop Time: 24:00

GPS: 27.530737
 -82.427602

END TIME	VEHICLE CLASS														Total	
	Cycle	Car	2A-4T	Bus	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None		Unclass
15	0	16	5	0	0	0	0	0	0	0	0	0	0	0	0	21
30	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
100	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
Hourly Total	0	36	9	0	0	0	0	0	0	0	0	0	0	0	0	45
115	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	14
130	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
145	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
200	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	19	2	0	0	0	0	0	0	0	0	0	0	0	0	21
215	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
230	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
245	0	3	1	0	1	0	0	0	0	0	0	0	0	0	0	5
300	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	2	8	6	0	1	0	0	0	0	0	0	0	0	0	0	17
315	0	2	3	0	1	0	0	0	0	0	0	0	0	0	0	6
330	0	6	2	0	1	0	0	0	0	0	0	0	0	0	0	9
345	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	6
400	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	11
Hourly Total	1	17	12	0	2	0	0	0	0	0	0	0	0	0	0	32
415	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
430	0	12	4	0	1	0	0	0	0	0	0	0	0	0	0	17
445	1	22	11	0	4	0	0	0	0	0	0	0	0	0	0	38
500	0	23	7	1	1	0	0	0	0	0	0	0	0	0	0	32
Hourly Total	1	59	23	1	6	0	0	0	0	0	0	0	0	0	0	90
515	0	29	10	0	2	0	0	0	0	0	0	0	0	0	0	41
530	0	36	18	0	2	1	0	1	0	0	0	0	0	0	0	58
545	1	49	23	0	4	0	0	0	0	0	0	0	0	0	0	77
600	2	60	40	1	3	0	0	0	0	0	0	0	0	0	0	106
Hourly Total	3	174	91	1	11	1	0	1	0	0	0	0	0	0	0	282
615	0	119	56	2	6	0	0	0	0	0	0	0	0	0	0	183
630	2	160	73	2	6	1	0	2	1	0	0	0	0	0	0	247
645	1	276	120	2	7	2	0	1	0	0	0	0	0	0	1	410
700	2	299	80	6	12	5	0	2	0	0	0	0	0	0	25	431
Hourly Total	5	854	329	12	31	8	0	5	1	0	0	0	0	0	26	1271
715	2	211	85	2	9	6	0	5	0	0	0	0	0	0	42	362
730	3	169	59	0	8	3	0	5	0	0	0	0	1	0	66	314
745	3	198	68	4	11	4	0	2	0	0	0	0	3	0	34	327
800	6	224	89	1	10	3	0	9	1	0	0	0	1	0	21	365
Hourly Total	14	802	301	7	38	16	0	21	1	0	0	0	5	0	163	1368
815	0	211	98	1	3	3	0	3	1	0	0	0	0	0	0	320
830	1	214	99	0	9	6	0	3	0	1	0	0	0	0	9	342

1900	0	172	56	0	5	0	0	2	0	0	0	0	0	0	0	235
Hourly Total	1	966	344	1	35	1	0	7	1	0	0	0	0	0	4	1360
1915	1	178	52	0	8	0	0	0	0	0	0	0	0	0	0	239
1930	1	157	49	0	4	0	0	0	0	0	0	0	0	0	0	211
1945	1	153	55	0	2	0	0	0	0	0	0	0	0	0	1	212
2000	1	141	44	0	2	0	0	2	0	0	0	0	0	0	1	191
Hourly Total	4	629	200	0	16	0	0	2	0	0	0	0	0	0	2	853
2015	0	104	31	0	2	0	0	1	0	0	0	0	0	0	0	138
2030	0	120	48	0	4	0	0	1	0	0	0	0	0	0	0	173
2045	1	109	32	0	0	0	0	0	0	0	0	0	0	0	0	142
2100	0	108	34	0	2	1	0	0	0	0	0	0	0	0	0	145
Hourly Total	1	441	145	0	8	1	0	2	0	0	0	0	0	0	0	598
2115	0	80	22	0	3	0	0	0	0	0	0	0	0	0	0	105
2130	1	79	23	0	3	1	0	0	0	0	0	0	0	0	0	107
2145	0	60	10	0	1	0	0	0	0	0	0	0	0	0	0	71
2200	0	68	15	0	2	0	0	0	0	0	0	0	0	0	1	86
Hourly Total	1	287	70	0	9	1	0	0	0	0	0	0	0	0	1	369
2215	1	52	14	0	2	0	0	0	0	0	0	0	0	0	0	69
2230	0	47	14	0	0	0	0	0	0	0	0	0	0	0	0	61
2245	0	37	12	0	1	0	0	0	0	0	0	0	0	0	0	50
2300	0	27	3	0	0	0	0	0	0	0	0	0	0	0	0	30
Hourly Total	1	163	43	0	3	0	0	0	0	0	0	0	0	0	0	210
2315	0	19	3	0	0	0	0	0	0	0	0	0	0	0	0	22
2330	0	19	3	0	0	0	0	0	0	0	0	0	0	0	0	22
2345	0	12	3	1	0	0	0	0	0	0	0	0	0	0	0	16
2400	0	10	4	0	2	0	0	0	0	0	0	0	0	0	0	16
Hourly Total	0	60	13	1	2	0	0	0	0	0	0	0	0	0	0	76
DAILY TOTAL	97	12551	4840	64	514	130	4	162	29	1	1	0	7	0	340	18740
Percentages	0.5%	67.0%	25.8%	0.3%	2.7%	0.7%	0.0%	0.9%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	1.8%	100.0%

CLASS COUNT REPORT

Location: Ft Hamer Rd between River Isle Run & Mulholland Rd
 Direction: Northbound
 Start Date: 8/23/2023
 Stop Date: 8/23/2023

City/County: Ft Hamer/Manatee
 Start Time: 00:00
 Stop Time: 24:00

GPS: 27.530737
 -82.427602

END TIME	VEHICLE CLASS														Total	
	Cycle	Car	2A-4T	Bus	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None		Unclass
15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
30	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	10
45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
100	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Hourly Total	0	21	4	0	0	0	0	0	0	0	0	0	0	0	0	25
115	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
130	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
145	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
200	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	12
215	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
230	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
245	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
300	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	8	1	0	1	0	0	0	0	0	0	0	0	0	0	10
315	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
345	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	3
400	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	4	0	0	0	1	0	0	0	0	0	0	0	0	1	6
415	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
430	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
445	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	3
500	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	7
Hourly Total	1	10	1	1	0	0	0	0	0	0	0	0	0	0	0	13
515	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
530	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	7
545	0	7	7	0	2	0	0	0	0	0	0	0	0	0	0	16
600	0	11	5	1	1	1	0	0	0	0	0	0	0	0	0	19
Hourly Total	0	23	18	1	3	1	0	0	0	0	0	0	0	0	0	46
615	0	23	12	1	0	0	0	0	0	0	0	0	0	0	0	36
630	0	36	21	0	0	1	0	0	0	0	0	0	0	0	1	59
645	0	65	26	2	4	2	0	0	0	0	0	0	0	0	0	99
700	0	101	30	1	4	2	0	0	0	0	0	0	0	0	0	138
Hourly Total	0	225	89	4	8	5	0	0	0	0	0	0	0	0	1	332
715	1	80	32	0	4	3	0	2	0	0	0	0	0	0	0	122
730	0	57	26	0	5	1	0	2	1	0	0	0	0	0	0	92
745	0	61	23	0	4	3	0	1	0	0	0	0	0	0	0	92
800	0	70	32	0	7	3	0	1	1	0	0	0	0	0	0	114
Hourly Total	1	268	113	0	20	10	0	6	2	0	0	0	0	0	0	420
815	0	63	38	0	7	0	0	3	0	0	0	0	0	0	0	111
830	0	57	34	0	3	0	1	1	1	0	0	0	0	0	0	97

1900	0	121	36	0	4	0	0	2	0	0	0	0	0	0	0	163
Hourly Total	1	633	199	0	13	0	0	4	0	0	0	0	0	0	0	850
1915	0	101	32	0	1	0	0	0	0	0	0	0	0	0	0	134
1930	0	109	42	0	1	0	0	0	0	0	0	0	0	0	0	152
1945	0	111	35	0	1	0	0	0	0	0	0	0	0	0	0	147
2000	0	74	29	0	0	0	0	0	0	0	0	0	0	0	0	103
Hourly Total	0	395	138	0	3	0	0	0	0	0	0	0	0	0	0	536
2015	0	94	24	0	3	0	0	0	0	0	0	0	0	0	0	121
2030	1	92	26	0	2	0	0	0	0	0	0	0	0	0	0	121
2045	0	90	25	0	2	0	0	0	0	0	0	0	0	0	0	117
2100	0	62	17	0	0	0	0	1	0	0	0	0	0	0	0	80
Hourly Total	1	338	92	0	7	0	0	1	0	0	0	0	0	0	0	439
2115	0	73	20	0	2	0	0	0	0	0	0	0	0	0	0	95
2130	1	55	24	0	1	0	0	0	0	0	0	0	0	0	0	81
2145	1	40	9	0	1	0	0	0	0	0	0	0	0	0	0	51
2200	0	44	10	0	0	0	0	0	0	0	0	0	0	0	1	55
Hourly Total	2	212	63	0	4	0	0	0	0	0	0	0	0	0	1	282
2215	0	39	7	0	1	0	0	0	0	0	0	0	0	0	0	47
2230	0	23	10	0	0	0	0	0	0	0	0	0	0	0	0	33
2245	0	19	5	0	0	0	0	0	0	0	0	0	0	0	0	24
2300	0	16	4	0	0	0	0	0	0	0	0	0	0	0	0	20
Hourly Total	0	97	26	0	1	0	0	0	0	0	0	0	0	0	0	124
2315	0	28	4	0	0	0	0	0	0	0	0	0	0	0	0	32
2330	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	13
2345	0	9	7	0	0	0	0	0	0	0	0	0	0	0	0	16
2400	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
Hourly Total	0	53	15	0	0	0	0	0	0	0	0	0	0	0	0	68
DAILY TOTAL	27	6640	2489	25	224	58	1	82	11	0	0	0	0	0	18	9575
Percentages	0.3%	69.3%	26.0%	0.3%	2.3%	0.6%	0.0%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	100.0%

CLASS COUNT REPORT

Location: Ft Hamer Rd between River Isle Run & Mulholland Rd GPS: 27.530737
 Direction: Southbound City/County: Ft Hamer/Manatee -82.427602
 Start Date: 8/23/2023 Start Time: 00:00
 Stop Date: 8/23/2023 Stop Time: 24:00

END TIME	VEHICLE CLASS														Total	
	Cycle	Car	2A-4T	Bus	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None		Unclass
15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
30	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
100	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	13	2	0	0	0	0	0	0	0	0	0	0	0	0	15
115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
145	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
200	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
215	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
230	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
245	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	4
300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	3	4	0	0	0	0	1	0	0	0	0	0	0	0	8
315	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
330	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
345	1	4	2	0	1	0	0	0	0	0	0	0	0	0	0	8
400	0	4	4	0	0	0	0	1	0	0	0	0	0	0	0	9
Hourly Total	1	14	7	0	1	0	0	1	0	0	0	0	0	0	0	24
415	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
430	0	13	2	0	0	0	0	0	0	0	0	0	0	0	0	15
445	0	12	6	0	2	0	0	0	0	0	0	0	0	0	0	20
500	0	12	11	0	1	0	0	0	0	0	0	0	0	0	0	24
Hourly Total	0	42	20	0	3	0	0	0	0	0	0	0	0	0	0	65
515	0	17	12	0	1	0	0	0	0	0	0	0	0	0	0	30
530	0	29	12	0	3	0	0	0	0	0	0	0	0	0	0	44
545	1	39	24	0	4	0	0	1	0	0	0	0	0	0	0	69
600	1	53	29	0	3	0	0	0	1	0	0	0	0	0	0	87
Hourly Total	2	138	77	0	11	0	0	1	1	0	0	0	0	0	0	230
615	0	101	41	0	6	0	0	1	0	0	0	0	0	0	0	149
630	3	139	57	1	5	1	1	0	0	1	0	0	0	0	0	208
645	1	219	70	0	3	0	0	1	0	0	0	0	0	0	0	294
700	1	247	77	1	3	2	0	0	0	0	0	0	0	0	0	331
Hourly Total	5	706	245	2	17	3	1	2	0	1	0	0	0	0	0	982
715	1	219	71	5	5	3	0	2	0	0	0	0	1	0	7	314
730	1	141	44	1	4	7	0	10	1	0	0	0	2	0	38	249
745	8	146	52	1	4	4	0	2	0	1	0	0	0	0	27	245
800	0	148	47	1	7	3	0	0	0	0	0	0	0	0	0	206
Hourly Total	10	654	214	8	20	17	0	14	1	1	0	0	3	0	72	1014
815	0	161	51	0	6	1	0	4	0	0	0	0	0	0	0	223
830	1	161	57	2	6	2	0	2	1	0	0	0	0	0	1	233

1900	1	77	20	0	5	0	0	0	0	0	0	0	0	0	0	103
Hourly Total	1	328	112	1	14	0	0	3	0	0	0	0	0	0	0	459
1915	1	73	23	0	2	0	0	0	0	0	0	0	0	0	0	99
1930	1	57	18	0	1	0	0	1	0	0	0	0	0	0	0	78
1945	0	46	20	0	2	0	0	0	0	0	0	0	0	0	0	68
2000	0	46	14	0	3	0	0	0	0	0	0	0	0	0	0	63
Hourly Total	2	222	75	0	8	0	0	1	0	0	0	0	0	0	0	308
2015	0	48	15	0	1	0	0	1	0	0	0	0	0	0	0	65
2030	1	40	11	0	2	0	0	0	0	0	0	0	0	0	0	54
2045	0	39	17	0	1	0	0	0	0	0	0	0	0	0	0	57
2100	0	25	3	0	0	0	0	0	0	0	0	0	0	0	0	28
Hourly Total	1	152	46	0	4	0	0	1	0	0	0	0	0	0	0	204
2115	0	11	10	0	0	0	0	0	0	0	0	0	0	0	0	21
2130	0	30	8	0	2	0	0	0	0	0	0	0	0	0	0	40
2145	0	29	10	0	1	1	0	0	0	0	0	0	0	0	0	41
2200	0	20	8	0	0	0	0	0	0	0	0	0	0	0	0	28
Hourly Total	0	90	36	0	3	1	0	0	0	0	0	0	0	0	0	130
2215	0	25	6	0	0	0	0	0	0	0	0	0	0	0	0	31
2230	0	16	5	0	0	0	0	0	0	0	0	0	0	0	0	21
2245	0	11	6	0	0	0	0	0	0	0	0	0	0	0	0	17
2300	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	13
Hourly Total	0	63	19	0	0	0	0	0	0	0	0	0	0	0	0	82
2315	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
2330	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
2345	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
2400	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	1	20	7	0	0	0	0	0	0	0	0	0	0	0	0	28
DAILY TOTAL	47	6602	2525	27	272	71	7	89	11	3	0	0	3	0	80	9737
Percentages	0.5%	67.8%	25.9%	0.3%	2.8%	0.7%	0.1%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%	100.0%

CLASS COUNT REPORT

Location: Ft Hamer Rd between River Isle Run & Mulholland Rd
 Direction: Combined
 Start Date: 8/23/2023
 Stop Date: 8/23/2023

City/County: Ft Hamer/Manatee
 Start Time: 00:00
 Stop Time: 24:00

GPS: 27.530737
 -82.427602

END TIME	VEHICLE CLASS															Total
	Cycle	Car	2A-4T	Bus	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
30	0	14	3	0	0	0	0	0	0	0	0	0	0	0	0	17
45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
100	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
Hourly Total	0	34	6	0	0	0	0	0	0	0	0	0	0	0	0	40
115	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
130	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
145	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
200	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	14
215	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
230	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
245	0	5	0	0	0	0	0	1	0	0	0	0	0	0	0	6
300	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	11	5	0	1	0	0	1	0	0	0	0	0	0	0	18
315	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
330	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
345	1	5	2	0	1	1	0	0	0	0	0	0	0	0	1	11
400	0	6	4	0	0	0	0	1	0	0	0	0	0	0	0	11
Hourly Total	1	18	7	0	1	1	0	1	0	0	0	0	0	0	1	30
415	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
430	0	15	2	0	0	0	0	0	0	0	0	0	0	0	0	17
445	0	14	6	1	2	0	0	0	0	0	0	0	0	0	0	23
500	1	17	12	0	1	0	0	0	0	0	0	0	0	0	0	31
Hourly Total	1	52	21	1	3	0	0	0	0	0	0	0	0	0	0	78
515	0	19	14	0	1	0	0	0	0	0	0	0	0	0	0	34
530	0	32	16	0	3	0	0	0	0	0	0	0	0	0	0	51
545	1	46	31	0	6	0	0	1	0	0	0	0	0	0	0	85
600	1	64	34	1	4	1	0	0	1	0	0	0	0	0	0	106
Hourly Total	2	161	95	1	14	1	0	1	1	0	0	0	0	0	0	276
615	0	124	53	1	6	0	0	1	0	0	0	0	0	0	0	185
630	3	175	78	1	5	2	1	0	0	1	0	0	0	0	1	267
645	1	284	96	2	7	2	0	1	0	0	0	0	0	0	0	393
700	1	348	107	2	7	4	0	0	0	0	0	0	0	0	0	469
Hourly Total	5	931	334	6	25	8	1	2	0	1	0	0	0	0	1	1314
715	2	299	103	5	9	6	0	4	0	0	0	0	1	0	7	436
730	1	198	70	1	9	8	0	12	2	0	0	0	2	0	38	341
745	8	207	75	1	8	7	0	3	0	1	0	0	0	0	27	337
800	0	218	79	1	14	6	0	1	1	0	0	0	0	0	0	320
Hourly Total	11	922	327	8	40	27	0	20	3	1	0	0	3	0	72	1434
815	0	224	89	0	13	1	0	7	0	0	0	0	0	0	0	334
830	1	218	91	2	9	2	1	3	2	0	0	0	0	0	1	330

1900	1	198	56	0	9	0	0	2	0	0	0	0	0	0	0	266
Hourly Total	2	961	311	1	27	0	0	7	0	0	0	0	0	0	0	1309
1915	1	174	55	0	3	0	0	0	0	0	0	0	0	0	0	233
1930	1	166	60	0	2	0	0	1	0	0	0	0	0	0	0	230
1945	0	157	55	0	3	0	0	0	0	0	0	0	0	0	0	215
2000	0	120	43	0	3	0	0	0	0	0	0	0	0	0	0	166
Hourly Total	2	617	213	0	11	0	0	1	0	0	0	0	0	0	0	844
2015	0	142	39	0	4	0	0	1	0	0	0	0	0	0	0	186
2030	2	132	37	0	4	0	0	0	0	0	0	0	0	0	0	175
2045	0	129	42	0	3	0	0	0	0	0	0	0	0	0	0	174
2100	0	87	20	0	0	0	0	1	0	0	0	0	0	0	0	108
Hourly Total	2	490	138	0	11	0	0	2	0	0	0	0	0	0	0	643
2115	0	84	30	0	2	0	0	0	0	0	0	0	0	0	0	116
2130	1	85	32	0	3	0	0	0	0	0	0	0	0	0	0	121
2145	1	69	19	0	2	1	0	0	0	0	0	0	0	0	0	92
2200	0	64	18	0	0	0	0	0	0	0	0	0	0	0	1	83
Hourly Total	2	302	99	0	7	1	0	0	0	0	0	0	0	0	1	412
2215	0	64	13	0	1	0	0	0	0	0	0	0	0	0	0	78
2230	0	39	15	0	0	0	0	0	0	0	0	0	0	0	0	54
2245	0	30	11	0	0	0	0	0	0	0	0	0	0	0	0	41
2300	0	27	6	0	0	0	0	0	0	0	0	0	0	0	0	33
Hourly Total	0	160	45	0	1	0	0	0	0	0	0	0	0	0	0	206
2315	0	35	6	0	0	0	0	0	0	0	0	0	0	0	0	41
2330	0	18	4	0	0	0	0	0	0	0	0	0	0	0	0	22
2345	0	11	9	0	0	0	0	0	0	0	0	0	0	0	0	20
2400	1	9	3	0	0	0	0	0	0	0	0	0	0	0	0	13
Hourly Total	1	73	22	0	0	0	0	0	0	0	0	0	0	0	0	96
DAILY TOTAL	74	13242	5014	52	496	129	8	171	22	3	0	0	3	0	98	19312
Percentages	0.4%	68.6%	26.0%	0.3%	2.6%	0.7%	0.0%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	100.0%

1900	2	122	41	0	6	0	0	2	0	0	0	0	0	0	0	173
Hourly Total	3	581	197	0	20	0	0	8	0	0	0	0	0	0	0	809
1915	2	116	29	0	0	0	0	0	0	0	0	0	0	0	0	147
1930	0	108	32	0	3	1	0	0	0	0	0	0	0	0	0	144
1945	0	106	24	0	0	0	0	0	0	0	0	0	0	0	0	130
2000	1	79	24	0	3	0	0	0	0	0	0	0	0	0	0	108
Hourly Total	3	409	109	0	6	1	0	0	0	0	0	0	0	0	1	529
2015	1	87	23	0	2	0	0	0	0	0	0	0	0	0	0	113
2030	0	99	28	0	3	0	0	1	0	0	0	0	0	0	0	131
2045	1	109	27	0	3	0	0	0	0	0	0	0	0	0	0	140
2100	0	70	19	0	4	1	0	1	0	0	0	0	0	0	0	95
Hourly Total	2	365	97	0	12	1	0	2	0	0	0	0	0	0	0	479
2115	0	60	15	0	1	0	0	0	0	0	0	0	0	0	0	76
2130	0	75	14	0	1	0	0	0	0	0	0	0	0	0	0	90
2145	0	57	15	0	0	0	0	0	0	0	0	0	0	0	0	72
2200	3	59	16	0	0	0	0	0	0	0	0	0	0	0	0	78
Hourly Total	3	251	60	0	2	0	0	0	0	0	0	0	0	0	0	316
2215	0	36	9	0	2	0	0	0	0	0	0	0	0	0	0	47
2230	0	32	5	0	2	0	0	0	0	0	0	0	0	0	0	39
2245	0	20	4	0	1	0	0	0	0	0	0	0	0	0	0	25
2300	0	29	2	0	0	1	2	1	0	0	0	0	0	0	0	35
Hourly Total	0	117	20	0	5	1	2	1	0	0	0	0	0	0	0	146
2315	0	22	0	0	0	0	0	1	0	0	0	0	0	0	0	23
2330	0	19	0	0	0	1	1	0	0	0	0	0	0	0	0	21
2345	0	11	1	0	0	1	0	0	0	0	0	0	0	0	0	13
2400	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
Hourly Total	0	62	1	0	0	2	1	1	0	0	0	0	0	0	0	67
DAILY TOTAL	49	6661	2349	24	240	31	5	76	13	0	0	0	0	0	14	9462
Percentages	0.5%	70.4%	24.8%	0.3%	2.5%	0.3%	0.1%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	100.0%

1900	0	64	32	0	1	0	0	0	0	0	0	0	0	0	0	97
Hourly Total	3	310	118	1	9	0	0	1	0	0	0	0	0	0	0	442
1915	1	76	13	0	0	0	0	1	0	0	0	0	0	0	1	92
1930	2	67	22	0	3	0	0	2	0	0	0	0	0	0	0	96
1945	0	35	11	0	1	0	0	0	0	0	0	0	0	0	0	47
2000	1	53	14	0	1	0	0	0	0	0	0	0	0	0	0	69
Hourly Total	4	231	60	0	5	0	0	3	0	0	0	0	0	0	1	304
2015	0	42	16	0	1	0	0	0	0	0	0	0	0	0	0	59
2030	0	45	9	0	2	0	0	1	0	0	0	0	0	0	0	57
2045	1	46	8	0	0	0	0	0	0	0	0	0	0	0	0	55
2100	0	42	14	0	2	1	0	0	0	0	0	0	0	0	0	59
Hourly Total	1	175	47	0	5	1	0	1	0	0	0	0	0	0	0	230
2115	0	39	10	0	1	0	0	0	0	0	0	0	0	0	0	50
2130	1	26	12	0	0	0	0	0	0	0	0	0	0	0	0	39
2145	0	20	9	0	1	0	0	0	0	0	0	0	0	0	0	30
2200	0	17	5	0	0	0	0	0	0	0	0	0	0	0	0	22
Hourly Total	1	102	36	0	2	0	0	0	0	0	0	0	0	0	0	141
2215	0	20	1	0	1	0	0	0	0	0	0	0	0	0	0	22
2230	0	15	5	0	0	0	0	0	0	0	0	0	0	0	0	20
2245	0	9	1	0	1	0	0	0	0	0	0	0	0	0	0	11
2300	0	6	8	0	0	0	0	0	0	0	0	0	0	0	0	14
Hourly Total	0	50	15	0	2	0	0	0	0	0	0	0	0	0	0	67
2315	0	16	2	0	0	0	0	0	0	0	0	0	0	0	0	18
2330	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
2345	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
2400	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
Hourly Total	0	35	5	0	0	0	0	0	0	0	0	0	0	0	0	40
DAILY TOTAL	52	6674	2405	23	269	47	2	80	15	0	0	0	4	0	69	9640
Percentages	0.5%	69.2%	24.9%	0.2%	2.8%	0.5%	0.0%	0.8%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	100.0%

1900	2	186	73	0	7	0	0	2	0	0	0	0	0	0	0	270
Hourly Total	6	891	315	1	29	0	0	9	0	0	0	0	0	0	0	1251
1915	3	192	42	0	0	0	0	1	0	0	0	0	0	0	1	239
1930	2	175	54	0	6	1	0	2	0	0	0	0	0	0	0	240
1945	0	141	35	0	1	0	0	0	0	0	0	0	0	0	0	177
2000	2	132	38	0	4	0	0	0	0	0	0	0	0	0	1	177
Hourly Total	7	640	169	0	11	1	0	3	0	0	0	0	0	0	2	833
2015	1	129	39	0	3	0	0	0	0	0	0	0	0	0	0	172
2030	0	144	37	0	5	0	0	2	0	0	0	0	0	0	0	188
2045	2	155	35	0	3	0	0	0	0	0	0	0	0	0	0	195
2100	0	112	33	0	6	2	0	1	0	0	0	0	0	0	0	154
Hourly Total	3	540	144	0	17	2	0	3	0	0	0	0	0	0	0	709
2115	0	99	25	0	2	0	0	0	0	0	0	0	0	0	0	126
2130	1	101	26	0	1	0	0	0	0	0	0	0	0	0	0	129
2145	0	77	24	0	1	0	0	0	0	0	0	0	0	0	0	102
2200	3	76	21	0	0	0	0	0	0	0	0	0	0	0	0	100
Hourly Total	4	353	96	0	4	0	0	0	0	0	0	0	0	0	0	457
2215	0	56	10	0	3	0	0	0	0	0	0	0	0	0	0	69
2230	0	47	10	0	2	0	0	0	0	0	0	0	0	0	0	59
2245	0	29	5	0	2	0	0	0	0	0	0	0	0	0	0	36
2300	0	35	10	0	0	1	2	1	0	0	0	0	0	0	0	49
Hourly Total	0	167	35	0	7	1	2	1	0	0	0	0	0	0	0	213
2315	0	38	2	0	0	0	0	1	0	0	0	0	0	0	0	41
2330	0	24	0	0	0	1	1	0	0	0	0	0	0	0	0	26
2345	0	17	3	0	0	1	0	0	0	0	0	0	0	0	0	21
2400	0	18	1	0	0	0	0	0	0	0	0	0	0	0	0	19
Hourly Total	0	97	6	0	0	2	1	1	0	0	0	0	0	0	0	107
DAILY TOTAL	101	13335	4754	47	509	78	7	156	28	0	0	0	4	0	83	19102
Percentages	0.5%	69.8%	24.9%	0.2%	2.7%	0.4%	0.0%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	100.0%

SPEED COUNT REPORT

Location: Ft Hamer Rd between River Isle Run & Mulholland Rd
City/County: Ft Hamer/Manatee
GPS: 27.530737, -82.427602
Direction: Northbound

Day/Date: Tuesday, August 22, 2023
Posted Speed Limit: 45mph

END TIME	SPEED															Total	
	1-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	>75		
15	0	0	0	0	0	0	0	1	2	3	3	1	0	0	0	0	10
30	0	0	0	0	0	0	0	1	2	0	1	3	0	0	0	0	7
45	0	0	0	0	0	0	0	1	0	1	1	0	1	0	0	0	4
100	0	0	0	0	0	0	0	0	1	2	1	1	1	0	0	0	6
Hourly Total	0	0	0	0	0	0	0	3	5	6	6	5	2	0	0	0	27
115	0	0	0	0	0	0	0	1	5	3	1	0	0	0	0	0	10
130	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
145	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
200	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	1	6	5	2	0	0	0	0	0	14
215	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	3
230	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
245	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
300	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
Hourly Total	0	0	0	0	0	0	0	1	3	2	2	1	0	0	0	0	9
315	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	4
330	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
345	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
400	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
Hourly Total	0	0	0	0	0	0	0	0	5	3	2	0	0	0	0	0	10
415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
430	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
445	0	0	0	0	0	0	0	0	2	4	1	0	0	0	0	0	7
500	0	0	0	0	0	0	0	2	3	1	1	0	0	0	0	0	7
Hourly Total	0	0	0	0	0	0	0	3	5	5	3	0	0	0	0	0	16
515	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	5
530	0	0	0	0	0	0	0	0	8	3	1	0	0	0	0	0	12
545	0	0	0	0	0	0	0	1	2	3	3	1	0	0	0	0	10
600	0	0	0	0	0	0	0	6	7	10	0	0	0	0	0	0	23
Hourly Total	0	0	0	0	0	0	0	7	19	18	5	1	0	0	0	0	50
615	0	0	0	0	0	0	0	11	11	6	3	0	0	0	0	0	31
630	0	0	0	0	0	0	2	20	16	8	0	0	0	0	0	0	46
645	0	0	0	0	0	0	4	42	39	12	1	0	0	0	0	0	98
700	0	0	0	0	0	0	10	54	69	6	2	0	0	0	0	0	141
Hourly Total	0	0	0	0	0	0	16	127	135	32	6	0	0	0	0	0	316
715	0	0	1	0	1	7	2	40	36	11	1	0	0	0	0	0	99
730	0	0	0	0	0	2	30	48	18	3	2	0	0	0	0	0	103
745	0	0	1	2	8	13	9	22	20	9	1	0	0	0	0	0	85
800	0	0	0	0	0	9	16	38	44	10	1	0	0	0	0	0	118
Hourly Total	0	0	2	2	9	31	57	148	118	33	5	0	0	0	0	0	405
815	0	0	0	0	0	0	3	28	27	20	4	0	0	0	0	0	82
830	0	0	0	0	0	0	7	46	31	11	3	1	0	0	0	0	99

845	0	0	0	0	0	10	14	31	31	10	0	0	0	0	96
900	0	0	3	0	0	0	11	28	35	14	0	1	0	0	92
Hourly Total	0	0	3	0	0	10	35	133	124	55	7	2	0	0	369
915	0	0	0	0	0	0	6	38	49	15	4	1	0	0	113
930	0	0	0	0	0	0	17	39	47	9	1	0	0	0	113
945	0	0	1	0	0	0	5	19	49	12	0	2	0	0	88
1000	0	0	2	1	0	0	3	22	48	21	0	0	0	0	97
Hourly Total	0	0	3	1	0	0	31	118	193	57	5	3	0	0	411
1015	0	1	0	0	0	0	4	31	44	24	1	0	0	0	105
1030	0	0	1	0	0	0	8	29	41	24	1	0	0	0	104
1045	0	0	0	0	0	4	18	22	40	24	6	1	0	0	115
1100	0	0	0	0	0	0	3	19	36	28	2	2	0	0	90
Hourly Total	0	1	1	0	0	4	33	101	161	100	10	3	0	0	414
1115	0	0	0	0	0	0	1	16	51	27	2	0	0	0	97
1130	0	0	0	0	0	0	4	25	60	19	6	2	0	0	116
1145	0	0	0	0	0	0	0	22	51	25	3	0	0	0	101
1200	0	0	0	0	0	4	18	38	54	12	4	0	0	0	130
Hourly Total	0	0	0	0	0	4	23	101	216	83	15	2	0	0	444
1215	0	0	0	0	0	0	2	39	59	17	6	0	0	0	123
1230	0	0	0	0	0	0	2	29	61	31	6	0	0	0	129
1245	0	0	0	0	0	1	13	29	69	27	4	0	0	0	143
1300	0	0	0	0	0	0	0	15	64	30	8	1	0	0	118
Hourly Total	0	0	0	0	0	1	17	112	253	105	24	1	0	0	513
1315	0	0	0	0	0	0	8	65	42	7	1	1	1	0	125
1330	0	0	0	0	0	0	4	25	68	32	6	0	0	0	135
1345	0	0	1	0	0	0	3	50	72	16	1	0	0	0	143
1400	0	0	0	0	0	3	19	42	48	21	0	0	0	0	133
Hourly Total	0	0	1	0	0	3	34	182	230	76	8	1	1	0	536
1415	0	0	0	0	0	0	6	32	75	17	4	2	0	0	136
1430	0	0	0	0	0	0	3	49	73	23	2	0	0	0	150
1445	0	0	0	0	0	12	16	56	57	18	3	1	0	0	163
1500	0	0	0	0	0	2	30	62	57	16	1	0	0	0	168
Hourly Total	0	0	0	0	0	14	55	199	262	74	10	3	0	0	617
1515	0	0	0	0	0	0	4	40	91	17	1	0	0	0	153
1530	0	0	1	0	0	14	44	69	61	22	2	0	0	0	213
1545	1	2	2	3	14	16	59	40	31	12	0	0	0	0	180
1600	1	2	19	35	35	60	59	20	10	4	0	0	0	0	245
Hourly Total	2	4	22	38	49	90	166	169	193	55	3	0	0	0	791
1615	1	1	2	4	28	4	15	60	70	15	1	0	0	0	201
1630	0	0	0	0	0	5	39	131	66	15	0	0	0	0	256
1645	0	0	0	0	2	13	41	93	77	17	0	0	0	0	243
1700	0	0	0	19	15	4	29	93	81	12	0	0	0	0	253
Hourly Total	1	1	2	23	45	26	124	377	294	59	1	0	0	0	953
1715	0	0	1	1	0	1	21	124	101	21	7	0	0	0	277
1730	2	0	5	12	17	27	47	98	54	15	1	0	0	0	278
1745	0	15	40	55	39	46	65	17	8	1	0	0	0	0	286
1800	2	12	37	54	76	88	26	0	1	0	0	0	0	0	296
Hourly Total	4	27	83	122	132	162	159	239	164	37	8	0	0	0	1137
1815	0	1	14	24	46	138	48	20	23	2	0	0	0	0	316
1830	0	6	1	3	0	3	24	95	71	20	3	0	0	0	226
1845	0	0	0	0	0	0	11	65	103	16	2	0	0	0	197

1900	0	0	0	0	0	2	6	23	78	25	2	0	0	0	136	
Hourly Total	0	7	15	27	46	143	89	203	275	63	7	0	0	0	875	
1915	0	0	0	0	0	0	1	47	69	19	3	0	0	0	139	
1930	0	0	0	0	0	0	5	13	59	39	8	0	0	0	124	
1945	0	1	0	0	2	8	6	12	67	28	4	0	0	0	128	
2000	0	1	0	0	0	0	7	35	69	19	3	0	0	0	134	
Hourly Total	0	2	0	0	2	8	19	107	264	105	18	0	0	0	525	
2015	0	0	0	0	0	0	0	17	51	26	2	0	0	0	96	
2030	0	0	0	0	0	0	7	38	56	18	3	0	0	0	122	
2045	0	0	0	0	0	0	0	36	55	12	2	1	0	0	106	
2100	0	0	0	0	0	1	8	14	46	21	2	0	1	0	93	
Hourly Total	0	0	0	0	0	1	15	105	208	77	9	1	1	0	417	
2115	0	0	0	0	0	0	0	10	32	15	3	3	0	0	63	
2130	0	0	0	0	0	1	6	17	42	10	2	0	0	0	78	
2145	0	0	0	0	0	0	0	5	22	16	4	0	0	0	47	
2200	0	0	0	0	0	2	2	5	27	15	2	0	0	0	53	
Hourly Total	0	0	0	0	0	3	8	37	123	56	11	3	0	0	241	
2215	0	0	0	0	0	1	4	1	14	18	4	0	0	0	42	
2230	0	0	0	0	0	0	2	9	18	12	5	1	0	0	47	
2245	0	0	0	0	0	0	2	7	17	6	0	0	0	0	32	
2300	0	0	0	0	0	0	0	1	6	9	1	0	0	0	17	
Hourly Total	0	0	0	0	0	1	8	18	55	45	10	1	0	0	138	
2315	0	0	0	0	0	0	0	5	12	2	0	0	0	0	19	
2330	0	0	0	0	0	0	0	2	4	8	1	0	0	0	15	
2345	0	0	0	0	0	0	1	2	5	3	0	0	0	0	11	
2400	0	0	0	0	0	0	1	2	3	4	0	1	0	0	11	
Hourly Total	0	0	0	0	0	0	2	11	24	17	1	1	0	0	56	
DAILY TOTAL	7	42	132	213	283	501	891	2502	3335	1168	178	28	4	0	0	9284
Percentages	0.1%	0.5%	1.4%	2.3%	3.0%	5.4%	9.6%	26.9%	35.9%	12.6%	1.9%	0.3%	0.0%	0.0%	0.0%	

Statistical Information:

15th Percentile Speed	36.2 mph	Vehicles > 45mph	4,713
50th Percentile Speed	45.1 mph	% Vehicles > 45mph	50.8%
85th Percentile Speed	50.0 mph	10mph Pace Speed	41-50 mph
Average Speed	43.5 mph	Vehicles in Pace	5,837
		% Vehicles in Pace	62.9%

SPEED COUNT REPORT

Location: Ft Hamer Rd between River Isle Run & Mulholland Rd
City/County: Ft Hamer/Manatee
GPS: 27.530737, -82.427602
Direction: Southbound

Day/Date: Tuesday, August 22, 2023
Posted Speed Limit: 45mph

END TIME	SPEED															Total
	1-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	>75	
15	0	0	0	0	0	0	0	2	4	5	0	0	0	0	0	11
30	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
100	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
Hourly Total	0	0	0	0	0	0	0	2	8	8	0	0	0	0	0	18
115	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	4
130	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
145	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
200	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	1	3	1	1	0	1	0	0	7
215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
230	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
245	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	3
300	0	0	0	0	0	0	0	0	0	2	1	1	0	0	0	4
Hourly Total	0	0	0	0	0	0	0	0	0	4	2	1	1	0	0	8
315	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
330	0	0	0	0	0	0	0	1	0	4	1	1	0	0	0	7
345	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	4
400	0	0	0	0	0	0	0	0	2	4	3	0	0	0	0	9
Hourly Total	0	0	0	0	0	0	1	1	4	9	5	2	0	0	0	22
415	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	3
430	0	0	0	0	0	0	0	0	1	9	5	0	0	0	0	15
445	0	0	0	0	0	0	0	2	6	15	5	2	1	0	0	31
500	0	0	0	0	0	0	0	1	0	15	6	3	0	0	0	25
Hourly Total	0	0	0	0	0	0	0	3	7	41	16	5	2	0	0	74
515	0	0	0	0	0	0	0	1	3	23	6	3	0	0	0	36
530	0	0	0	0	0	0	0	4	13	19	8	2	0	0	0	46
545	0	0	0	0	0	0	0	1	35	23	8	0	0	0	0	67
600	0	0	0	0	0	0	0	2	36	38	5	2	0	0	0	83
Hourly Total	0	0	0	0	0	0	0	8	87	103	27	7	0	0	0	232
615	0	0	0	0	0	0	0	38	59	40	14	1	0	0	0	152
630	0	0	0	1	0	0	5	37	103	53	0	2	0	0	0	201
645	0	0	0	0	3	12	86	144	53	13	1	0	0	0	0	312
700	2	9	19	52	10	48	50	55	35	10	0	0	0	0	0	290
Hourly Total	2	9	19	53	13	60	141	274	250	116	15	3	0	0	0	955
715	3	24	79	100	28	24	5	0	0	0	0	0	0	0	0	263
730	11	48	96	43	13	0	0	0	0	0	0	0	0	0	0	211
745	8	16	80	96	36	6	0	0	0	0	0	0	0	0	0	242
800	2	12	49	44	58	44	22	9	4	3	0	0	0	0	0	247
Hourly Total	24	100	304	283	135	74	27	9	4	3	0	0	0	0	0	963
815	0	0	5	10	19	21	38	85	56	4	0	0	0	0	0	238
830	1	8	8	10	5	9	46	107	42	6	1	0	0	0	0	243

845	9	35	94	52	31	7	0	0	0	0	0	0	0	0	0	228
900	5	21	75	36	4	23	15	13	12	3	2	0	0	0	0	209
Hourly Total	15	64	182	108	59	60	99	205	110	13	3	0	0	0	0	918
915	0	0	2	0	0	2	5	29	74	33	9	0	0	0	0	154
930	0	0	0	0	0	0	4	38	79	29	7	0	0	0	0	157
945	0	0	0	0	0	3	24	55	63	29	4	0	0	0	0	178
1000	0	1	0	0	0	1	0	20	78	26	6	0	0	0	0	132
Hourly Total	0	1	2	0	0	6	33	142	294	117	26	0	0	0	0	621
1015	0	1	0	0	0	4	15	37	57	21	5	0	3	0	0	143
1030	0	0	0	0	0	0	7	38	59	29	9	1	0	0	0	143
1045	0	0	0	0	0	0	6	32	65	47	8	0	1	0	0	159
1100	0	0	1	0	0	0	12	32	50	25	8	2	0	0	0	130
Hourly Total	0	1	1	0	0	4	40	139	231	122	30	3	4	0	0	575
1115	0	0	0	0	0	0	3	22	72	32	6	0	0	0	0	135
1130	0	0	0	0	0	0	2	36	34	35	10	1	0	0	0	118
1145	0	0	0	0	0	0	0	35	53	35	10	1	0	0	0	134
1200	0	0	0	0	0	0	4	18	53	24	8	0	0	0	0	107
Hourly Total	0	0	0	0	0	0	9	111	212	126	34	2	0	0	0	494
1215	0	0	0	0	0	0	0	14	33	39	15	2	0	0	0	103
1230	0	0	0	0	0	0	0	13	66	33	6	3	0	0	0	121
1245	0	0	0	0	0	0	0	14	65	33	7	0	0	0	0	119
1300	0	0	0	0	0	0	0	31	48	50	12	1	0	0	0	142
Hourly Total	0	0	0	0	0	0	0	72	212	155	40	6	0	0	0	485
1315	0	0	0	0	0	0	0	22	71	36	9	0	0	0	0	138
1330	0	0	0	0	0	0	6	20	54	42	5	2	0	0	0	129
1345	0	0	0	0	0	0	1	11	63	33	9	1	0	0	0	118
1400	0	0	0	0	0	0	0	27	45	35	5	1	1	0	0	114
Hourly Total	0	0	0	0	0	0	7	80	233	146	28	4	1	0	0	499
1415	0	0	0	0	0	0	0	13	51	38	6	0	0	0	0	108
1430	0	0	0	0	0	0	0	23	76	27	6	0	0	0	0	132
1445	0	0	0	0	0	0	0	23	72	47	8	1	1	0	0	152
1500	0	0	0	0	0	3	5	28	85	42	7	1	0	0	0	171
Hourly Total	0	0	0	0	0	3	5	87	284	154	27	2	1	0	0	563
1515	0	0	0	0	0	2	9	39	43	42	8	2	0	0	0	145
1530	0	0	0	0	0	0	1	38	69	32	11	1	0	0	0	152
1545	0	0	0	0	0	2	14	37	72	20	5	1	0	0	0	151
1600	0	0	0	0	0	0	2	56	40	29	6	2	0	0	0	135
Hourly Total	0	0	0	0	0	4	26	170	224	123	30	6	0	0	0	583
1615	0	0	0	0	0	1	15	15	53	39	10	0	1	0	0	134
1630	0	0	0	0	0	0	2	31	47	43	9	0	1	0	0	133
1645	0	0	0	0	0	0	3	25	57	43	12	2	1	0	0	143
1700	0	0	0	0	0	0	17	51	52	43	10	0	0	0	0	173
Hourly Total	0	0	0	0	0	1	37	122	209	168	41	2	3	0	0	583
1715	0	0	0	0	1	0	3	27	92	38	7	0	0	0	0	168
1730	0	0	0	2	15	16	6	31	60	31	8	1	0	0	0	170
1745	0	0	0	0	0	0	4	22	73	56	10	1	0	0	0	166
1800	0	0	0	0	0	0	3	24	74	30	6	1	0	0	0	138
Hourly Total	0	0	0	2	16	16	16	104	299	155	31	3	0	0	0	642
1815	0	0	0	0	0	7	12	39	59	24	5	1	0	0	0	147
1830	0	0	0	0	0	0	0	12	46	58	14	2	0	0	0	132
1845	0	0	0	0	0	0	0	5	42	49	10	1	0	0	0	107

1900	0	0	0	0	0	0	0	7	51	35	6	0	0	0	99	
Hourly Total	0	0	0	0	0	7	12	63	198	166	35	4	0	0	485	
1915	0	0	0	0	0	0	0	10	46	33	11	0	0	0	100	
1930	0	0	0	0	0	0	0	6	40	30	10	1	0	0	87	
1945	0	1	0	0	0	0	0	5	32	35	10	1	0	0	84	
2000	0	1	0	0	0	0	1	4	24	20	6	1	0	0	57	
Hourly Total	0	2	0	0	0	0	1	25	142	118	37	3	0	0	328	
2015	0	0	0	0	0	0	0	3	21	15	3	0	0	0	42	
2030	0	0	0	0	0	0	1	10	24	12	4	0	0	0	51	
2045	0	0	0	0	0	0	1	6	17	9	3	0	0	0	36	
2100	0	0	0	0	0	0	0	2	31	16	2	1	0	0	52	
Hourly Total	0	0	0	0	0	0	2	21	93	52	12	1	0	0	181	
2115	0	0	0	0	0	0	0	3	19	16	4	0	0	0	42	
2130	0	0	0	0	0	0	0	0	13	14	2	0	0	0	29	
2145	0	0	0	0	0	0	0	2	13	6	3	0	0	0	24	
2200	0	0	0	0	0	0	0	4	14	9	6	0	0	0	33	
Hourly Total	0	0	0	0	0	0	0	9	59	45	15	0	0	0	128	
2215	0	0	0	0	0	0	0	3	11	10	2	1	0	0	27	
2230	0	0	0	0	0	0	0	1	7	3	3	0	0	0	14	
2245	0	0	0	0	0	0	0	1	6	10	0	1	0	0	18	
2300	0	0	0	0	0	0	1	4	5	1	1	1	0	0	13	
Hourly Total	0	0	0	0	0	0	1	9	29	24	6	3	0	0	72	
2315	0	0	0	0	0	0	0	1	0	1	1	0	0	0	3	
2330	0	0	0	0	0	0	0	2	1	1	1	2	0	0	7	
2345	0	0	0	0	0	0	0	1	1	2	1	0	0	0	5	
2400	0	0	0	0	0	0	0	1	1	1	2	0	0	0	5	
Hourly Total	0	0	0	0	0	0	0	5	3	5	5	2	0	0	20	
DAILY TOTAL	41	177	508	446	223	235	457	1662	3195	1974	466	59	13	0	0	9456
Percentages	0.4%	1.9%	5.4%	4.7%	2.4%	2.5%	4.8%	17.6%	33.8%	20.9%	4.9%	0.6%	0.1%	0.0%	0.0%	

Statistical Information:

15th Percentile Speed	30.5 mph	Vehicles > 45mph	5,707
50th Percentile Speed	46.5 mph	% Vehicles > 45mph	60.4%
85th Percentile Speed	52.8 mph	10mph Pace Speed	46-55 mph
Average Speed	43.3 mph	Vehicles in Pace	5,169
		% Vehicles in Pace	54.7%

SPEED COUNT REPORT

Location: Ft Hamer Rd between River Isle Run & Mulholland Rd
City/County: Ft Hamer/Manatee
GPS: 27.530737, -82.427602
Direction: Combined

Day/Date: Tuesday, August 22, 2023
Posted Speed Limit: 45mph

END TIME	SPEED															Total
	1-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	>75	
15	0	0	0	0	0	0	0	3	6	8	3	1	0	0	0	21
30	0	0	0	0	0	0	0	1	4	1	1	3	0	0	0	10
45	0	0	0	0	0	0	0	1	0	1	1	0	1	0	0	4
100	0	0	0	0	0	0	0	0	3	4	1	1	1	0	0	10
Hourly Total	0	0	0	0	0	0	0	5	13	14	6	5	2	0	0	45
115	0	0	0	0	0	0	0	2	8	3	1	0	0	0	0	14
130	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2
145	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	3
200	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
Hourly Total	0	0	0	0	0	0	0	2	9	6	3	0	1	0	0	21
215	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	3
230	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	3
245	0	0	0	0	0	0	0	0	2	2	0	0	1	0	0	5
300	0	0	0	0	0	0	0	0	0	4	1	1	0	0	0	6
Hourly Total	0	0	0	0	0	0	0	1	3	6	4	2	1	0	0	17
315	0	0	0	0	0	0	1	0	4	0	1	0	0	0	0	6
330	0	0	0	0	0	0	0	1	1	4	2	1	0	0	0	9
345	0	0	0	0	0	0	0	0	2	2	1	1	0	0	0	6
400	0	0	0	0	0	0	0	0	2	6	3	0	0	0	0	11
Hourly Total	0	0	0	0	0	0	1	1	9	12	7	2	0	0	0	32
415	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	3
430	0	0	0	0	0	0	0	1	1	9	6	0	0	0	0	17
445	0	0	0	0	0	0	0	2	8	19	6	2	1	0	0	38
500	0	0	0	0	0	0	0	3	3	16	7	3	0	0	0	32
Hourly Total	0	0	0	0	0	0	0	6	12	46	19	5	2	0	0	90
515	0	0	0	0	0	0	0	1	5	25	7	3	0	0	0	41
530	0	0	0	0	0	0	0	4	21	22	9	2	0	0	0	58
545	0	0	0	0	0	0	0	2	37	26	11	1	0	0	0	77
600	0	0	0	0	0	0	0	8	43	48	5	2	0	0	0	106
Hourly Total	0	0	0	0	0	0	0	15	106	121	32	8	0	0	0	282
615	0	0	0	0	0	0	0	49	70	46	17	1	0	0	0	183
630	0	0	0	1	0	0	7	57	119	61	0	2	0	0	0	247
645	0	0	0	0	3	12	90	186	92	25	2	0	0	0	0	410
700	2	9	19	52	10	48	60	109	104	16	2	0	0	0	0	431
Hourly Total	2	9	19	53	13	60	157	401	385	148	21	3	0	0	0	1271
715	3	24	80	100	29	31	7	40	36	11	1	0	0	0	0	362
730	11	48	96	43	13	2	30	48	18	3	2	0	0	0	0	314
745	8	16	81	98	44	19	9	22	20	9	1	0	0	0	0	327
800	2	12	49	44	58	53	38	47	48	13	1	0	0	0	0	365
Hourly Total	24	100	306	285	144	105	84	157	122	36	5	0	0	0	0	1368
815	0	0	5	10	19	21	41	113	83	24	4	0	0	0	0	320
830	1	8	8	10	5	9	53	153	73	17	4	1	0	0	0	342

845	9	35	94	52	31	17	14	31	31	10	0	0	0	0	324
900	5	21	78	36	4	23	26	41	47	17	2	1	0	0	301
Hourly Total	15	64	185	108	59	70	134	338	234	68	10	2	0	0	1287
915	0	0	2	0	0	2	11	67	123	48	13	1	0	0	267
930	0	0	0	0	0	0	21	77	126	38	8	0	0	0	270
945	0	0	1	0	0	3	29	74	112	41	4	2	0	0	266
1000	0	1	2	1	0	1	3	42	126	47	6	0	0	0	229
Hourly Total	0	1	5	1	0	6	64	260	487	174	31	3	0	0	1032
1015	0	2	0	0	0	4	19	68	101	45	6	0	3	0	248
1030	0	0	1	0	0	0	15	67	100	53	10	1	0	0	247
1045	0	0	0	0	0	4	24	54	105	71	14	1	1	0	274
1100	0	0	1	0	0	0	15	51	86	53	10	4	0	0	220
Hourly Total	0	2	2	0	0	8	73	240	392	222	40	6	4	0	989
1115	0	0	0	0	0	0	4	38	123	59	8	0	0	0	232
1130	0	0	0	0	0	0	6	61	94	54	16	3	0	0	234
1145	0	0	0	0	0	0	0	57	104	60	13	1	0	0	235
1200	0	0	0	0	0	4	22	56	107	36	12	0	0	0	237
Hourly Total	0	0	0	0	0	4	32	212	428	209	49	4	0	0	938
1215	0	0	0	0	0	0	2	53	92	56	21	2	0	0	226
1230	0	0	0	0	0	0	2	42	127	64	12	3	0	0	250
1245	0	0	0	0	0	1	13	43	134	60	11	0	0	0	262
1300	0	0	0	0	0	0	0	46	112	80	20	2	0	0	260
Hourly Total	0	0	0	0	0	1	17	184	465	260	64	7	0	0	998
1315	0	0	0	0	0	0	8	87	113	43	10	1	1	0	263
1330	0	0	0	0	0	0	10	45	122	74	11	2	0	0	264
1345	0	0	1	0	0	0	4	61	135	49	10	1	0	0	261
1400	0	0	0	0	0	3	19	69	93	56	5	1	1	0	247
Hourly Total	0	0	1	0	0	3	41	262	463	222	36	5	2	0	1035
1415	0	0	0	0	0	0	6	45	126	55	10	2	0	0	244
1430	0	0	0	0	0	0	3	72	149	50	8	0	0	0	282
1445	0	0	0	0	0	12	16	79	129	65	11	2	1	0	315
1500	0	0	0	0	0	5	35	90	142	58	8	1	0	0	339
Hourly Total	0	0	0	0	0	17	60	286	546	228	37	5	1	0	1180
1515	0	0	0	0	0	2	13	79	134	59	9	2	0	0	298
1530	0	0	1	0	0	14	45	107	130	54	13	1	0	0	365
1545	1	2	2	3	14	18	73	77	103	32	5	1	0	0	331
1600	1	2	19	35	35	60	61	76	50	33	6	2	0	0	380
Hourly Total	2	4	22	38	49	94	192	339	417	178	33	6	0	0	1374
1615	1	1	2	4	28	5	30	75	123	54	11	0	1	0	335
1630	0	0	0	0	0	5	41	162	113	58	9	0	1	0	389
1645	0	0	0	0	2	13	44	118	134	60	12	2	1	0	386
1700	0	0	0	19	15	4	46	144	133	55	10	0	0	0	426
Hourly Total	1	1	2	23	45	27	161	499	503	227	42	2	3	0	1536
1715	0	0	1	1	1	1	24	151	193	59	14	0	0	0	445
1730	2	0	5	14	32	43	53	129	114	46	9	1	0	0	448
1745	0	15	40	55	39	46	69	39	81	57	10	1	0	0	452
1800	2	12	37	54	76	88	29	24	75	30	6	1	0	0	434
Hourly Total	4	27	83	124	148	178	175	343	463	192	39	3	0	0	1779
1815	0	1	14	24	46	145	60	59	82	26	5	1	0	0	463
1830	0	6	1	3	0	3	24	107	117	78	17	2	0	0	358
1845	0	0	0	0	0	0	11	70	145	65	12	1	0	0	304

1900	0	0	0	0	0	2	6	30	129	60	8	0	0	0	235	
Hourly Total	0	7	15	27	46	150	101	266	473	229	42	4	0	0	1360	
1915	0	0	0	0	0	0	1	57	115	52	14	0	0	0	239	
1930	0	0	0	0	0	0	5	19	99	69	18	1	0	0	211	
1945	0	2	0	0	2	8	6	17	99	63	14	1	0	0	212	
2000	0	2	0	0	0	0	8	39	93	39	9	1	0	0	191	
Hourly Total	0	4	0	0	2	8	20	132	406	223	55	3	0	0	853	
2015	0	0	0	0	0	0	0	20	72	41	5	0	0	0	138	
2030	0	0	0	0	0	0	8	48	80	30	7	0	0	0	173	
2045	0	0	0	0	0	0	1	42	72	21	5	1	0	0	142	
2100	0	0	0	0	0	1	8	16	77	37	4	1	1	0	145	
Hourly Total	0	0	0	0	0	1	17	126	301	129	21	2	1	0	598	
2115	0	0	0	0	0	0	0	13	51	31	7	3	0	0	105	
2130	0	0	0	0	0	1	6	17	55	24	4	0	0	0	107	
2145	0	0	0	0	0	0	0	7	35	22	7	0	0	0	71	
2200	0	0	0	0	0	2	2	9	41	24	8	0	0	0	86	
Hourly Total	0	0	0	0	0	3	8	46	182	101	26	3	0	0	369	
2215	0	0	0	0	0	1	4	4	25	28	6	1	0	0	69	
2230	0	0	0	0	0	0	2	10	25	15	8	1	0	0	61	
2245	0	0	0	0	0	0	2	8	23	16	0	1	0	0	50	
2300	0	0	0	0	0	0	1	5	11	10	2	1	0	0	30	
Hourly Total	0	0	0	0	0	1	9	27	84	69	16	4	0	0	210	
2315	0	0	0	0	0	0	0	6	12	3	1	0	0	0	22	
2330	0	0	0	0	0	0	0	4	5	9	2	2	0	0	22	
2345	0	0	0	0	0	0	1	3	6	5	1	0	0	0	16	
2400	0	0	0	0	0	0	1	3	4	5	2	1	0	0	16	
Hourly Total	0	0	0	0	0	0	2	16	27	22	6	3	0	0	76	
DAILY TOTAL	48	219	640	659	506	736	1348	4164	6530	3142	644	87	17	0	0	18740
Percentages	0.3%	1.2%	3.4%	3.5%	2.7%	3.9%	7.2%	22.2%	34.8%	16.8%	3.4%	0.5%	0.1%	0.0%	0.0%	

Statistical Information:

15th Percentile Speed	35.0 mph	Vehicles > 45mph	10,420
50th Percentile Speed	45.8 mph	% Vehicles > 45mph	55.6%
85th Percentile Speed	51.7 mph	10mph Pace Speed	41-50 mph
Average Speed	43.4 mph	Vehicles in Pace	10,694
		% Vehicles in Pace	57.1%

SPEED COUNT REPORT

Location: Ft Hamer Rd between River Isle Run & Mulholland Rd
City/County: Ft Hamer/Manatee
GPS: 27.530737, -82.427602
Direction: Northbound

Day/Date: Wednesday, August 23, 2023
Posted Speed Limit: 45mph

END TIME	SPEED															Total	
	1-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	>75		
15	0	0	0	0	0	0	0	0	3	1	1	0	0	0	0	0	5
30	0	0	0	0	0	0	0	1	2	5	1	1	0	0	0	0	10
45	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	3
100	0	0	0	0	0	0	1	1	3	1	0	1	0	0	0	0	7
Hourly Total	0	0	0	0	0	0	1	3	9	8	2	2	0	0	0	0	25
115	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	3
130	0	0	0	0	0	0	0	2	0	1	1	0	0	0	0	0	4
145	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	3
200	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2
Hourly Total	0	0	0	0	0	0	0	4	1	3	2	1	0	0	0	1	12
215	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	3
230	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
245	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
300	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	3
Hourly Total	0	0	0	0	0	0	0	2	3	4	0	1	0	0	0	0	10
315	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
345	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3
400	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
Hourly Total	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	0	6
415	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
430	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
445	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3
500	0	0	0	0	0	0	0	1	3	1	1	0	0	0	1	0	7
Hourly Total	0	0	0	0	0	0	0	1	9	1	1	0	0	0	0	1	13
515	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	4
530	0	0	0	0	0	0	0	0	4	2	1	0	0	0	0	0	7
545	0	0	0	0	0	0	0	2	7	5	1	1	0	0	0	0	16
600	0	0	0	0	0	0	0	1	6	8	4	0	0	0	0	0	19
Hourly Total	0	0	0	0	0	0	0	4	18	16	7	1	0	0	0	0	46
615	0	0	0	0	0	0	2	5	17	12	0	0	0	0	0	0	36
630	0	0	0	0	0	2	4	13	24	11	4	1	0	0	0	0	59
645	0	0	0	0	3	5	8	30	32	21	0	0	0	0	0	0	99
700	0	0	0	0	0	5	23	68	34	8	0	0	0	0	0	0	138
Hourly Total	0	0	0	0	3	12	37	116	107	52	4	1	0	0	0	0	332
715	0	0	0	0	0	0	12	44	43	19	4	0	0	0	0	0	122
730	0	0	0	0	0	4	19	27	33	8	1	0	0	0	0	0	92
745	0	0	0	0	0	4	22	25	24	13	4	0	0	0	0	0	92
800	0	0	0	0	0	1	12	37	45	15	4	0	0	0	0	0	114
Hourly Total	0	0	0	0	0	9	65	133	145	55	13	0	0	0	0	0	420
815	0	0	0	0	0	1	3	30	55	20	2	0	0	0	0	0	111
830	0	0	0	0	0	0	3	32	35	25	1	1	0	0	0	0	97

845	0	0	1	0	0	3	9	38	49	18	3	0	0	0	121
900	0	0	0	0	0	0	3	40	50	23	5	0	0	0	121
Hourly Total	0	0	1	0	0	4	18	140	189	86	11	1	0	0	450
915	0	0	0	0	0	0	12	27	53	24	4	0	0	0	120
930	0	0	0	0	0	0	1	25	34	30	2	0	0	0	92
945	0	0	0	0	0	0	0	23	59	14	1	0	0	0	97
1000	0	0	2	0	0	3	12	52	42	9	1	0	0	0	121
Hourly Total	0	0	2	0	0	3	25	127	188	77	8	0	0	0	430
1015	0	0	0	0	0	0	1	24	34	29	2	1	0	0	91
1030	0	0	0	0	0	3	6	30	43	24	3	1	0	0	110
1045	0	0	0	0	0	1	11	20	63	8	3	0	0	0	106
1100	0	0	0	0	0	4	18	35	35	19	4	2	0	0	117
Hourly Total	0	0	0	0	0	8	36	109	175	80	12	4	0	0	424
1115	0	0	0	0	0	0	3	23	60	25	7	0	0	0	118
1130	0	0	0	0	0	0	2	33	54	12	1	1	1	0	104
1145	0	0	0	0	0	1	1	39	77	22	5	1	0	0	146
1200	0	0	0	0	0	0	3	17	77	30	5	0	0	0	132
Hourly Total	0	0	0	0	0	1	9	112	268	89	18	2	1	0	500
1215	0	0	0	0	0	0	1	27	45	28	5	1	0	0	107
1230	0	0	0	0	0	8	5	37	59	28	1	0	0	0	138
1245	0	1	0	0	0	0	8	37	57	17	5	0	0	0	125
1300	0	0	0	0	0	0	8	31	68	14	2	1	0	0	124
Hourly Total	0	1	0	0	0	8	22	132	229	87	13	2	0	0	494
1315	0	0	0	0	0	0	8	28	73	36	5	0	0	0	150
1330	0	0	0	0	0	1	17	46	50	22	2	0	0	0	138
1345	0	0	0	0	0	0	5	28	68	41	6	0	0	0	148
1400	0	0	0	0	0	1	8	36	58	36	8	0	0	0	147
Hourly Total	0	0	0	0	0	2	38	138	249	135	21	0	0	0	583
1415	0	0	0	0	0	0	1	46	84	30	2	0	0	0	163
1430	0	0	0	0	0	0	6	72	67	19	2	1	0	0	167
1445	0	0	0	0	0	8	10	60	71	18	1	0	0	0	168
1500	0	0	0	0	0	8	26	59	49	18	2	0	0	0	162
Hourly Total	0	0	0	0	0	16	43	237	271	85	7	1	0	0	660
1515	0	0	0	0	0	0	7	63	68	17	1	0	0	0	156
1530	0	0	0	0	0	0	13	59	75	33	5	0	0	0	185
1545	0	0	0	0	0	0	33	77	64	19	1	0	0	0	194
1600	0	0	0	0	6	12	34	93	78	8	0	0	0	0	231
Hourly Total	0	0	0	0	6	12	87	292	285	77	7	0	0	0	766
1615	0	7	4	2	2	11	67	81	38	21	2	0	0	0	235
1630	0	0	0	0	0	11	29	91	77	13	0	0	0	0	221
1645	0	7	5	6	7	0	10	121	102	19	4	0	0	0	281
1700	0	0	0	0	0	10	62	97	80	15	3	0	0	0	267
Hourly Total	0	14	9	8	9	32	168	390	297	68	9	0	0	0	1004
1715	0	0	0	8	30	18	38	70	61	30	3	0	0	0	258
1730	0	8	11	12	15	83	57	59	29	10	1	0	0	0	285
1745	0	4	15	15	15	69	88	67	25	3	0	0	0	0	301
1800	1	1	7	8	22	24	34	75	59	24	2	0	0	0	257
Hourly Total	1	13	33	43	82	194	217	271	174	67	6	0	0	0	1101
1815	0	0	0	0	2	39	66	72	43	27	2	0	0	0	251
1830	0	0	0	0	0	0	13	96	86	28	6	0	0	0	229
1845	0	0	0	1	8	17	17	72	69	21	2	0	0	0	207

1900	0	0	0	0	1	6	5	70	53	24	3	0	0	0	1	163
Hourly Total	0	0	0	1	11	62	101	310	251	100	13	0	0	0	1	850
1915	0	0	0	0	0	0	16	27	57	28	6	0	0	0	0	134
1930	0	0	0	0	0	0	2	40	62	43	5	0	0	0	0	152
1945	0	0	0	0	0	5	9	41	86	3	3	0	0	0	0	147
2000	0	0	0	0	0	0	6	21	47	25	4	0	0	0	0	103
Hourly Total	0	0	0	0	0	5	33	129	252	99	18	0	0	0	0	536
2015	0	0	0	0	9	9	12	34	38	15	4	0	0	0	0	121
2030	0	0	0	0	0	0	4	25	63	22	7	0	0	0	0	121
2045	0	0	0	0	0	0	2	35	61	18	1	0	0	0	0	117
2100	0	0	0	0	0	1	1	15	35	24	2	0	0	1	1	80
Hourly Total	0	0	0	0	9	10	19	109	197	79	14	0	0	1	1	439
2115	0	0	0	0	0	0	2	38	44	11	0	0	0	0	0	95
2130	0	0	0	0	0	0	1	19	44	13	4	0	0	0	0	81
2145	0	0	0	0	0	0	0	9	22	16	3	1	0	0	0	51
2200	0	0	0	0	1	1	4	10	18	17	4	0	0	0	0	55
Hourly Total	0	0	0	0	1	1	7	76	128	57	11	1	0	0	0	282
2215	0	0	0	0	0	0	0	9	16	14	5	1	2	0	0	47
2230	0	0	0	0	0	0	0	3	15	8	5	2	0	0	0	33
2245	0	0	0	0	0	0	0	2	11	8	1	1	0	0	1	24
2300	0	0	0	0	0	0	0	0	10	10	0	0	0	0	0	20
Hourly Total	0	0	0	0	0	0	0	14	52	40	11	4	2	0	1	124
2315	0	0	0	0	0	0	2	5	20	5	0	0	0	0	0	32
2330	0	0	0	0	0	0	0	3	4	5	1	0	0	0	0	13
2345	0	0	0	0	0	0	1	4	9	1	1	0	0	0	0	16
2400	0	0	0	0	0	0	1	2	2	2	0	0	0	0	0	7
Hourly Total	0	0	0	0	0	0	4	14	35	13	2	0	0	0	0	68
DAILY TOTAL	1	28	45	52	121	379	930	2863	3536	1380	210	21	3	1	5	9575
Percentages	0.0%	0.3%	0.5%	0.5%	1.3%	4.0%	9.7%	29.9%	36.9%	14.4%	2.2%	0.2%	0.0%	0.0%	0.1%	

Statistical Information:

15th Percentile Speed	39.4 mph	Vehicles > 45mph	5,156
50th Percentile Speed	45.5 mph	% Vehicles > 45mph	53.8%
85th Percentile Speed	50.7 mph	10mph Pace Speed	41-50 mph
Average Speed	44.8 mph	Vehicles in Pace	6,399
		% Vehicles in Pace	66.8%

SPEED COUNT REPORT

Location: Ft Hamer Rd between River Isle Run & Mulholland Rd
 City/County: Ft Hamer/Manatee
 GPS: 27.530737, -82.427602
 Direction: Southbound

Day/Date: Wednesday, August 23, 2023
 Posted Speed Limit: 45mph

END TIME	SPEED															Total
	1-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	>75	
15	0	0	0	0	0	0	0	0	2	1	2	0	0	0	0	5
30	0	0	0	0	0	0	0	1	0	1	4	1	0	0	0	7
45	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2
100	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	1	0	3	7	4	0	0	0	0	15
115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
145	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
200	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2
215	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
230	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	3
245	0	0	0	0	0	0	0	0	1	2	0	1	0	0	0	4
300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	3	3	1	1	0	0	0	8
315	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
330	0	0	0	0	0	0	0	0	0	2	3	1	0	0	0	6
345	0	0	0	0	0	0	0	0	1	2	4	1	0	0	0	8
400	0	0	0	0	0	0	0	0	4	2	3	0	0	0	0	9
Hourly Total	0	0	0	0	0	0	0	1	6	8	8	1	0	0	0	24
415	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6
430	0	0	0	0	0	0	0	0	1	5	7	1	1	0	0	15
445	0	0	0	0	0	0	0	0	7	10	2	1	0	0	0	20
500	0	0	0	0	0	0	0	0	6	16	1	1	0	0	0	24
Hourly Total	0	0	0	0	0	0	0	1	18	39	4	3	0	0	0	65
515	0	0	0	0	0	0	0	0	1	7	14	5	3	0	0	30
530	0	0	0	0	0	0	0	0	2	16	17	8	1	0	0	44
545	0	0	0	0	0	0	0	0	2	26	34	7	0	0	0	69
600	0	0	0	0	0	0	0	0	13	34	33	7	0	0	0	87
Hourly Total	0	0	0	0	0	0	0	18	83	98	27	4	0	0	0	230
615	0	0	0	0	0	0	0	1	22	83	35	7	1	0	0	149
630	0	0	0	0	0	0	0	6	49	115	35	2	1	0	0	208
645	0	0	0	0	8	24	69	89	75	24	5	0	0	0	0	294
700	0	0	0	0	21	35	106	115	46	8	0	0	0	0	0	331
Hourly Total	0	0	0	0	29	59	182	275	319	102	14	2	0	0	0	982
715	2	5	15	8	10	36	67	121	40	9	0	0	0	0	1	314
730	8	49	90	71	30	1	0	0	0	0	0	0	0	0	0	249
745	4	19	107	98	8	5	4	0	0	0	0	0	0	0	0	245
800	0	0	1	14	4	19	45	57	38	19	8	1	0	0	0	206
Hourly Total	14	73	213	191	52	61	116	178	78	28	8	1	0	0	1	1014
815	0	0	0	0	0	12	46	79	72	13	1	0	0	0	0	223
830	0	0	0	0	0	20	45	81	69	18	0	0	0	0	0	233

845	0	0	0	0	0	0	44	105	50	5	1	0	0	0	205
900	0	0	0	0	0	5	10	41	85	40	7	0	0	0	188
Hourly Total	0	0	0	0	0	37	145	306	276	76	9	0	0	0	849
915	0	0	0	0	0	0	9	41	65	33	9	1	0	0	158
930	0	0	0	0	3	7	12	45	76	22	2	0	0	0	167
945	0	0	0	0	0	6	6	29	73	37	5	2	2	0	160
1000	0	0	0	0	0	0	12	19	66	39	4	2	0	0	142
Hourly Total	0	0	0	0	3	13	39	134	280	131	20	5	2	0	627
1015	0	0	0	0	0	1	13	25	67	36	7	1	0	0	150
1030	0	0	0	0	0	0	2	28	55	41	11	0	1	0	138
1045	0	0	0	0	0	0	1	31	54	26	1	2	1	1	117
1100	0	1	1	0	0	2	6	38	48	48	2	0	1	0	147
Hourly Total	0	1	1	0	0	3	22	122	224	151	21	3	3	1	552
1115	0	0	0	0	0	0	0	15	61	34	7	0	0	0	117
1130	0	0	0	0	0	6	8	23	55	23	9	2	1	0	127
1145	0	0	0	0	0	0	0	4	55	62	14	0	0	0	135
1200	0	0	0	1	0	0	7	17	57	43	3	0	0	0	128
Hourly Total	0	0	0	1	0	6	15	59	228	162	33	2	1	0	507
1215	0	0	0	0	0	0	11	21	73	35	6	1	1	0	148
1230	0	0	0	0	0	0	9	50	65	21	5	1	1	0	152
1245	0	0	0	0	0	0	2	30	50	48	9	2	1	0	142
1300	0	0	0	0	0	0	8	16	45	45	18	1	0	0	133
Hourly Total	0	0	0	0	0	0	30	117	233	149	38	5	3	0	575
1315	0	0	0	0	0	0	3	24	73	27	9	0	0	0	136
1330	0	0	0	0	0	0	5	17	48	54	7	2	0	0	133
1345	0	0	0	0	0	0	7	17	63	38	3	0	0	0	128
1400	0	0	0	0	0	0	0	19	81	41	5	0	0	0	146
Hourly Total	0	0	0	0	0	0	15	77	265	160	24	2	0	0	543
1415	0	0	0	0	0	0	20	28	37	34	15	0	0	0	134
1430	0	0	0	0	0	1	16	37	43	39	5	0	0	0	141
1445	0	0	0	0	3	4	23	37	53	36	2	0	0	0	158
1500	1	0	0	0	0	0	11	61	56	30	11	3	0	0	173
Hourly Total	1	0	0	0	3	5	70	163	189	139	33	3	0	0	606
1515	0	0	0	0	0	0	10	32	74	24	2	0	0	0	142
1530	0	0	0	0	0	0	11	43	58	27	7	0	0	0	146
1545	0	0	0	0	0	0	17	50	72	41	3	1	0	0	184
1600	0	0	0	0	0	0	13	39	64	40	10	0	0	0	166
Hourly Total	0	0	0	0	0	0	51	164	268	132	22	1	0	0	638
1615	0	0	0	0	0	0	0	9	89	42	9	2	1	0	152
1630	0	0	0	0	0	2	17	33	60	34	4	1	0	0	151
1645	0	0	0	0	0	0	5	29	67	47	8	0	0	0	156
1700	0	0	0	0	0	0	3	39	80	34	0	1	0	0	157
Hourly Total	0	0	0	0	0	2	25	110	296	157	21	4	1	0	616
1715	0	0	0	0	0	0	18	46	78	26	8	2	0	0	178
1730	0	0	0	0	0	0	6	59	85	33	3	2	0	0	188
1745	0	0	0	0	0	0	8	45	58	38	9	1	0	0	159
1800	0	0	0	0	0	0	1	19	65	54	9	0	0	0	148
Hourly Total	0	0	0	0	0	0	33	169	286	151	29	5	0	0	673
1815	0	0	0	0	0	0	0	12	61	44	14	0	0	0	131
1830	0	0	0	0	0	0	3	13	54	43	5	1	0	0	119
1845	0	0	0	0	0	0	7	16	50	28	4	1	0	0	106

1900	0	0	0	0	0	0	1	8	32	52	9	1	0	0	0	103
Hourly Total	0	0	0	0	0	0	11	49	197	167	32	3	0	0	0	459
1915	0	0	0	0	0	0	0	8	42	38	7	3	1	0	0	99
1930	0	0	0	0	0	0	0	4	46	16	10	2	0	0	0	78
1945	0	0	0	0	0	0	0	3	24	29	10	1	1	0	0	68
2000	0	0	0	0	0	0	0	2	32	21	6	1	1	0	0	63
Hourly Total	0	0	0	0	0	0	0	17	144	104	33	7	3	0	0	308
2015	0	0	0	0	0	0	4	9	25	21	5	1	0	0	0	65
2030	0	0	0	0	0	0	0	6	27	17	4	0	0	0	0	54
2045	0	0	0	0	0	0	1	10	21	21	4	0	0	0	0	57
2100	0	0	0	0	0	0	0	2	18	4	4	0	0	0	0	28
Hourly Total	0	0	0	0	0	0	5	27	91	63	17	1	0	0	0	204
2115	0	0	0	0	0	0	0	1	7	7	4	1	1	0	0	21
2130	0	0	0	0	0	0	0	7	15	16	2	0	0	0	0	40
2145	0	0	0	0	0	0	0	7	12	14	6	1	0	1	0	41
2200	0	0	0	0	0	0	0	1	7	17	2	0	1	0	0	28
Hourly Total	0	0	0	0	0	0	0	16	41	54	14	2	2	1	0	130
2215	0	0	0	0	0	0	0	5	10	13	1	2	0	0	0	31
2230	0	0	0	0	0	0	0	1	6	12	1	1	0	0	0	21
2245	0	0	0	0	0	0	0	0	7	8	1	1	0	0	0	17
2300	0	0	0	0	0	0	0	1	4	6	2	0	0	0	0	13
Hourly Total	0	0	0	0	0	0	0	7	27	39	5	4	0	0	0	82
2315	0	0	0	0	0	0	0	1	3	3	1	0	1	0	0	9
2330	0	0	0	0	0	0	0	2	3	2	1	0	1	0	0	9
2345	0	0	0	0	0	0	0	2	0	1	1	0	0	0	0	4
2400	0	0	0	0	0	0	1	0	1	3	1	0	0	0	0	6
Hourly Total	0	0	0	0	0	0	1	5	7	9	4	0	2	0	0	28
DAILY TOTAL	15	74	214	192	87	186	761	2016	3562	2129	422	59	17	2	1	9737
Percentages	0.2%	0.8%	2.2%	2.0%	0.9%	1.9%	7.8%	20.7%	36.6%	21.9%	4.3%	0.6%	0.2%	0.0%	0.0%	

Statistical Information:

15th Percentile Speed	39.6 mph	Vehicles > 45mph	6,192
50th Percentile Speed	46.9 mph	% Vehicles > 45mph	63.6%
85th Percentile Speed	52.7 mph	10mph Pace Speed	46-55 mph
Average Speed	45.4 mph	Vehicles in Pace	5,691
		% Vehicles in Pace	58.4%

SPEED COUNT REPORT

Location: Ft Hamer Rd between River Isle Run & Mulholland Rd
City/County: Ft Hamer/Manatee
GPS: 27.530737, -82.427602
Direction: Combined

Day/Date: Wednesday, August 23, 2023
Posted Speed Limit: 45mph

END TIME	SPEED															Total	
	1-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	>75		
15	0	0	0	0	0	0	0	0	5	2	3	0	0	0	0	0	10
30	0	0	0	0	0	0	1	1	3	9	2	1	0	0	0	0	17
45	0	0	0	0	0	0	0	1	1	2	1	0	0	0	0	0	5
100	0	0	0	0	0	0	1	1	3	2	0	1	0	0	0	0	8
Hourly Total	0	0	0	0	0	0	2	3	12	15	6	2	0	0	0	0	40
115	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	3
130	0	0	0	0	0	0	0	2	0	1	1	0	0	0	0	0	4
145	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	4
200	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	3
Hourly Total	0	0	0	0	0	0	0	5	1	3	3	1	0	0	0	1	14
215	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	4
230	0	0	0	0	0	0	0	1	2	1	1	0	0	0	0	0	5
245	0	0	0	0	0	0	0	0	1	4	0	1	0	0	0	0	6
300	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	3
Hourly Total	0	0	0	0	0	0	0	2	6	7	1	2	0	0	0	0	18
315	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
330	0	0	0	0	0	0	0	0	0	2	3	1	0	0	0	0	6
345	0	0	0	0	0	0	0	1	5	4	1	0	0	0	0	0	11
400	0	0	0	0	0	0	0	0	5	3	3	0	0	0	0	0	11
Hourly Total	0	0	0	0	0	0	0	1	10	10	8	1	0	0	0	0	30
415	0	0	0	0	0	0	0	0	1	6	0	0	0	0	0	0	7
430	0	0	0	0	0	0	0	1	7	7	1	1	0	0	0	0	17
445	0	0	0	0	0	0	0	0	10	10	2	1	0	0	0	0	23
500	0	0	0	0	0	0	0	1	9	17	2	1	0	0	1	0	31
Hourly Total	0	0	0	0	0	0	0	2	27	40	5	3	0	0	0	1	78
515	0	0	0	0	0	0	0	2	8	15	6	3	0	0	0	0	34
530	0	0	0	0	0	0	0	2	20	19	9	1	0	0	0	0	51
545	0	0	0	0	0	0	0	4	33	39	8	1	0	0	0	0	85
600	0	0	0	0	0	0	0	14	40	41	11	0	0	0	0	0	106
Hourly Total	0	0	0	0	0	0	0	22	101	114	34	5	0	0	0	0	276
615	0	0	0	0	0	0	3	27	100	47	7	1	0	0	0	0	185
630	0	0	0	0	0	2	10	62	139	46	6	2	0	0	0	0	267
645	0	0	0	0	11	29	77	119	107	45	5	0	0	0	0	0	393
700	0	0	0	0	21	40	129	183	80	16	0	0	0	0	0	0	469
Hourly Total	0	0	0	0	32	71	219	391	426	154	18	3	0	0	0	0	1314
715	2	5	15	8	10	36	79	165	83	28	4	0	0	0	1	0	436
730	8	49	90	71	30	5	19	27	33	8	1	0	0	0	0	0	341
745	4	19	107	98	8	9	26	25	24	13	4	0	0	0	0	0	337
800	0	0	1	14	4	20	57	94	83	34	12	1	0	0	0	0	320
Hourly Total	14	73	213	191	52	70	181	311	223	83	21	1	0	0	0	1	1434
815	0	0	0	0	0	13	49	109	127	33	3	0	0	0	0	0	334
830	0	0	0	0	0	20	48	113	104	43	1	1	0	0	0	0	330

845	0	0	1	0	0	3	53	143	99	23	4	0	0	0	326
900	0	0	0	0	0	5	13	81	135	63	12	0	0	0	309
Hourly Total	0	0	1	0	0	41	163	446	465	162	20	1	0	0	1299
915	0	0	0	0	0	0	21	68	118	57	13	1	0	0	278
930	0	0	0	0	3	7	13	70	110	52	4	0	0	0	259
945	0	0	0	0	0	6	6	52	132	51	6	2	2	0	257
1000	0	0	2	0	0	3	24	71	108	48	5	2	0	0	263
Hourly Total	0	0	2	0	3	16	64	261	468	208	28	5	2	0	1057
1015	0	0	0	0	0	1	14	49	101	65	9	2	0	0	241
1030	0	0	0	0	0	3	8	58	98	65	14	1	1	0	248
1045	0	0	0	0	0	1	12	51	117	34	4	2	1	1	223
1100	0	1	1	0	0	6	24	73	83	67	6	2	1	0	264
Hourly Total	0	1	1	0	0	11	58	231	399	231	33	7	3	1	976
1115	0	0	0	0	0	0	3	38	121	59	14	0	0	0	235
1130	0	0	0	0	0	6	10	56	109	35	10	3	2	0	231
1145	0	0	0	0	0	1	1	43	132	84	19	1	0	0	281
1200	0	0	0	1	0	0	10	34	134	73	8	0	0	0	260
Hourly Total	0	0	0	1	0	7	24	171	496	251	51	4	2	0	1007
1215	0	0	0	0	0	0	12	48	118	63	11	2	1	0	255
1230	0	0	0	0	0	8	14	87	124	49	6	1	1	0	290
1245	0	1	0	0	0	0	10	67	107	65	14	2	1	0	267
1300	0	0	0	0	0	0	16	47	113	59	20	2	0	0	257
Hourly Total	0	1	0	0	0	8	52	249	462	236	51	7	3	0	1069
1315	0	0	0	0	0	0	11	52	146	63	14	0	0	0	286
1330	0	0	0	0	0	1	22	63	98	76	9	2	0	0	271
1345	0	0	0	0	0	0	12	45	131	79	9	0	0	0	276
1400	0	0	0	0	0	1	8	55	139	77	13	0	0	0	293
Hourly Total	0	0	0	0	0	2	53	215	514	295	45	2	0	0	1126
1415	0	0	0	0	0	0	21	74	121	64	17	0	0	0	297
1430	0	0	0	0	0	1	22	109	110	58	7	1	0	0	308
1445	0	0	0	0	3	12	33	97	124	54	3	0	0	0	326
1500	1	0	0	0	0	8	37	120	105	48	13	3	0	0	335
Hourly Total	1	0	0	0	3	21	113	400	460	224	40	4	0	0	1266
1515	0	0	0	0	0	0	17	95	142	41	3	0	0	0	298
1530	0	0	0	0	0	0	24	102	133	60	12	0	0	0	331
1545	0	0	0	0	0	0	50	127	136	60	4	1	0	0	378
1600	0	0	0	0	6	12	47	132	142	48	10	0	0	0	397
Hourly Total	0	0	0	0	6	12	138	456	553	209	29	1	0	0	1404
1615	0	7	4	2	2	11	67	90	127	63	11	2	1	0	387
1630	0	0	0	0	0	13	46	124	137	47	4	1	0	0	372
1645	0	7	5	6	7	0	15	150	169	66	12	0	0	0	437
1700	0	0	0	0	0	10	65	136	160	49	3	1	0	0	424
Hourly Total	0	14	9	8	9	34	193	500	593	225	30	4	1	0	1620
1715	0	0	0	8	30	18	56	116	139	56	11	2	0	0	436
1730	0	8	11	12	15	83	63	118	114	43	4	2	0	0	473
1745	0	4	15	15	15	69	96	112	83	41	9	1	0	0	460
1800	1	1	7	8	22	24	35	94	124	78	11	0	0	0	405
Hourly Total	1	13	33	43	82	194	250	440	460	218	35	5	0	0	1774
1815	0	0	0	0	2	39	66	84	104	71	16	0	0	0	382
1830	0	0	0	0	0	0	16	109	140	71	11	1	0	0	348
1845	0	0	0	1	8	17	24	88	119	49	6	1	0	0	313

1900	0	0	0	0	1	6	6	78	85	76	12	1	0	0	1	266
Hourly Total	0	0	0	1	11	62	112	359	448	267	45	3	0	0	1	1309
1915	0	0	0	0	0	0	16	35	99	66	13	3	1	0	0	233
1930	0	0	0	0	0	0	2	44	108	59	15	2	0	0	0	230
1945	0	0	0	0	0	5	9	44	110	32	13	1	1	0	0	215
2000	0	0	0	0	0	0	6	23	79	46	10	1	1	0	0	166
Hourly Total	0	0	0	0	0	5	33	146	396	203	51	7	3	0	0	844
2015	0	0	0	0	9	9	16	43	63	36	9	1	0	0	0	186
2030	0	0	0	0	0	0	4	31	90	39	11	0	0	0	0	175
2045	0	0	0	0	0	0	3	45	82	39	5	0	0	0	0	174
2100	0	0	0	0	0	1	1	17	53	28	6	0	0	1	1	108
Hourly Total	0	0	0	0	9	10	24	136	288	142	31	1	0	1	1	643
2115	0	0	0	0	0	0	2	39	51	18	4	1	1	0	0	116
2130	0	0	0	0	0	0	1	26	59	29	6	0	0	0	0	121
2145	0	0	0	0	0	0	0	16	34	30	9	2	0	1	0	92
2200	0	0	0	0	1	1	4	11	25	34	6	0	1	0	0	83
Hourly Total	0	0	0	0	1	1	7	92	169	111	25	3	2	1	0	412
2215	0	0	0	0	0	0	0	14	26	27	6	3	2	0	0	78
2230	0	0	0	0	0	0	0	4	21	20	6	3	0	0	0	54
2245	0	0	0	0	0	0	0	2	18	16	2	2	0	0	1	41
2300	0	0	0	0	0	0	0	1	14	16	2	0	0	0	0	33
Hourly Total	0	0	0	0	0	0	0	21	79	79	16	8	2	0	1	206
2315	0	0	0	0	0	0	2	6	23	8	1	0	1	0	0	41
2330	0	0	0	0	0	0	0	5	7	7	2	0	1	0	0	22
2345	0	0	0	0	0	0	1	6	9	2	2	0	0	0	0	20
2400	0	0	0	0	0	0	2	2	3	5	1	0	0	0	0	13
Hourly Total	0	0	0	0	0	0	5	19	42	22	6	0	2	0	0	96
DAILY TOTAL	16	102	259	244	208	565	1691	4879	7098	3509	632	80	20	3	6	19312
Percentages	0.1%	0.5%	1.3%	1.3%	1.1%	2.9%	8.8%	25.3%	36.8%	18.2%	3.3%	0.4%	0.1%	0.0%	0.0%	

Statistical Information:

15th Percentile Speed	39.4 mph	Vehicles > 45mph	11,348
50th Percentile Speed	46.2 mph	% Vehicles > 45mph	58.8%
85th Percentile Speed	51.9 mph	10mph Pace Speed	41-50 mph
Average Speed	45.1 mph	Vehicles in Pace	11,977
		% Vehicles in Pace	62.0%

SPEED COUNT REPORT

Location: Ft Hamer Rd between River Isle Run & Mulholland Rd
City/County: Ft Hamer/Manatee
GPS: 27.530737, -82.427602
Direction: Northbound

Day/Date: Thursday, August 24, 2023
Posted Speed Limit: 45mph

END TIME	SPEED															Total	
	1-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	>75		
15	0	0	0	0	0	0	0	2	1	3	1	1	0	0	0	0	8
30	0	0	0	0	0	0	0	0	1	4	3	2	1	0	0	0	11
45	0	0	0	0	0	0	0	0	2	3	5	1	0	0	0	0	11
100	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	5
Hourly Total	0	0	0	0	0	0	2	4	10	11	7	1	0	0	0	0	35
115	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3
130	0	0	0	0	0	0	0	0	0	2	1	0	2	0	0	0	5
145	0	0	0	0	0	0	0	0	1	1	3	2	0	0	0	0	7
200	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2
Hourly Total	0	0	0	0	0	0	0	2	3	6	3	3	0	0	0	0	17
215	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
230	0	0	0	0	0	0	0	0	0	2	2	2	0	0	0	0	6
245	0	0	0	0	0	0	0	0	0	1	1	2	1	0	0	0	5
300	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	3
Hourly Total	0	0	0	0	0	1	0	1	6	4	4	1	0	0	0	0	17
315	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	3
330	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3
345	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
400	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	1	0	2	4	1	0	0	0	0	0	8
415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
430	0	0	0	0	0	0	0	0	1	2	2	0	0	0	0	0	5
445	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
500	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	3
Hourly Total	0	0	0	0	0	0	0	2	4	6	0	0	0	0	0	0	12
515	0	0	0	0	0	0	0	0	0	1	4	3	0	0	0	0	8
530	0	0	0	0	0	0	0	0	0	2	7	0	0	0	0	0	9
545	0	0	0	0	0	0	0	0	4	5	7	0	0	0	0	0	16
600	0	0	1	0	0	0	1	4	11	5	3	0	0	0	0	0	25
Hourly Total	0	0	1	0	0	0	1	8	19	23	6	0	0	0	0	0	58
615	0	0	0	0	0	0	0	7	16	7	2	0	0	0	0	0	32
630	0	0	0	0	0	0	0	8	20	9	5	1	0	0	0	0	43
645	0	0	0	0	0	0	5	33	32	22	4	0	0	0	0	0	96
700	0	0	0	0	0	0	21	55	59	17	2	0	0	0	0	0	154
Hourly Total	0	0	0	0	0	0	26	103	127	55	13	1	0	0	0	0	325
715	0	0	0	0	0	0	8	26	39	25	4	0	0	0	0	0	102
730	0	0	0	0	0	0	25	37	33	6	0	0	0	0	0	0	101
745	0	0	0	0	0	2	15	31	29	6	1	0	0	0	0	0	84
800	0	0	0	0	0	0	5	43	36	11	1	0	0	0	0	0	96
Hourly Total	0	0	0	0	0	2	53	137	137	48	6	0	0	0	0	0	383
815	0	0	0	0	0	1	5	15	43	19	5	2	0	0	0	0	90
830	0	0	0	0	0	0	3	16	42	17	4	0	0	0	0	0	82

845	0	0	0	0	0	0	2	24	51	21	4	0	0	0	102
900	0	0	0	0	0	0	7	41	53	14	2	1	0	0	118
Hourly Total	0	0	0	0	0	1	17	96	189	71	15	3	0	0	392
915	0	0	0	0	0	0	7	41	49	10	2	0	0	0	109
930	0	0	0	0	0	0	2	23	75	17	2	0	0	0	119
945	0	0	0	0	0	0	8	16	29	25	4	0	0	0	82
1000	0	0	0	0	0	0	2	17	39	28	6	0	0	0	92
Hourly Total	0	0	0	0	0	0	19	97	192	80	14	0	0	0	402
1015	0	0	0	0	0	0	0	8	74	22	4	0	0	0	108
1030	0	0	1	0	0	1	6	30	33	32	1	0	0	0	104
1045	0	0	0	0	0	0	10	59	43	9	3	0	0	0	125
1100	0	0	1	0	0	0	3	38	67	27	0	0	0	0	136
Hourly Total	0	0	2	0	0	1	19	135	217	90	8	0	0	0	473
1115	0	0	0	0	0	0	0	30	63	18	0	0	0	0	111
1130	0	0	0	0	0	0	4	36	74	16	3	0	0	0	133
1145	0	0	0	0	0	0	5	48	63	13	1	0	0	0	130
1200	0	0	0	0	0	4	23	59	50	10	2	0	0	0	148
Hourly Total	0	0	0	0	0	4	32	173	250	57	6	0	0	0	522
1215	0	0	0	0	0	0	1	37	54	22	7	0	0	0	121
1230	0	0	0	0	0	0	3	34	57	36	5	0	0	0	135
1245	0	1	0	0	0	0	20	37	45	21	6	0	0	0	130
1300	0	0	0	0	0	1	9	43	61	17	1	0	0	0	132
Hourly Total	0	1	0	0	0	1	33	151	217	96	19	0	0	0	518
1315	0	0	0	0	0	5	2	34	68	17	5	0	0	0	131
1330	0	0	0	0	0	3	19	66	43	13	3	0	0	0	147
1345	0	0	0	0	0	3	15	42	45	17	0	0	0	0	122
1400	0	0	0	0	0	0	12	68	53	17	4	1	0	0	155
Hourly Total	0	0	0	0	0	11	48	210	209	64	12	1	0	0	555
1415	0	0	0	0	0	0	8	61	72	25	2	0	0	0	168
1430	0	0	0	0	0	0	15	62	74	13	2	0	0	0	166
1445	0	0	0	0	0	1	9	45	54	22	1	0	0	0	132
1500	0	0	0	0	0	1	20	53	60	19	6	2	0	0	161
Hourly Total	0	0	0	0	0	2	52	221	260	79	11	2	0	0	627
1515	0	0	0	0	0	0	16	58	65	19	5	0	0	0	163
1530	1	0	0	0	2	1	20	93	64	13	1	0	0	0	195
1545	0	0	0	0	0	0	9	67	76	20	5	0	0	0	177
1600	0	0	0	14	17	9	29	93	48	7	4	1	0	1	223
Hourly Total	1	0	0	14	19	10	74	311	253	59	15	1	0	1	758
1615	0	0	0	0	0	11	32	69	58	16	4	0	0	0	190
1630	0	3	4	4	3	12	40	89	64	12	4	0	0	0	235
1645	0	1	1	15	7	26	69	89	53	12	1	0	0	0	274
1700	0	0	0	5	4	12	62	115	54	9	0	0	0	0	261
Hourly Total	0	4	5	24	14	61	203	362	229	49	9	0	0	0	960
1715	2	0	3	7	1	3	35	89	83	20	1	0	0	0	244
1730	0	0	0	0	14	36	65	76	66	12	2	0	0	0	271
1745	0	0	5	29	25	44	71	88	39	2	0	0	0	0	303
1800	1	0	0	0	0	5	39	90	83	15	2	1	0	0	236
Hourly Total	3	0	8	36	40	88	210	343	271	49	5	1	0	0	1054
1815	0	0	0	0	0	8	55	79	86	26	2	1	0	0	257
1830	0	0	0	0	0	2	18	102	64	23	2	1	0	0	212
1845	0	0	0	0	5	4	19	45	48	35	9	1	0	1	167

1900	0	0	0	0	0	0	0	33	94	41	4	1	0	0	0	173
Hourly Total	0	0	0	0	5	14	92	259	292	125	17	4	0	1	0	809
1915	0	1	0	0	0	5	7	33	72	23	4	2	0	0	0	147
1930	0	0	0	0	0	0	3	49	67	24	1	0	0	0	0	144
1945	0	0	0	0	0	0	12	42	53	21	1	1	0	0	0	130
2000	0	0	1	0	0	0	1	23	57	22	4	0	0	0	0	108
Hourly Total	0	1	1	0	0	5	23	147	249	90	10	3	0	0	0	529
2015	0	0	0	0	0	0	2	30	58	22	0	0	1	0	0	113
2030	0	0	0	0	0	0	2	43	63	22	1	0	0	0	0	131
2045	0	0	0	0	0	0	14	61	49	12	4	0	0	0	0	140
2100	0	0	0	0	0	0	13	34	40	5	3	0	0	0	0	95
Hourly Total	0	0	0	0	0	0	31	168	210	61	8	0	1	0	0	479
2115	0	0	0	0	0	0	0	20	39	14	3	0	0	0	0	76
2130	0	0	0	0	0	0	0	19	42	23	5	1	0	0	0	90
2145	0	0	0	0	0	1	4	15	33	12	5	1	0	1	0	72
2200	0	0	0	0	1	0	1	18	35	19	4	0	0	0	0	78
Hourly Total	0	0	0	0	1	1	5	72	149	68	17	2	0	1	0	316
2215	0	0	0	0	0	0	2	21	11	10	2	0	1	0	0	47
2230	0	0	0	0	0	0	0	9	6	16	8	0	0	0	0	39
2245	0	0	0	0	0	0	0	5	10	5	4	1	0	0	0	25
2300	0	0	0	0	0	0	0	1	31	3	0	0	0	0	0	35
Hourly Total	0	0	0	0	0	0	2	36	58	34	14	1	1	0	0	146
2315	0	0	0	0	0	0	0	0	21	2	0	0	0	0	0	23
2330	0	0	0	0	0	0	0	2	18	1	0	0	0	0	0	21
2345	0	0	0	0	0	0	0	0	8	5	0	0	0	0	0	13
2400	0	0	0	0	0	0	0	0	4	6	0	0	0	0	0	10
Hourly Total	0	0	0	0	0	0	0	2	51	14	0	0	0	0	0	67
DAILY TOTAL	4	6	17	74	79	202	943	3040	3604	1243	220	24	2	3	1	9462
Percentages	0.0%	0.1%	0.2%	0.8%	0.8%	2.1%	10.0%	32.1%	38.1%	13.1%	2.3%	0.3%	0.0%	0.0%	0.0%	

Statistical Information:

15th Percentile Speed	40.2 mph	Vehicles > 45mph	5,097
50th Percentile Speed	45.5 mph	% Vehicles > 45mph	53.9%
85th Percentile Speed	50.3 mph	10mph Pace Speed	41-50 mph
Average Speed	45.1 mph	Vehicles in Pace	6,644
		% Vehicles in Pace	70.2%

SPEED COUNT REPORT

Location: Ft Hamer Rd between River Isle Run & Mulholland Rd
City/County: Ft Hamer/Manatee
GPS: 27.530737, -82.427602
Direction: Southbound

Day/Date: Thursday, August 24, 2023
Posted Speed Limit: 45mph

END TIME	SPEED															Total
	1-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	>75	
15	0	0	0	0	0	0	0	1	1	4	1	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
45	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	0
100	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	1	3	5	6	1	0	0	0	0
115	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0
130	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
145	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
200	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	2	2	2	2	0	0	0	0	0
215	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
230	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
245	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
300	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	6	1	1	0	0	0	0
315	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0
330	0	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0
345	0	0	0	0	0	0	0	0	2	3	3	0	0	0	0	0
400	0	0	0	0	0	0	0	0	1	4	6	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	4	11	11	1	0	0	0	0
415	0	0	0	0	0	0	0	0	2	5	2	1	0	0	0	0
430	0	0	0	0	0	0	0	0	4	3	2	0	0	0	0	0
445	0	0	0	0	0	0	0	0	10	15	4	2	0	0	0	0
500	0	0	0	0	0	0	0	0	5	14	7	1	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	21	37	15	4	0	0	0	0
515	0	0	0	0	0	0	0	2	8	18	3	0	0	0	0	0
530	0	0	0	0	0	0	0	3	6	28	9	4	2	0	0	0
545	0	0	0	0	0	0	1	4	10	25	10	1	0	0	0	0
600	0	0	0	0	1	0	0	5	29	43	14	1	0	0	0	0
Hourly Total	0	0	0	0	1	0	1	14	53	114	36	6	2	0	0	0
615	0	0	0	0	0	0	1	17	61	48	12	1	0	0	0	0
630	0	0	0	0	0	0	2	49	98	41	6	0	0	0	0	0
645	0	0	0	0	0	17	77	136	51	18	0	0	0	0	0	0
700	0	0	0	0	0	9	89	109	90	16	2	0	0	0	0	0
Hourly Total	0	0	0	0	0	26	169	311	300	123	20	1	0	0	0	0
715	1	17	6	2	5	30	92	110	36	3	0	0	0	0	0	0
730	6	38	99	87	10	5	0	0	0	0	0	0	0	0	2	0
745	2	34	70	62	19	19	7	10	8	0	0	0	0	0	0	0
800	0	0	1	13	9	22	55	92	23	6	2	0	0	0	0	0
Hourly Total	9	89	176	164	43	76	154	212	67	9	2	0	0	0	0	2
815	0	0	0	0	2	16	36	72	67	13	3	0	0	0	0	0
830	0	0	0	0	0	4	46	111	69	16	3	0	0	0	0	0

845	0	0	1	0	1	1	17	84	77	20	7	0	0	0	208
900	0	0	0	0	0	2	15	33	61	41	9	0	0	0	161
Hourly Total	0	0	1	0	3	23	114	300	274	90	22	0	0	0	827
915	0	0	0	0	9	8	26	66	38	21	8	1	0	0	177
930	0	0	0	0	0	0	2	26	82	43	3	0	0	0	156
945	0	0	0	0	0	0	0	19	80	36	10	0	0	0	145
1000	0	0	0	0	0	9	1	13	78	39	5	0	1	0	146
Hourly Total	0	0	0	0	9	17	29	124	278	139	26	1	1	0	624
1015	0	0	0	0	0	0	25	50	75	21	4	2	0	0	177
1030	0	0	0	0	0	0	6	36	81	25	3	0	0	0	151
1045	0	0	0	1	0	0	16	42	68	29	4	0	0	0	160
1100	0	0	0	0	0	0	13	14	53	39	14	0	0	0	133
Hourly Total	0	0	0	1	0	0	60	142	277	114	25	2	0	0	621
1115	0	0	0	0	0	0	5	29	50	30	9	0	0	0	123
1130	0	0	1	0	0	2	12	40	52	33	5	0	0	0	145
1145	0	0	0	0	0	0	5	37	55	26	1	0	0	0	124
1200	0	0	0	0	1	12	15	28	67	9	7	0	0	0	139
Hourly Total	0	0	1	0	1	14	37	134	224	98	22	0	0	0	531
1215	0	0	0	0	0	0	5	31	52	38	8	0	0	0	134
1230	0	0	0	0	0	0	10	42	63	26	7	0	0	0	148
1245	0	0	0	0	0	0	0	16	71	38	11	0	0	0	136
1300	0	0	0	0	0	1	5	17	56	44	14	1	0	0	138
Hourly Total	0	0	0	0	0	1	20	106	242	146	40	1	0	0	556
1315	0	0	0	0	0	0	8	18	50	30	4	2	0	0	112
1330	0	0	0	0	0	0	14	48	55	9	4	0	0	0	130
1345	0	0	0	0	0	6	13	37	67	13	0	0	0	0	136
1400	0	0	0	0	0	1	9	44	46	19	1	0	1	0	121
Hourly Total	0	0	0	0	0	7	44	147	218	71	9	2	1	0	499
1415	0	0	0	0	0	0	2	38	78	29	2	2	1	0	152
1430	0	0	0	0	0	0	6	42	54	17	8	1	0	0	128
1445	0	0	0	0	0	0	9	65	67	35	2	0	0	0	178
1500	0	0	0	0	0	0	3	40	63	27	3	0	0	0	136
Hourly Total	0	0	0	0	0	0	20	185	262	108	15	3	1	0	594
1515	0	0	0	0	0	1	8	36	80	14	7	0	0	0	146
1530	0	0	0	0	0	0	9	36	53	16	2	1	0	0	117
1545	0	0	0	0	0	4	7	64	55	28	3	3	0	0	164
1600	0	0	0	0	0	2	31	43	56	14	8	1	0	0	155
Hourly Total	0	0	0	0	0	7	55	179	244	72	20	5	0	0	582
1615	0	0	0	0	0	2	10	17	65	35	8	1	0	0	138
1630	0	0	0	0	0	0	0	39	53	32	2	1	0	0	127
1645	0	0	0	0	0	0	4	41	74	51	3	0	0	0	173
1700	0	0	0	0	0	0	8	41	71	24	7	0	0	0	151
Hourly Total	0	0	0	0	0	2	22	138	263	142	20	2	0	0	589
1715	0	0	0	0	0	0	1	43	84	33	6	0	0	0	167
1730	0	0	0	0	0	0	8	24	89	41	10	1	0	0	173
1745	0	0	0	0	0	0	1	35	99	28	3	0	0	0	166
1800	0	0	0	0	0	0	24	38	78	24	3	4	0	0	171
Hourly Total	0	0	0	0	0	0	34	140	350	126	22	5	0	0	677
1815	0	0	0	0	0	0	4	28	48	37	8	0	0	0	125
1830	0	0	0	0	0	0	2	19	41	38	10	1	2	0	113
1845	0	0	0	1	0	0	1	10	50	31	13	1	0	0	107

1900	0	0	0	0	0	0	0	11	43	31	11	0	1	0	0	97
Hourly Total	0	0	0	1	0	0	7	68	182	137	42	2	3	0	0	442
1915	0	1	0	1	0	0	1	12	22	45	10	0	0	0	0	92
1930	0	0	1	0	0	0	1	15	38	35	4	1	0	1	0	96
1945	0	0	0	0	0	0	0	2	25	18	2	0	0	0	0	47
2000	0	0	0	0	0	0	0	6	28	20	13	2	0	0	0	69
Hourly Total	0	1	1	1	0	0	2	35	113	118	29	3	0	1	0	304
2015	0	0	0	0	0	0	0	9	24	22	4	0	0	0	0	59
2030	0	0	0	0	0	0	0	8	33	12	3	1	0	0	0	57
2045	0	0	0	0	0	0	4	6	33	11	1	0	0	0	0	55
2100	0	0	0	0	0	1	1	8	28	13	7	1	0	0	0	59
Hourly Total	0	0	0	0	0	1	5	31	118	58	15	2	0	0	0	230
2115	0	0	0	0	0	0	1	12	21	12	4	0	0	0	0	50
2130	0	0	0	0	0	0	1	1	20	15	1	1	0	0	0	39
2145	0	0	0	0	0	0	0	2	14	10	4	0	0	0	0	30
2200	0	0	0	0	0	1	0	3	11	3	4	0	0	0	0	22
Hourly Total	0	0	0	0	0	1	2	18	66	40	13	1	0	0	0	141
2215	0	0	0	0	0	0	1	1	11	7	2	0	0	0	0	22
2230	0	0	0	0	0	0	0	2	8	4	3	2	1	0	0	20
2245	0	0	0	0	0	0	1	2	4	2	1	0	1	0	0	11
2300	0	0	0	0	0	0	0	0	8	2	4	0	0	0	0	14
Hourly Total	0	0	0	0	0	0	2	5	31	15	10	2	2	0	0	67
2315	0	0	0	0	0	0	0	1	6	8	2	1	0	0	0	18
2330	0	0	0	0	0	0	0	1	1	2	0	1	0	0	0	5
2345	0	0	0	0	0	0	0	1	2	3	2	0	0	0	0	8
2400	0	0	0	0	0	0	0	0	3	5	0	1	0	0	0	9
Hourly Total	0	0	0	0	0	0	0	3	12	18	4	3	0	0	0	40
DAILY TOTAL	9	90	179	167	57	175	777	2295	3604	1799	427	48	10	1	2	9640
Percentages	0.1%	0.9%	1.9%	1.7%	0.6%	1.8%	8.1%	23.8%	37.4%	18.7%	4.4%	0.5%	0.1%	0.0%	0.0%	

Statistical Information:

15th Percentile Speed	39.9 mph	Vehicles > 45mph	5,891
50th Percentile Speed	46.5 mph	% Vehicles > 45mph	61.1%
85th Percentile Speed	52.3 mph	10mph Pace Speed	41-50 mph
Average Speed	45.2 mph	Vehicles in Pace	5,899
		% Vehicles in Pace	61.2%

SPEED COUNT REPORT

Location: Ft Hamer Rd between River Isle Run & Mulholland Rd
City/County: Ft Hamer/Manatee
GPS: 27.530737, -82.427602
Direction: Combined

Day/Date: Thursday, August 24, 2023
Posted Speed Limit: 45mph

END TIME	SPEED															Total	
	1-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	>75		
15	0	0	0	0	0	0	0	2	2	4	5	2	0	0	0	0	15
30	0	0	0	0	0	0	0	0	1	4	3	3	1	0	0	0	12
45	0	0	0	0	0	0	0	0	2	4	5	5	0	0	0	0	16
100	0	0	0	0	0	0	0	0	0	1	3	3	1	0	0	0	8
Hourly Total	0	0	0	0	0	0	2	5	13	16	13	2	0	0	0	0	51
115	0	0	0	0	0	0	0	0	1	1	3	2	0	0	0	0	7
130	0	0	0	0	0	0	0	0	0	2	2	0	2	0	0	0	6
145	0	0	0	0	0	0	0	0	1	2	3	3	0	0	0	0	9
200	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	3
Hourly Total	0	0	0	0	0	0	0	4	5	8	5	3	0	0	0	0	25
215	0	0	0	0	0	0	0	0	0	3	1	1	0	0	0	0	5
230	0	0	0	0	0	0	0	0	0	2	2	2	1	0	0	0	7
245	0	0	0	0	0	0	0	0	0	1	3	2	1	0	0	0	7
300	0	0	0	0	0	0	1	0	1	0	4	0	0	0	0	0	6
Hourly Total	0	0	0	0	0	1	0	1	6	10	5	2	0	0	0	0	25
315	0	0	0	0	0	0	0	1	0	2	2	1	0	0	0	0	6
330	0	0	0	0	0	0	0	0	0	1	4	2	1	0	0	0	8
345	0	0	0	0	0	0	0	0	0	2	4	3	0	0	0	0	9
400	0	0	0	0	0	0	0	0	0	1	5	6	0	0	0	0	12
Hourly Total	0	0	0	0	0	0	1	0	6	15	12	1	0	0	0	0	35
415	0	0	0	0	0	0	0	0	0	2	5	2	1	0	0	0	10
430	0	0	0	0	0	0	0	0	1	6	5	2	0	0	0	0	14
445	0	0	0	0	0	0	0	0	0	12	17	4	2	0	0	0	35
500	0	0	0	0	0	0	0	0	1	5	16	7	1	0	0	0	30
Hourly Total	0	0	0	0	0	0	0	2	25	43	15	4	0	0	0	0	89
515	0	0	0	0	0	0	0	0	2	9	22	6	0	0	0	0	39
530	0	0	0	0	0	0	0	0	3	8	35	9	4	2	0	0	61
545	0	0	0	0	0	0	0	1	8	15	32	10	1	0	0	0	67
600	0	0	1	0	1	0	1	9	40	48	17	1	0	0	0	0	118
Hourly Total	0	0	1	0	1	0	2	22	72	137	42	6	2	0	0	0	285
615	0	0	0	0	0	0	0	1	24	77	55	14	1	0	0	0	172
630	0	0	0	0	0	0	0	2	57	118	50	11	1	0	0	0	239
645	0	0	0	0	0	0	17	82	169	83	40	4	0	0	0	0	395
700	0	0	0	0	0	0	9	110	164	149	33	4	0	0	0	0	469
Hourly Total	0	0	0	0	0	26	195	414	427	178	33	2	0	0	0	0	1275
715	1	17	6	2	5	30	100	136	75	28	4	0	0	0	0	0	404
730	6	38	99	87	10	5	25	37	33	6	0	0	0	0	0	2	348
745	2	34	70	62	19	21	22	41	37	6	1	0	0	0	0	0	315
800	0	0	1	13	9	22	60	135	59	17	3	0	0	0	0	0	319
Hourly Total	9	89	176	164	43	78	207	349	204	57	8	0	0	0	0	2	1386
815	0	0	0	0	2	17	41	87	110	32	8	2	0	0	0	0	299
830	0	0	0	0	0	4	49	127	111	33	7	0	0	0	0	0	331

845	0	0	1	0	1	1	19	108	128	41	11	0	0	0	310
900	0	0	0	0	0	2	22	74	114	55	11	1	0	0	279
Hourly Total	0	0	1	0	3	24	131	396	463	161	37	3	0	0	1219
915	0	0	0	0	9	8	33	107	87	31	10	1	0	0	286
930	0	0	0	0	0	0	4	49	157	60	5	0	0	0	275
945	0	0	0	0	0	0	8	35	109	61	14	0	0	0	227
1000	0	0	0	0	0	9	3	30	117	67	11	0	1	0	238
Hourly Total	0	0	0	0	9	17	48	221	470	219	40	1	1	0	1026
1015	0	0	0	0	0	0	25	58	149	43	8	2	0	0	285
1030	0	0	1	0	0	1	12	66	114	57	4	0	0	0	255
1045	0	0	0	1	0	0	26	101	111	38	7	0	0	0	285
1100	0	0	1	0	0	0	16	52	120	66	14	0	0	0	269
Hourly Total	0	0	2	1	0	1	79	277	494	204	33	2	0	0	1094
1115	0	0	0	0	0	0	5	59	113	48	9	0	0	0	234
1130	0	0	1	0	0	2	16	76	126	49	8	0	0	0	278
1145	0	0	0	0	0	0	10	85	118	39	2	0	0	0	254
1200	0	0	0	0	1	16	38	87	117	19	9	0	0	0	287
Hourly Total	0	0	1	0	1	18	69	307	474	155	28	0	0	0	1053
1215	0	0	0	0	0	0	6	68	106	60	15	0	0	0	255
1230	0	0	0	0	0	0	13	76	120	62	12	0	0	0	283
1245	0	1	0	0	0	0	20	53	116	59	17	0	0	0	266
1300	0	0	0	0	0	2	14	60	117	61	15	1	0	0	270
Hourly Total	0	1	0	0	0	2	53	257	459	242	59	1	0	0	1074
1315	0	0	0	0	0	5	10	52	118	47	9	2	0	0	243
1330	0	0	0	0	0	3	33	114	98	22	7	0	0	0	277
1345	0	0	0	0	0	9	28	79	112	30	0	0	0	0	258
1400	0	0	0	0	0	1	21	112	99	36	5	1	1	0	276
Hourly Total	0	0	0	0	0	18	92	357	427	135	21	3	1	0	1054
1415	0	0	0	0	0	0	10	99	150	54	4	2	1	0	320
1430	0	0	0	0	0	0	21	104	128	30	10	1	0	0	294
1445	0	0	0	0	0	1	18	110	121	57	3	0	0	0	310
1500	0	0	0	0	0	1	23	93	123	46	9	2	0	0	297
Hourly Total	0	0	0	0	0	2	72	406	522	187	26	5	1	0	1221
1515	0	0	0	0	0	1	24	94	145	33	12	0	0	0	309
1530	1	0	0	0	2	1	29	129	117	29	3	1	0	0	312
1545	0	0	0	0	0	4	16	131	131	48	8	3	0	0	341
1600	0	0	0	14	17	11	60	136	104	21	12	2	0	1	378
Hourly Total	1	0	0	14	19	17	129	490	497	131	35	6	0	1	1340
1615	0	0	0	0	0	13	42	86	123	51	12	1	0	0	328
1630	0	3	4	4	3	12	40	128	117	44	6	1	0	0	362
1645	0	1	1	15	7	26	73	130	127	63	4	0	0	0	447
1700	0	0	0	5	4	12	70	156	125	33	7	0	0	0	412
Hourly Total	0	4	5	24	14	63	225	500	492	191	29	2	0	0	1549
1715	2	0	3	7	1	3	36	132	167	53	7	0	0	0	411
1730	0	0	0	0	14	36	73	100	155	53	12	1	0	0	444
1745	0	0	5	29	25	44	72	123	138	30	3	0	0	0	469
1800	1	0	0	0	0	5	63	128	161	39	5	5	0	0	407
Hourly Total	3	0	8	36	40	88	244	483	621	175	27	6	0	0	1731
1815	0	0	0	0	0	8	59	107	134	63	10	1	0	0	382
1830	0	0	0	0	0	2	20	121	105	61	12	2	2	0	325
1845	0	0	0	1	5	4	20	55	98	66	22	2	0	1	274

1900	0	0	0	0	0	0	0	44	137	72	15	1	1	0	0	270
Hourly Total	0	0	0	1	5	14	99	327	474	262	59	6	3	1	0	1251
1915	0	2	0	1	0	5	8	45	94	68	14	2	0	0	0	239
1930	0	0	1	0	0	0	4	64	105	59	5	1	0	1	0	240
1945	0	0	0	0	0	0	12	44	78	39	3	1	0	0	0	177
2000	0	0	1	0	0	0	1	29	85	42	17	2	0	0	0	177
Hourly Total	0	2	2	1	0	5	25	182	362	208	39	6	0	1	0	833
2015	0	0	0	0	0	0	2	39	82	44	4	0	1	0	0	172
2030	0	0	0	0	0	0	2	51	96	34	4	1	0	0	0	188
2045	0	0	0	0	0	0	18	67	82	23	5	0	0	0	0	195
2100	0	0	0	0	0	1	14	42	68	18	10	1	0	0	0	154
Hourly Total	0	0	0	0	0	1	36	199	328	119	23	2	1	0	0	709
2115	0	0	0	0	0	0	1	32	60	26	7	0	0	0	0	126
2130	0	0	0	0	0	0	1	20	62	38	6	2	0	0	0	129
2145	0	0	0	0	0	1	4	17	47	22	9	1	0	1	0	102
2200	0	0	0	0	1	1	1	21	46	22	8	0	0	0	0	100
Hourly Total	0	0	0	0	1	2	7	90	215	108	30	3	0	1	0	457
2215	0	0	0	0	0	0	3	22	22	17	4	0	1	0	0	69
2230	0	0	0	0	0	0	0	11	14	20	11	2	1	0	0	59
2245	0	0	0	0	0	0	1	7	14	7	5	1	1	0	0	36
2300	0	0	0	0	0	0	0	1	39	5	4	0	0	0	0	49
Hourly Total	0	0	0	0	0	0	4	41	89	49	24	3	3	0	0	213
2315	0	0	0	0	0	0	0	1	27	10	2	1	0	0	0	41
2330	0	0	0	0	0	0	0	3	19	3	0	1	0	0	0	26
2345	0	0	0	0	0	0	0	1	10	8	2	0	0	0	0	21
2400	0	0	0	0	0	0	0	0	7	11	0	1	0	0	0	19
Hourly Total	0	0	0	0	0	0	0	5	63	32	4	3	0	0	0	107
DAILY TOTAL	13	96	196	241	136	377	1720	5335	7208	3042	647	72	12	4	3	19102
Percentages	0.1%	0.5%	1.0%	1.3%	0.7%	2.0%	9.0%	27.9%	37.7%	15.9%	3.4%	0.4%	0.1%	0.0%	0.0%	

Statistical Information:

15th Percentile Speed	40.1 mph	Vehicles > 45mph	10,988
50th Percentile Speed	46.0 mph	% Vehicles > 45mph	57.5%
85th Percentile Speed	51.5 mph	10mph Pace Speed	41-50 mph
Average Speed	45.2 mph	Vehicles in Pace	12,543
		% Vehicles in Pace	65.7%

Volume Count Report

Start Date: August 22, 2023	Start Time: 00:00	GPS: 27.530737
Stop Date: August 22, 2023	Stop Time: 24:00	-82.427602
City: Ft Hamer	County: Manatee	
Location Ft Hamer Rd between River Isle Run & Mulholland Rd		

Northbound Volume

Tuesday, August 22, 2023

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	10	3	4	0	5	31	99	82	113	105	97
30	7	1	2	2	2	12	46	103	99	113	104	116
45	4	2	2	2	7	10	98	85	96	88	115	101
00	6	1	2	2	7	23	141	118	92	97	90	130
Hr Total	27	14	9	10	16	50	316	405	369	411	414	444

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	123	125	136	153	201	277	316	139	96	63	42	19
30	129	135	150	213	256	278	226	124	122	78	47	15
45	143	143	163	180	243	286	197	128	106	47	32	11
00	118	133	168	245	253	296	136	134	93	53	17	11
Hr Total	513	536	617	791	953	1,137	875	525	417	241	138	56

24 Hour Total:	9,284	AM Peak Volume:	444	AM Peak Hour Factor:	0.85
AM Peak Hour begins:	11:00	PM Peak Volume:	1,176	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	17:15				

Southbound Volume

Tuesday, August 22, 2023

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	4	0	2	3	36	152	263	238	154	143	135
30	3	1	1	7	15	46	201	211	243	157	143	118
45	0	1	3	4	31	67	312	242	228	178	159	134
00	4	1	4	9	25	83	290	247	209	132	130	107
Hr Total	18	7	8	22	74	232	955	963	918	621	575	494

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	103	138	108	145	134	168	147	100	42	42	27	3
30	121	129	132	152	133	170	132	87	51	29	14	7
45	119	118	152	151	143	166	107	84	36	24	18	5
00	142	114	171	135	173	138	99	57	52	33	13	5
Hr Total	485	499	563	583	583	642	485	328	181	128	72	20

24 Hour Total:	9,456	AM Peak Volume:	1,076	AM Peak Hour Factor:	0.86
AM Peak Hour begins:	6:30	PM Peak Volume:	677	PM Peak Hour Factor:	0.98
PM Peak Hour begins:	16:45				

Total Volume for All Lanes

Tuesday, August 22, 2023

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	14	3	6	3	41	183	362	320	267	248	232
30	10	2	3	9	17	58	247	314	342	270	247	234
45	4	3	5	6	38	77	410	327	324	266	274	235
00	10	2	6	11	32	106	431	365	301	229	220	237
Hr Total	45	21	17	32	90	282	1,271	1,368	1,287	1,032	989	938

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	226	263	244	298	335	445	463	239	138	105	69	22
30	250	264	282	365	389	448	358	211	173	107	61	22
45	262	261	315	331	386	452	304	212	142	71	50	16
00	260	247	339	380	426	434	235	191	145	86	30	16
Hr Total	998	1,035	1,180	1,374	1,536	1,779	1,360	853	598	369	210	76

24 Hour Total:	18,740	AM Peak Volume:	1,517	AM Peak Hour Factor:	0.88
AM Peak Hour begins:	6:30	PM Peak Volume:	1,797	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	17:15				

Volume Count Report

Start Date: August 23, 2023	Start Time: 00:00	GPS: 27.530737
Stop Date: August 23, 2023	Stop Time: 24:00	-82.427602
City: Ft Hamer	County: Manatee	
Location Ft Hamer Rd between River Isle Run & Mulholland Rd		

Northbound Volume

Wednesday, August 23, 2023

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	3	3	1	1	4	36	122	111	120	91	118
30	10	4	2	0	2	7	59	92	97	92	110	104
45	3	3	2	3	3	16	99	92	121	97	106	146
00	7	2	3	2	7	19	138	114	121	121	117	132
Hr Total	25	12	10	6	13	46	332	420	450	430	424	500

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	107	150	163	156	235	258	251	134	121	95	47	32
30	138	138	167	185	221	285	229	152	121	81	33	13
45	125	148	168	194	281	301	207	147	117	51	24	16
00	124	147	162	231	267	257	163	103	80	55	20	7
Hr Total	494	583	660	766	1,004	1,101	850	536	439	282	124	68

24 Hour Total:	9,575	AM Peak Volume:	500	AM Peak Hour Factor:	0.86
AM Peak Hour begins:	11:00	PM Peak Volume:	1,111	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	16:45				

Southbound Volume

Wednesday, August 23, 2023

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	0	1	1	6	30	149	314	223	158	150	117
30	7	0	3	6	15	44	208	249	233	167	138	127
45	2	1	4	8	20	69	294	245	205	160	117	135
00	1	1	0	9	24	87	331	206	188	142	147	128
Hr Total	15	2	8	24	65	230	982	1,014	849	627	552	507

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	148	136	134	142	152	178	131	99	65	21	31	9
30	152	133	141	146	151	188	119	78	54	40	21	9
45	142	128	158	184	156	159	106	68	57	41	17	4
00	133	146	173	166	157	148	103	63	28	28	13	6
Hr Total	575	543	606	638	616	673	459	308	204	130	82	28

24 Hour Total:	9,737	AM Peak Volume:	1,188	AM Peak Hour Factor:	0.90
AM Peak Hour begins:	6:30	PM Peak Volume:	682	PM Peak Hour Factor:	0.91
PM Peak Hour begins:	16:45				

Total Volume for All Lanes

Wednesday, August 23, 2023

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	3	4	2	7	34	185	436	334	278	241	235
30	17	4	5	6	17	51	267	341	330	259	248	231
45	5	4	6	11	23	85	393	337	326	257	223	281
00	8	3	3	11	31	106	469	320	309	263	264	260
Hr Total	40	14	18	30	78	276	1,314	1,434	1,299	1,057	976	1,007

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	255	286	297	298	387	436	382	233	186	116	78	41
30	290	271	308	331	372	473	348	230	175	121	54	22
45	267	276	326	378	437	460	313	215	174	92	41	20
00	257	293	335	397	424	405	266	166	108	83	33	13
Hr Total	1,069	1,126	1,266	1,404	1,620	1,774	1,309	844	643	412	206	96

24 Hour Total:	19,312	AM Peak Volume:	1,639	AM Peak Hour Factor:	0.87
AM Peak Hour begins:	6:30	PM Peak Volume:	1,793	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	16:45				

Volume Count Report

Start Date: August 24, 2023	Start Time: 00:00	GPS: 27.530737
Stop Date: August 24, 2023	Stop Time: 24:00	-82.427602
City: Ft Hamer	County: Manatee	
Location Ft Hamer Rd between River Isle Run & Mulholland Rd		

Northbound Volume

Thursday, August 24, 2023

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	3	3	3	0	8	32	102	90	109	108	111
30	11	5	6	3	5	9	43	101	82	119	104	133
45	11	7	5	1	4	16	96	84	102	82	125	130
00	5	2	3	1	3	25	154	96	118	92	136	148
Hr Total	35	17	17	8	12	58	325	383	392	402	473	522

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	121	131	168	163	190	244	257	147	113	76	47	23
30	135	147	166	195	235	271	212	144	131	90	39	21
45	130	122	132	177	274	303	167	130	140	72	25	13
00	132	155	161	223	261	236	173	108	95	78	35	10
Hr Total	518	555	627	758	960	1,054	809	529	479	316	146	67

24 Hour Total:	9,462	AM Peak Volume:	522	AM Peak Hour Factor:	0.88
AM Peak Hour begins:	11:00	PM Peak Volume:	1,079	PM Peak Hour Factor:	0.89
PM Peak Hour begins:	16:45				

Southbound Volume

Thursday, August 24, 2023

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	4	2	3	10	31	140	302	209	177	177	123
30	1	1	1	5	9	52	196	247	249	156	151	145
45	5	2	2	8	31	51	299	231	208	145	160	124
00	3	1	3	11	27	93	315	223	161	146	133	139
Hr Total	16	8	8	27	77	227	950	1,003	827	624	621	531

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	134	112	152	146	138	167	125	92	59	50	22	18
30	148	130	128	117	127	173	113	96	57	39	20	5
45	136	136	178	164	173	166	107	47	55	30	11	8
00	138	121	136	155	151	171	97	69	59	22	14	9
Hr Total	556	499	594	582	589	677	442	304	230	141	67	40

24 Hour Total:	9,640	AM Peak Volume:	1,163	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	6:30	PM Peak Volume:	677	PM Peak Hour Factor:	0.98
PM Peak Hour begins:	17:00				

Total Volume for All Lanes

Thursday, August 24, 2023

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	7	5	6	10	39	172	404	299	286	285	234
30	12	6	7	8	14	61	239	348	331	275	255	278
45	16	9	7	9	35	67	395	315	310	227	285	254
00	8	3	6	12	30	118	469	319	279	238	269	287
Hr Total	51	25	25	35	89	285	1,275	1,386	1,219	1,026	1,094	1,053

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	255	243	320	309	328	411	382	239	172	126	69	41
30	283	277	294	312	362	444	325	240	188	129	59	26
45	266	258	310	341	447	469	274	177	195	102	36	21
00	270	276	297	378	412	407	270	177	154	100	49	19
Hr Total	1,074	1,054	1,221	1,340	1,549	1,731	1,251	833	709	457	213	107

24 Hour Total:	19,102	AM Peak Volume:	1,616	AM Peak Hour Factor:	0.86
AM Peak Hour begins:	6:30	PM Peak Volume:	1,736	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	16:45				

Volume Count Report 3-Day Average

Start Date:	August 22, 2023	Start Time:	00:00	GPS:	27.530737
Stop Date:	August 24, 2023	Stop Time:	24:00		-82.427602
City:	Ft Hamer	County:	Manatee		
Location	Ft Hamer Rd between River Isle Run & Mulholland Rd				

Northbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	5	3	3	0	6	33	108	94	114	101	109
30	9	3	3	2	3	9	49	99	93	108	106	118
45	6	4	3	2	5	14	98	87	106	89	115	126
00	6	2	3	2	6	22	144	109	110	103	114	137
Hr Total	29	14	12	8	14	51	324	403	404	414	437	489

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	117	135	156	157	209	260	275	140	110	78	45	25
30	134	140	161	198	237	278	222	140	125	83	40	16
45	133	138	154	184	266	297	190	135	121	57	27	13
00	125	145	164	233	260	263	157	115	89	62	24	9
Hr Total	508	558	635	772	972	1,097	845	530	445	280	136	64

24 Hour Total:	9,440				
AM Peak Hour begins:	11:00	AM Peak Volume:	489	AM Peak Hour Factor:	0.89
PM Peak Hour begins:	17:15	PM Peak Volume:	1,112	PM Peak Hour Factor:	0.94

Southbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	3	1	2	6	32	147	293	223	163	157	125
30	4	1	2	6	13	47	202	236	242	160	144	130
45	2	1	3	7	27	62	302	239	214	161	145	131
00	3	1	2	10	25	88	312	225	186	140	137	125
Hr Total	16	6	8	24	72	230	962	993	865	624	583	511

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	128	129	131	144	141	171	134	97	55	38	27	10
30	140	131	134	138	137	177	121	87	54	36	18	7
45	132	127	163	166	157	164	107	66	49	32	15	6
00	138	127	160	152	160	152	100	63	46	28	13	7
Hr Total	539	514	588	601	596	664	462	313	205	133	74	29

24 Hour Total:	9,611				
AM Peak Hour begins:	6:30	AM Peak Volume:	1,142	AM Peak Hour Factor:	0.92
PM Peak Hour begins:	16:45	PM Peak Volume:	672	PM Peak Hour Factor:	0.95

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	8	4	5	7	38	180	401	318	277	258	234
30	13	4	5	8	16	57	251	334	334	268	250	248
45	8	5	6	9	32	76	399	326	320	250	261	257
00	9	3	5	11	31	110	456	335	296	243	251	261
Hr Total	45	20	20	32	86	281	1,287	1,396	1,268	1,038	1,020	999

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	245	264	287	302	350	431	409	237	165	116	72	35
30	274	271	295	336	374	455	344	227	179	119	58	23
45	265	265	317	350	423	460	297	201	170	88	42	19
00	262	272	324	385	421	415	257	178	136	90	37	16
Hr Total	1,047	1,072	1,222	1,373	1,568	1,761	1,307	843	650	413	210	93

24 Hour Total:	19,051				
AM Peak Hour begins:	6:30	AM Peak Volume:	1,591	AM Peak Hour Factor:	0.87
PM Peak Hour begins:	16:45	PM Peak Volume:	1,767	PM Peak Hour Factor:	0.96

Appendix B – FDOT Florida Traffic Online

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 1300 MANATEE COUNTYWIDE

WEEK	DATES	SF	MOCF: 0.93 PSCF
1	01/01/2022 - 01/01/2022	1.03	1.11
2	01/02/2022 - 01/08/2022	1.02	1.10
3	01/09/2022 - 01/15/2022	1.01	1.09
4	01/16/2022 - 01/22/2022	1.00	1.08
5	01/23/2022 - 01/29/2022	0.98	1.05
* 6	01/30/2022 - 02/05/2022	0.96	1.03
* 7	02/06/2022 - 02/12/2022	0.94	1.01
* 8	02/13/2022 - 02/19/2022	0.92	0.99
* 9	02/20/2022 - 02/26/2022	0.92	0.99
*10	02/27/2022 - 03/05/2022	0.92	0.99
*11	03/06/2022 - 03/12/2022	0.91	0.98
*12	03/13/2022 - 03/19/2022	0.91	0.98
*13	03/20/2022 - 03/26/2022	0.92	0.99
*14	03/27/2022 - 04/02/2022	0.93	1.00
*15	04/03/2022 - 04/09/2022	0.93	1.00
*16	04/10/2022 - 04/16/2022	0.94	1.01
*17	04/17/2022 - 04/23/2022	0.95	1.02
*18	04/24/2022 - 04/30/2022	0.96	1.03
19	05/01/2022 - 05/07/2022	0.97	1.04
20	05/08/2022 - 05/14/2022	0.98	1.05
21	05/15/2022 - 05/21/2022	0.99	1.06
22	05/22/2022 - 05/28/2022	1.01	1.09
23	05/29/2022 - 06/04/2022	1.02	1.10
24	06/05/2022 - 06/11/2022	1.03	1.11
25	06/12/2022 - 06/18/2022	1.04	1.12
26	06/19/2022 - 06/25/2022	1.05	1.13
27	06/26/2022 - 07/02/2022	1.05	1.13
28	07/03/2022 - 07/09/2022	1.06	1.14
29	07/10/2022 - 07/16/2022	1.06	1.14
30	07/17/2022 - 07/23/2022	1.06	1.14
31	07/24/2022 - 07/30/2022	1.06	1.14
32	07/31/2022 - 08/06/2022	1.07	1.15
33	08/07/2022 - 08/13/2022	1.07	1.15
34	08/14/2022 - 08/20/2022	1.07	1.15
35	08/21/2022 - 08/27/2022	1.08	1.16
36	08/28/2022 - 09/03/2022	1.10	1.18
37	09/04/2022 - 09/10/2022	1.11	1.19
38	09/11/2022 - 09/17/2022	1.12	1.20
39	09/18/2022 - 09/24/2022	1.09	1.17
40	09/25/2022 - 10/01/2022	1.06	1.14
41	10/02/2022 - 10/08/2022	1.02	1.10
42	10/09/2022 - 10/15/2022	0.99	1.06
43	10/16/2022 - 10/22/2022	1.00	1.08
44	10/23/2022 - 10/29/2022	1.01	1.09
45	10/30/2022 - 11/05/2022	1.01	1.09
46	11/06/2022 - 11/12/2022	1.02	1.10
47	11/13/2022 - 11/19/2022	1.03	1.11
48	11/20/2022 - 11/26/2022	1.03	1.11
49	11/27/2022 - 12/03/2022	1.03	1.11
50	12/04/2022 - 12/10/2022	1.03	1.11
51	12/11/2022 - 12/17/2022	1.03	1.11
52	12/18/2022 - 12/24/2022	1.02	1.10
53	12/25/2022 - 12/31/2022	1.01	1.09

* PEAK SEASON

FLORIDA DEPARTMENT OF TRANSPORTATION
2022 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 13 MANATEE

SITE =====	SITE TYPE =====	DESCRIPTION =====	DIRECTION 1 =====	DIRECTION 2 =====	AADT TWO-WAY =====	"K" FCTR =====	"D" FCTR =====	"T" FCTR =====
0027		SR 789, S OF SR64/N OF 27TH STREET N	N 5100	S 4900	10000 C	9.0	57.2F	3.9A
0029		SR55/US301/41/19, S OF 49TH ST	N 12000	S 11500	23500 C	9.0	54.8F	6.4A
0030		SR 70, SOUTHEAST OF CR 675	E 4100E	W 4200E	8300 F	9.5	56.5F	21.4P
0031		SR 55/US 41/301/1ST ST, NORTH OF MANATEE RIVER	N 31500	S 30500	62000 C	9.0	54.8F	7.1A
0033		SR 64, WEST OF SARASOTA PASS BRIDGE #13054	E 8600	W 9000	17600 C	9.0	57.2F	4.6A
0035		SR 43/US 301, EAST OF SR 55/US 41	E 18000	W 18500	36500 C	9.0	54.8F	6.9A
0036		SR 64, WEST OF PALMA SOLA BLVD	E E	W E	18000 F	9.0	57.2F	4.7P
0039		SR 93/I 75, SOUTH OF SR 70	0E	0E	14000 X	9.0	55.8D	12.4F
0040		SR 93/I 75, NORTH OF SR 70	N 0E	S 0E	133000 E	9.0	55.8D	12.4A
0041		SR 93/I 75, NORTHWEST OF SR 64	N E	S E	120500 F	9.0	55.8D	12.7P
0042		SR 93/I 75, NORTH OF SR 43/US 301	N 0E	S 0E	115000 E	9.0	55.8D	14.7A
0043		SR 93A/I 75, SOUTHWEST OF MOCCASIN WALLOW ROAD	N 0E	S 0E	95000 E	9.0	55.8D	15.5A
0044		SR-93A/I-75, N OF MOCCASIN WALLOW RD	N 0E	S 0E	85000 E	10.5	52.8D	11.1A
0045		SR 37, NORTHEAST OF SR 62	N 1300	S 1400	2700 C	9.5	56.1F	32.0A
0046		SR 70, SE OF MYAKKA CITY CUT-OFF/SINGLETERARY ROAD	E 3100	W 3300	6400 C	9.5	56.5F	26.3A
0047		SR 70, WEST OF SR 93/I-75	E 37000	W 36000	73000 C	9.0	56.5F	5.9A

SITE TYPE : BLANK= PORTABLE; T= TELEMETERED

"K" FACTOR : DEPARTMENT ADOPTED STANDARD K FACTOR BEGINING WITH COUNT YEAR 2011

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

"D/T" FLAGS : A= ACTUAL; F= FACTOR CATG; D= DIST FUNCL; P= PRIOR YEAR; S= STATEWIDE DEFAULT; W= ONE-WAY ROAD; X= CROSS REF

FLORIDA DEPARTMENT OF TRANSPORTATION
 2022 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 13 MANATEE

SITE =====	SITE TYPE =====	DESCRIPTION =====	DIRECTION 1 =====		DIRECTION 2 =====		AADT TWO-WAY =====	"K" FCTR =====	"D" FCTR =====	"T" FCTR =====
0072		SR 64, EAST OF LENA ROAD	E	25500	W	25500	51000 C	9.0	56.1F	5.2A
0073		SR 64, EAST OF UPPER MANATEE RIVER ROAD	E	16000E	W	16000E	32000 F	9.0	56.1F	7.6P
0074		OFF RAMP FROM USB 41 SB		0E		0E	350 F	9.5	99.9W	9.9P
0075		OFF RAMP FROM US 41 NB		0E		0E	650 F	9.5	99.9W	6.4P
0076		ON RAMP TO US 19 NB		0E		0E	150 F	9.5	99.9W	20.0P
0077		SR-43 TO US-301		0E		0E	9100 F	9.0	99.9W	7.3P
0078		US 41 SB OFF RAMP TO SR 43		0E		0E	3000 F	9.0	99.9W	4.4P
0079		US-301 W TO US41/301		0E		0E	8300 F	9.0	99.9W	6.4P
0080		SR 43/US 301, NE OF 100TH AVENUE EAST	E	11500E	W	10500E	22000 F	9.0	54.8F	6.5P
0081		SR 43/US 301, NE OF CHIN ROAD	E	7900	W	8300	16200 C	9.0	54.8F	9.3A
0082		SR-45/SR-41, N OF PINEY POINT RD	N	7900	S	7500	15400 C	9.0	54.8F	12.6A
0083		SR 45/US 41, S OF 43RD ST E		0E		0E	19500 F	9.0	99.9W	10.9P
0084		7TH ST W, E OF 5TH AVE W (HPMS ID: 130000380025)		E		E	6200 E	9.0	56.1F	4.1F
0085		69TH ST E, , E OF 63RD AVE E (HPMS ID: 130001860)		0E		0E	9700 X	9.0	61.3F	4.9F
0086		ERIR RD, W OF 121ST AVE E (HPMS ID: 130001860750)		0E		0E	2800 E	9.0	61.3F	4.9F
0087		US-301 W TO US-41		0E		0E	3800 F	9.0	99.9W	6.0P

SITE TYPE : BLANK= PORTABLE; T= TELEMETERED

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FLORIDA DEPARTMENT OF TRANSPORTATION
 2022 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 13 MANATEE

SITE =====	SITE TYPE =====	DESCRIPTION =====		DIRECTION 1 =====	DIRECTION 2 =====	AADT TWO-WAY =====	"K" FCTR =====	"D" FCTR =====	"T" FCTR =====	
1055		CHIN ROAD, S OF SR 43 MC 10-55		0E	0E	5900 X	9.0	61.3F	4.9F	
1102		FORT HAMMER RD, S OF OLD TAMPA RD MC 11-02		0E	0E	7900 X	9.0	61.3F	5.1F	
1134		LAKEWOOD RANCH BLVD, S OF SR 70/ONECO ROAD MC		0E	0E	24500 X	9.0	61.3F	4.9F	
4001	T	LAKEWOOD RANCH BLVD, N OF LAKEWOOD RANCH HS FOOT	N	11280	S	10905	22185 C	9.0	55.5A	47.2X
4002	T	UPPER MANATEE RIVER RD, 974' N OF SR 64/MANATEE		0E	0E	23500 F	9.0	61.3F	5.5P	
4003	T	OLD TAMPA ROAD, SOUTH OF 97TH AVENUE EAST MCP	E	4373	W	4188	8561 C	9.0	51.6A	47.2X
4004	T	SR 789/GULF DRIVE @ 4TH STREET SOUTH MCPR 04	N	6982	S	6347	13329 C	9.0	54.9A	3.9X
4005	T	53RD AVENUE WEST, 765' E OF 43RD STREET WEST M		0E	0E	24000 X	9.0	56.6F	3.7X	
4006	T	LOCKWOOD RIDGE RD, 745' N OF COUNTRY OAKS MCPR	N	10184	S	9777	19961 C	9.0	58.0A	47.2X
4007	T	HABEN BOULEVARD, 915' SOUTH OF US 301 MCPR 07	N	5141	S	3597	8738 C	9.0	64.6A	7.3F
4008	T	CR 683/ELLENTON GILLETTE RD, 930' N OF 21ST ST C	N	4273	S	3798	8071 C	9.0	62.2P	7.1F
4009	T	VERNA BETHANY ROAD, 2.6 MI N OF SR 70		0E	0E	2200 E	9.5	61.3F	47.2X	
4010	T	9TH ST E, 420 FT S OF 26TH AVE E		0E	0E	8400 X	9.0	56.6F	47.2X	
4012	T	34TH STREET W, 705' SOUTH OF 53RD AVENUE W MCP	N	8926	S	9089	18015 C	9.0	51.9A	47.2X
4013	T	26TH STREET W, 350' NORTH OF 60TH AVENUE W LCP	N	5640	S	5268	10908 C	9.0	56.4A	3.7X
4014	T	RYE ROAD, 520' SOUTH OF 147TH STREET EAST PT	N	6280	S	6302	12582 C	9.0	68.3A	5.1F

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FLORIDA DEPARTMENT OF TRANSPORTATION
 2022 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 13 MANATEE

SITE	SITE	DESCRIPTION	DIRECTION 1	DIRECTION 2	AADT	"K"	"D"	"T"
====	====	=====	=====	=====	=====	=====	=====	=====
4219		OLD FARM RD, E OF WHITFIELD AVE	E 1300E	W 1100E	2400 S	9.0	56.1F	5.1F
4220		59TH STREET WEST, S OF 17TH AVE W	N 6400E	S 7600E	14000 S	9.0	56.1F	5.1F
4221		30TH AVENUE WEST, W OF SR 45/USB 41	E 4800	W 4900	9700 C	9.0	56.1F	5.1F
4222		9TH STREET EAST, N OF SR 70	N 6700E	S 6700E	13400 S	9.0	56.1F	5.1F
4223		26TH AVENUE E., E OF 27ST STREET E	E 2600E	W 2600E	5200 S	9.0	56.1F	5.1F
4224		27TH STREET E., N OF 26TH AVENUE	N 6100E	S 5300E	11400 S	9.0	56.1F	5.1F
4225		45TH STREET E., S OF 44TH AVE. E	N 4100E	S 4100E	8200 S	9.0	56.1F	5.1F
4226		57TH AVENUE E&W, E OF SR 45/US 41	E 5600E	W 6300E	11900 S	9.0	56.1F	5.1F
4227		BAYSHORE GARD. PKWY, E OF 34TH STREET WEST	E 5100E	W 4900E	10000 R	9.0	56.1F	5.1F
4228		FLORIDA BLVD., W OF US 41	E 4400	W 4200	8600 C	9.0	56.1F	5.1F
4229		WHITFIELD AVENUE, E OF US 301	E 3600E	W 3600E	7200 S	9.0	56.1F	5.1F
4230		PEARL AVE., E OF SR 45/US 41	E 1900E	W 2300E	4200 S	9.0	56.1F	5.1F
4231		TALLEVAST ROAD, E OF PENNSYLVANIA AVE	E 4600E	W 5200E	9800 S	9.0	56.1F	5.1F
4232		23RD STREET, W OF SR 45 / BUS 41 / US 41	E 1500	W 1700	3200 C	9.0	56.1F	5.1F
4233		MULHOLLAND ROAD, E OF FORT HAMER RD	E 1500E	W 1500E	3000 S	9.5	56.1F	5.1F
4234		60TH AVE. E., N OF FACTORY SHOPS BLVD	N 4900	S 4600	9500 C	9.0	56.1F	5.1F

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FLORIDA DEPARTMENT OF TRANSPORTATION
2022 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 13 MANATEE

SITE	SITE	DESCRIPTION	DIRECTION 1	DIRECTION 2	AADT	"K"	"D"	"T"
====	====	=====	=====	=====	=====	=====	=====	=====
	TYPE				TWO-WAY	FCTR	FCTR	FCTR
4251		EL CONQUISTADOR PKWY, W OF 34TH ST	E 5900	W 5800	11700 C	9.0	56.1F	5.1F
4252		37TH STREET E., S OF SR 70	N 1400E	S 1400E	2800 S	9.0	56.1F	5.1F
4253		WHITFIELD AVE., N OF UNIVERSITY PKWY	N 2800E	S 2800E	5600 S	9.0	56.1F	5.1F
4254		9TH STREET E., N OF 63RD AVE	N 2900E	S 2800E	5700 S	9.0	56.1F	5.1F
4255		KAY RD., S OF I-75	N 5100	S 5200	10300 C	9.0	56.1F	5.1F
4256		SINGLETARY ROAD, S OF SR 70	E 300E	W 350E	650 S	9.5	56.1F	5.1F
4257		GOLF COURSE ROAD, E OF FORT HAMER RD	E 1600E	W 1600E	3200 S	9.5	56.1F	5.1F
4258		30TH AVE. W., E OF SR 45/USB 41	E 5400	W 6000	11400 C	9.0	56.1F	5.1F
4259		38TH AVE E	E 4500	W 3600	8100 C	9.0	56.1F	5.1F
4260		W. UNIVERSITY PKWY., N OF UNIVERSITY PKWY	N 7600	S 6600	14200 C	9.0	56.1F	5.1F
4261		CR 39, N OF SR 62	N 1300E	S 1300E	2600 S	9.5	56.1F	5.1F
4262		DESOTO MEMORIAL HWY, S OF 9 AVE NW	N E	S E	12500 E	9.0	57.2F	4.3P
4263		27TH ST E	N 3900E	S 3600E	7500 F	9.0	56.1F	4.2P
4300		BAYSHORE GDNS PKWY, E OF COLUMBIA (WB BR#134079	0E	0E	19000 X	9.0	56.6F	3.6F
4344		FLORIDA BLVD, WEST OF WASHINGTON PL MC 03-44	0E	0E	5100 X	9.0	56.6F	3.6F
4401		26TH ST W, S OF SR 684/44TH AVE/CORTEZ RD M	0E	0E	18000 X	9.0	56.6F	3.6F

SITE TYPE : BLANK= PORTABLE; T= TELEMETERED

"K" FACTOR : DEPARTMENT ADOPTED STANDARD K FACTOR BEGINING WITH COUNT YEAR 2011

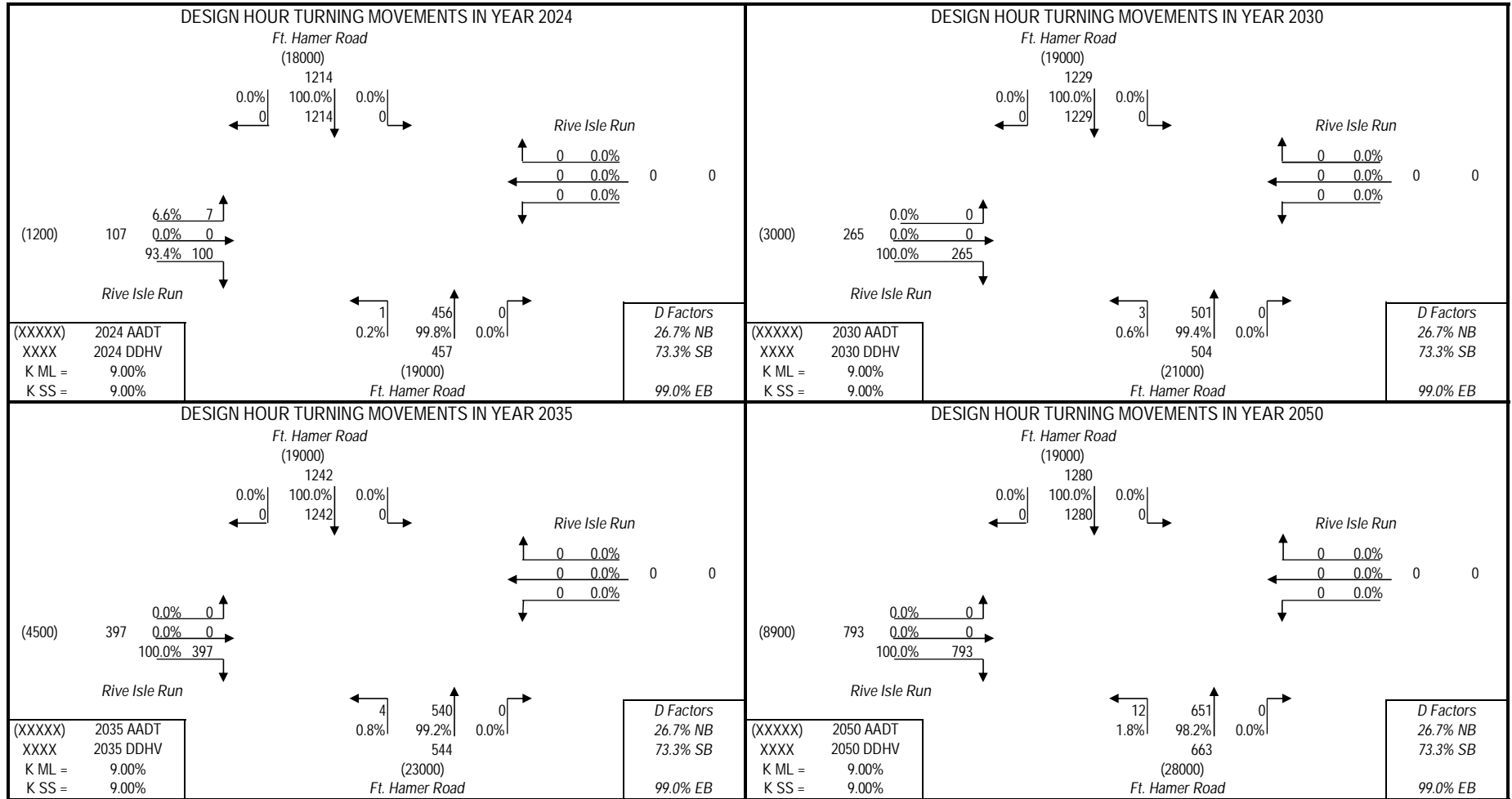
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Appendix C – TURNS5 Outputs

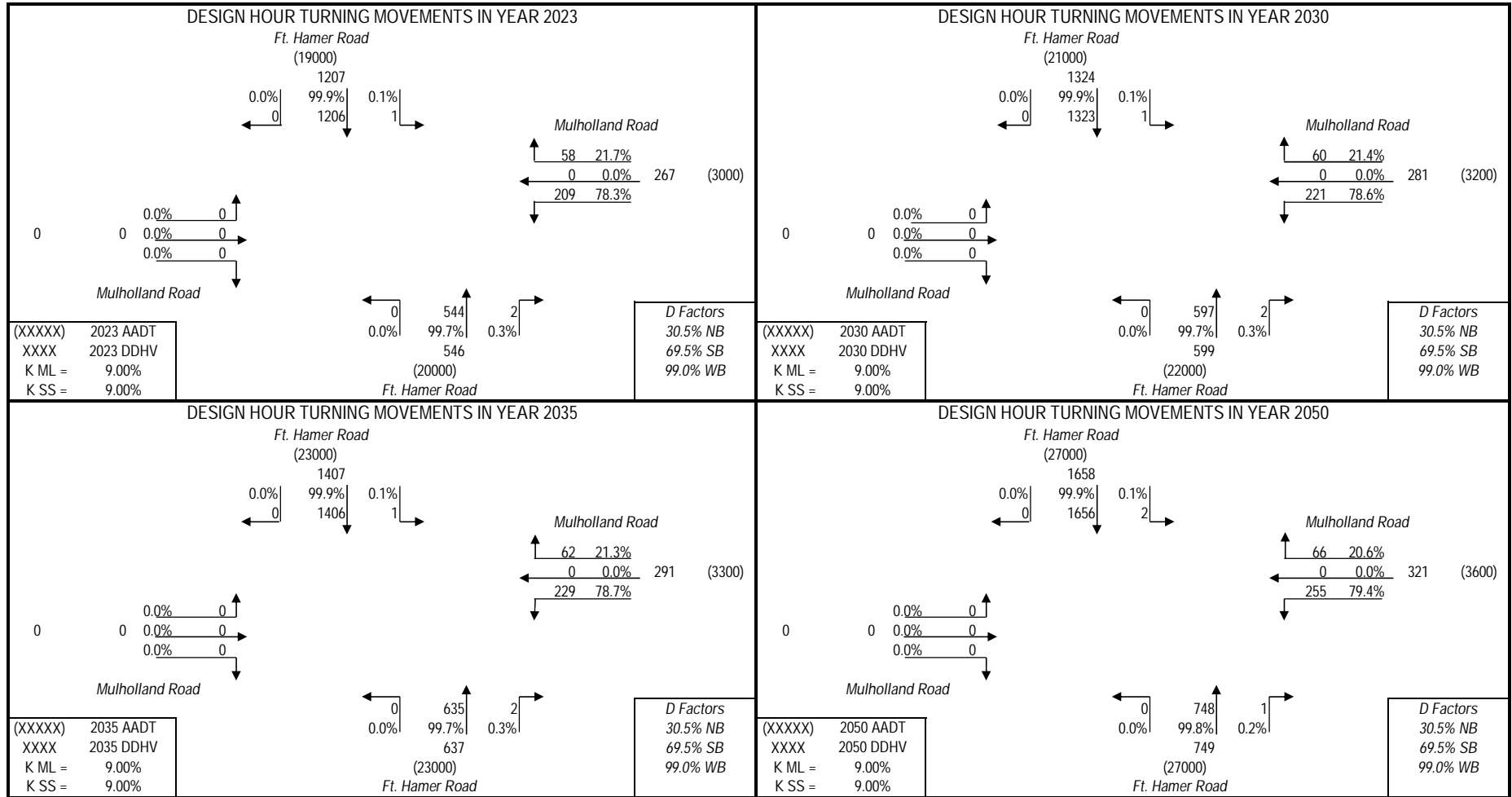
PROJECT TRAFFIC FOR Ft. Hamer Road AT Rive Isle Run

No-Build AM Peak Hour



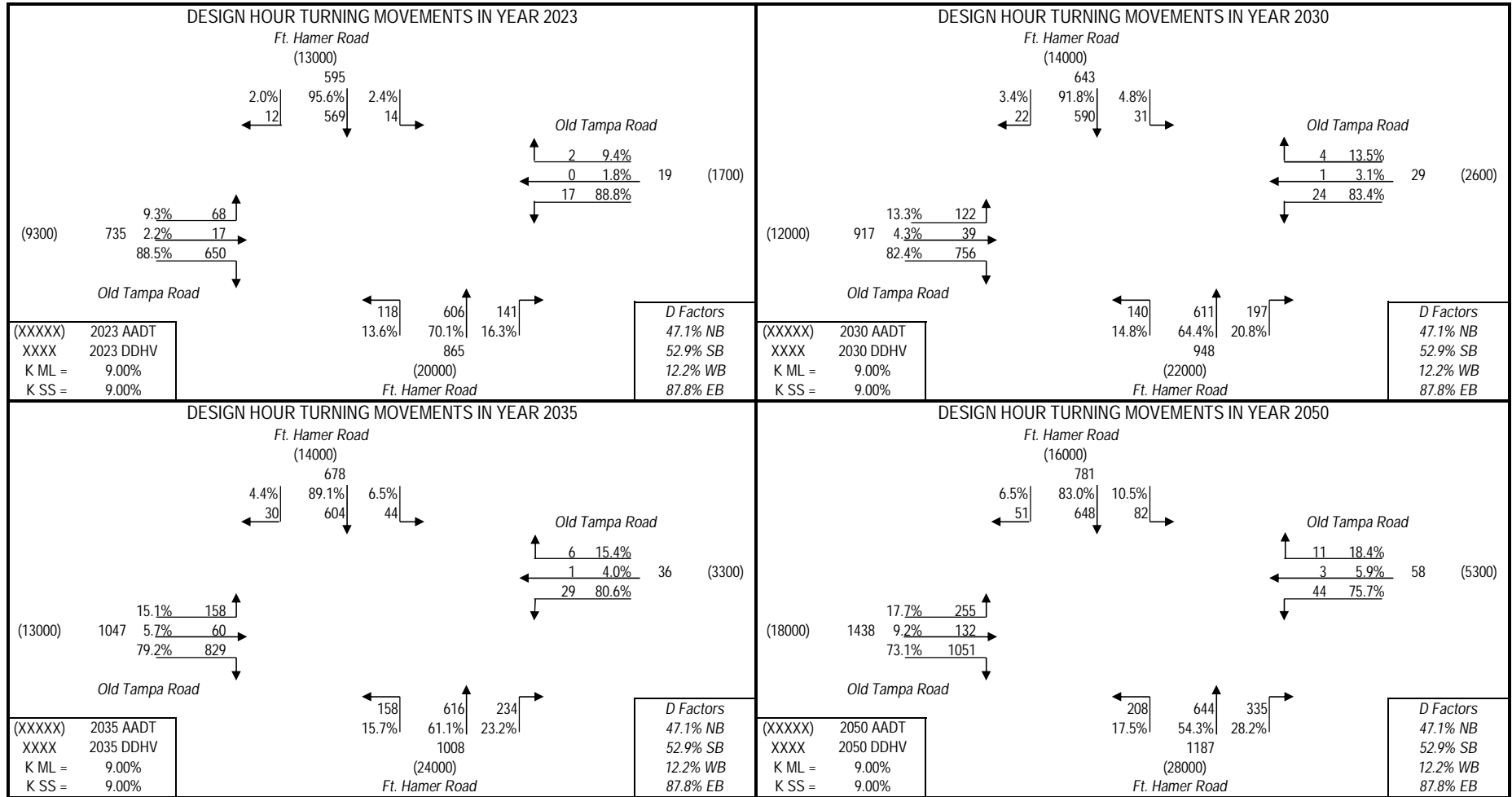
PROJECT TRAFFIC FOR Ft. Hamer Road AT Mulholland Road

No-Build AM Peak Hour



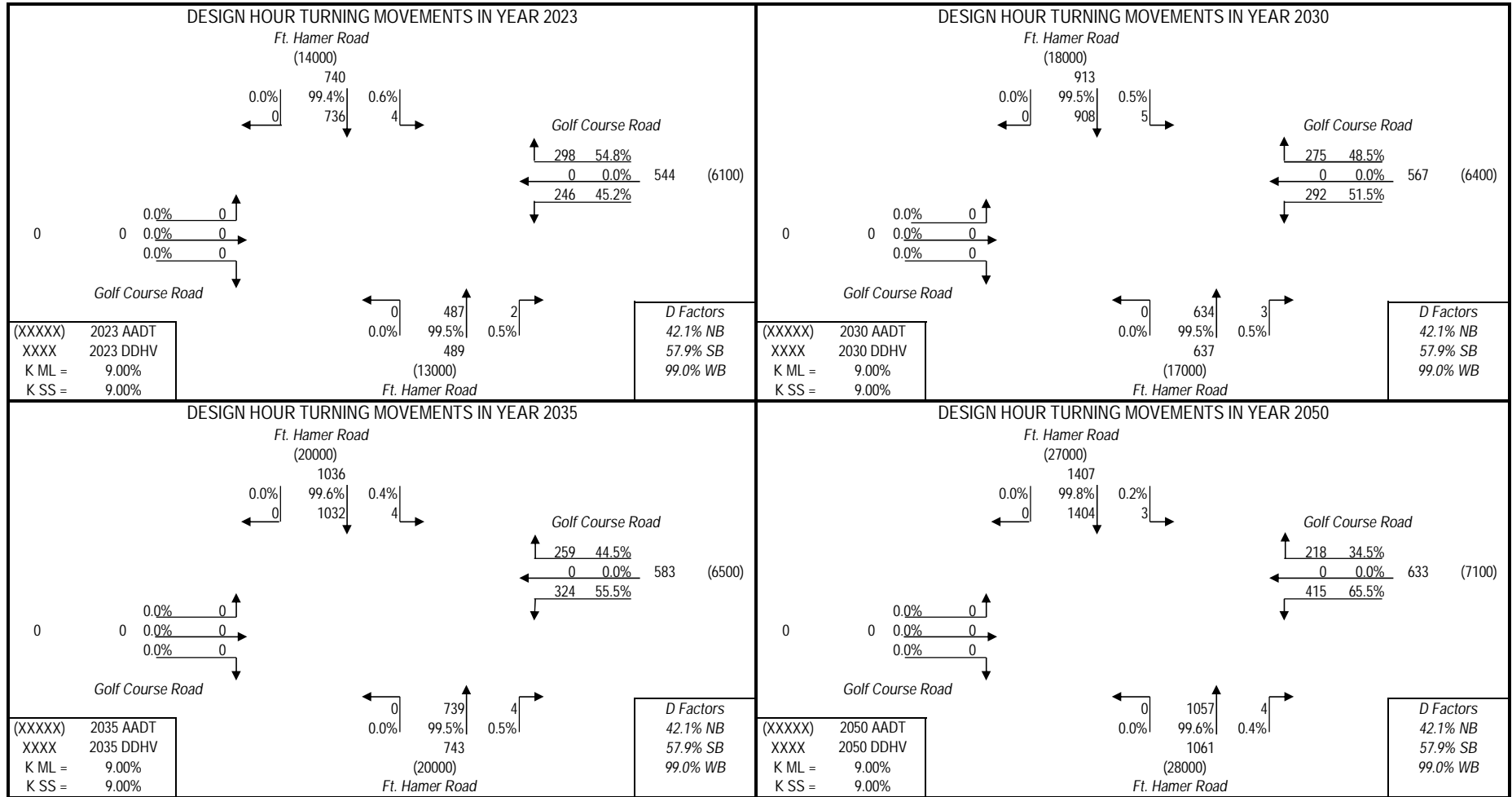
PROJECT TRAFFIC FOR Ft. Hamer Road AT Old Tampa Road

No-Build AM Peak Hour



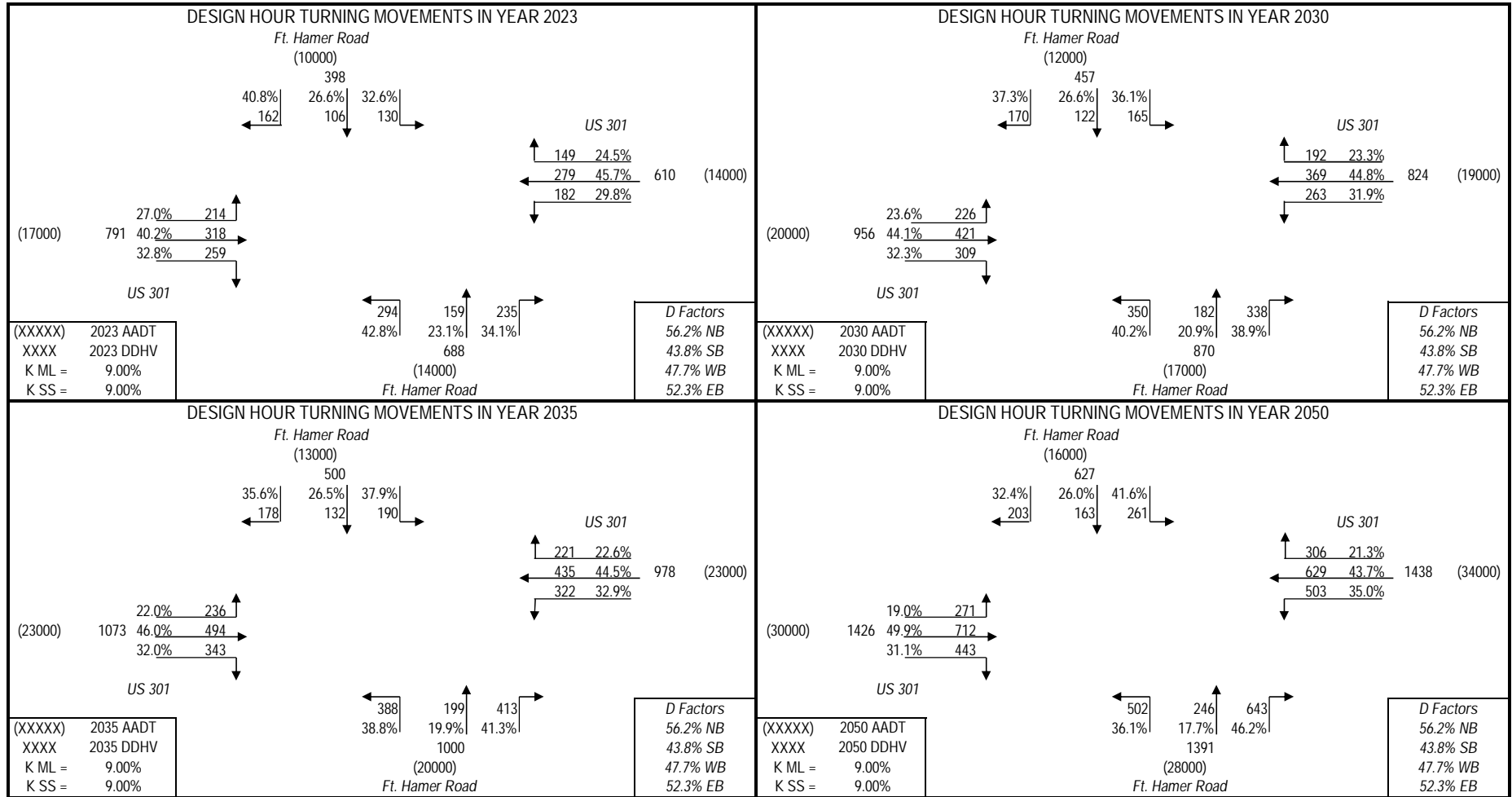
PROJECT TRAFFIC FOR Ft. Hamer Road AT Golf Course Road

No-Build AM Peak Hour



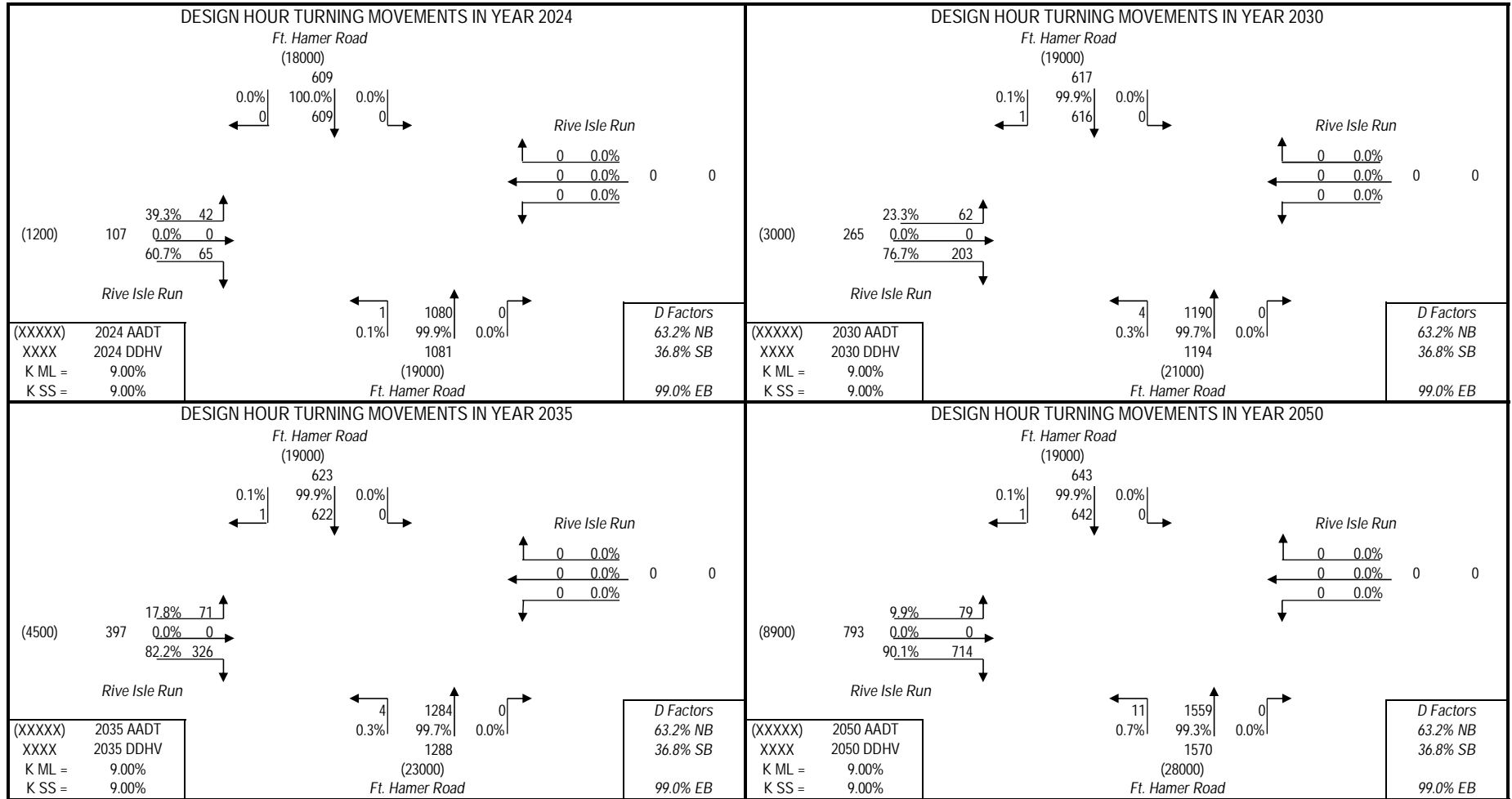
PROJECT TRAFFIC FOR Ft. Hamer Road AT US 301

No-Build AM Peak Hour



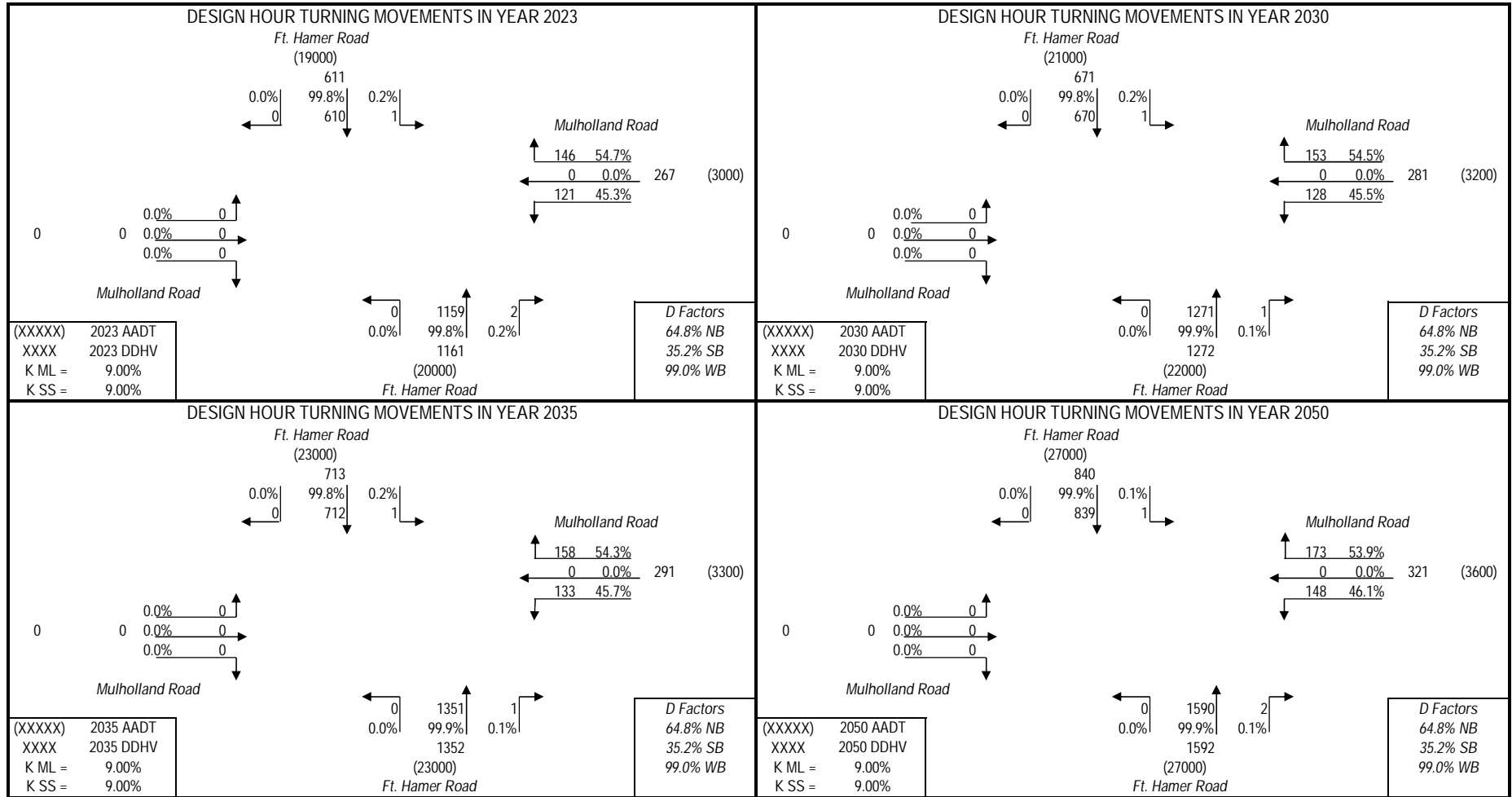
PROJECT TRAFFIC FOR Ft. Hamer Road AT Rive Isle Run

No-Build PM Peak Hour



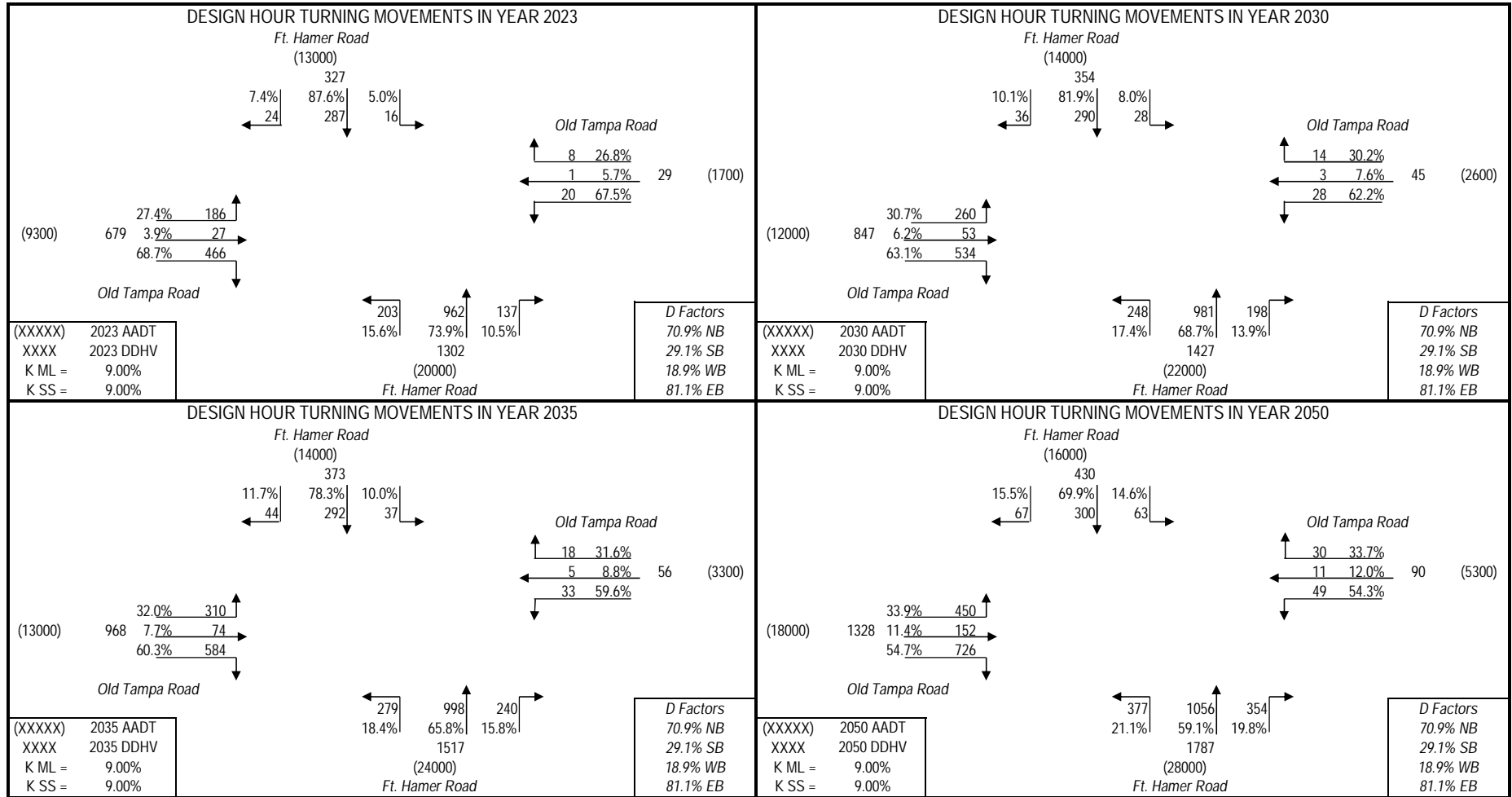
PROJECT TRAFFIC FOR Ft. Hamer Road AT Mulholland Road

No-Build PM Peak Hour



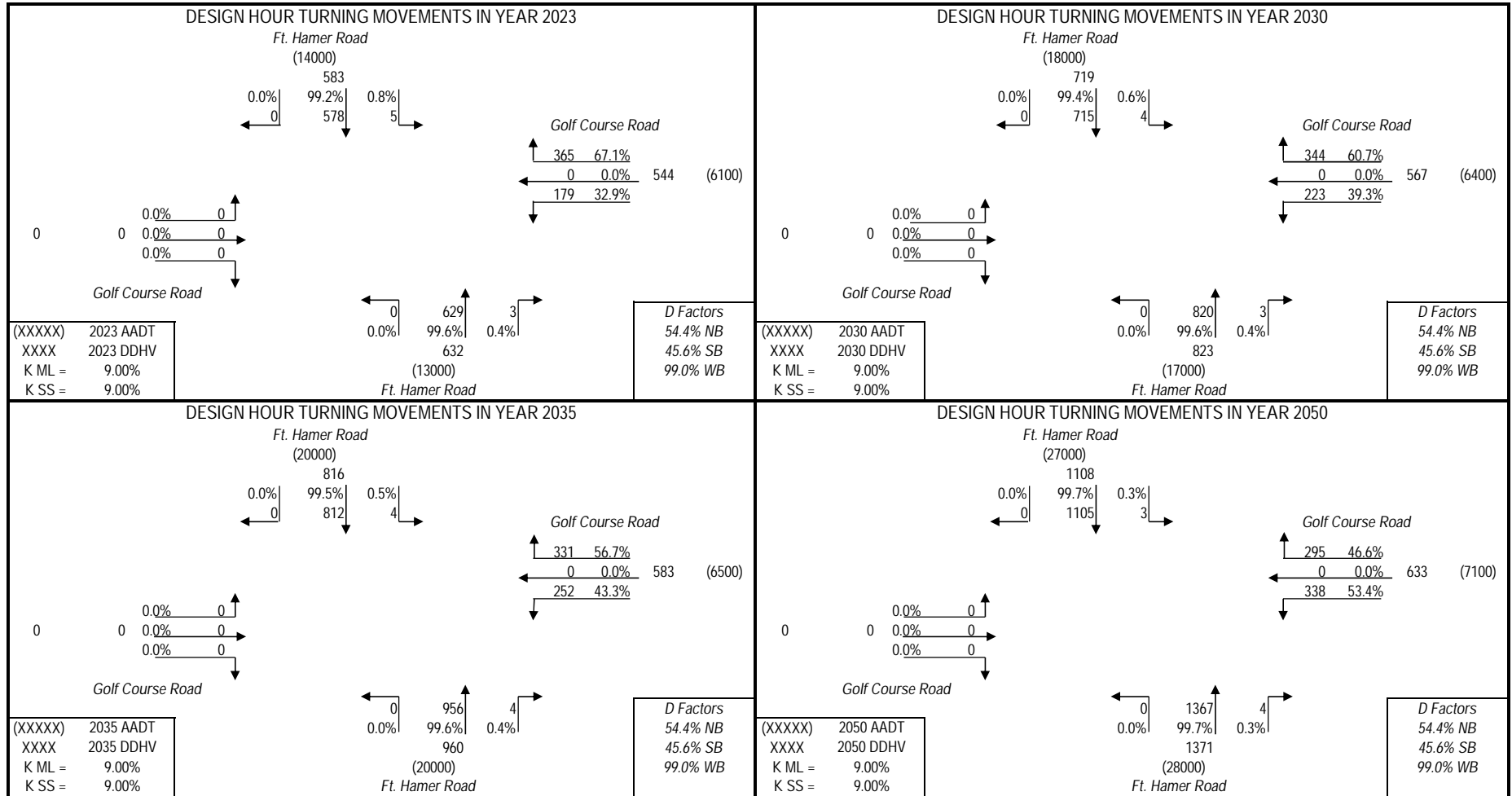
PROJECT TRAFFIC FOR Ft. Hamer Road AT Old Tampa Road

No-Build PM Peak Hour



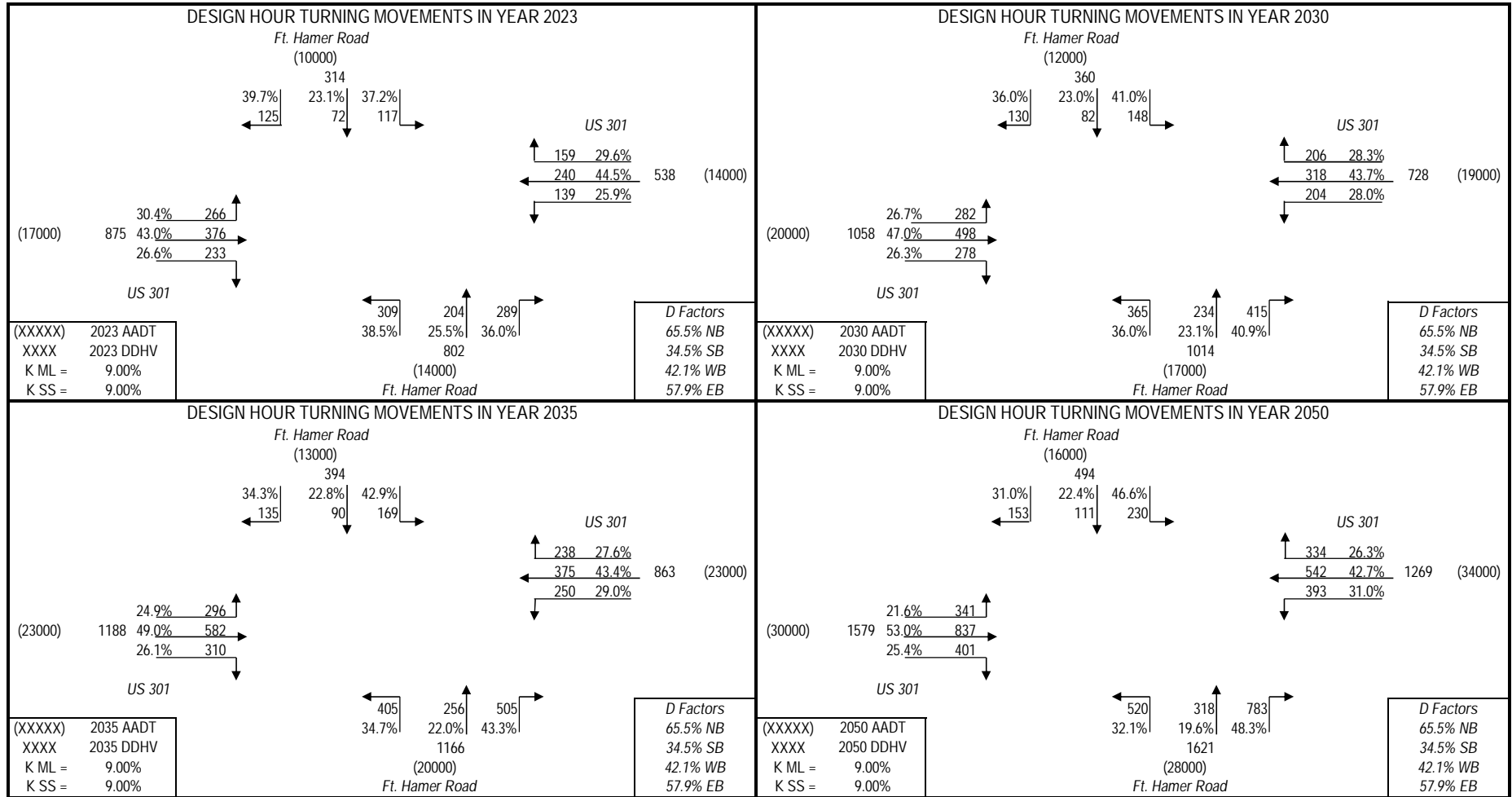
PROJECT TRAFFIC FOR Ft. Hamer Road AT Golf Course Road

No-Build PM Peak Hour



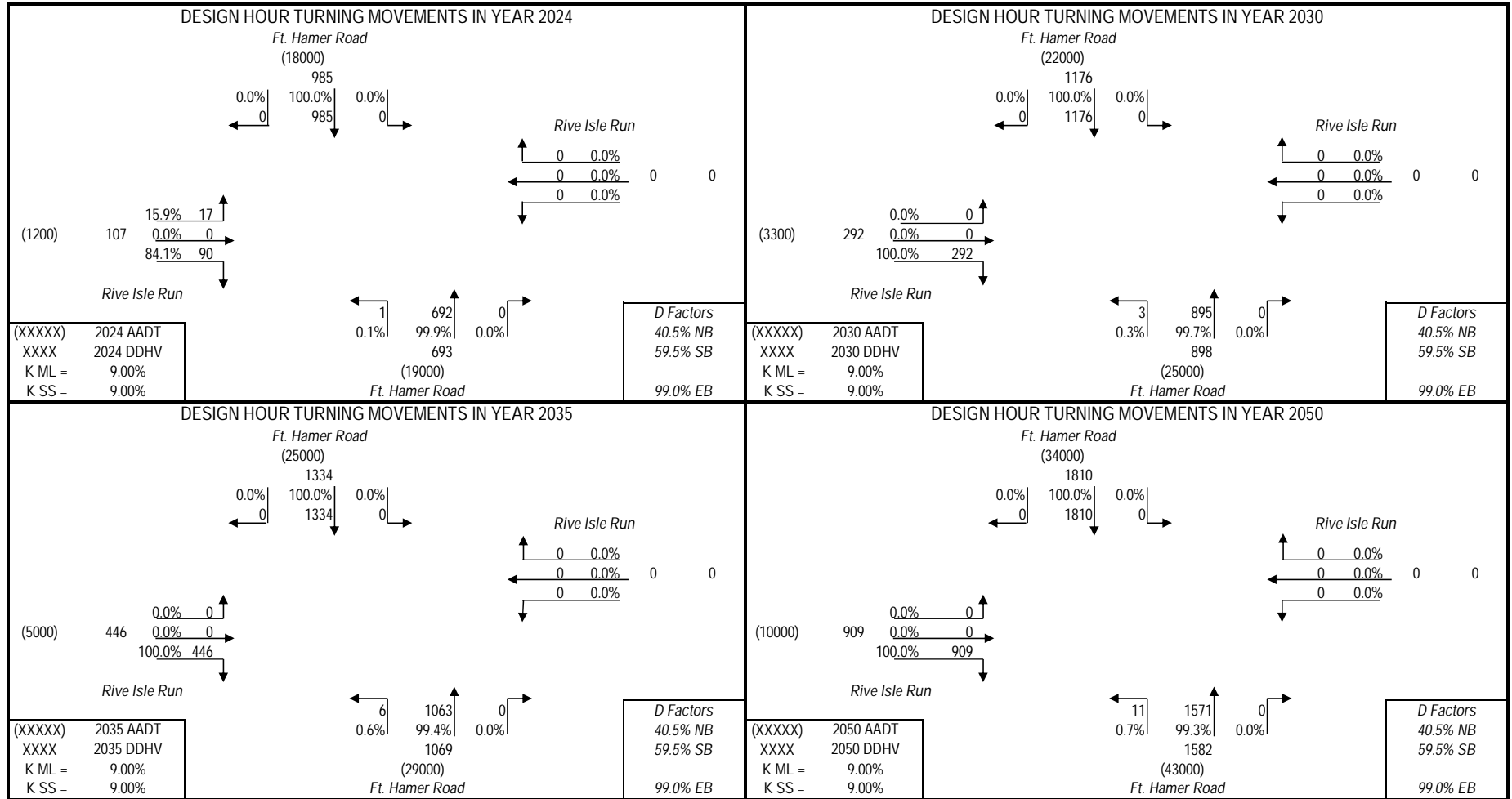
PROJECT TRAFFIC FOR Ft. Hamer Road AT US 301

No-Build PM Peak Hour



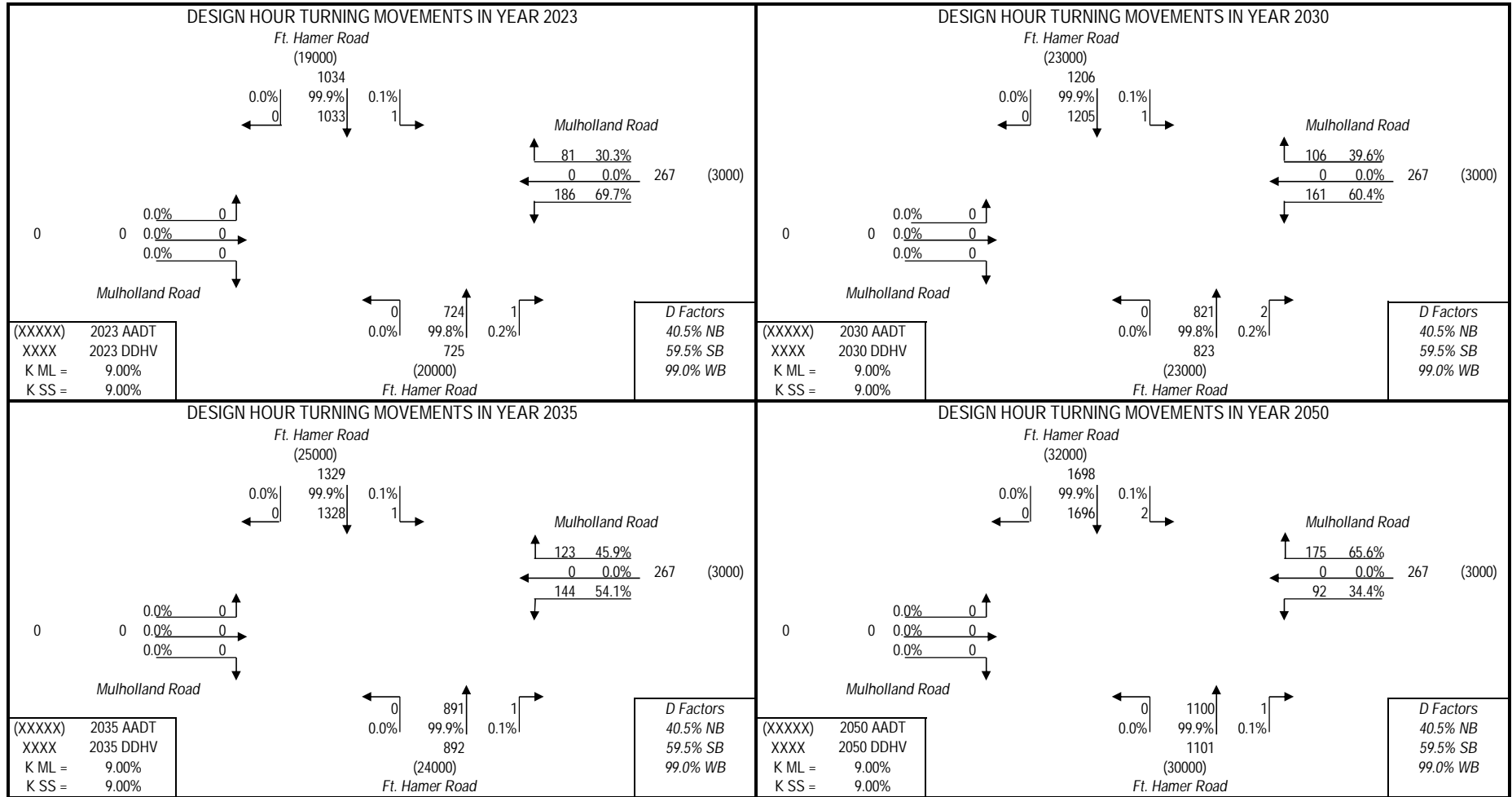
PROJECT TRAFFIC FOR Ft. Hamer Road AT Rive Isle Run

Build AM Peak Hour



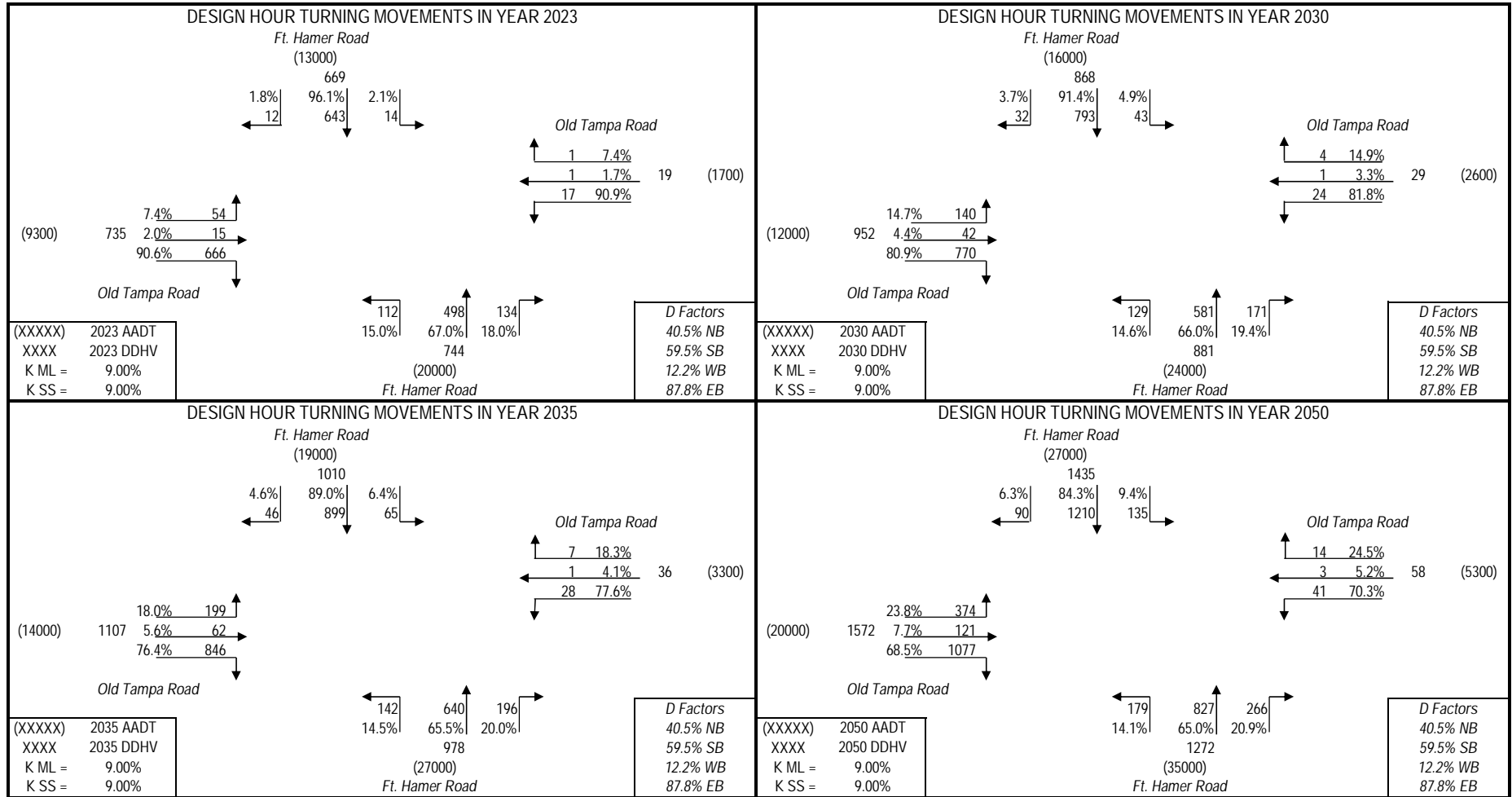
PROJECT TRAFFIC FOR Ft. Hamer Road AT Mulholland Road

Build AM Peak Hour



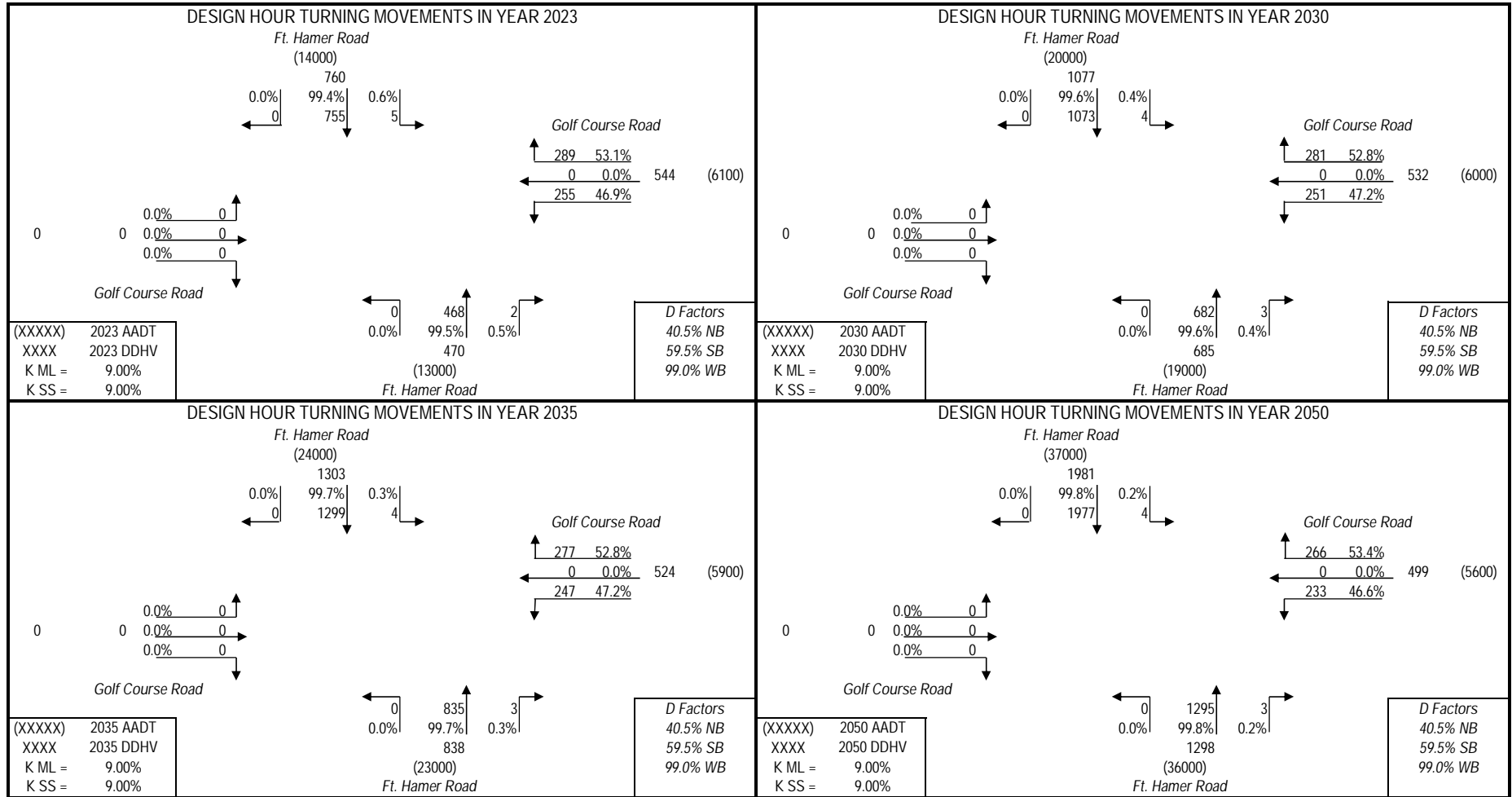
PROJECT TRAFFIC FOR Ft. Hamer Road AT Old Tampa Road

Build AM Peak Hour



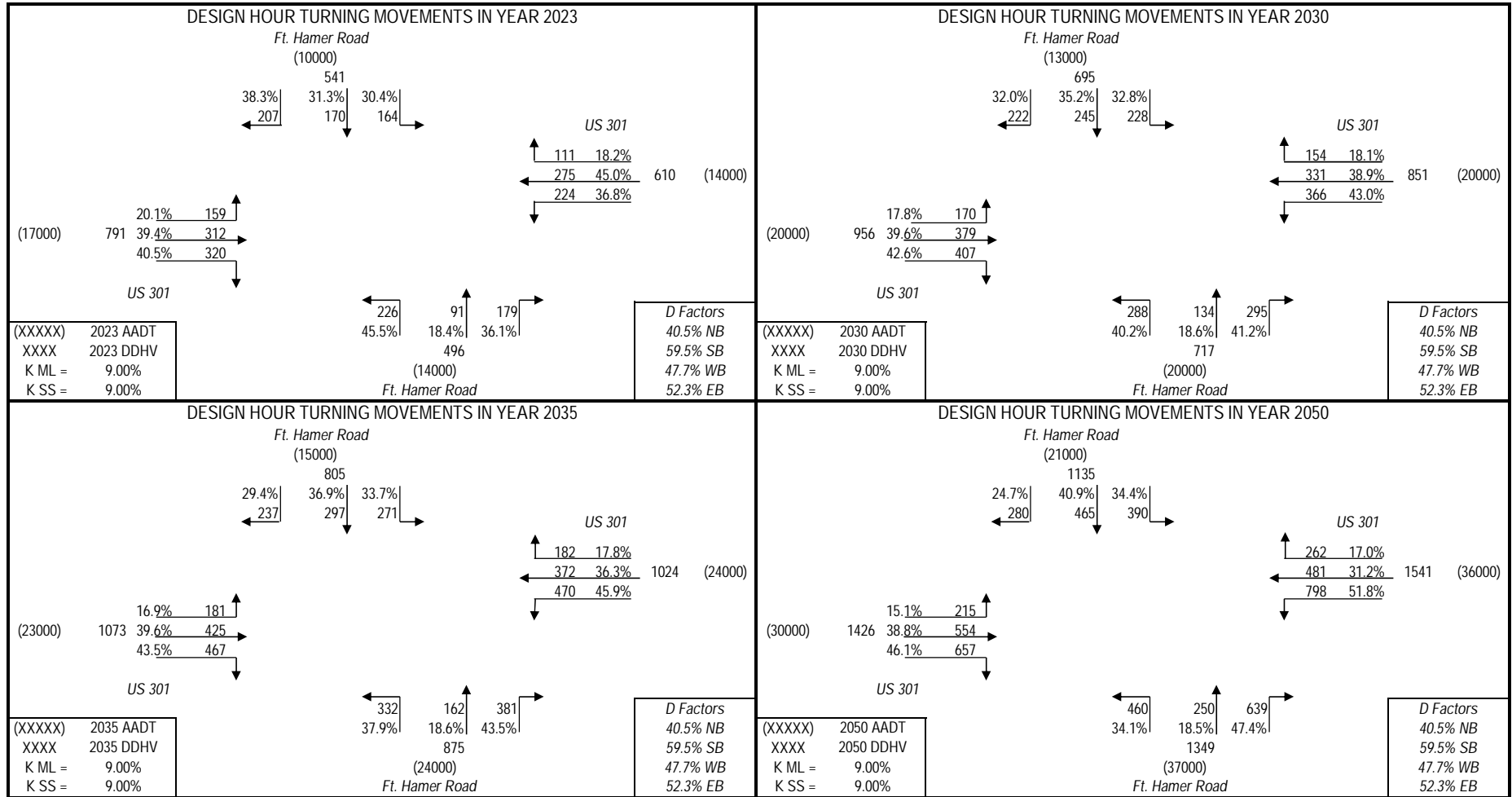
PROJECT TRAFFIC FOR Ft. Hamer Road AT Golf Course Road

Build AM Peak Hour



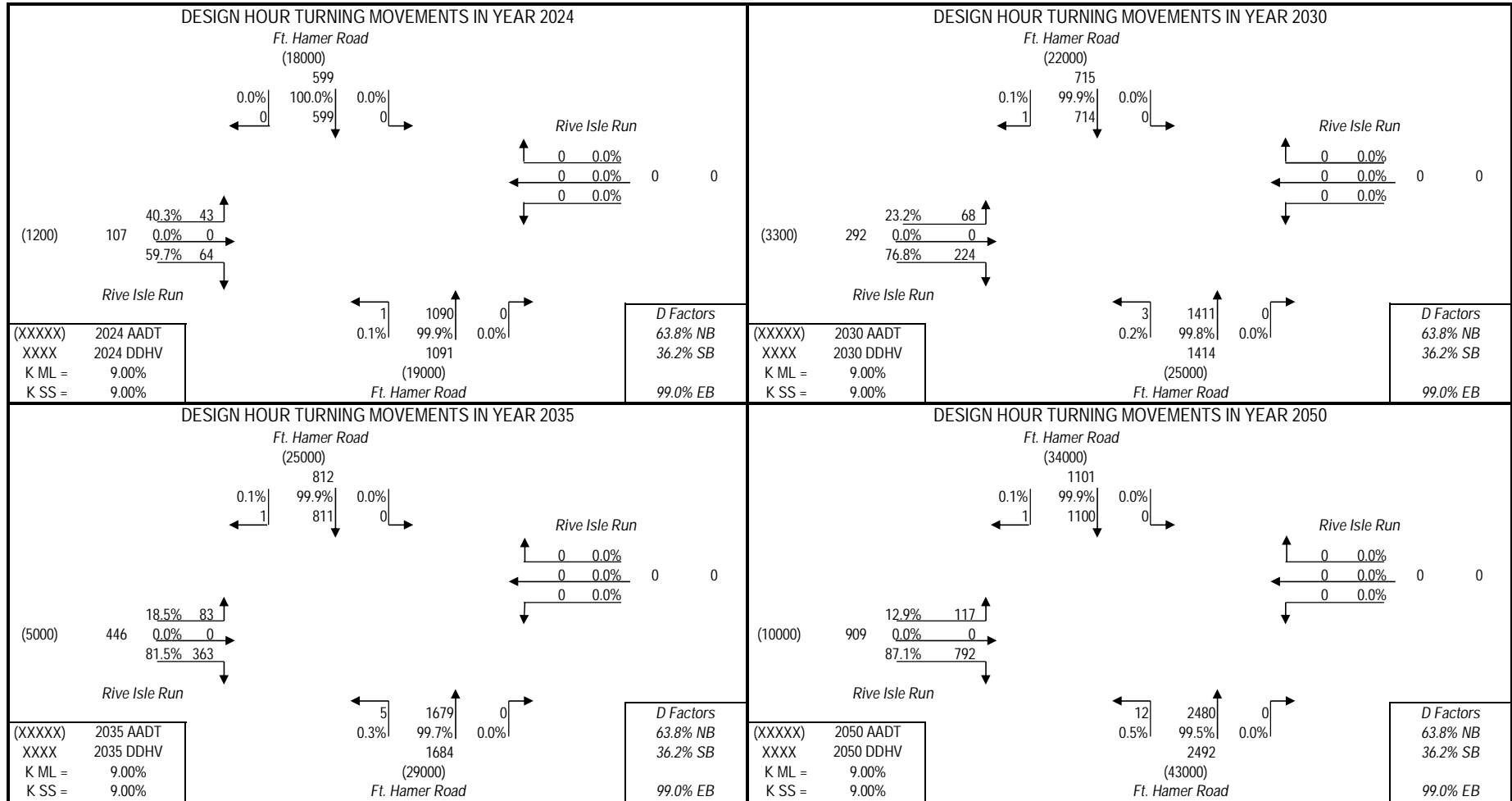
PROJECT TRAFFIC FOR Ft. Hamer Road AT US 301

Build AM Peak Hour



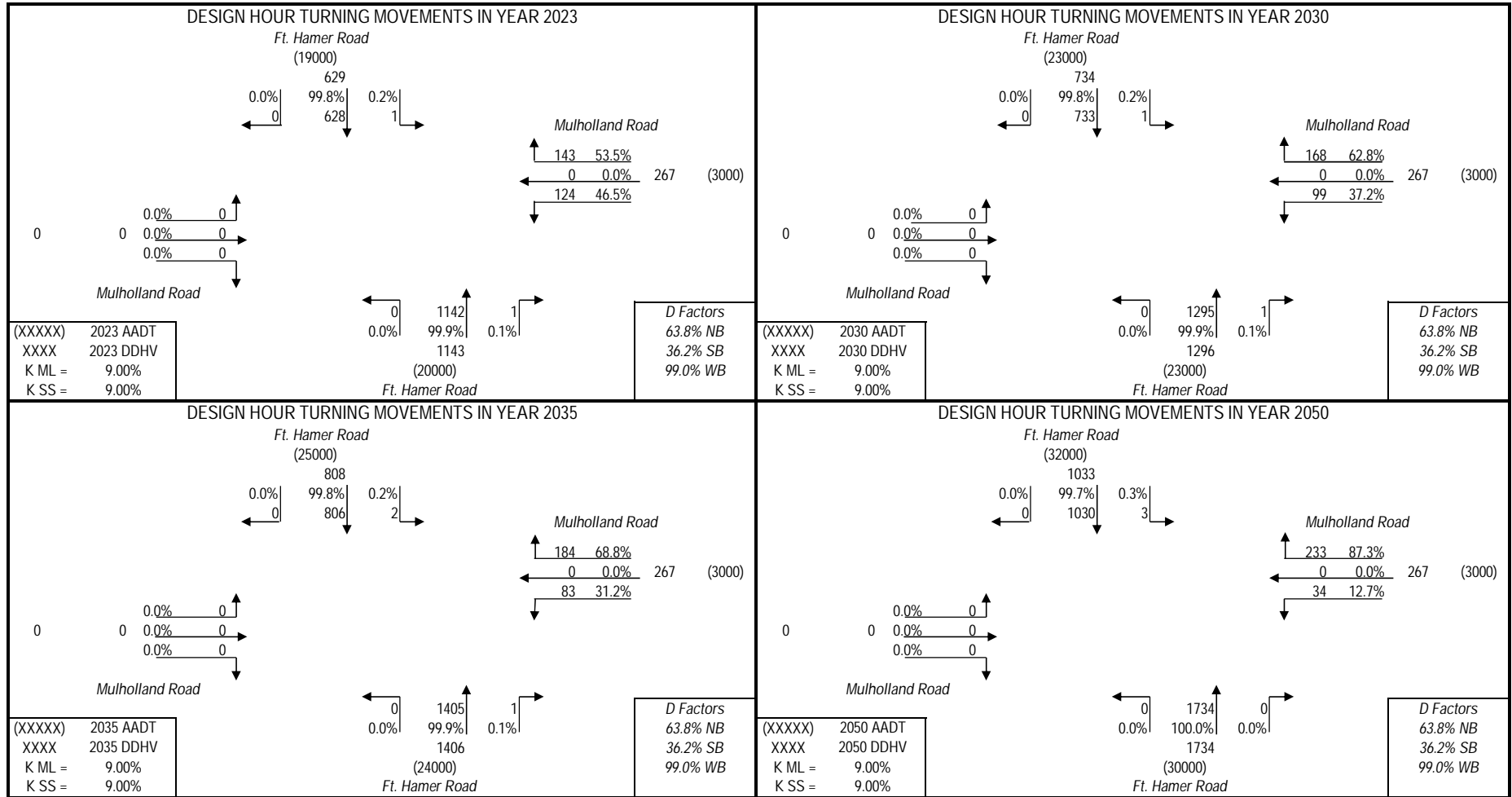
PROJECT TRAFFIC FOR Ft. Hamer Road AT Rive Isle Run

Build PM Peak Hour



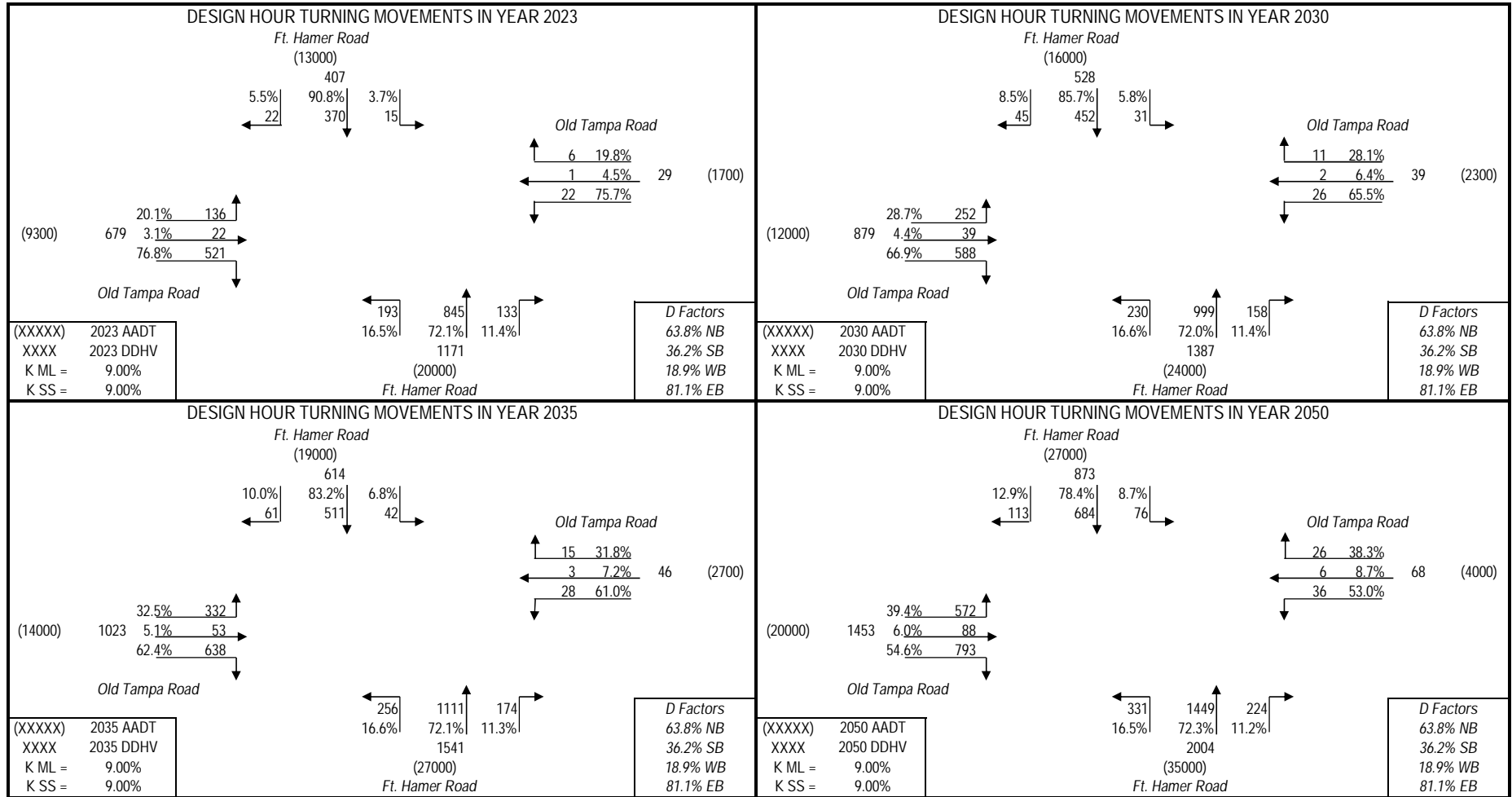
PROJECT TRAFFIC FOR Ft. Hamer Road AT Mulholland Road

Build PM Peak Hour



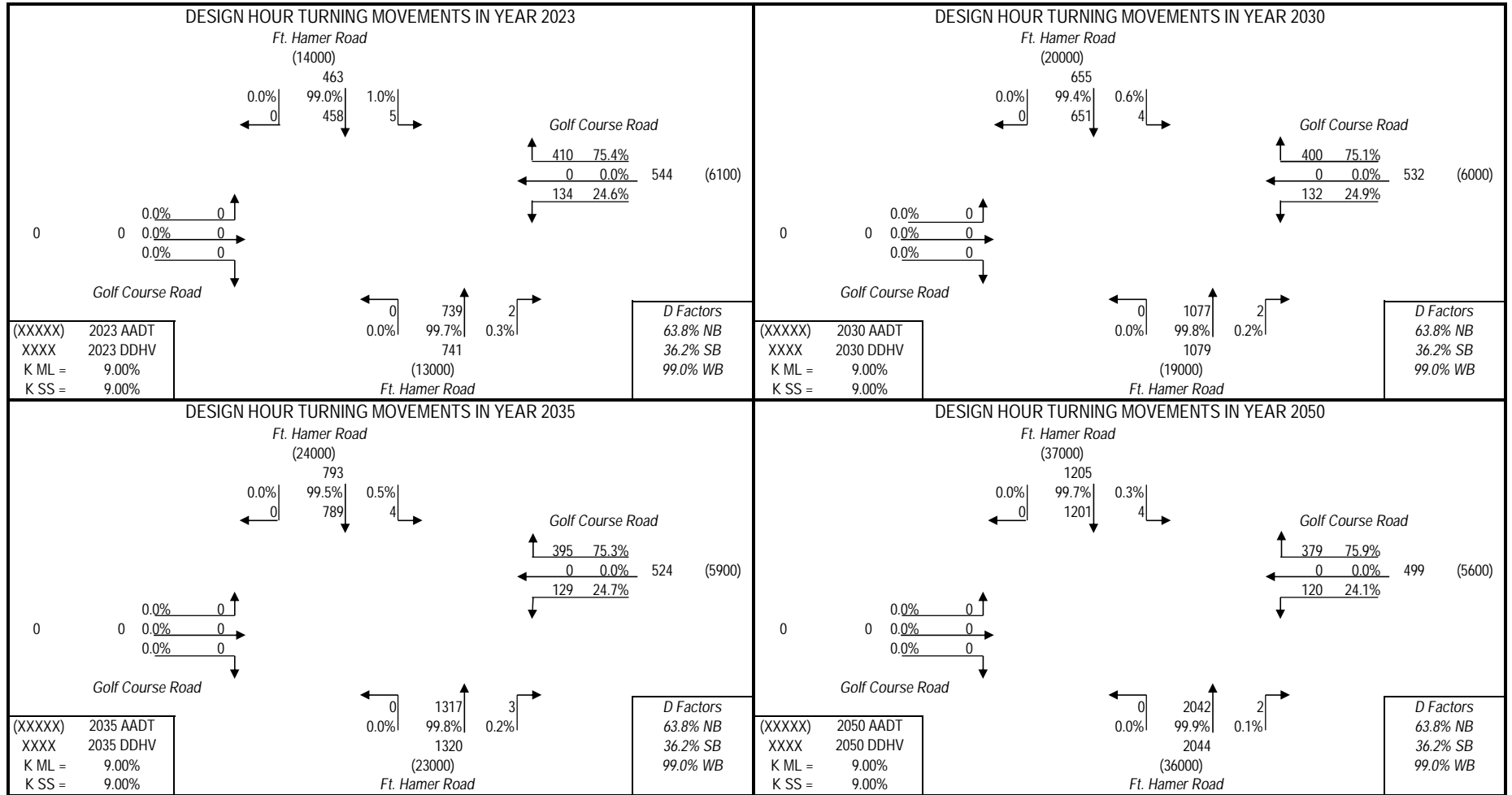
PROJECT TRAFFIC FOR Ft. Hamer Road AT Old Tampa Road

Build PM Peak Hour



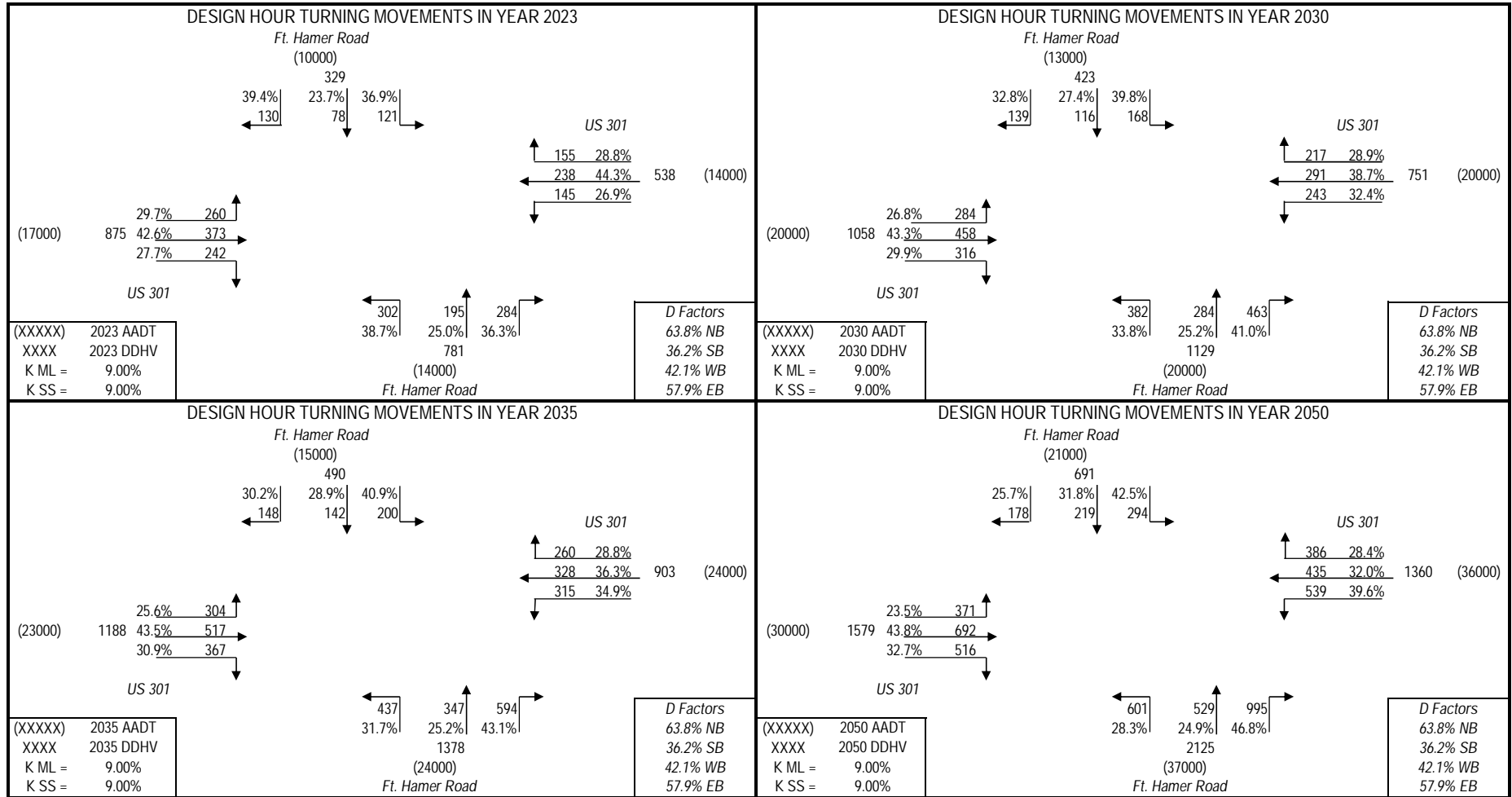
PROJECT TRAFFIC FOR Ft. Hamer Road AT Golf Course Road

Build PM Peak Hour



PROJECT TRAFFIC FOR Ft. Hamer Road AT US 301

Build PM Peak Hour



Appendix D – Volume Development

Intersection Volume Development Worksheet

Intersection #: 1
 Street: Fort Hamer Road N/S
 Street: Rive Isle Run E/W

Existing Year: 2024
 Opening Year: 2030
 Design Year: 2050

TMC Year: 2024
 TMC Month/Day: 01/24
 Seasonal Factor: 0.98
 K-Factor: 9.00

Growth Rate: -

Weekday AM Peak Hour 6:30 AM - 7:30 AM	Fort Hamer Road								Rive Isle Run							
	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Existing																
Raw TMC (01/24/2024)	0	14	394	0	0	0	1,111	11	0	6	0	44	0	0	0	0
Seasonal Factor	0.98				0.98				0.98				0.98			
2024 Existing Year Volume	0	14	386	0	0	0	1,089	11	0	6	0	43	0	0	0	0
Peak Hour Factor	0.920				0.920				0.920				0.920			
K-Factor	9.000				9.000				9.000				9.000			
D-Factor (Calculated)	0.267				0.733				1.000				0.000			
Corridor Average D-Factor	0.405				0.595				-				-			

No-Build																
TURNS5 Volume (Model Volumes)	0	3	501	0	0	0	1,229	0	0	0	0	265	0	0	0	0
Manual Adjustments	+15				+1				+10				-200			
2030 Opening Year Volume (No-Build)	0	18	501	1	0	1	1,154	15	0	10	0	65	0	1	1	1
D-Factor (Calculated)	0.308				0.692				0.962				0.038			
TURNS5 Volume (Model Volumes)	0	12	651	0	0	0	1,280	0	0	0	0	793	0	0	0	0
Manual Adjustments	+20				-100				+5				-700			
2050 Design Year Volume (No-Build)	0	32	551	5	0	5	1,480	20	0	15	0	93	0	4	2	4
D-Factor (Calculated)	0.281				0.719				0.915				0.085			

Build																
TURNS5 Volume (Model Volumes)	0	3	895	0	0	0	1,176	0	0	0	0	292	0	0	0	0
Manual Adjustments	+15				-150				+1				+100			
2030 Opening Year Volume (Build)	0	18	745	1	0	1	1,276	15	0	10	0	92	0	1	1	1
D-Factor (Calculated)	0.372				0.628				0.971				0.029			
TURNS5 Volume (Model Volumes)	0	11	1,571	0	0	0	1,810	0	0	0	0	909	0	0	0	0
Manual Adjustments	+25				-700				+5				-200			
2050 Design Year Volume (Build)	0	36	871	5	0	5	1,810	20	0	20	0	109	0	4	2	4
D-Factor (Calculated)	0.332				0.668				0.928				0.072			

Weekday PM Peak Hour 5:00 PM - 6:00 PM	Fort Hamer Road								Rive Isle Run							
	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Existing																
Raw TMC (01/24/2024)	0	57	1,142	1	0	2	675	21	0	17	0	45	0	0	0	0
Seasonal Factor	0.98				0.98				0.98				0.98			
2024 Existing Year Volume	0	56	1,119	1	0	2	662	21	0	17	0	44	0	0	0	0
Peak Hour Factor	0.952				0.952				0.952				0.952			
K-Factor	9.000				9.000				9.000				9.000			
D-Factor (Calculated)	0.632				0.368				1.000				0.000			
Corridor Average D-Factor	0.638				0.362				-				-			

No-Build																
TURNS5 Volume (Model Volumes)	0	4	1,190	0	0	0	616	1	0	62	0	203	0	0	0	0
Manual Adjustments	+75				+1				+5				+100			
2030 Opening Year Volume (No-Build)	0	79	1,190	1	0	5	716	16	0	62	0	78	0	1	1	1
D-Factor (Calculated)	0.633				0.367				0.979				0.021			
TURNS5 Volume (Model Volumes)	0	11	1,559	0	0	0	642	1	0	79	0	714	0	0	0	0
Manual Adjustments	+75				-100				+5				+200			
2050 Design Year Volume (No-Build)	0	86	1,459	5	0	10	842	21	0	54	0	114	0	4	2	4
D-Factor (Calculated)	0.640				0.360				0.944				0.056			

Build																
TURNS5 Volume (Model Volumes)	0	3	1,411	0	0	0	714	1	0	68	0	224	0	0	0	0
Manual Adjustments	+75				-100				+1				+100			
2030 Opening Year Volume (Build)	0	78	1,311	1	0	5	814	16	0	68	0	74	0	1	1	1
D-Factor (Calculated)	0.625				0.375				0.979				0.021			
TURNS5 Volume (Model Volumes)	0	12	2,480	0	0	0	1,100	1	0	117	0	792	0	0	0	0
Manual Adjustments	+100				-500				+5				+10			
2050 Design Year Volume (Build)	0	112	1,980	5	0	10	1,100	21	0	92	0	117	0	4	2	4
D-Factor (Calculated)	0.650				0.350				0.954				0.046			

Intersection Volume Development Worksheet

Intersection #:
 Street:
 Street:

Existing Year:
 Opening Year:
 Design Year:

TMC Year:
 TMC Month/Day:
 Seasonal Factor:
 K-Factor:

Growth Rate:

Weekday AM Peak Hour 6:30 AM - 7:30 AM	Fort Hamer Road								Mulholland Road							
	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Existing																
Raw TMC (08/22/2023)	0	0	415	15	1	11	968	0	0	0	0	0	0	123	0	92
Seasonal Factor	1.08				1.08				1.08				1.08			
2023 Existing Year Volume	0	0	448	16	1	12	1,045	0	0	0	0	0	0	133	0	99
Peak Hour Factor	0.831				0.831				0.831				0.831			
K-Factor	9.000				9.000				9.000				9.000			
D-Factor (Calculated)	0.305				0.695				0.000				1.000			
Corridor Average D-Factor	0.405				0.595				-				-			

No-Build																
TURNS5 Volume (Model Volumes)	0	0	597	2	0	1	1,323	0	0	0	0	0	0	221	0	60
Manual Adjustments	-125 +15				+10 -200				-				-50 +25			
2030 Opening Year Volume (No-Build)	0	0	472	17	0	11	1,123	0	0	0	0	0	0	171	0	85
D-Factor (Calculated)	0.301				0.699				0.000				1.000			
TURNS5 Volume (Model Volumes)	0	0	748	1	0	2	1,656	0	0	0	0	0	0	255	0	66
Manual Adjustments	-150 +20				+15 -300				-				-75 +100			
2050 Design Year Volume (No-Build)	0	0	598	21	0	17	1,356	0	0	0	0	0	0	180	0	166
D-Factor (Calculated)	0.311				0.689				0.000				1.000			

Build																
TURNS5 Volume (Model Volumes)	0	0	821	2	0	1	1,205	0	0	0	0	0	0	161	0	106
Manual Adjustments	-175 +20				+15 +200				-200				+25 +25			
2030 Opening Year Volume (Build)	0	0	646	22	0	16	1,405	0	0	0	0	-200	0	186	0	131
D-Factor (Calculated)	0.320				0.680				0.000				2.709			
TURNS5 Volume (Model Volumes)	0	0	1,100	1	0	2	1,696	0	0	0	0	0	0	92	0	175
Manual Adjustments	-300 +25				+20				-				+125 -10			
2050 Design Year Volume (Build)	0	0	800	26	0	22	1,696	0	0	0	0	0	0	217	0	165
D-Factor (Calculated)	0.325				0.675				0.000				1.000			

Weekday PM Peak Hour 5:15 PM - 6:15 PM	Fort Hamer Road								Mulholland Road							
	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Existing																
Raw TMC (08/22/2023)	0	0	1,060	118	0	66	575	0	0	0	0	0	0	40	0	29
Seasonal Factor	1.08				1.08				1.08				1.08			
2023 Existing Year Volume	0	0	1,145	127	0	71	621	0	0	0	0	0	0	43	0	31
Peak Hour Factor	0.968				0.968				0.968				0.968			
K-Factor	9.000				9.000				9.000				9.000			
D-Factor (Calculated)	0.648				0.352				0.000				1.000			
Corridor Average D-Factor	0.638				0.362				-				-			

No-Build																
TURNS5 Volume (Model Volumes)	0	0	1,271	1	0	1	670	0	0	0	0	0	0	128	0	153
Manual Adjustments	+125				+75				-				-50 -100			
2030 Opening Year Volume (No-Build)	0	0	1,271	126	0	76	670	0	0	0	0	0	0	78	0	53
D-Factor (Calculated)	0.652				0.348				0.000				1.000			
TURNS5 Volume (Model Volumes)	0	0	1,590	2	0	1	839	0	0	0	0	0	0	148	0	173
Manual Adjustments	-100 +150				+100				-				-75 -100			
2050 Design Year Volume (No-Build)	0	0	1,490	152	0	101	839	0	0	0	0	0	0	73	0	73
D-Factor (Calculated)	0.636				0.364				0.000				1.000			

Build																
TURNS5 Volume (Model Volumes)	0	0	1,295	1	0	1	733	0	0	0	0	0	0	99	0	168
Manual Adjustments	+100 +150				+75				-				-25 -100			
2030 Opening Year Volume (Build)	0	0	1,395	151	0	76	733	0	0	0	0	0	0	74	0	68
D-Factor (Calculated)	0.656				0.344				0.000				1.000			
TURNS5 Volume (Model Volumes)	0	0	1,737	0	0	3	1,030	0	0	0	0	0	0	34	0	233
Manual Adjustments	+100 +200				+100				-				+40 -175			
2050 Design Year Volume (Build)	0	0	1,837	200	0	103	1,030	0	0	0	0	0	0	74	0	58
D-Factor (Calculated)	0.643				0.357				0.000				1.000			

Existing (2023) Average AM and PM 0 0 797 72 1 42 833 0 0 0 0 0 0 0 88 0 65

Intersection Volume Development Worksheet

Intersection #:
 Street:
 Street:

Existing Year:
 Opening Year:
 Design Year:

TMC Year:
 TMC Month/Day:
 Seasonal Factor:
 K-Factor:

Growth Rate:

Weekday AM Peak Hour 6:30 AM - 7:30 AM	Fort Hamer Road								Old Tampa Road							
	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Existing																
Raw TMC (08/22/2023)	0	125	376	28	0	0	566	29	1	41	9	462	0	52	14	6
Seasonal Factor	1.08				1.08				1.08				1.08			
2023 Existing Year Volume	0	135	406	30	0	0	611	31	1	44	10	499	0	56	15	6
Peak Hour Factor	0.804				0.804				0.804				0.804			
K-Factor	9.000				9.000				9.000				9.000			
D-Factor (Calculated)	0.471				0.529				0.878				0.122			
Corridor Average D-Factor	0.405				0.595				-				-			

No-Build																
TURNS5 Volume (Model Volumes)	0	140	611	197	0	31	590	22	0	122	39	756	0	24	1	4
Manual Adjustments	-125 -150				+50 +50 +15				-50 -200				+25 +15			
2030 Opening Year Volume (No-Build)	0	140	486	47	0	81	640	37	0	72	39	556	0	49	16	4
D-Factor (Calculated)	0.470				0.530				0.906				0.094			
TURNS5 Volume (Model Volumes)	0	208	644	335	0	82	648	51	0	255	132	1,051	0	44	3	11
Manual Adjustments	-50 -50 -275				+150 +125 +30				-75 -50 -400				+40 +20 +20			
2050 Design Year Volume (No-Build)	0	158	594	60	0	232	773	81	0	180	82	651	0	84	23	31
D-Factor (Calculated)	0.428				0.572				0.869				0.131			

Build																
TURNS5 Volume (Model Volumes)	0	129	581	171	0	43	793	32	0	140	42	770	0	24	1	4
Manual Adjustments	+50 -50 -100				+25 -25 +30				-50 +20 -200				+40 +20 +10			
2030 Opening Year Volume (Build)	0	179	531	71	0	68	768	62	0	90	62	570	0	64	21	14
D-Factor (Calculated)	0.465				0.535				0.879				0.121			
TURNS5 Volume (Model Volumes)	0	179	827	266	0	135	1,210	90	0	374	121	1,077	0	41	3	14
Manual Adjustments	-175 -175				+100 +30 +125				-100 -10 -400				+50 +25 +25			
2050 Design Year Volume (Build)	0	179	652	91	0	235	1,240	215	0	274	111	677	0	91	28	39
D-Factor (Calculated)	0.353				0.647				0.870				0.130			

Weekday PM Peak Hour 4:45 PM - 5:45 PM	Fort Hamer Road								Old Tampa Road							
	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Existing																
Raw TMC (08/22/2023)	0	443	577	44	0	5	381	51	0	37	32	284	0	53	21	8
Seasonal Factor	1.08				1.08				1.08				1.08			
2023 Existing Year Volume	0	478	623	48	0	5	411	55	0	40	35	307	0	57	23	9
Peak Hour Factor	0.972				0.972				0.972				0.972			
K-Factor	9.000				9.000				9.000				9.000			
D-Factor (Calculated)	0.709				0.291				0.811				0.189			
Corridor Average D-Factor	0.638				0.362				-				-			

No-Build																
TURNS5 Volume (Model Volumes)	0	248	981	198	0	28	290	36	0	260	53	534	0	28	3	14
Manual Adjustments	+250 -225 -75				-15 +150 +20				-150 -200				+40 +25			
2030 Opening Year Volume (No-Build)	0	498	756	123	0	13	440	56	0	110	53	334	0	68	28	14
D-Factor (Calculated)	0.730				0.270				0.819				0.181			
TURNS5 Volume (Model Volumes)	0	377	1,056	354	0	63	300	67	0	450	152	726	0	49	11	30
Manual Adjustments	+250 -225 -225				+225 +20				-275 -10 -325				+40 +20 +15			
2050 Design Year Volume (No-Build)	0	627	831	129	0	63	525	87	0	175	142	401	0	89	31	45
D-Factor (Calculated)	0.702				0.298				0.813				0.187			

Build																
TURNS5 Volume (Model Volumes)	0	230	999	158	0	31	452	45	0	252	39	588	0	26	2	11
Manual Adjustments	+300 -115 -25				+100 +25				-125 +20 -125				+50 +50 +5			
2030 Opening Year Volume (Build)	0	530	884	133	0	31	552	70	0	127	59	463	0	76	52	16
D-Factor (Calculated)	0.703				0.297				0.818				0.182			
TURNS5 Volume (Model Volumes)	0	331	1,449	224	0	76	684	113	0	572	88	793	0	36	6	26
Manual Adjustments	+325 -200								-300 +50 -250				+75 +50 +25			
2050 Design Year Volume (Build)	0	656	1,249	224	0	76	684	113	0	272	138	543	0	111	56	51
D-Factor (Calculated)	0.709				0.291				0.814				0.186			

Intersection Volume Development Worksheet

Intersection #: 4
 Street: Fort Hamer Road N/S
 Street: Golf Course Road E/W

Existing Year: 2023
 Opening Year: 2030
 Design Year: 2050

TMC Year: 2023
 TMC Month/Day: 08/22
 Seasonal Factor: 1.08
 K-Factor: 9.00

Growth Rate: -

Weekday AM Peak Hour 6:30 AM - 7:30 AM	Fort Hamer Road								Golf Course Road							
	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Existing																
Raw TMC (08/22/2023)	0	0	396	66	0	102	533	0	0	0	0	0	0	87	0	190
Seasonal Factor	1.08				1.08				1.08				1.08			
2023 Existing Year Volume	0	0	428	71	0	110	576	0	0	0	0	0	0	94	0	205
Peak Hour Factor	0.808				0.808				0.808				0.808			
K-Factor	9.000				9.000				9.000				9.000			
D-Factor (Calculated)	0.421				0.579				0.000				1.000			
Corridor Average D-Factor	0.405				0.595				-				-			

No-Build																
TURNS5 Volume (Model Volumes)	0	0	634	3	0	5	908	0	0	0	0	0	0	292	0	275
Manual Adjustments	-150 +75				+125 -225				-				-125 -50			
2030 Opening Year Volume (No-Build)	0	0	484	78	0	130	683	0	0	0	0	0	0	167	0	225
D-Factor (Calculated)	0.409				0.591				0.000				1.000			
TURNS5 Volume (Model Volumes)	0	0	1,057	4	0	3	1,404	0	0	0	0	0	0	415	0	218
Manual Adjustments	-400 +100				+150 -400				-				-75 +25			
2050 Design Year Volume (No-Build)	0	0	657	104	0	153	1,004	0	0	0	0	0	0	340	0	243
D-Factor (Calculated)	0.397				0.603				0.000				1.000			

Build																
TURNS5 Volume (Model Volumes)	0	0	682	3	0	4	1,073	0	0	0	0	0	0	251	0	281
Manual Adjustments	-175 +100				+125 -350				-200				-25 -50			
2030 Opening Year Volume (Build)	0	0	507	103	0	129	723	0	0	0	0	-200	0	226	0	231
D-Factor (Calculated)	0.417				0.583				0.000				1.778			
TURNS5 Volume (Model Volumes)	0	0	1,295	3	0	4	1,977	0	0	0	0	0	0	233	0	266
Manual Adjustments	-300 +125				+175 -600				-				+125			
2050 Design Year Volume (Build)	0	0	995	128	0	179	1,377	0	0	0	0	0	0	358	0	266
D-Factor (Calculated)	0.419				0.581				0.000				1.000			

Weekday PM Peak Hour 4:30 PM - 5:30 PM	Fort Hamer Road								Golf Course Road							
	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Existing																
Raw TMC (08/22/2023)	0	0	487	118	0	170	337	0	0	0	0	0	0	129	0	154
Seasonal Factor	1.08				1.08				1.08				1.08			
2023 Existing Year Volume	0	0	526	127	0	184	364	0	0	0	0	0	0	139	0	166
Peak Hour Factor	0.966				0.966				0.966				0.966			
K-Factor	9.000				9.000				9.000				9.000			
D-Factor (Calculated)	0.544				0.456				0.000				1.000			
Corridor Average D-Factor	0.638				0.362				-				-			

No-Build																
TURNS5 Volume (Model Volumes)	0	0	820	3	0	4	715	0	0	0	0	0	0	223	0	344
Manual Adjustments	-250 +150				+200 -275				-				+75 -150			
2030 Opening Year Volume (No-Build)	0	0	570	153	0	204	440	0	0	0	0	0	0	298	0	194
D-Factor (Calculated)	0.529				0.471				0.000				1.000			
TURNS5 Volume (Model Volumes)	0	0	1,367	4	0	3	1,105	0	0	0	0	0	0	338	0	295
Manual Adjustments	-300 +175				+250 -250				-				-75			
2050 Design Year Volume (No-Build)	0	0	1,067	179	0	253	855	0	0	0	0	0	0	338	0	220
D-Factor (Calculated)	0.529				0.471				0.000				1.000			

Build																
TURNS5 Volume (Model Volumes)	0	0	1,077	2	0	4	651	0	0	0	0	0	0	132	0	400
Manual Adjustments	-400 +175				+225 -175				-				+50 -175			
2030 Opening Year Volume (Build)	0	0	677	177	0	229	476	0	0	0	0	0	0	182	0	225
D-Factor (Calculated)	0.548				0.452				0.000				1.000			
TURNS5 Volume (Model Volumes)	0	0	2,045	2	0	4	1,201	0	0	0	0	0	0	120	0	379
Manual Adjustments	-200 +200				+300 -300				-				+175 -50			
2050 Design Year Volume (Build)	0	0	1,845	202	0	304	901	0	0	0	0	0	0	295	0	329
D-Factor (Calculated)	0.629				0.371				0.000				1.000			

Intersection Volume Development Worksheet

Intersection #:
 Street:
 Street:

Existing Year:
 Opening Year:
 Design Year:

TMC Year:
 TMC Month/Day:
 Seasonal Factor:
 K-Factor:

Growth Rate:

Weekday AM Peak Hour 6:30 AM - 7:30 AM	Fort Hamer Road								US 301							
	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Existing																
Raw TMC (08/22/2023)	0	116	339	89	5	41	238	141	9	229	307	157	0	216	402	23
Seasonal Factor	1.08				1.08				1.08				1.08			
2023 Existing Year Volume	0	125	366	96	5	44	257	152	10	247	332	170	0	233	434	25
Peak Hour Factor	0.887				0.887				0.887				0.887			
K-Factor	9.000				9.000				9.000				9.000			
D-Factor (Calculated)	0.562				0.438				0.523				0.477			
Corridor Average D-Factor	0.405				0.595				-				-			

No-Build																
TURNS5 Volume (Model Volumes)	0	350	182	338	0	165	122	170	0	226	421	309	0	263	369	192
Manual Adjustments	-175 +200 -125				-100 +150				+50 -50 -100				+125 -125			
2030 Opening Year Volume (No-Build)	0	175	382	213	0	65	272	170	0	276	371	209	0	263	494	67
D-Factor (Calculated)	0.603				0.397				0.510				0.490			
TURNS5 Volume (Model Volumes)	0	502	246	643	0	261	163	203	0	271	712	443	0	503	629	306
Manual Adjustments	-80 +250 -150				-150 +150 +10				+75 -275 -50				-75 -50 -125			
2050 Design Year Volume (No-Build)	0	422	496	493	0	111	313	213	0	346	437	393	0	428	579	181
D-Factor (Calculated)	0.689				0.311				0.497				0.503			

Build																
TURNS5 Volume (Model Volumes)	0	288	134	295	0	228	245	222	0	170	379	407	0	366	331	154
Manual Adjustments	-50 +150 -50				-40 -75 -30				+75 +40 -200				-50 +100 -30			
2030 Opening Year Volume (Build)	0	238	284	245	0	188	170	192	0	245	419	207	0	316	431	124
D-Factor (Calculated)	0.582				0.418				0.500				0.500			
TURNS5 Volume (Model Volumes)	0	460	250	639	0	390	465	280	0	215	554	657	0	798	481	262
Manual Adjustments	-50 +300 -150				-150 -200 -25				+80 +125 -160				-175 +125 -40			
2050 Design Year Volume (Build)	0	410	550	489	0	240	265	255	0	295	679	497	0	623	606	222
D-Factor (Calculated)	0.656				0.344				0.503				0.497			

Weekday PM Peak Hour 4:45 PM - 5:45 PM	Fort Hamer Road								US 301							
	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Existing																
Raw TMC (08/22/2023)	0	200	206	233	7	33	194	101	8	106	479	144	1	130	392	13
Seasonal Factor	1.08				1.08				1.08				1.08			
2023 Existing Year Volume	0	216	222	252	8	36	210	109	9	114	517	156	1	140	423	14
Peak Hour Factor	0.978				0.978				0.978				0.978			
K-Factor	9.000				9.000				9.000				9.000			
D-Factor (Calculated)	0.655				0.345				0.579				0.421			
Corridor Average D-Factor	0.638				0.362				-				-			

No-Build																
TURNS5 Volume (Model Volumes)	0	365	234	415	0	148	82	130	0	282	498	278	0	204	318	206
Manual Adjustments	-75 +25 -75				-80 +140 -15				-40 +50 -75				-50 +150 -125			
2030 Opening Year Volume (No-Build)	0	290	259	340	0	68	222	115	0	242	548	203	0	154	468	81
D-Factor (Calculated)	0.687				0.313				0.585				0.415			
TURNS5 Volume (Model Volumes)	0	520	318	783	0	230	111	153	0	341	837	401	0	393	542	334
Manual Adjustments	-75 -25 -200				-150 +175				-150				-50 +50 -150			
2050 Design Year Volume (No-Build)	0	445	293	583	0	80	286	153	0	341	687	401	0	343	592	184
D-Factor (Calculated)	0.718				0.282				0.561				0.439			

Build																
TURNS5 Volume (Model Volumes)	0	382	284	463	0	168	116	139	0	284	458	316	0	243	291	217
Manual Adjustments	-50 -25 -125				-15 +60 +5				-40 +100 -25				-20 +175 -25			
2030 Opening Year Volume (Build)	0	332	259	338	0	153	176	144	0	244	558	291	0	223	466	192
D-Factor (Calculated)	0.663				0.337				0.554				0.446			
TURNS5 Volume (Model Volumes)	0	601	529	995	0	294	219	178	0	371	692	516	0	539	435	386
Manual Adjustments	-100 -200				+25 +20				+100 -50				-50 +200			
2050 Design Year Volume (Build)	0	501	529	795	0	294	244	198	0	371	792	466	0	489	635	386
D-Factor (Calculated)	0.713				0.287				0.519				0.481			

Appendix E – Traffic Data for Noise Study



Project Traffic Forecasting Memorandum

Cris Schooley, P.E.

Kimley-Horn and Associates, Inc.

201 N Franklin Street, Suite 1400

Tampa, FL 33602



Appendix C – Crash Data

Crash Number	Crash Date	On Street	Feet From	Direction	From Intersection	Light Condition	Road Surface	Manner of Collision	Collision Type	Crash Type	Crash Severity1	Crash Severity2	Injury	Severe Injuries	Fatalities	Bicycle	Pedestrian
89174087	28-OCT-2019 05:55 PM	UPPER MANATEE RIVER RD	430	West	GATES CREEK RD	Daylight	Wet	Front to Rear	Motor Vehicle in Transport	Rear End	No Injury	No Injury	0	0	0	0	0
89174039	15-OCT-2019 05:47 PM	UPPER MANATEE RIVER RD	426	West	GATES CREEK RD	Daylight	Dry	Front to Rear	Motor Vehicle in Transport	Rear End	No Injury	No Injury	0	0	0	0	0
88455071	10-MAR-2021 10:25 AM	UPPER MANATEE RIVER ROAD	468	West	FT. HAMMER ROAD	Daylight	Dry	Front to Rear	Motor Vehicle in Transport	Rear End	No Injury	Possible Injury	5	0	0	0	0
88369249	02-AUG-2020 03:50 PM	UPPER MANATEE RIVER ROAD	291	West	FORT HAMMER ROAD	Daylight	Dry	Front to Rear	Motor Vehicle in Transport	Rear End	No Injury	No Injury	0	0	0	0	0
88405510	30-OCT-2020 02:25 PM	UPPER MANATEE RIVER RD	0		FT HAMER RD	Daylight	Dry	Front to Rear	Motor Vehicle in Transport	Rear End	No Injury	No Injury	0	0	0	0	0
24916464	01-MAR-2022 08:29 AM	FORT HAMER RD	0		UPPER MANATEE RIVER RD	Daylight	Dry	Front to Rear	Motor Vehicle in Transport	Rear End	Injury	Possible Injury	1	0	0	0	0
24931417	12-APR-2022 11:30 AM	FT HAMER ROAD	0		UPPERMANATTE RIVER ROAD	Daylight	Dry	Front to Rear	Motor Vehicle in Transport	Rear End	No Injury	No Injury	0	0	0	0	0
88497452	03-JUN-2021 02:05 PM	FT HAMER ROAD	57	North	RIVI ISLE RUN	Daylight	Dry	Sideswipe, Same Direction	Motor Vehicle in Transport	Same Direction Sideswipe	No Injury	No Injury	0	0	0	0	0
88151511	05-JUL-2019 09:10 AM	FORT HAMMER BRIDGE RD	301	West	UPPER MANATEE RIVER RD	Daylight	Dry	Front to Rear	Motor Vehicle in Transport	Rear End	No Injury	No Injury	0	0	0	0	0
88058094	06-JAN-2019 08:15 PM	UPPER MANATEE RIVER RD	294	West	FORT HAMMER RD	Dark - Lighted	Dry	Front to Rear	Motor Vehicle in Transport	Rear End	No Injury	No Injury	0	0	0	0	0
89587678	14-JAN-2022 08:41 AM	FORT HAMER ROAD	0		RIVER ISLE RUN	Daylight	Dry	Angle	Motor Vehicle in Transport	Left Leaving	Injury	Possible Injury	2	0	0	0	0
88397538	31-OCT-2020 11:45 AM	FT HAMER ROAD	0		RIVI ISLE RUN	Daylight	Dry	Front to Rear	Motor Vehicle in Transport	Rear End	Injury	Possible Injury	5	0	0	0	0
87164226	15-FEB-2018 12:05 PM	FORT HAMER ROAD	0		RIVE ISLE RUN	Daylight	Dry	Angle	Motor Vehicle in Transport	Left Leaving	No Injury	No Injury	0	0	0	0	0
24462205	31-MAY-2022 08:50 AM	FT HAMER RD	0		WINDING STREAM WAY	Daylight	Dry	Front to Rear	Motor Vehicle in Transport	Rear End	No Injury	No Injury	0	0	0	0	0
25611396	08-NOV-2022 08:00 AM	FORT HAMER RD	186	North	RIVE ISLE RUN	Daylight	Dry	Front to Rear	Motor Vehicle in Transport	Rear End	No Injury	No Injury	0	0	0	0	0
88239427	29-OCT-2019 01:52 PM	FORT HAMER RD	0		RIVER ISLE RUN	Daylight	Dry	Other	Guardrail Face	Off Road	Injury	Possible Injury	1	0	0	0	0
88586765	23-OCT-2021 04:34 PM	FORT HAMER RD	3	North	RIVE ISLE RUN	Daylight	Dry	Sideswipe, Opposite Direction	Motor Vehicle in Transport	Opposing Sideswipe	No Injury	No Injury	0	0	0	0	0
88429313	01-DEC-2020 12:52 PM	FORT HAMER RD	67	North	RIVE ISLE RUN	Daylight	Dry	Front to Rear	Motor Vehicle in Transport	Rear End	No Injury	No Injury	0	0	0	0	0
88523304	04-AUG-2021 07:49 AM	FORT HAMER RD	0	West	RIVE ISLE RUN	Daylight	Wet	Front to Rear	Motor Vehicle in Transport	Rear End	No Injury	No Injury	0	0	0	0	0
88584206	23-NOV-2021 01:23 PM	FORT HAMER ROAD	61	South	RIVER ISLE RUN	Daylight	Dry	Front to Rear	Motor Vehicle in Transport	Rear End	No Injury	No Injury	0	0	0	0	0
89791040	26-JAN-2021 05:50 PM	FORT HAMER RD	246	North	RIVE ISLE RUN	Dusk	Dry	Front to Rear	Motor Vehicle in Transport	Rear End	Injury	Possible Injury	1	0	0	0	0
89791162	22-FEB-2021 05:35 PM	FT HAMER RD	80	South	RIVE ISLE RUN	Daylight	Dry		Utility Pole/Light Support	Off Road	No Injury	No Injury	0	0	0	0	0
24462442	30-JUL-2022 01:10 AM	FORT HAMER RD	0			Dark - Not Lighted	Dry	Front to Rear	Motor Vehicle in Transport	Rear End	Injury	Non-Incapacitating Injury	2	0	0	0	0
88269361	11-FEB-2020 08:15 PM	FORT HAMER RD	222	North	GOLF COURSE RD	Daylight	Dry	Other	Motor Vehicle in Transport	Other	Serious Injury	Incapacitating Injury	1	1	0	0	0
24910158	20-MAR-2022 12:50 PM	DRIVEWAY ACCESS- 12060 US 301 N	208	West	US 301 (STATE ROAD 43)	Daylight	Dry	Angle	Motor Vehicle in Transport	Unknown	No Injury	No Injury	0	0	0	0	0
24944491	26-APR-2022 09:10 PM	US 301 (STATE ROAD 43)	177	West	FORT HAMER ROAD	Dark - Lighted	Dry	Front to Rear	Motor Vehicle in Transport	Rear End	Serious Injury	Incapacitating Injury	1	1	0	0	0
87887395	07-NOV-2018 07:00 PM	US HIGHWAY 301 N	289	West	60TH ST E	Dark - Lighted	Dry	Front to Rear	Motor Vehicle in Transport	Rear End	No Injury	No Injury	0	0	0	0	0
87552262	18-JAN-2018 09:35 AM	US 301 N	236	West	121ST AVE E	Daylight	Dry	Front to Rear	Motor Vehicle in Transport	Rear End	No Injury	No Injury	0	0	0	0	0
89577681	29-NOV-2021 11:38 AM	US 301 (SR 43)	49	North	121ST AVE E	Daylight	Dry	Other	Traffic Signal Support	Off Road	No Injury	No Injury	0	0	0	0	0
88534022	06-AUG-2021 11:05 AM	US 301 (STATE ROAD 43)	110	East	FT HAMER ROAD	Daylight	Dry	Front to Rear	Motor Vehicle in Transport	Rear End	No Injury	No Injury	0	0	0	0	0
88271384	17-DEC-2019 06:48 AM	US-301 (SR 43)	0		121ST AVE E	Dark - Lighted	Dry	Front to Front	Motor Vehicle in Transport	Left Entering	Injury	Non-Incapacitating Injury	4	0	0	0	0
88586769	27-OCT-2021 07:10 AM	US 301 (SR 43)	15	North	121ST AVE E	Dawn	Dry	Angle	Motor Vehicle in Transport	Left Entering	No Injury	No Injury	0	0	0	0	0
88481254	28-MAR-2021 09:34 PM	US-301	15	East	121ST AVENUE EAST	Dark - Not Lighted	Dry	Front to Front	Motor Vehicle in Transport	Left Entering	No Injury	No Injury	0	0	0	0	0
25035644	22-OCT-2022 09:38 AM	US-301 (SR-43)	0		FT HAMER RD	Daylight	Dry	Sideswipe, Same Direction	Motor Vehicle in Transport	Same Direction Sideswipe	No Injury	No Injury	0	0	0	0	0
88549666	25-SEP-2021 02:52 PM	FORT HAMMER RD	179	West	US-301	Daylight	Dry	Front to Rear	Motor Vehicle in Transport	Rear End	No Injury	No Injury	0	0	0	0	0
88571639	18-OCT-2021 08:29 AM	FORT HAMER RD	174	West	US 301 (SR 43)	Daylight	Dry	Front to Rear	Motor Vehicle in Transport	Rear End	No Injury	No Injury	0	0	0	0	0
24462352	06-JUL-2022 10:00 PM	US HIGHWAY 301 N	0		121ST AVE E	Dark - Lighted	Wet	Angle	Motor Vehicle in Transport	Left Entering	No Injury	No Injury	0	0	0	0	0
24946981	26-APR-2022 02:55 PM	FT HAMER ROAD	0		US 301 (STATE ROAD 43)	Daylight	Dry	Sideswipe, Same Direction	Motor Vehicle in Transport	Same Direction Sideswipe	No Injury	No Injury	0	0	0	0	0
87887380	01-NOV-2018 01:30 PM	FT HAMER RD	0		US 301N	Daylight	Dry	Front to Rear	Motor Vehicle in Transport	Rear End	No Injury	No Injury	0	0	0	0	0
24462240	08-JUN-2022 04:37 PM	FORT HAMER RD	0			Daylight	Dry	Front to Rear	Motor Vehicle in Transport	Rear End	No Injury	No Injury	0	0	0	0	0
89791061	01-FEB-2021 12:40 PM	US HIGHWAY 301 N	107	East	121ST AVE E	Daylight	Dry	Front to Rear	Motor Vehicle in Transport	Rear End	No Injury	No Injury	0	0	0	0	0
87887966	05-APR-2019 04:00 PM	FORT HAMER RD	1358	South	MULHOLLAND RD	Daylight	Dry	Front to Rear	Motor Vehicle in Transport	Rear End	No Injury	No Injury	0	0	0	0	0
24461941	24-MAR-2022 04:21 PM	FORT HAMER RD	1108	South	MULHOLLAND RD	Daylight	Wet	Front to Rear	Motor Vehicle in Transport	Rear End	No Injury	No Injury	0	0	0	0	0
25010477	17-SEP-2022 03:00 AM	FT HAMER ROAD	1093	South	MULHOLLAND ROAD	Dark - Not Lighted	Wet	Other	Culvert	Off Road	Serious Injury	Incapacitating Injury	1	1	0	0	0
88397530	27-OCT-2020 02:25 PM	FORT HAMER RD	132	North	MULHOLLAND RD	Daylight	Dry	Sideswipe, Same Direction	Motor Vehicle in Transport	Same Direction Sideswipe	No Injury	No Injury	0	0	0	0	0
24461151	05-AUG-2021 04:50 PM	FORT HAMER RD	0	West	MULHOLLAND RD	Daylight	Dry	Front to Rear	Motor Vehicle in Transport	Rear End	Injury	Possible Injury	1	0	0	0	0
25028034	17-NOV-2022 07:12 AM	FORT HAMER ROAD	453	North	MULLHOLLAND ROAD	Daylight	Dry	Front to Rear	Motor Vehicle in Transport	Rear End	No Injury	No Injury	0	0	0	0	0
88558070	14-AUG-2021 06:52 AM	OLD TAMPA ROAD	87	West	FORT HAMER ROAD	Daylight	Dry	Front to Rear	Pedalcycle	Bicycle	Injury	Non-Incapacitating Injury	1	0	0	1	0
89790724	05-NOV-2020 05:15 PM	FORT HAMER RD	451	South	MULHOLLAND RD	Daylight	Dry	Front to Rear	Motor Vehicle in Transport	Rear End	No Injury	No Injury	0	0	0	0	0
89174358	07-JAN-2020 05:50 PM	FORT HAMER RD	379	South	MULHOLLAND RD	Daylight	Dry	Front to Rear	Motor Vehicle in Transport	Rear End	No Injury	No Injury	0	0	0	0	0
25028017	03-NOV-2022 01:30 PM	FORT HAMER RD	341	South	MULHOLLAND RD	Daylight	Dry	Front to Rear	Motor Vehicle in Transport	Rear End	No Injury	No Injury	0	0	0	0	0
88435040	25-JAN-2021 04:18 PM	FORT HAMER RD	330	South	MULHOLLAND RD	Daylight	Dry	Front to Rear	Motor Vehicle in Transport	Rear End	No Injury	No Injury	0	0	0	0	0
24462447	02-AUG-2022 03:02 PM	FORT HAMER RD	0		BELLA RD	Daylight	Dry	Front to Rear	Motor Vehicle in Transport	Rear End	Injury	Possible Injury	2	0	0	0	0
88261221	03-JAN-2020 06:27 PM	FORT HAMMER ROAD	205	South	MULHOLLAND ROAD	Dark - Not Lighted	Dry	Front to Rear	Motor Vehicle in Transport	Rear End	Injury	Possible Injury	1	0	0	0	0
24461654	17-JAN-2022 02:41 PM	FORT HAMER RD	0			Daylight	Dry		Curb	Off Road	Injury	Non-Incapacitating Injury	2	0	0	0	0
88286004	24-MAR-2020 11:00 PM	OLD TAMPA RD	88	West	FORT HAMER RD	Dark - Lighted	Dry	Other	Curb	Off Road	No Injury	No Injury	0	0	0	0	0
88031503	13-NOV-2018 11:45 AM	US 301 (STATE ROAD 43)	177	West	FT HAMER ROAD	Daylight	Dry	Other	Overturn/Rollover	Rollover	Injury	Possible Injury	1	0	0	0	0
89571123	27-NOV-2021 03:53 AM	FORT HAMER RD	12	North	MULHOLLAND RD	Dark - Lighted	Dry	Other	Tree (standing)	Off Road	Injury	Possible Injury	1	0	0	0	0
84472714	16-JAN-2019 06:00 PM	FORT HAMER ROAD	198	South	MULHOLLAND ROAD	Dusk	Dry	Front to Rear	Motor Vehicle in Transport	Rear End	Injury	Possible Injury	1	0	0	0	0
88390924	15-OCT-2020 11:02 PM	FORT HAMER ROAD	278	South	GOLF COURSE ROAD	Dark - Not Lighted	Dry	Other	Ditch	Off Road	No Injury	No Injury	0	0	0	0	0
25027060	10-OCT-2022 07:03 AM	FORT HAMER ROAD	0		MULHOLLAND ROAD	Dawn	Dry	Front to Rear	Motor Vehicle in Transport	Rear End	No Injury	No Injury	0	0	0	0	0
24976394	09-SEP-2022 03:57 PM	FORT HAMER ROAD	606	South	MULHOLLAND ROAD	Daylight	Wet	Front to Rear	Motor Vehicle in Transport	Rear End	No Injury	No Injury	0	0	0	0	0
87220751	01-MAY-2018 05:10 PM	FORT HAMMER ROAD	498	South	MULLHOLLAND ROAD	Daylight	Dry	Front to Rear	Motor Vehicle in Transport	Rear End	Injury	Non-Incapacitating Injury	2	0	0	0	0
24917600	08-APR-2022 02:26 PM	FORT HAMER ROAD	227	South	MULHOLLAND ROAD	Daylight	Dry	Front to Rear	Motor Vehicle in Transport	Rear End	No Injury	No Injury	0	0	0	0	0
24948248	24-MAY-2022 02:25 PM	FORT HAMER RD	0		MULHOLLAND RD	Daylight	Dry	Angle	Motor Vehicle in Transport	Right Angle	No Injury	No Injury	0	0	0	0	0
88038101	23-JAN-2019 07:00 AM	FORTHAMER ROAD	96	North	MULHOLLAND ROAD	Daylight	Dry	Front to Rear	Motor Vehicle in Transport	Rear End	Injury	Possible Injury	1	0	0	0	0
88271413	13-JAN-2020 12:22 PM	FORT HAMER RD	44	South	MULHOLLAND RD	Daylight	Dry	Other	Traffic Signal Support	Off Road	Injury	Non-Incapacitating Injury	2	0	0	0	0
88347203	24-JUN-2020 01:05 AM	FORT HAMER ROAD	189	North	MULHOLLAND ROAD	Dark - Not Lighted	Dry	Other	Other Non-Collision	Single Vehicle	No Injury	No Injury	0	0	0	0	0
88071599	23-FEB-2019 06:58 AM	FORT HAMMER RD	0		30TH ST E	Dawn	Dry	Angle	Motor Vehicle in Transport	Left Leaving	Serious Injury	Incapacitating Injury	1	1	0	0	0
87179764	16-JUL-2022 12:35 AM	FORT HAMER ROAD	0		MULHOLLAND ROAD	Dark - Lighted	Dry	Other	Other Non-Collision	Single Vehicle	Injury	Non-Incapacitating Injury	2	0	0	0	0
24460928	28-MAY-2021 05:00 PM	FORT HAMER RD	108	North	MULHOLLAND RD	Daylight	Dry	Sideswipe, Same Direction	Motor Vehicle in Transport	Same Direction Sideswipe	No Injury	No Injury	0	0	0	0	0
89790147	22-MAY-2020 08:50 AM	MULHOLLAND RD	0		FORT HAMER RD	Daylight	Dry	Front to Rear	Motor Vehicle in Transport	Rear End	No Injury	No Injury	0	0	0	0	0
89174345	06-JAN-2020 08:18 AM	FT HAMMER RD	0			Daylight	Dry	Front to Rear	Motor Vehicle in Transport	Rear End	Injury	Possible Injury	1	0	0	0	0

89567958	22-DEC-2021 09:55 PM	FORT HAMER ROAD	351	North	MULHOLLAND RD	Dark - Lighted	Dry	Other	Utility Pole/Light Support	Off Road	Injury	Non-Incapacitating Injury	2	0	0	0	0
88555487	18-SEP-2021 09:10 AM	US 301 (STATE ROAD 43)	292	West	FT HAMER ROAD	Daylight	Wet	Front to Rear	Motor Vehicle in Transport	Rear End	No Injury	No Injury	0	0	0	0	0
87261896	30-JUL-2018 06:04 PM	US 301 (SR 43)	0		121ST AVENUE EAST	Daylight	Wet	Angle	Motor Vehicle in Transport	Right Angle	No Injury	No Injury	0	0	0	0	0
24962132	05-JUL-2022 08:43 PM	FORT HAMMER ROAD	0		BELLA ROAD	Dark - Lighted	Wet	Other	Utility Pole/Light Support	Off Road	No Injury	No Injury	0	0	0	0	0
24462710	10-OCT-2022 04:45 PM	FORT HAMER RD	0		MULHOLLAND RD	Daylight	Dry	Angle	Motor Vehicle in Transport	Right/Through	No Injury	No Injury	0	0	0	0	0
88359904	24-SEP-2020 05:38 PM	FORT HAMER RD	1499	South	MULHOLLAND ROAD	Dusk	Dry	Front to Rear	Motor Vehicle in Transport	Rear End	Injury	Possible Injury	1	0	0	0	0
88470890	19-APR-2021 08:45 AM	FORT HAMER RD	423	North	MULHOLLAND RD	Daylight	Wet	Other	Fence	Off Road	No Injury	No Injury	0	0	0	0	0
24902285	01-APR-2022 11:38 AM	OLD TAMPA RD	105	West	FORT HAMMER RD	Daylight	Wet	Other	Curb	Off Road	Injury	Possible Injury	1	0	0	0	0
89174138	09-NOV-2019 06:23 PM	OLD TAMPA RD	0		FORT HAMER RD	Dark - Not Lighted	Dry	Angle	Motor Vehicle in Transport	Left Entering	No Injury	No Injury	0	0	0	0	0
24461999	07-APR-2022 06:00 PM	FORT HAMER RD	241	South	GOLF COURSE RD	Daylight	Wet		Guardrail End	Off Road	No Injury	No Injury	0	0	0	0	0
24462125	10-MAY-2022 12:35 PM	FORT HAMER RD	323	North	MULHOLLAND RD	Daylight	Dry	Front to Rear	Motor Vehicle in Transport	Rear End	Injury	Non-Incapacitating Injury	1	0	0	0	0
88583859	05-NOV-2021 05:26 PM	OLD TAMPA RD	113	West	FORT HAMER RD	Daylight	Wet	Front to Rear	Motor Vehicle in Transport	Rear End	No Injury	No Injury	0	0	0	0	0
24460939	03-JUN-2021 12:18 AM	2705 FORT HAMER RD	669	North		Dark - Not Lighted	Wet		Utility Pole/Light Support	Off Road	No Injury	No Injury	0	0	0	0	0
89174146	14-NOV-2019 12:20 PM	FORT HAMER RD	0		OLD TAMPA RD	Daylight	Dry	Front to Rear	Motor Vehicle in Transport	Rear End	No Injury	No Injury	0	0	0	0	0
89573511	28-NOV-2021 10:50 AM	OLD TAMPA RD	107	West	FORT HAMER RD	Daylight	Dry	Front to Rear	Motor Vehicle in Transport	Rear End	No Injury	No Injury	0	0	0	0	0
89173760	16-AUG-2019 06:23 PM	FT HAMER RD	311	North	BELLA RD	Daylight	Wet		Traffic Sign Support	Off Road	No Injury	No Injury	0	0	0	0	0
25611400	08-NOV-2022 05:44 PM	FT HAMER	200	North	FT HAMER AND OLD TAMPA RD	Dark - Not Lighted	Wet	Front to Rear	Motor Vehicle in Transport	Rear End	Injury	Possible Injury	3	0	0	0	0
87553113	09-AUG-2018 05:50 PM	FORT HAMER RD	0		OLD TAMPA RD	Daylight	Dry	Angle	Motor Vehicle in Transport	Left Entering	No Injury	No Injury	0	0	0	0	0
25611353	28-OCT-2022 07:00 PM	FORT HAMER RD	0		OLD TAMPA RD	Dusk	Dry	Front to Rear	Motor Vehicle in Transport	Rear End	No Injury	No Injury	0	0	0	0	0
88284731	25-FEB-2020 09:52 AM	FORT HAMER ROAD	52	South	BRITT ROAD	Daylight	Dry	Front to Rear	Motor Vehicle in Transport	Rear End	Injury	Non-Incapacitating Injury	2	0	0	0	0
88561721	13-SEP-2021 08:55 PM	FORT HAMER RD	461	South	MULHOLLAND RD	Dark - Not Lighted	Dry	Angle	Motor Vehicle in Transport	Left Entering	Injury	Non-Incapacitating Injury	5	0	0	0	0
88453283	24-FEB-2021 09:50 AM	FORT HAMER RD	14	North	KINGSFIELD DR	Daylight	Dry	Angle	Motor Vehicle in Transport	Left Entering	No Injury	No Injury	0	0	0	0	0
87208406	05-APR-2018 09:45 AM	FT HAMER ROAD	76	North	OLD TAMPA ROAD	Daylight	Dry	Front to Rear	Motor Vehicle in Transport	Rear End	Injury	Possible Injury	1	0	0	0	0
87887697	09-FEB-2019 06:25 PM	FORT HAMER RD	74	North	GOLF COURSE RD	Daylight	Dry	Front to Rear	Motor Vehicle in Transport	Rear End	No Injury	No Injury	0	0	0	0	0
88575094	12-OCT-2021 08:15 AM	FT HAMER ROAD	109	South	KINGSFIELD DRIVE	Daylight	Dry	Front to Rear	Motor Vehicle in Transport	Rear End	No Injury	No Injury	0	0	0	0	0
24916487	15-MAR-2022 01:37 PM	FORT HAMER RD	0		GOLF COURSE RD	Daylight	Dry	Angle	Motor Vehicle in Transport	Right/Through	No Injury	No Injury	0	0	0	0	0
88347170	24-MAY-2020 01:15 PM	FORT HAMER ROAD	499	South	BRIT ROAD	Daylight	Dry	Other	Mailbox	Off Road	No Injury	No Injury	0	0	0	0	0
24892409	09-FEB-2022 03:12 PM	FT HAMER ROAD	1072	South	GOLF COURSE ROAD	Daylight	Dry	Angle	Motor Vehicle in Transport	Left Entering	No Injury	No Injury	0	0	0	0	0
87246200	18-JUL-2018 07:00 AM	FORT HAMMER RD	101	South	BRITT RD	Daylight	Dry	Other	Mailbox	Off Road	No Injury	No Injury	0	0	0	0	0
88557225	07-APR-2022 04:48 PM	FORT HAMMER ROAD	23	South	BRITT ROAD	Daylight	Wet	Front to Rear	Motor Vehicle in Transport	Rear End	Injury	Possible Injury	2	0	0	0	0
88034889	12-JAN-2019 07:04 PM	FORT HAMER ROAD	1009	North	GOLF COURSE ROAD	Dark - Not Lighted	Dry	Other	Animal	Animal	No Injury	No Injury	0	0	0	0	0
88285786	09-NOV-2020 10:44 AM	GOLF COURSE ROAD	48	East	FORT HAMER ROAD	Daylight	Dry	Sideswipe, Same Direction	Motor Vehicle in Transport	Same Direction Sideswipe	No Injury	No Injury	0	0	0	0	0
24986076	06-AUG-2022 05:55 AM	FT HAMER ROAD	719	North	GOLF COURSE ROAD	Dark - Not Lighted	Dry	Front to Front	Motor Vehicle in Transport	Head On	Injury	Possible Injury	2	0	0	0	0
88291007	06-FEB-2020 07:49 AM	FORT HAMER RD	137	South	OLD TAMPA RD	Daylight	Dry	Front to Rear	Motor Vehicle in Transport	Rear End	No Injury	No Injury	0	0	0	0	0
24461474	09-NOV-2021 03:45 PM	FORT HAMER RD	195	South	OLD TAMPA RD	Daylight	Dry	Sideswipe, Same Direction	Motor Vehicle in Transport	Same Direction Sideswipe	No Injury	No Injury	0	0	0	0	0
88309553	27-FEB-2020 01:16 PM	FORT HAMER ROAD	0		GOLF COURSE ROAD	Daylight	Dry	Angle	Motor Vehicle in Transport	Left Entering	Serious Injury	Incapacitating Injury	6	1	0	0	0
88376838	19-NOV-2020 05:35 PM	GOLF COURSE ROAD	0		FORT HAMER ROAD	Daylight	Dry	Angle	Motor Vehicle in Transport	Left Entering	No Injury	No Injury	0	0	0	0	0
88491461	06-JUN-2021 09:15 PM	FORT HAMMER RD	411	South	OLD TAMPA RD	Dark - Not Lighted	Dry	Sideswipe, Same Direction	Motor Vehicle in Transport	Same Direction Sideswipe	No Injury	No Injury	0	0	0	0	0
87148178	14-JAN-2018 11:29 AM	FORT HAMER RD	527	North	50TH CT E	Daylight	Dry	Front to Rear	Motor Vehicle in Transport	Rear End	Injury	Possible Injury	3	0	0	0	0
89790609	06-OCT-2020 08:50 PM	OLD TAMPA RD	0		FORT HAMER RD	Dark - Lighted	Dry	Angle	Motor Vehicle in Transport	Right Angle	Injury	Possible Injury	3	0	0	0	0
88337337	17-JUL-2020 05:05 PM	4962 FORT HAMER RD	158	North	GOLF COURSE RD	Daylight	Dry	Angle	Motor Vehicle in Transport	Unknown	No Injury	No Injury	0	0	0	0	0
88198850	06-SEP-2019 12:05 PM	FORT HAMER ROAD	151	North	OLD TAMPA ROAD	Daylight	Dry	Sideswipe, Opposite Direction	Motor Vehicle in Transport	Opposing Sideswipe	No Injury	No Injury	0	0	0	0	0
88455023	05-FEB-2021 07:42 AM	FORT HAMER ROAD	87	South	OLD TAMPA ROAD	Daylight	Dry	Sideswipe, Same Direction	Motor Vehicle in Transport	Left Rear	No Injury	No Injury	0	0	0	0	0
87279467	18-AUG-2018 01:20 AM	FORT HAMER RD	300	South	GOLF COURSE RD	Dark - Not Lighted	Dry	Other	Guardrail Face	Off Road	Injury	Possible Injury	1	0	0	0	0
88585501	02-NOV-2021 02:00 PM	FORT HAMER RD	81	South	BRITT RD	Daylight	Dry	Front to Rear	Motor Vehicle in Transport	Rear End	No Injury	No Injury	0	0	0	0	0
24461204	24-JAN-2021 02:25 PM	FORT HAMER RD	706	South	30TH ST E	Daylight	Dry	Front to Front	Motor Vehicle in Transport	Head On	Injury	Possible Injury	1	0	0	0	0
87282547	14-SEP-2018 04:06 PM	KINGSFIELD DRIVE	0		FORT HAMMER ROAD	Daylight	Dry	Angle	Pedalcycle	Bicycle	Injury	Non-Incapacitating Injury	2	0	0	1	0
88209006	09-SEP-2019 08:36 PM	FORT HAMER ROAD	151	North	30TH STREET EAST	Dark - Not Lighted	Wet	Other	Guardrail Face	Off Road	Injury	Possible Injury	1	0	0	0	0
24986085	11-AUG-2022 06:45 AM	FT HAMER ROAD	758	North	GOLF COURSE ROAD	Daylight	Dry	Front to Rear	Motor Vehicle in Transport	Rear End	No Injury	No Injury	0	0	0	0	0
24462171	24-MAY-2022 05:39 PM	FORT HAMER RD	1100	North	GOLF COURSE RD	Daylight	Dry	Front to Rear	Motor Vehicle in Transport	Rear End	No Injury	No Injury	0	0	0	0	0
88337173	06-MAY-2020 06:00 PM	OLD TAMPA ROAD	103	West	FORT HAMMER ROAD	Daylight	Dry	Front to Rear	Motor Vehicle in Transport	Rear End	No Injury	No Injury	0	0	0	0	0
88340289	01-MAY-2020 12:32 PM	OLD TAMPA ROAD	94	West	FORT HAMER ROAD	Daylight	Dry	Front to Rear	Motor Vehicle in Transport	Rear End	Injury	Possible Injury	1	0	0	0	0
24880922	09-JAN-2022 07:00 PM	FORT HAMER ROAD	72	West	OLD TAMPA ROAD	Dark - Not Lighted	Dry	Other	Traffic Sign Support	Off Road	No Injury	No Injury	0	0	0	0	0
88014636	13-OCT-2018 11:11 AM	OLD TAMPA RD	20	West	FORT HAMER RD	Daylight	Dry	Front to Rear	Motor Vehicle in Transport	Rear End	Injury	Non-Incapacitating Injury	2	0	0	0	0
24986838	13-AUG-2022 02:42 PM	FORT HAMER ROAD	0		OLD TAMPA ROAD	Daylight	Dry	Angle	Motor Vehicle in Transport	Left Entering	Injury	Possible Injury	1	0	0	0	0
88534011	28-JUL-2021 01:28 PM	FORT HAMER RD	0		OLD TAMPA RD	Daylight	Dry	Angle	Motor Vehicle in Transport	Left Entering	Serious Injury	Incapacitating Injury	3	1	0	0	0
87246232	12-AUG-2018 02:31 PM	FORT HAMMER ROAD	0		CROSS CREEK PARKWAY	Daylight	Dry	Sideswipe, Same Direction	Motor Vehicle in Transport	Same Direction Sideswipe	No Injury	No Injury	0	0	0	0	0
88214503	04-OCT-2019 12:43 PM	FORT HAMER ROAD	0		OLD TAMPA ROAD	Daylight	Dry	Other	Motor Vehicle in Transport	Left Entering	Injury	Possible Injury	1	0	0	0	0
88443927	26-FEB-2021 05:51 PM	FORT HAMER ROAD	106	South	OLD TAMPA ROAD	Dusk	Dry	Front to Rear	Motor Vehicle in Transport	Rear End	Injury	Non-Incapacitating Injury	2	0	0	0	0
88071571	04-FEB-2019 03:25 PM	FORT HAMER RD	0		OLD TAMPA RD	Daylight	Dry	Angle	Motor Vehicle in Transport	Left Entering	Serious Injury	Incapacitating Injury	2	2	0	0	0
88195580	20-AUG-2019 11:43 AM	FORT HAMMER RD	0		OLD TAMPA RD	Daylight	Dry	Front to Rear	Motor Vehicle in Transport	Rear End	Injury	Non-Incapacitating Injury	2	0	0	0	0
89173565	09-JUL-2019 07:50 AM	FORT HAMER RD	0		PRIVATE DRIVE	Daylight	Dry	Angle	Motor Vehicle in Transport	Left Leaving	Injury	Possible Injury	1	0	0	0	0
87888013	11-APR-2019 10:00 PM	FORT HAMER RD	31	South	KINGSFIELD DR	Dark - Not Lighted	Dry		Other Fixed Object	Off Road	Injury	Possible Injury	1	0	0	0	0
89791163	22-FEB-2021 04:44 PM	FORT HAMER RD	620	North	30TH ST E	Dusk	Dry	Front to Rear	Motor Vehicle in Transport	Rear End	No Injury	No Injury	0	0	0	0	0
88395940	29-OCT-2020 09:04 PM	FORT HAMER RD	16	North	30TH ST E	Dark - Not Lighted	Wet	Front to Rear	Motor Vehicle in Transport	Rear End	Injury	Possible Injury	1	0	0	0	0
88300536	29-FEB-2020 05:42 PM	GOLF COURSE RD	58	East	FT HAMER RD	Daylight	Dry	Front to Front	Motor Vehicle in Transport	Right Angle	Injury	Non-Incapacitating Injury	2	0	0	0	0
25611554	12-DEC-2022 06:05 PM	FORT HAMER RD	1043	South	OLD TAMPA RD	Dark - Not Lighted	Dry	Front to Rear	Motor Vehicle in Transport	Rear End	Injury	Possible Injury	1	0	0	0	0
24988505	19-AUG-2022 03:35 PM	FORT HAMMER ROAD	234	North	30TH STREET EAST	Daylight	Dry	Front to Rear	Motor Vehicle in Transport	Rear End	No Injury	No Injury	0	0	0	0	0
25022960	26-OCT-2022 06:38 PM	FORT HAMER RD	152	North	30TH ST E	Dusk	Dry	Other	Other Fixed Object	Off Road	No Injury	No Injury	0	0	0	0	0
88015638	01-NOV-2018 01:30 PM	FORT HAMER ROAD	248	South	30TH STREET E	Daylight	Dry	Front to Rear	Motor Vehicle in Transport	Rear End	Injury	Possible Injury	1	0	0	0	0
88034890	12-JAN-2019 07:06 PM	FORT HAMER ROAD	44	South	GOLF COURSE ROAD	Dark - Not Lighted	Dry	Other	Parked Motor Vehicle	Parked Vehicle	No Injury	No Injury	0	0	0	0	0
88584246	29-AUG-2022 06:45 AM	FORT HAMER ROAD	516	North	MULHOLLAND DRIVE	Dawn	Dry	Front to Rear	Motor Vehicle in Transport	Rear End	No Injury	No Injury	0	0	0	0	0
88451228	28-MAY-2021 07:21 PM	FORT HAMMER ROAD	0		OLD TAMPA ROAD	Daylight	Dry	Front to Rear	Motor Vehicle in Transport	Rear End	No Injury	Possible Injury	1	0	0	0	0
88545996	11-SEP-2021 01:10 AM	FORT HAMER RD	267	North	MULHOLLAND RD	Dark - Not Lighted	Dry	Other	Traffic Sign Support	Off Road	Injury	Possible Injury	3	0	0	0	0

24461363	13-OCT-2021 04:10 PM	FORT HAMER RD	284	North		Daylight	Dry		Other Fixed Object	Off Road	No Injury	No Injury	0	0	0	0	0
89567959	22-DEC-2021 09:55 PM	FT HAMER RD	280	North	MULHOLLAND RD	Dark - Lighted	Dry	Other	Utility Pole/Light Support	Off Road	No Injury	No Injury	0	0	0	0	0
87887548	23-DEC-2018 07:32 PM	FORT HAMER RD	577	North	MULHOLLAND RD	Dark - Not Lighted	Dry		Overturn/Rollover	Rollover	No Injury	No Injury	0	0	0	0	0
87887995	10-APR-2019 08:15 AM	FORT HAMER RD	253	North	OLD TAMPA RD	Daylight	Dry	Sideswipe, Same Direction	Motor Vehicle in Transport	Same Direction Sideswipe	No Injury	No Injury	0	0	0	0	0
24956100	04-JUN-2022 09:26 PM	FORT HAMER RD	626	North	CROSSCREEK PKWY	Dark - Not Lighted	Dry	Other	Ditch	Off Road	No Injury	No Injury	0	0	0	0	0
87181988	07-APR-2018 08:26 PM	FORT HAMMER ROAD	300	North	MULHOLLAND ROAD	Dark - Not Lighted	Dry	Other	Motor Vehicle in Transport	Single Vehicle	Injury	Possible Injury	1	0	0	0	0
88553244	13-AUG-2021 02:38 PM	FORT HAMER ROAD	78	North	OLD TAMPA ROAD	Daylight	Dry	Front to Rear	Motor Vehicle in Transport	Rear End	No Injury	No Injury	0	0	0	0	0
87208421	15-APR-2018 04:45 PM	FT. HAMER ROAD	0		MULHOLLAND ROAD	Daylight	Wet	Front to Rear	Motor Vehicle in Transport	Rear End	No Injury	No Injury	0	0	0	0	0
87217733	11-JUL-2018 05:42 PM	FORT HAMER ROAD	300	North	MULHOLLAND ROAD	Daylight	Wet	Angle	Motor Vehicle in Transport	Unknown	No Injury	No Injury	0	0	0	0	0
25010489	26-SEP-2022 11:10 AM	30TH STREET E	0		FT HAMER ROAD	Daylight	Dry	Front to Rear	Motor Vehicle in Transport	Rear End	No Injury	No Injury	0	0	0	0	0
87148170	12-JAN-2018 09:49 AM	FORT HAMER RD	298	North	BELLA RD	Daylight	Dry	Other	Embankment	Off Road	Injury	Possible Injury	1	0	0	0	0
25611329	21-OCT-2022 06:24 PM	WILD BLOSSOM PL	0			Dusk	Dry		Other Fixed Object	Off Road	No Injury	No Injury	0	0	0	0	0

Appendix D – Existing Intersection Analysis Worksheets

Fort Hamer Road PD&E
 1: Fort Hamer Road & Rive Isle Run

2023 Existing
 Timing Plan: A.M. Peak Hour

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔		↔	↔			↔	
Traffic Vol, veh/h	6	0	43	0	0	0	14	386	0	0	1089	11
Future Vol, veh/h	6	0	43	0	0	0	14	386	0	0	1089	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	340	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	10	10	10	0	0	0	4	4	4	1	1	1
Mvmt Flow	7	0	47	0	0	0	15	420	0	0	1184	12

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1640	1640	1190	1634	1646	420	1196	0	0	420	0	0
Stage 1	1190	1190	-	450	450	-	-	-	-	-	-	-
Stage 2	450	450	-	1184	1196	-	-	-	-	-	-	-
Critical Hdwy	7.2	6.6	6.3	7.1	6.5	6.2	4.14	-	-	4.11	-	-
Critical Hdwy Stg 1	6.2	5.6	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.2	5.6	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	3.5	4	3.3	2.236	-	-	2.209	-	-
Pot Cap-1 Maneuver	77	96	220	82	100	638	577	-	-	1145	-	-
Stage 1	221	252	-	592	575	-	-	-	-	-	-	-
Stage 2	573	558	-	233	262	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	75	94	220	63	98	638	577	-	-	1145	-	-
Mov Cap-2 Maneuver	75	94	-	63	98	-	-	-	-	-	-	-
Stage 1	221	252	-	577	560	-	-	-	-	-	-	-
Stage 2	558	544	-	184	262	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB			
HCM Control Delay, s/v29.63			0		0.4		0			
HCM LOS	D		A							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	577	-	-	75	220	-	1145	-	-
HCM Lane V/C Ratio	0.026	-	-	0.087	0.212	-	-	-	-
HCM Control Delay (s/veh)	11.4	-	-	57.8	25.7	0	0	-	-
HCM Lane LOS	B	-	-	F	D	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.8	-	0	-	-

Fort Hamer Road PD&E
 2: Fort Hamer Road & Mulholland Road

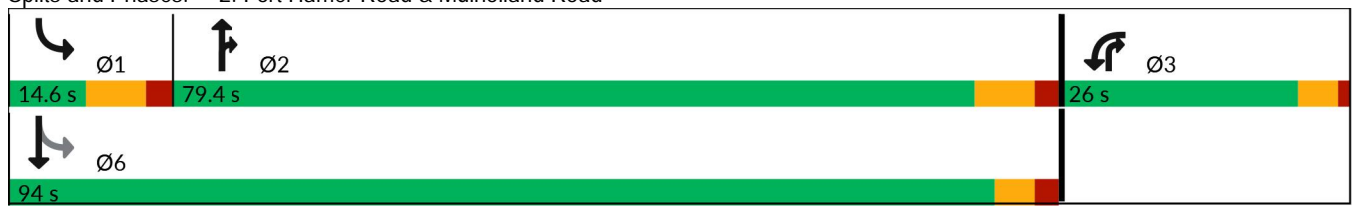
2023 Existing
 Timing Plan: A.M. Peak Hour

Lane Group	WBL	NBT	NBR	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	133	448	16	13	1045
Future Volume (vph)	133	448	16	13	1045
Lane Group Flow (vph)	279	540	19	16	1259
Turn Type	Prot	NA	pt+ov	pm+pt	NA
Protected Phases	3	2	2 3	1	6
Permitted Phases				6	
Detector Phase	3	2	2 3	1	6
Switch Phase					
Minimum Initial (s)	5.0	10.0		7.0	10.0
Minimum Split (s)	22.7	25.6		14.6	23.7
Total Split (s)	26.0	79.4		14.6	94.0
Total Split (%)	21.7%	66.2%		12.2%	78.3%
Yellow Time (s)	3.7	5.4		5.4	3.5
All-Red Time (s)	1.0	2.2		2.2	2.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.7	7.6		7.6	5.7
Lead/Lag		Lag		Lead	
Lead-Lag Optimize?		Yes		Yes	
Recall Mode	None	Max		None	Max
v/c Ratio	0.89	0.44	0.01	0.03	0.90
Control Delay (s/veh)	74.1	11.5	0.9	4.9	23.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	74.1	11.5	0.9	4.9	23.1
Queue Length 50th (ft)	193	147	0	3	681
Queue Length 95th (ft)	#294	276	3	9	774
Internal Link Dist (ft)	411	284			299
Turn Bay Length (ft)			250	285	
Base Capacity (vph)	326	1240	1432	568	1398
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.86	0.44	0.01	0.03	0.90

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 119.7
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 2: Fort Hamer Road & Mulholland Road



Fort Hamer Road PD&E
2: Fort Hamer Road & Mulholland Road

2023 Existing
Timing Plan: A.M. Peak Hour



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T	T	T	T
Traffic Volume (veh/h)	133	99	448	16	13	1045
Future Volume (veh/h)	133	99	448	16	13	1045
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1841	1841	1885	1885
Adj Flow Rate, veh/h	160	119	540	19	16	1259
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	4	4	1	1
Cap, veh/h	169	126	1174	995	520	1366
Arrive On Green	0.17	0.17	0.64	0.64	0.02	0.72
Sat Flow, veh/h	967	719	1841	1560	1795	1885
Grp Volume(v), veh/h	280	0	540	19	16	1259
Grp Sat Flow(s),veh/h/ln	1693	0	1841	1560	1795	1885
Q Serve(g_s), s	19.9	0.0	18.3	0.5	0.4	67.6
Cycle Q Clear(g_c), s	19.9	0.0	18.3	0.5	0.4	67.6
Prop In Lane	0.57	0.42		1.00	1.00	
Lane Grp Cap(c), veh/h	296	0	1174	995	520	1366
V/C Ratio(X)	0.95	0.00	0.46	0.02	0.03	0.92
Avail Cap(c_a), veh/h	296	0	1174	995	580	1366
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.7	0.0	11.3	8.1	8.1	13.9
Incr Delay (d2), s/veh	38.2	0.0	1.3	0.0	0.0	11.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	17.0	0.0	11.4	0.3	0.2	34.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	88.0	0.0	12.6	8.1	8.1	25.6
LnGrp LOS	F		B	A	A	C
Approach Vol, veh/h	280		559			1275
Approach Delay, s/veh	88.0		12.4			25.4
Approach LOS	F		B			C
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	10.5	85.4			95.9	26.0
Change Period (Y+Rc), s	* 7.6	* 7.6			* 7.6	4.7
Max Green Setting (Gmax), s	* 7	* 72			* 88	21.3
Max Q Clear Time (g_c+I1), s	2.4	20.3			69.6	21.9
Green Ext Time (p_c), s	0.0	3.6			10.6	0.0

Intersection Summary

HCM 7th Control Delay, s/veh	30.3
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Fort Hamer Road PD&E
 3: Fort Hamer Road & Old Tampa Road

2023 Existing
 Timing Plan: A.M. Peak Hour

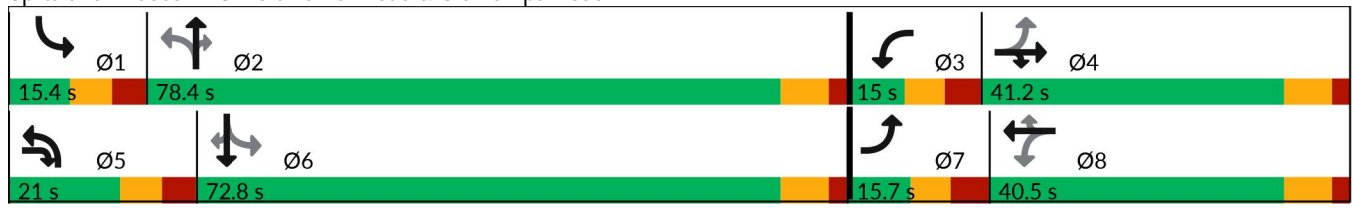


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR	Ø1
Lane Configurations												
Traffic Volume (vph)	45	10	499	56	15	6	135	406	30	611	31	
Future Volume (vph)	45	10	499	56	15	6	135	406	30	611	31	
Lane Group Flow (vph)	56	13	624	70	19	8	169	508	38	764	39	
Turn Type	pm+pt	NA	pt+ov	pm+pt	NA	Perm	pm+pt	NA	Perm	NA	Perm	
Protected Phases	7	4	4 5	3	8		5	2		6		1
Permitted Phases	4			8		8	2		2		6	
Detector Phase	7	4	4 5	3	8	8	5	2	2	6	6	
Switch Phase												
Minimum Initial (s)	7.0	10.0		6.4	10.0	10.0	7.0	10.0	10.0	10.0	10.0	7.0
Minimum Split (s)	15.6	25.4		15.0	20.0	20.0	15.4	25.4	25.4	25.4	25.4	15.4
Total Split (s)	15.7	41.2		15.0	40.5	40.5	21.0	78.4	78.4	72.8	72.8	15.4
Total Split (%)	10.5%	27.5%		10.0%	27.0%	27.0%	14.0%	52.3%	52.3%	48.5%	48.5%	10%
Yellow Time (s)	4.5	5.4		4.5	5.4	5.4	4.5	5.4	5.4	5.4	5.4	4.5
All-Red Time (s)	4.1	2.0		4.1	2.0	2.0	3.9	2.0	2.0	2.0	2.0	3.9
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.6	7.4		8.6	7.4	7.4	8.4	7.4	7.4	7.4	7.4	7.4
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	Max	Max	Max	Max	None
v/c Ratio	0.16	0.03	0.91	0.23	0.05	0.02	0.86	0.47	0.04	0.92	0.05	
Control Delay (s/veh)	37.7	45.7	50.6	44.3	48.2	0.0	72.4	19.6	0.1	55.9	0.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	37.7	45.7	50.6	44.3	48.2	0.0	72.4	19.6	0.1	55.9	0.1	
Queue Length 50th (ft)	39	10	462	49	15	0	116	281	0	708	0	
Queue Length 95th (ft)	66	27	519	79	34	0	#198	317	0	749	0	
Internal Link Dist (ft)		480			302			415		411		
Turn Bay Length (ft)	365		235	170			360		165		255	
Base Capacity (vph)	356	430	677	304	417	475	198	1078	980	832	794	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.16	0.03	0.92	0.23	0.05	0.02	0.85	0.47	0.04	0.92	0.05	

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 146.7
 Natural Cycle: 125
 Control Type: Actuated-Uncoordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 3: Fort Hamer Road & Old Tampa Road



Fort Hamer Road PD&E
 3: Fort Hamer Road & Old Tampa Road

2023 Existing
 Timing Plan: A.M. Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	10	499	56	15	6	135	406	30	0	611	31
Future Volume (veh/h)	45	10	499	56	15	6	135	406	30	0	611	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1870	1870	1856	1856	1856	1841	1841	1841	1870	1870	1870
Adj Flow Rate, veh/h	56	12	624	70	19	8	169	508	38	0	764	39
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	3	3	3	4	4	4	2	2	2
Cap, veh/h	431	431	469	299	425	360	206	1047	887	398	834	707
Arrive On Green	0.04	0.23	0.23	0.04	0.23	0.23	0.07	0.57	0.57	0.00	0.45	0.45
Sat Flow, veh/h	1781	1870	1585	1767	1856	1572	1753	1841	1560	1781	1870	1585
Grp Volume(v), veh/h	56	12	624	70	19	8	169	508	38	0	764	39
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1767	1856	1572	1753	1841	1560	1781	1870	1585
Q Serve(g_s), s	3.5	0.7	33.8	4.4	1.2	0.6	7.4	24.1	1.6	0.0	56.1	2.0
Cycle Q Clear(g_c), s	3.5	0.7	33.8	4.4	1.2	0.6	7.4	24.1	1.6	0.0	56.1	2.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	431	431	469	299	425	360	206	1047	887	398	834	707
V/C Ratio(X)	0.13	0.03	1.33	0.23	0.04	0.02	0.82	0.49	0.04	0.00	0.92	0.06
Avail Cap(c_a), veh/h	441	431	469	304	425	360	242	1047	887	482	834	707
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	40.1	43.7	51.6	40.7	44.0	43.8	32.6	18.8	14.0	0.0	38.0	23.0
Incr Delay (d2), s/veh	0.1	0.0	163.2	0.4	0.0	0.0	17.4	1.6	0.1	0.0	16.3	0.1
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(95%),veh/ln	2.7	0.6	55.7	3.5	1.0	0.4	7.1	15.6	1.0	0.0	37.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.3	43.7	214.9	41.0	44.1	43.8	50.0	20.5	14.1	0.0	54.4	23.2
LnGrp LOS	D	D	F	D	D	D	D	C	B		D	C
Approach Vol, veh/h		692			97			715			803	
Approach Delay, s/veh		197.8			41.9			27.1			52.8	
Approach LOS		F			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	0.0	90.7	14.6	41.2	17.9	72.8	14.9	41.0				
Change Period (Y+Rc), s	8.4	7.4	8.6	7.4	8.4	7.4	8.6	7.4				
Max Green Setting (Gmax), s	7.0	71.0	6.4	33.8	12.6	65.4	7.1	33.1				
Max Q Clear Time (g_c+I1), s	0.0	26.1	6.4	35.8	9.4	58.1	5.5	3.2				
Green Ext Time (p_c), s	0.0	3.3	0.0	0.0	0.1	2.9	0.0	0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			87.9									
HCM 7th LOS			F									
Notes												
User approved pedestrian interval to be less than phase max green.												

Fort Hamer Road PD&E
 4: Fort Hamer Road & Golf Course Road

2023 Existing
 Timing Plan: A.M. Peak Hour

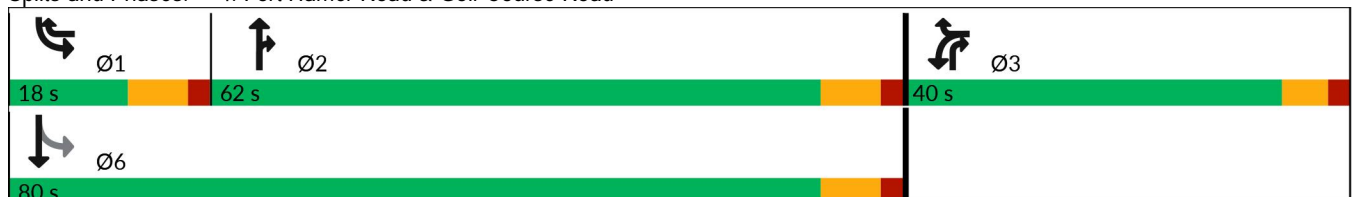


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	94	205	428	71	110	576
Future Volume (vph)	94	205	428	71	110	576
Lane Group Flow (vph)	116	253	528	88	136	711
Turn Type	Prot	pt+ov	NA	pt+ov	pm+pt	NA
Protected Phases	3	3 1	2	2 3	1	6
Permitted Phases					6	
Detector Phase	3	3 1	2	2 3	1	6
Switch Phase						
Minimum Initial (s)	5.0		10.0		7.0	10.0
Minimum Split (s)	11.0		25.3		14.3	25.3
Total Split (s)	40.0		62.0		18.0	80.0
Total Split (%)	33.3%		51.7%		15.0%	66.7%
Yellow Time (s)	4.0		5.3		5.3	5.3
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.0		7.3		7.3	7.3
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
v/c Ratio	0.55	0.42	0.48	0.07	0.24	0.52
Control Delay (s/veh)	50.7	6.4	14.2	0.8	5.0	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	50.7	6.4	14.2	0.8	5.0	7.4
Queue Length 50th (ft)	69	6	173	0	20	154
Queue Length 95th (ft)	111	41	255	8	38	227
Internal Link Dist (ft)	287		282			295
Turn Bay Length (ft)		250		250	285	
Base Capacity (vph)	609	703	1096	1556	593	1359
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.36	0.48	0.06	0.23	0.52

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 97.8
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated

Splits and Phases: 4: Fort Hamer Road & Golf Course Road



Fort Hamer Road PD&E
 4: Fort Hamer Road & Golf Course Road

2023 Existing
 Timing Plan: A.M. Peak Hour



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	94	205	428	71	110	576
Future Volume (veh/h)	94	205	428	71	110	576
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1856	1870	1870	1841	1841
Adj Flow Rate, veh/h	116	253	528	88	136	711
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	3	3	2	2	4	4
Cap, veh/h	309	379	1050	1167	494	1284
Arrive On Green	0.17	0.17	0.56	0.56	0.07	0.70
Sat Flow, veh/h	1767	1572	1870	1585	1753	1841
Grp Volume(v), veh/h	116	253	528	88	136	711
Grp Sat Flow(s),veh/h/ln	1767	1572	1870	1585	1753	1841
Q Serve(g_s), s	6.0	15.2	18.0	1.6	3.1	19.8
Cycle Q Clear(g_c), s	6.0	15.2	18.0	1.6	3.1	19.8
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	309	379	1050	1167	494	1284
V/C Ratio(X)	0.38	0.67	0.50	0.08	0.28	0.55
Avail Cap(c_a), veh/h	576	617	1050	1167	558	1284
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.0	35.8	14.0	3.8	9.4	7.8
Incr Delay (d2), s/veh	0.8	2.0	1.7	0.1	0.3	1.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.7	9.8	11.6	0.8	1.8	10.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	38.7	37.8	15.7	4.0	9.7	9.5
LnGrp LOS	D	D	B	A	A	A
Approach Vol, veh/h	369		616			847
Approach Delay, s/veh	38.1		14.0			9.5
Approach LOS	D		B			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	14.2	65.8			80.0	24.2
Change Period (Y+Rc), s	7.3	7.3			7.3	6.0
Max Green Setting (Gmax), s	10.7	54.7			72.7	34.0
Max Q Clear Time (g_c+I1), s	5.1	20.0			21.8	17.2
Green Ext Time (p_c), s	0.1	3.6			5.2	1.1
Intersection Summary						
HCM 7th Control Delay, s/veh			16.8			
HCM 7th LOS			B			

Fort Hamer Road PD&E
5: Fort Hamer Road & US 301

2023 Existing
Timing Plan: A.M. Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	257	332	170	233	434	25	125	366	96	49	257	152
Future Volume (vph)	257	332	170	233	434	25	125	366	96	49	257	152
Lane Group Flow (vph)	289	373	191	262	488	28	140	411	108	55	289	171
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	15.0	5.0	5.0	15.0	5.0	5.0	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	12.9	25.9	13.3	12.9	25.9	13.3	13.3	26.3	12.9	13.3	26.3	12.9
Total Split (s)	32.0	33.0	24.0	37.0	38.0	20.0	24.0	50.0	37.0	20.0	46.0	32.0
Total Split (%)	22.9%	23.6%	17.1%	26.4%	27.1%	14.3%	17.1%	35.7%	26.4%	14.3%	32.9%	22.9%
Yellow Time (s)	5.1	5.1	4.8	5.1	5.1	4.8	4.8	4.8	5.1	4.8	4.8	5.1
All-Red Time (s)	2.8	2.8	3.5	2.8	2.8	3.5	3.5	3.5	2.8	3.5	3.5	2.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.9	7.9	8.3	7.9	7.9	8.3	8.3	8.3	7.9	8.3	8.3	7.9
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	None	None	Max	None
v/c Ratio	0.67	0.70	0.32	0.82	0.67	0.05	0.49	0.63	0.11	0.44	0.49	0.20
Control Delay (s/veh)	61.4	59.2	5.9	70.8	51.3	0.2	62.8	42.5	2.6	69.9	40.5	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	61.4	59.2	5.9	70.8	51.3	0.2	62.8	42.5	2.6	69.9	40.5	8.2
Queue Length 50th (ft)	118	156	0	207	195	0	57	292	0	44	192	28
Queue Length 95th (ft)	174	218	52	324	268	0	97	459	26	94	319	73
Internal Link Dist (ft)		641			873			598			636	
Turn Bay Length (ft)	565		220	750		430	500		425	450		335
Base Capacity (vph)	649	697	656	400	849	631	427	656	1064	164	584	947
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.54	0.29	0.66	0.57	0.04	0.33	0.63	0.10	0.34	0.49	0.18

Intersection Summary

Cycle Length: 140
 Actuated Cycle Length: 126
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated

Splits and Phases: 5: Fort Hamer Road & US 301



Fort Hamer Road PD&E
5: Fort Hamer Road & US 301

2023 Existing
Timing Plan: A.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	257	332	170	233	434	25	125	366	96	49	257	152
Future Volume (veh/h)	257	332	170	233	434	25	125	366	96	49	257	152
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1841	1841	1841	1826	1826	1826	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	289	373	191	262	488	28	140	411	108	55	289	171
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	4	4	4	5	5	5	3	3	3	3	3	3
Cap, veh/h	363	511	320	294	723	385	202	673	837	71	638	709
Arrive On Green	0.11	0.15	0.15	0.17	0.21	0.21	0.06	0.36	0.36	0.04	0.34	0.34
Sat Flow, veh/h	3401	3497	1560	1739	3469	1547	3428	1856	1572	1767	1856	1572
Grp Volume(v), veh/h	289	373	191	262	488	28	140	411	108	55	289	171
Grp Sat Flow(s),veh/h/ln	1700	1749	1560	1739	1735	1547	1714	1856	1572	1767	1856	1572
Q Serve(g_s), s	9.5	11.7	12.8	16.9	14.9	1.6	4.6	20.8	4.0	3.5	13.9	7.7
Cycle Q Clear(g_c), s	9.5	11.7	12.8	16.9	14.9	1.6	4.6	20.8	4.0	3.5	13.9	7.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	363	511	320	294	723	385	202	673	837	71	638	709
V/C Ratio(X)	0.80	0.73	0.60	0.89	0.68	0.07	0.69	0.61	0.13	0.77	0.45	0.24
Avail Cap(c_a), veh/h	713	764	433	440	908	467	468	673	837	180	638	709
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.1	46.9	41.4	46.7	41.9	33.1	53.1	30.0	13.5	54.6	29.3	19.4
Incr Delay (d2), s/veh	4.0	2.0	1.8	14.1	1.4	0.1	4.2	4.1	0.3	16.2	2.3	0.8
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(95%),veh/ln	7.4	8.7	8.5	12.8	10.3	1.1	3.7	14.7	2.5	3.3	10.5	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.1	49.0	43.2	60.8	43.3	33.1	57.3	34.1	13.8	70.9	31.6	20.2
LnGrp LOS	D	D	D	E	D	C	E	C	B	E	C	C
Approach Vol, veh/h		853			778			659			515	
Approach Delay, s/veh		49.4			48.9			35.7			32.0	
Approach LOS		D			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.9	50.0	27.3	24.7	15.1	47.8	20.2	31.8				
Change Period (Y+Rc), s	8.3	8.3	* 7.9	* 7.9	8.3	8.3	* 7.9	* 7.9				
Max Green Setting (Gmax), s	11.7	41.7	* 29	* 25	15.7	37.7	* 24	* 30				
Max Q Clear Time (g_c+I1), s	5.5	22.8	18.9	14.8	6.6	15.9	11.5	16.9				
Green Ext Time (p_c), s	0.0	2.5	0.5	2.0	0.2	2.0	0.7	2.4				

Intersection Summary												
HCM 7th Control Delay, s/veh			42.8									
HCM 7th LOS			D									

Notes
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Fort Hamer Road PD&E
1: Fort Hamer Road & Rive Isle Run

2023 Existing
Timing Plan: P.M. Peak Hour

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔		↔	↔			↔	
Traffic Vol, veh/h	17	0	44	0	0	0	56	1119	1	2	662	21
Future Vol, veh/h	17	0	44	0	0	0	56	1119	1	2	662	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	340	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	97
Heavy Vehicles, %	3	3	3	0	0	0	1	1	1	2	2	2
Mvmt Flow	18	0	46	0	0	0	59	1178	1	2	697	22

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2008	2009	708	1997	2019	1178	718	0	0	1179	0	0
Stage 1	712	712	-	1296	1296	-	-	-	-	-	-	-
Stage 2	1296	1297	-	701	723	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.1	6.5	6.2	4.11	-	-	4.12	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.5	4	3.3	2.209	-	-	2.218	-	-
Pot Cap-1 Maneuver	44	59	433	45	59	234	887	-	-	592	-	-
Stage 1	422	434	-	201	234	-	-	-	-	-	-	-
Stage 2	198	231	-	432	434	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	41	55	433	38	55	234	887	-	-	592	-	-
Mov Cap-2 Maneuver	41	55	-	38	55	-	-	-	-	-	-	-
Stage 1	419	432	-	188	219	-	-	-	-	-	-	-
Stage 2	185	216	-	384	431	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v52.26		0	0.45	0.03
HCM LOS	F	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	887	-	-	41	433	-	5	-	-
HCM Lane V/C Ratio	0.066	-	-	0.44	0.107	-	0.004	-	-
HCM Control Delay (s/veh)	9.3	-	-	150.5	14.3	0	11.1	0	-
HCM Lane LOS	A	-	-	F	B	A	B	A	-
HCM 95th %tile Q(veh)	0.2	-	-	1.5	0.4	-	0	-	-

Fort Hamer Road PD&E
2: Fort Hamer Road & Mulholland Road

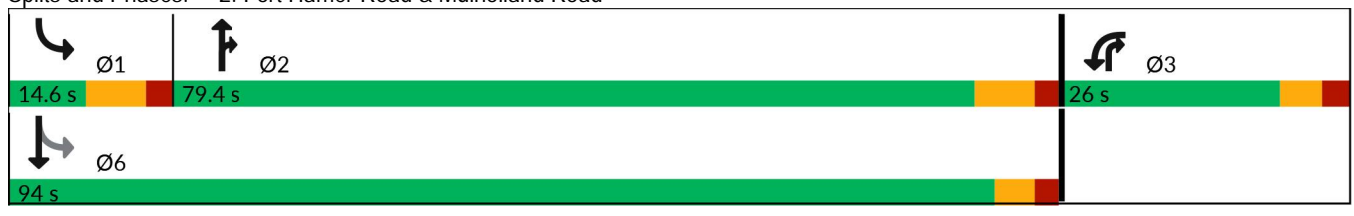
2023 Existing
Timing Plan: P.M. Peak Hour

	↙	↑	↘	↙	↓
Lane Group	WBL	NBT	NBR	SBL	SBT
Lane Configurations	↙	↑	↘	↙	↑
Traffic Volume (vph)	43	1145	127	71	621
Future Volume (vph)	43	1145	127	71	621
Lane Group Flow (vph)	76	1180	131	73	640
Turn Type	Prot	NA	pt+ov	pm+pt	NA
Protected Phases	3	2	2 3	1	6
Permitted Phases				6	
Detector Phase	3	2	2 3	1	6
Switch Phase					
Minimum Initial (s)	5.0	10.0		7.0	10.0
Minimum Split (s)	24.2	25.6		14.6	23.7
Total Split (s)	26.0	79.4		14.6	94.0
Total Split (%)	21.7%	66.2%		12.2%	78.3%
Yellow Time (s)	3.7	5.4		5.4	3.5
All-Red Time (s)	2.5	2.2		2.2	2.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.2	7.6		7.6	5.7
Lead/Lag		Lag		Lead	
Lead-Lag Optimize?		Yes		Yes	
Recall Mode	None	Max		None	Max
v/c Ratio	0.48	0.91	0.10	0.39	0.42
Control Delay (s/veh)	43.1	28.1	0.6	13.4	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.1	28.1	0.6	13.4	4.1
Queue Length 50th (ft)	34	682	0	9	98
Queue Length 95th (ft)	81	#1138	10	42	178
Internal Link Dist (ft)	411	284			299
Turn Bay Length (ft)			250	285	
Base Capacity (vph)	319	1303	1470	185	1518
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.24	0.91	0.09	0.39	0.42

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 112.6
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 2: Fort Hamer Road & Mulholland Road



Fort Hamer Road PD&E
2: Fort Hamer Road & Mulholland Road

2023 Existing
Timing Plan: P.M. Peak Hour



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T	T	T	T
Traffic Volume (veh/h)	43	31	1145	127	71	621
Future Volume (veh/h)	43	31	1145	127	71	621
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1856	1885	1885	1870	1870
Adj Flow Rate, veh/h	44	32	1180	131	73	640
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	1	1	2	2
Cap, veh/h	56	41	1295	1097	237	1523
Arrive On Green	0.06	0.06	0.69	0.69	0.06	0.81
Sat Flow, veh/h	961	699	1885	1598	1781	1870
Grp Volume(v), veh/h	77	0	1180	131	73	640
Grp Sat Flow(s),veh/h/ln	1682	0	1885	1598	1781	1870
Q Serve(g_s), s	4.9	0.0	56.8	3.0	1.1	10.5
Cycle Q Clear(g_c), s	4.9	0.0	56.8	3.0	1.1	10.5
Prop In Lane	0.57	0.42		1.00	1.00	
Lane Grp Cap(c), veh/h	98	0	1295	1097	237	1523
V/C Ratio(X)	0.78	0.00	0.91	0.12	0.31	0.42
Avail Cap(c_a), veh/h	307	0	1295	1097	250	1523
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.4	0.0	14.2	5.8	22.5	2.8
Incr Delay (d2), s/veh	12.7	0.0	11.2	0.2	0.7	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.3	0.0	30.3	1.6	2.1	4.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	63.1	0.0	25.4	6.0	23.2	3.7
LnGrp LOS	E		C	A	C	A
Approach Vol, veh/h	77		1311			713
Approach Delay, s/veh	63.1		23.4			5.7
Approach LOS	E		C			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	13.8	82.1			95.9	12.5
Change Period (Y+Rc), s	* 7.6	* 7.6			* 7.6	6.2
Max Green Setting (Gmax), s	* 7	* 72			* 88	19.8
Max Q Clear Time (g_c+I1), s	3.1	58.8			12.5	6.9
Green Ext Time (p_c), s	0.0	7.8			4.5	0.1

Intersection Summary

HCM 7th Control Delay, s/veh	18.9
HCM 7th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Fort Hamer Road PD&E
3: Fort Hamer Road & Old Tampa Road

2023 Existing
Timing Plan: P.M. Peak Hour

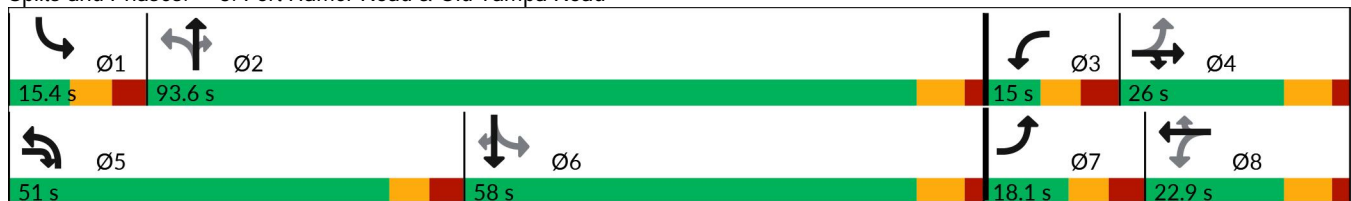


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	35	307	57	23	9	478	623	48	5	411	55
Future Volume (vph)	40	35	307	57	23	9	478	623	48	5	411	55
Lane Group Flow (vph)	41	36	316	59	24	9	493	642	49	5	424	57
Turn Type	pm+pt	NA	pt+ov	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4	4 5	3	8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		6
Detector Phase	7	4	4 5	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	7.0	10.0		6.4	10.0	10.0	7.0	10.0	10.0	7.0	10.0	10.0
Minimum Split (s)	15.6	25.4		15.0	20.0	20.0	15.4	25.4	25.4	15.4	25.4	25.4
Total Split (s)	18.1	26.0		15.0	22.9	22.9	51.0	93.6	93.6	15.4	58.0	58.0
Total Split (%)	12.1%	17.3%		10.0%	15.3%	15.3%	34.0%	62.4%	62.4%	10.3%	38.7%	38.7%
Yellow Time (s)	4.5	5.4		4.5	5.4	5.4	4.5	5.4	5.4	4.5	5.4	5.4
All-Red Time (s)	4.1	2.0		4.1	2.0	2.0	3.9	2.0	2.0	3.9	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.6	7.4		8.6	7.4	7.4	8.4	7.4	7.4	8.4	7.4	7.4
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	Max	Max	None	Max	Max
v/c Ratio	0.20	0.21	0.44	0.38	0.15	0.03	0.74	0.50	0.04	0.01	0.52	0.07
Control Delay (s/veh)	47.6	59.9	8.2	55.7	61.2	0.1	16.7	13.9	0.1	13.0	33.7	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	47.6	59.9	8.2	55.7	61.2	0.1	16.7	13.9	0.1	13.0	33.7	0.2
Queue Length 50th (ft)	28	28	36	41	19	0	172	239	0	1	261	0
Queue Length 95th (ft)	68	69	100	90	53	0	272	508	0	6	480	0
Internal Link Dist (ft)		480			302			415			411	
Turn Bay Length (ft)	365		235	170			360		165	300		255
Base Capacity (vph)	218	267	883	156	224	381	824	1277	1136	430	810	810
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.13	0.36	0.38	0.11	0.02	0.60	0.50	0.04	0.01	0.52	0.07

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 129.7
 Natural Cycle: 105
 Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Fort Hamer Road & Old Tampa Road



Fort Hamer Road PD&E
3: Fort Hamer Road & Old Tampa Road

2023 Existing
Timing Plan: P.M. Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	35	307	57	23	9	478	623	48	5	411	55
Future Volume (veh/h)	40	35	307	57	23	9	478	623	48	5	411	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1856	1856	1856	1870	1870	1870	1885	1885	1885	1856	1856	1856
Adj Flow Rate, veh/h	41	36	316	59	24	9	493	642	49	5	424	57
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	2	2	2	1	1	1	3	3	3
Cap, veh/h	282	240	466	237	244	207	605	1131	959	359	820	695
Arrive On Green	0.04	0.13	0.13	0.04	0.13	0.13	0.17	0.60	0.60	0.01	0.44	0.44
Sat Flow, veh/h	1767	1856	1572	1781	1870	1585	1795	1885	1598	1767	1856	1572
Grp Volume(v), veh/h	41	36	316	59	24	9	493	642	49	5	424	57
Grp Sat Flow(s),veh/h/ln	1767	1856	1572	1781	1870	1585	1795	1885	1598	1767	1856	1572
Q Serve(g_s), s	2.8	2.5	18.6	4.1	1.6	0.7	20.5	29.7	1.8	0.2	23.7	3.0
Cycle Q Clear(g_c), s	2.8	2.5	18.6	4.1	1.6	0.7	20.5	29.7	1.8	0.2	23.7	3.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	282	240	466	237	244	207	605	1131	959	359	820	695
V/C Ratio(X)	0.15	0.15	0.68	0.25	0.10	0.04	0.82	0.57	0.05	0.01	0.52	0.08
Avail Cap(c_a), veh/h	330	240	466	245	244	207	837	1131	959	430	820	695
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.8	55.5	44.5	51.2	55.0	54.6	19.1	17.4	11.9	21.9	29.0	23.2
Incr Delay (d2), s/veh	0.2	0.3	3.9	0.5	0.2	0.1	4.4	2.1	0.1	0.0	2.3	0.2
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(95%),veh/ln	2.3	2.1	15.4	3.3	1.4	0.5	13.3	18.6	1.2	0.2	16.2	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.1	55.8	48.4	51.8	55.2	54.7	23.5	19.5	12.0	21.9	31.3	23.4
LnGrp LOS	D	E	D	D	E	D	C	B	B	C	C	C
Approach Vol, veh/h		393			92			1184			486	
Approach Delay, s/veh		49.4			52.9			20.8			30.3	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.7	93.6	14.4	26.0	32.4	70.9	14.2	26.2				
Change Period (Y+Rc), s	8.4	7.4	8.6	7.4	8.4	7.4	8.6	7.4				
Max Green Setting (Gmax), s	7.0	86.2	6.4	18.6	42.6	50.6	9.5	15.5				
Max Q Clear Time (g_c+I1), s	2.2	31.7	6.1	20.6	22.5	25.7	4.8	3.6				
Green Ext Time (p_c), s	0.0	4.6	0.0	0.0	1.5	2.6	0.0	0.0				

Intersection Summary













HCM 7th Control Delay, s/veh	29.5
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

Fort Hamer Road PD&E
4: Fort Hamer Road & Golf Course Road

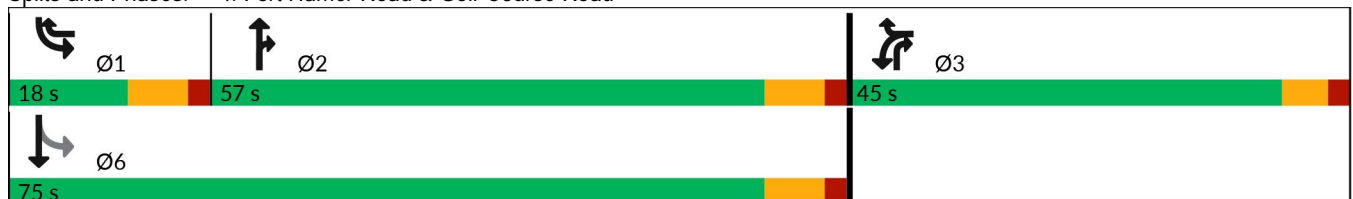
2023 Existing
Timing Plan: P.M. Peak Hour

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	139	166	526	127	184	364
Future Volume (vph)	139	166	526	127	184	364
Lane Group Flow (vph)	143	171	542	131	190	375
Turn Type	Prot	pt+ov	NA	pt+ov	pm+pt	NA
Protected Phases	3	3 1	2	2 3	1	6
Permitted Phases					6	
Detector Phase	3	3 1	2	2 3	1	6
Switch Phase						
Minimum Initial (s)	5.0		10.0		7.0	10.0
Minimum Split (s)	11.0		25.3		14.3	25.3
Total Split (s)	45.0		57.0		18.0	75.0
Total Split (%)	37.5%		47.5%		15.0%	62.5%
Yellow Time (s)	4.0		5.3		5.3	5.3
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.0		7.3		7.3	7.3
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
v/c Ratio	0.59	0.28	0.53	0.11	0.35	0.28
Control Delay (s/veh)	48.3	4.8	16.5	0.8	6.4	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	48.3	4.8	16.5	0.8	6.4	5.5
Queue Length 50th (ft)	81	0	191	0	30	65
Queue Length 95th (ft)	142	42	331	13	61	122
Internal Link Dist (ft)	287		282			295
Turn Bay Length (ft)		250		250	285	
Base Capacity (vph)	743	765	1028	1571	564	1346
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.22	0.53	0.08	0.34	0.28

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 93.8
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 4: Fort Hamer Road & Golf Course Road



Fort Hamer Road PD&E
 4: Fort Hamer Road & Golf Course Road

2023 Existing
 Timing Plan: P.M. Peak Hour



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	139	166	526	127	184	364
Future Volume (veh/h)	139	166	526	127	184	364
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1885	1885	1870	1870	1870	1870
Adj Flow Rate, veh/h	143	171	542	131	190	375
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	2	2	2	2
Cap, veh/h	229	323	1077	1115	519	1364
Arrive On Green	0.13	0.13	0.58	0.58	0.07	0.73
Sat Flow, veh/h	1795	1598	1870	1585	1781	1870
Grp Volume(v), veh/h	143	171	542	131	190	375
Grp Sat Flow(s),veh/h/ln	1795	1598	1870	1585	1781	1870
Q Serve(g_s), s	7.0	8.9	16.1	2.5	3.6	6.3
Cycle Q Clear(g_c), s	7.0	8.9	16.1	2.5	3.6	6.3
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	229	323	1077	1115	519	1364
V/C Ratio(X)	0.63	0.53	0.50	0.12	0.37	0.27
Avail Cap(c_a), veh/h	754	791	1077	1115	591	1364
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.4	33.1	11.8	4.5	7.9	4.3
Incr Delay (d2), s/veh	2.8	1.3	1.7	0.2	0.4	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.7	6.2	10.2	1.2	2.0	3.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	41.2	34.4	13.4	4.7	8.3	4.7
LnGrp LOS	D	C	B	A	A	A
Approach Vol, veh/h	314		673			565
Approach Delay, s/veh	37.5		11.7			6.0
Approach LOS	D		B			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	14.2	60.8			75.0	17.8
Change Period (Y+Rc), s	7.3	7.3			7.3	6.0
Max Green Setting (Gmax), s	10.7	49.7			67.7	39.0
Max Q Clear Time (g_c+I1), s	5.6	18.1			8.3	10.9
Green Ext Time (p_c), s	0.2	3.8			2.2	0.9
Intersection Summary						
HCM 7th Control Delay, s/veh			14.8			
HCM 7th LOS			B			

Fort Hamer Road PD&E
5: Fort Hamer Road & US 301

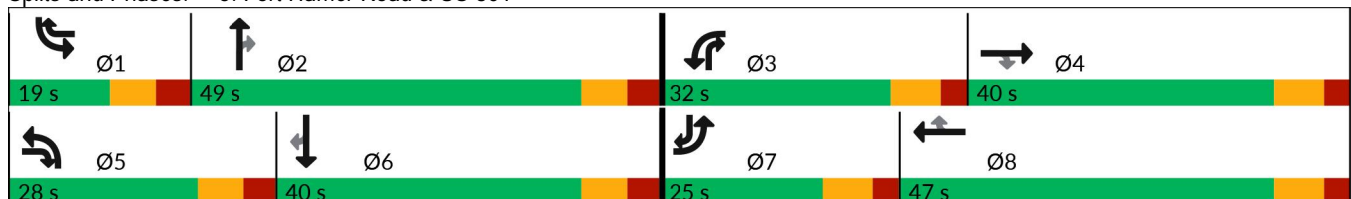
2023 Existing
Timing Plan: P.M. Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	123	517	156	141	423	14	216	222	252	44	210	109
Future Volume (vph)	123	517	156	141	423	14	216	222	252	44	210	109
Lane Group Flow (vph)	126	528	159	144	432	14	220	227	257	45	214	111
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	15.0	5.0	5.0	15.0	5.0	5.0	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	12.9	25.9	13.3	12.9	25.9	13.3	13.3	26.3	12.9	13.3	26.3	12.9
Total Split (s)	25.0	40.0	28.0	32.0	47.0	19.0	28.0	49.0	32.0	19.0	40.0	25.0
Total Split (%)	17.9%	28.6%	20.0%	22.9%	33.6%	13.6%	20.0%	35.0%	22.9%	13.6%	28.6%	17.9%
Yellow Time (s)	5.1	5.1	4.8	5.1	5.1	4.8	4.8	4.8	5.1	4.8	4.8	5.1
All-Red Time (s)	2.8	2.8	3.5	2.8	2.8	3.5	3.5	3.5	2.8	3.5	3.5	2.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.9	7.9	8.3	7.9	7.9	8.3	8.3	8.3	7.9	8.3	8.3	7.9
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	None	None	Max	None
v/c Ratio	0.45	0.76	0.23	0.65	0.52	0.02	0.59	0.34	0.27	0.37	0.39	0.14
Control Delay (s/veh)	59.9	54.1	4.5	65.1	41.6	0.1	59.0	33.7	6.8	65.8	39.3	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	59.9	54.1	4.5	65.1	41.6	0.1	59.0	33.7	6.8	65.8	39.3	0.9
Queue Length 50th (ft)	48	206	0	108	154	0	85	132	34	34	131	0
Queue Length 95th (ft)	89	292	44	193	215	0	139	245	93	81	249	6
Internal Link Dist (ft)		641			873			598			636	
Turn Bay Length (ft)	565		220	750		430	500		425	450		335
Base Capacity (vph)	496	961	769	354	1161	720	572	673	1066	161	550	894
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.55	0.21	0.41	0.37	0.02	0.38	0.34	0.24	0.28	0.39	0.12

Intersection Summary

Cycle Length: 140
 Actuated Cycle Length: 119.8
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated

Splits and Phases: 5: Fort Hamer Road & US 301



Fort Hamer Road PD&E
5: Fort Hamer Road & US 301

2023 Existing
Timing Plan: P.M. Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗↘	↗↗	↗	↘	↗↗	↗	↗↗	↗	↗	↘	↗	↗
Traffic Volume (veh/h)	123	517	156	141	423	14	216	222	252	44	210	109
Future Volume (veh/h)	123	517	156	141	423	14	216	222	252	44	210	109
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1870	1870	1841	1841	1841	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	126	528	159	144	432	14	220	227	257	45	214	111
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, %	2	2	2	4	4	4	2	2	2	1	1	1
Cap, veh/h	191	672	435	176	819	419	295	704	756	62	614	608
Arrive On Green	0.06	0.19	0.19	0.10	0.23	0.23	0.09	0.38	0.38	0.03	0.33	0.33
Sat Flow, veh/h	3456	3554	1585	1753	3497	1560	3456	1870	1585	1795	1885	1598
Grp Volume(v), veh/h	126	528	159	144	432	14	220	227	257	45	214	111
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1753	1749	1560	1728	1870	1585	1795	1885	1598
Q Serve(g_s), s	3.9	15.3	8.7	8.7	11.7	0.7	6.7	9.3	10.9	2.7	9.3	5.0
Cycle Q Clear(g_c), s	3.9	15.3	8.7	8.7	11.7	0.7	6.7	9.3	10.9	2.7	9.3	5.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	191	672	435	176	819	419	295	704	756	62	614	608
V/C Ratio(X)	0.66	0.79	0.37	0.82	0.53	0.03	0.75	0.32	0.34	0.73	0.35	0.18
Avail Cap(c_a), veh/h	547	1056	606	391	1265	618	630	704	756	178	614	608
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.1	41.7	31.6	47.7	36.2	29.2	48.3	23.9	17.7	51.7	27.7	22.3
Incr Delay (d2), s/veh	3.9	2.1	0.5	9.1	0.5	0.0	3.8	1.2	1.2	15.3	1.6	0.7
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(95%),veh/ln	3.1	10.8	5.8	7.3	8.4	0.5	5.3	7.5	7.0	2.6	7.7	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	53.9	43.8	32.1	56.7	36.7	29.2	52.1	25.1	18.9	66.9	29.3	22.9
LnGrp LOS	D	D	C	E	D	C	D	C	B	E	C	C
Approach Vol, veh/h		813			590			704			370	
Approach Delay, s/veh		43.1			41.4			31.3			32.0	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.0	49.0	18.7	28.3	17.5	43.5	13.9	33.2				
Change Period (Y+Rc), s	8.3	8.3	* 7.9	* 7.9	8.3	8.3	* 7.9	* 7.9				
Max Green Setting (Gmax), s	10.7	40.7	* 24	* 32	19.7	31.7	* 17	* 39				
Max Q Clear Time (g_c+I1), s	4.7	12.9	10.7	17.3	8.7	11.3	5.9	13.7				
Green Ext Time (p_c), s	0.0	2.0	0.3	3.2	0.5	1.3	0.2	2.6				

Intersection Summary												
HCM 7th Control Delay, s/veh											37.7	
HCM 7th LOS											D	

Notes
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Appendix E – No-Build Alternative Intersection Analysis Worksheets

Fort Hamer Road PD&E
1: Fort Hamer Road & Rive Isle Run

2030 AM No Build
Timing Plan: A.M. Peak Hour

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔		↔	↔			↔	
Traffic Vol, veh/h	10	0	65	1	1	1	18	501	1	1	1154	15
Future Vol, veh/h	10	0	65	1	1	1	18	501	1	1	1154	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	340	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	10	10	10	0	0	0	4	4	4	1	1	1
Mvmt Flow	11	0	71	1	1	1	20	545	1	1	1254	16

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1849	1849	1263	1841	1857	545	1271	0	0	546	0	0
Stage 1	1265	1265	-	584	584	-	-	-	-	-	-	-
Stage 2	584	585	-	1257	1273	-	-	-	-	-	-	-
Critical Hdwy	7.2	6.6	6.3	7.1	6.5	6.2	4.14	-	-	4.11	-	-
Critical Hdwy Stg 1	6.2	5.6	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.2	5.6	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	3.5	4	3.3	2.236	-	-	2.209	-	-
Pot Cap-1 Maneuver	54	71	199	59	74	542	540	-	-	1029	-	-
Stage 1	200	232	-	501	501	-	-	-	-	-	-	-
Stage 2	484	485	-	212	241	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	51	68	199	36	71	542	540	-	-	1029	-	-
Mov Cap-2 Maneuver	51	68	-	36	71	-	-	-	-	-	-	-
Stage 1	199	231	-	483	483	-	-	-	-	-	-	-
Stage 2	464	468	-	136	240	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB		
HCM Control Delay, s/v40.71	0.71		59.62		0.41			0.01		
HCM LOS	E		F							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	540	-	-	51	199	69	2	-	-
HCM Lane V/C Ratio	0.036	-	-	0.211	0.355	0.047	0.001	-	-
HCM Control Delay (s/veh)	11.9	-	-	92.9	32.7	59.6	8.5	0	-
HCM Lane LOS	B	-	-	F	D	F	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	1.5	0.1	0	-	-

Fort Hamer Road PD&E
 2: Fort Hamer Road & Mulholland Road

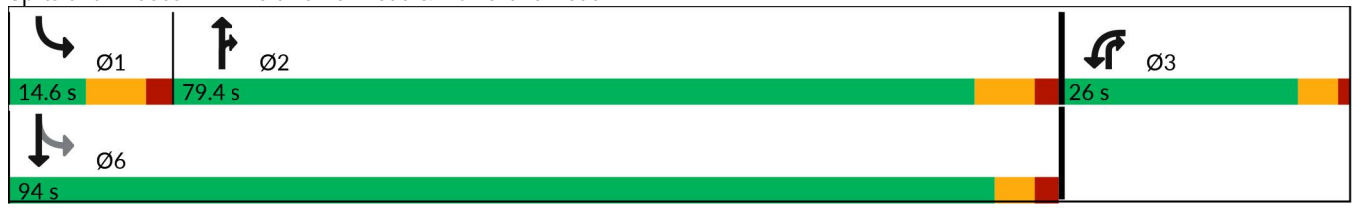
2030 AM No Build
 Timing Plan: A.M. Peak Hour

Lane Group	WBL	NBT	NBR	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	171	472	17	11	1123
Future Volume (vph)	171	472	17	11	1123
Lane Group Flow (vph)	308	569	20	13	1353
Turn Type	Prot	NA	pt+ov	pm+pt	NA
Protected Phases	3	2	2 3	1	6
Permitted Phases				6	
Detector Phase	3	2	2 3	1	6
Switch Phase					
Minimum Initial (s)	5.0	10.0		7.0	10.0
Minimum Split (s)	22.7	25.6		14.6	23.7
Total Split (s)	26.0	79.4		14.6	94.0
Total Split (%)	21.7%	66.2%		12.2%	78.3%
Yellow Time (s)	3.7	5.4		5.4	3.5
All-Red Time (s)	1.0	2.2		2.2	2.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.7	7.6		7.6	5.7
Lead/Lag		Lag		Lead	
Lead-Lag Optimize?		Yes		Yes	
Recall Mode	None	Max		None	Max
v/c Ratio	0.96	0.46	0.01	0.02	0.98
Control Delay (s/veh)	88.2	12.1	0.8	4.8	35.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	88.2	12.1	0.8	4.8	35.5
Queue Length 50th (ft)	226	158	0	3	862
Queue Length 95th (ft)	#355	296	4	7	#1012
Internal Link Dist (ft)	411	284			299
Turn Bay Length (ft)			250	285	
Base Capacity (vph)	320	1226	1439	538	1384
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.96	0.46	0.01	0.02	0.98

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 2: Fort Hamer Road & Mulholland Road



Fort Hamer Road PD&E
2: Fort Hamer Road & Mulholland Road

2030 AM No Build
Timing Plan: A.M. Peak Hour



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘		↑	↗	↘	↑
Traffic Volume (veh/h)	171	85	472	17	11	1123
Future Volume (veh/h)	171	85	472	17	11	1123
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1841	1841	1885	1885
Adj Flow Rate, veh/h	206	102	569	20	13	1353
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	4	4	1	1
Cap, veh/h	199	99	1181	1001	497	1366
Arrive On Green	0.17	0.17	0.64	0.64	0.02	0.72
Sat Flow, veh/h	1141	565	1841	1560	1795	1885
Grp Volume(v), veh/h	309	0	569	20	13	1353
Grp Sat Flow(s),veh/h/ln	1712	0	1841	1560	1795	1885
Q Serve(g_s), s	21.3	0.0	19.5	0.6	0.3	85.4
Cycle Q Clear(g_c), s	21.3	0.0	19.5	0.6	0.3	85.4
Prop In Lane	0.67	0.33		1.00	1.00	
Lane Grp Cap(c), veh/h	299	0	1181	1001	497	1366
V/C Ratio(X)	1.03	0.00	0.48	0.02	0.03	0.99
Avail Cap(c_a), veh/h	299	0	1181	1001	563	1366
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.3	0.0	11.3	7.9	8.3	16.4
Incr Delay (d2), s/veh	60.9	0.0	1.4	0.0	0.0	22.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	20.5	0.0	12.0	0.3	0.2	45.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	111.2	0.0	12.7	8.0	8.3	38.7
LnGrp LOS	F		B	A	A	D
Approach Vol, veh/h	309		589			1366
Approach Delay, s/veh	111.2		12.6			38.4
Approach LOS	F		B			D
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	10.1	85.8			95.9	26.0
Change Period (Y+Rc), s	* 7.6	* 7.6			* 7.6	4.7
Max Green Setting (Gmax), s	* 7	* 72			* 88	21.3
Max Q Clear Time (g_c+I1), s	2.3	21.5			87.4	23.3
Green Ext Time (p_c), s	0.0	3.8			0.8	0.0

Intersection Summary

HCM 7th Control Delay, s/veh	41.6
HCM 7th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Fort Hamer Road PD&E
3: Fort Hamer Road & Old Tampa Road

2030 AM No Build
Timing Plan: A.M. Peak Hour

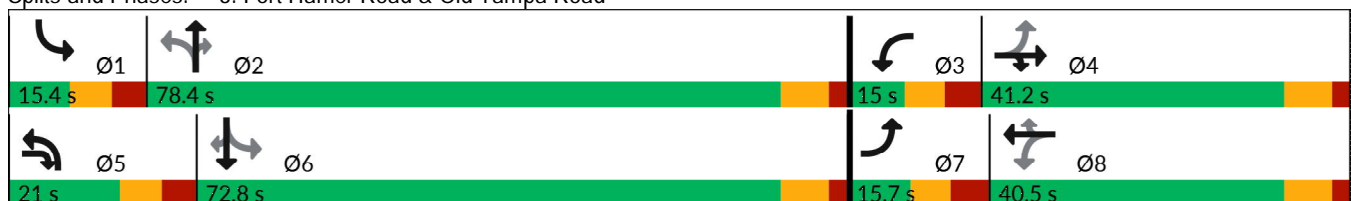


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	72	39	556	49	16	4	140	486	47	81	640	37
Future Volume (vph)	72	39	556	49	16	4	140	486	47	81	640	37
Lane Group Flow (vph)	90	49	695	61	20	5	175	608	59	101	800	46
Turn Type	pm+pt	NA	pt+ov	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4	4 5	3	8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		6
Detector Phase	7	4	4 5	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	7.0	10.0		6.4	10.0	10.0	7.0	10.0	10.0	7.0	10.0	10.0
Minimum Split (s)	15.6	25.4		15.0	20.0	20.0	15.4	25.4	25.4	15.4	25.4	25.4
Total Split (s)	15.7	41.2		15.0	40.5	40.5	21.0	78.4	78.4	15.4	72.8	72.8
Total Split (%)	10.5%	27.5%		10.0%	27.0%	27.0%	14.0%	52.3%	52.3%	10.3%	48.5%	48.5%
Yellow Time (s)	4.5	5.4		4.5	5.4	5.4	4.5	5.4	5.4	4.5	5.4	5.4
All-Red Time (s)	4.1	2.0		4.1	2.0	2.0	3.9	2.0	2.0	3.9	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.6	7.4		8.6	7.4	7.4	8.4	7.4	7.4	8.4	7.4	7.4
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	Max	Max	None	Max	Max
v/c Ratio	0.24	0.11	1.01	0.25	0.07	0.01	0.89	0.69	0.07	0.35	0.96	0.06
Control Delay (s/veh)	39.8	47.2	72.7	44.9	48.3	0.0	78.6	35.1	0.2	18.7	63.8	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	39.8	47.2	72.7	44.9	48.3	0.0	78.6	35.1	0.2	18.7	63.8	0.1
Queue Length 50th (ft)	63	38	~623	42	16	0	122	462	0	44	765	0
Queue Length 95th (ft)	96	67	#687	70	36	0	#214	507	0	65	#820	0
Internal Link Dist (ft)		480			302			415			411	
Turn Bay Length (ft)	365		235	170			360		165	300		255
Base Capacity (vph)	373	428	688	247	416	474	197	883	832	291	830	792
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.11	1.01	0.25	0.05	0.01	0.89	0.69	0.07	0.35	0.96	0.06

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 147
 Natural Cycle: 145
 Control Type: Actuated-Uncoordinated
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 3: Fort Hamer Road & Old Tampa Road



Fort Hamer Road PD&E
3: Fort Hamer Road & Old Tampa Road

2030 AM No Build
Timing Plan: A.M. Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	39	556	49	16	4	140	486	47	81	640	37
Future Volume (veh/h)	72	39	556	49	16	4	140	486	47	81	640	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1870	1870	1856	1856	1856	1841	1841	1841	1870	1870	1870
Adj Flow Rate, veh/h	90	49	695	61	20	5	175	608	59	101	800	46
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	3	3	3	4	4	4	2	2	2
Cap, veh/h	423	423	469	264	405	343	197	875	741	297	845	716
Arrive On Green	0.05	0.23	0.23	0.04	0.22	0.22	0.07	0.48	0.48	0.05	0.45	0.45
Sat Flow, veh/h	1781	1870	1585	1767	1856	1572	1753	1841	1560	1781	1870	1585
Grp Volume(v), veh/h	90	49	695	61	20	5	175	608	59	101	800	46
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1767	1856	1572	1753	1841	1560	1781	1870	1585
Q Serve(g_s), s	5.8	3.1	33.8	4.0	1.3	0.4	8.3	38.7	3.1	4.5	61.2	2.4
Cycle Q Clear(g_c), s	5.8	3.1	33.8	4.0	1.3	0.4	8.3	38.7	3.1	4.5	61.2	2.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	423	423	469	264	405	343	197	875	741	297	845	716
V/C Ratio(X)	0.21	0.12	1.48	0.23	0.05	0.01	0.89	0.69	0.08	0.34	0.95	0.06
Avail Cap(c_a), veh/h	423	423	469	270	411	348	223	875	741	298	845	716
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.4	45.9	52.6	42.7	46.2	45.8	35.5	30.7	21.4	24.7	39.2	23.1
Incr Delay (d2), s/veh	0.2	0.1	228.3	0.4	0.0	0.0	30.0	4.5	0.2	0.7	20.4	0.2
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(95%),veh/ln	4.6	2.6	70.0	3.2	1.1	0.3	8.6	24.5	2.1	3.4	40.8	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.7	46.0	280.9	43.1	46.2	45.8	65.5	35.2	21.6	25.4	59.6	23.3
LnGrp LOS	D	D	F	D	D	D	E	D	C	C	E	C
Approach Vol, veh/h		834			86			842			947	
Approach Delay, s/veh		241.4			44.0			40.6			54.2	
Approach LOS		F			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.3	78.4	14.5	41.2	18.8	74.9	15.7	40.0				
Change Period (Y+Rc), s	8.4	7.4	8.6	7.4	8.4	7.4	8.6	7.4				
Max Green Setting (Gmax), s	7.0	71.0	6.4	33.8	12.6	65.4	7.1	33.1				
Max Q Clear Time (g_c+I1), s	6.5	40.7	6.0	35.8	10.3	63.2	7.8	3.3				
Green Ext Time (p_c), s	0.0	4.1	0.0	0.0	0.1	1.1	0.0	0.1				

Intersection Summary

HCM 7th Control Delay, s/veh	107.3
HCM 7th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

Fort Hamer Road PD&E
 4: Fort Hamer Road & Golf Course Road

2030 AM No Build
 Timing Plan: A.M. Peak Hour

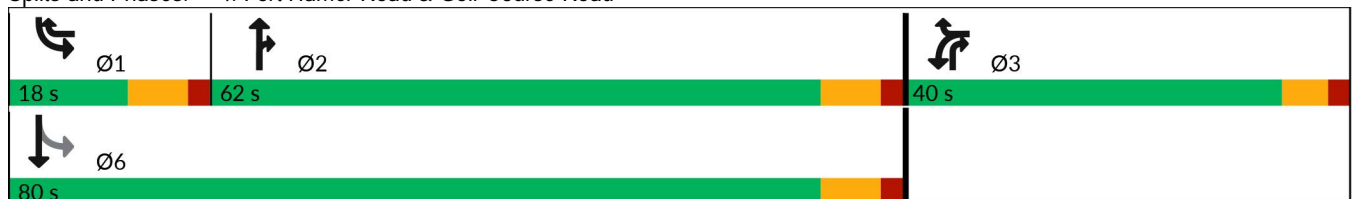


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	167	225	484	78	130	683
Future Volume (vph)	167	225	484	78	130	683
Lane Group Flow (vph)	206	278	598	96	160	843
Turn Type	Prot	pt+ov	NA	pt+ov	pm+pt	NA
Protected Phases	3	3 1	2	2 3	1	6
Permitted Phases					6	
Detector Phase	3	3 1	2	2 3	1	6
Switch Phase						
Minimum Initial (s)	5.0		10.0		7.0	10.0
Minimum Split (s)	11.0		25.3		14.3	25.3
Total Split (s)	40.0		62.0		18.0	80.0
Total Split (%)	33.3%		51.7%		15.0%	66.7%
Yellow Time (s)	4.0		5.3		5.3	5.3
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.0		7.3		7.3	7.3
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
v/c Ratio	0.70	0.44	0.59	0.08	0.35	0.66
Control Delay (s/veh)	53.4	10.2	19.8	0.8	7.9	12.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	53.4	10.2	19.8	0.8	7.9	12.5
Queue Length 50th (ft)	130	39	246	0	30	267
Queue Length 95th (ft)	181	76	368	8	59	405
Internal Link Dist (ft)	287		282			295
Turn Bay Length (ft)		250		250	285	
Base Capacity (vph)	575	683	1022	1483	486	1284
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.41	0.59	0.06	0.33	0.66

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 103.7
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated

Splits and Phases: 4: Fort Hamer Road & Golf Course Road



Fort Hamer Road PD&E
4: Fort Hamer Road & Golf Course Road

2030 AM No Build
Timing Plan: A.M. Peak Hour



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	167	225	484	78	130	683
Future Volume (veh/h)	167	225	484	78	130	683
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1856	1870	1870	1841	1841
Adj Flow Rate, veh/h	206	278	598	96	160	843
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	3	3	2	2	4	4
Cap, veh/h	338	403	1028	1175	432	1258
Arrive On Green	0.19	0.19	0.55	0.55	0.07	0.68
Sat Flow, veh/h	1767	1572	1870	1585	1753	1841
Grp Volume(v), veh/h	206	278	598	96	160	843
Grp Sat Flow(s),veh/h/ln	1767	1572	1870	1585	1753	1841
Q Serve(g_s), s	11.3	17.0	22.5	1.8	3.9	28.4
Cycle Q Clear(g_c), s	11.3	17.0	22.5	1.8	3.9	28.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	338	403	1028	1175	432	1258
V/C Ratio(X)	0.61	0.69	0.58	0.08	0.37	0.67
Avail Cap(c_a), veh/h	565	605	1028	1175	494	1258
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.4	35.7	15.8	3.8	11.5	9.8
Incr Delay (d2), s/veh	1.8	2.1	2.4	0.1	0.5	2.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.6	10.7	14.2	0.9	2.4	15.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	41.1	37.8	18.3	3.9	12.0	12.7
LnGrp LOS	D	D	B	A	B	B
Approach Vol, veh/h	484		694			1003
Approach Delay, s/veh	39.2		16.3			12.6
Approach LOS	D		B			B
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	14.2	65.8			80.0	26.3
Change Period (Y+Rc), s	7.3	7.3			7.3	6.0
Max Green Setting (Gmax), s	10.7	54.7			72.7	34.0
Max Q Clear Time (g_c+I1), s	5.9	24.5			30.4	19.0
Green Ext Time (p_c), s	0.2	4.2			6.8	1.4
Intersection Summary						
HCM 7th Control Delay, s/veh			19.7			
HCM 7th LOS			B			

Fort Hamer Road PD&E
5: Fort Hamer Road & US 301

2030 AM No Build
Timing Plan: A.M. Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	276	371	209	263	494	67	175	382	213	65	272	170
Future Volume (vph)	276	371	209	263	494	67	175	382	213	65	272	170
Lane Group Flow (vph)	310	417	235	296	555	75	197	429	239	73	306	191
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2		6	6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	15.0	5.0	5.0	15.0	5.0	5.0	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	12.9	25.9	13.3	12.9	25.9	13.3	13.3	26.3	12.9	13.3	26.3	12.9
Total Split (s)	32.0	33.0	24.0	37.0	38.0	20.0	24.0	50.0	37.0	20.0	46.0	32.0
Total Split (%)	22.9%	23.6%	17.1%	26.4%	27.1%	14.3%	17.1%	35.7%	26.4%	14.3%	32.9%	22.9%
Yellow Time (s)	5.1	5.1	4.8	5.1	5.1	4.8	4.8	4.8	5.1	4.8	4.8	5.1
All-Red Time (s)	2.8	2.8	3.5	2.8	2.8	3.5	3.5	3.5	2.8	3.5	3.5	2.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.9	7.9	8.3	7.9	7.9	8.3	8.3	8.3	7.9	8.3	8.3	7.9
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	None	None	Max	None
v/c Ratio	0.70	0.76	0.37	0.87	0.72	0.12	0.60	0.73	0.25	0.55	0.56	0.23
Control Delay (s/veh)	63.7	63.2	7.2	76.8	53.7	2.6	65.7	49.5	6.3	76.4	45.1	9.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	63.7	63.2	7.2	76.8	53.7	2.6	65.7	49.5	6.3	76.4	45.1	9.9
Queue Length 50th (ft)	136	187	12	250	234	0	87	341	36	63	229	42
Queue Length 95th (ft)	184	244	69	#403	311	16	128	484	81	117	344	88
Internal Link Dist (ft)		641			873			598			636	
Turn Bay Length (ft)	565		220	750		430	500		425	450		335
Base Capacity (vph)	623	669	668	384	830	638	409	590	1009	157	551	905
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.62	0.35	0.77	0.67	0.12	0.48	0.73	0.24	0.46	0.56	0.21

Intersection Summary

Cycle Length: 140

Actuated Cycle Length: 131

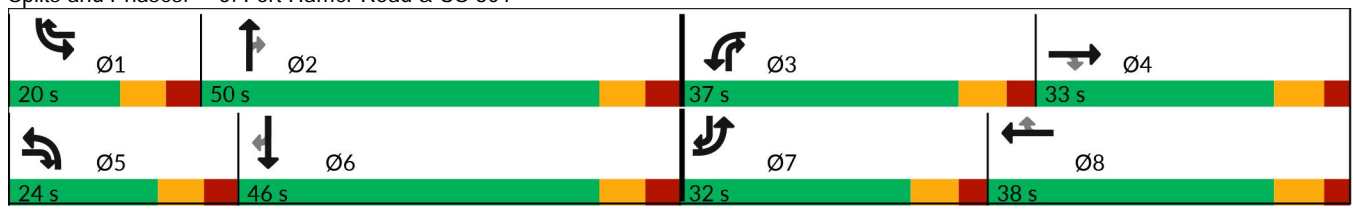
Natural Cycle: 90

Control Type: Actuated-Uncoordinated

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

Queue shown is maximum after two cycles.

Splits and Phases: 5: Fort Hamer Road & US 301



Fort Hamer Road PD&E
5: Fort Hamer Road & US 301

2030 AM No Build
Timing Plan: A.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	276	371	209	263	494	67	175	382	213	65	272	170
Future Volume (veh/h)	276	371	209	263	494	67	175	382	213	65	272	170
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1841	1841	1841	1826	1826	1826	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	310	417	235	296	555	75	197	429	239	73	306	191
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	4	4	4	5	5	5	3	3	3	3	3	3
Cap, veh/h	379	577	374	324	833	453	257	622	821	93	581	667
Arrive On Green	0.11	0.16	0.16	0.19	0.24	0.24	0.07	0.34	0.34	0.05	0.31	0.31
Sat Flow, veh/h	3401	3497	1560	1739	3469	1547	3428	1856	1572	1767	1856	1572
Grp Volume(v), veh/h	310	417	235	296	555	75	197	429	239	73	306	191
Grp Sat Flow(s),veh/h/ln	1700	1749	1560	1739	1735	1547	1714	1856	1572	1767	1856	1572
Q Serve(g_s), s	11.1	14.1	16.8	20.8	18.0	4.5	7.0	24.9	10.7	5.1	16.9	9.9
Cycle Q Clear(g_c), s	11.1	14.1	16.8	20.8	18.0	4.5	7.0	24.9	10.7	5.1	16.9	9.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	379	577	374	324	833	453	257	622	821	93	581	667
V/C Ratio(X)	0.82	0.72	0.63	0.91	0.67	0.17	0.77	0.69	0.29	0.78	0.53	0.29
Avail Cap(c_a), veh/h	659	706	432	407	840	456	433	622	821	166	581	667
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.0	49.2	42.3	49.6	42.7	32.7	56.5	35.7	16.8	58.2	35.1	23.5
Incr Delay (d2), s/veh	4.4	2.9	2.3	21.4	2.0	0.2	4.8	6.2	0.9	13.4	3.4	1.1
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(95%),veh/ln	8.4	10.2	10.6	15.9	12.2	3.0	5.6	17.5	6.8	4.6	12.6	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	58.4	52.1	44.6	71.0	44.7	32.9	61.2	41.9	17.7	71.6	38.5	24.5
LnGrp LOS	E	D	D	E	D	C	E	D	B	E	D	C
Approach Vol, veh/h		962			926			865			570	
Approach Delay, s/veh		52.3			52.2			39.6			38.1	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.9	50.0	31.1	28.4	17.6	47.2	21.8	37.8				
Change Period (Y+Rc), s	8.3	8.3	* 7.9	* 7.9	8.3	8.3	* 7.9	* 7.9				
Max Green Setting (Gmax), s	11.7	41.7	* 29	* 25	15.7	37.7	* 24	* 30				
Max Q Clear Time (g_c+I1), s	7.1	26.9	22.8	18.8	9.0	18.9	13.1	20.0				
Green Ext Time (p_c), s	0.0	2.8	0.5	1.7	0.3	2.1	0.8	2.5				
Intersection Summary												
HCM 7th Control Delay, s/veh			46.5									
HCM 7th LOS			D									
Notes												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												

Fort Hamer Road PD&E
1: Fort Hamer Road & Rive Isle Run

2030 PM No Build
Timing Plan: P.M. Peak Hour

Intersection												
Int Delay, s/veh	27.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔		↔	↔			↔	
Traffic Vol, veh/h	62	0	78	1	1	1	79	1190	1	5	716	16
Future Vol, veh/h	62	0	78	1	1	1	79	1190	1	5	716	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	340	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	97
Heavy Vehicles, %	3	3	3	0	0	0	1	1	1	2	2	2
Mvmt Flow	65	0	82	1	1	1	83	1253	1	5	754	16

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2192	2192	762	2184	2200	1253	770	0	0	1254	0	0
Stage 1	772	772	-	1419	1419	-	-	-	-	-	-	-
Stage 2	1419	1420	-	764	781	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.1	6.5	6.2	4.11	-	-	4.12	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.5	4	3.3	2.209	-	-	2.218	-	-
Pot Cap-1 Maneuver	~ 32	45	403	33	45	212	849	-	-	555	-	-
Stage 1	391	408	-	171	205	-	-	-	-	-	-	-
Stage 2	169	201	-	399	408	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 28	40	403	24	40	212	849	-	-	555	-	-
Mov Cap-2 Maneuver	~ 28	40	-	24	40	-	-	-	-	-	-	-
Stage 1	384	401	-	154	185	-	-	-	-	-	-	-
Stage 2	150	182	-	313	402	-	-	-	-	-	-	-











Approach	EB	WB	NB	SB
HCM Control Delay, s/veh	13.52	98.25	0.6	0.08
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	849	-	-	28	403	42	12	-	-
HCM Lane V/C Ratio	0.098	-	-	2.343	0.204	0.076	0.009	-	-
HCM Control Delay (s/veh)	9.7	-	-	\$ 913.4	16.2	98.3	11.5	0	-
HCM Lane LOS	A	-	-	F	C	F	B	A	-
HCM 95th %tile Q(veh)	0.3	-	-	7.8	0.8	0.2	0	-	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Fort Hamer Road PD&E
2: Fort Hamer Road & Mulholland Road

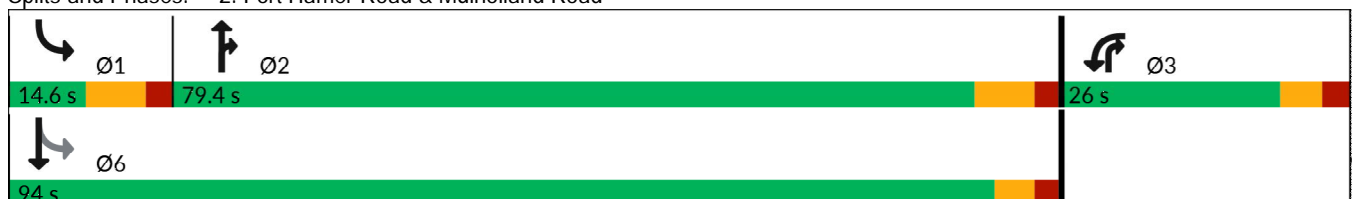
2030 PM No Build
Timing Plan: P.M. Peak Hour

					
Lane Group	WBL	NBT	NBR	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	78	1271	126	76	670
Future Volume (vph)	78	1271	126	76	670
Lane Group Flow (vph)	135	1310	130	78	691
Turn Type	Prot	NA	pt+ov	pm+pt	NA
Protected Phases	3	2	2 3	1	6
Permitted Phases				6	
Detector Phase	3	2	2 3	1	6
Switch Phase					
Minimum Initial (s)	5.0	10.0		7.0	10.0
Minimum Split (s)	24.2	25.6		14.6	23.7
Total Split (s)	26.0	79.4		14.6	94.0
Total Split (%)	21.7%	66.2%		12.2%	78.3%
Yellow Time (s)	3.7	5.4		5.4	3.5
All-Red Time (s)	2.5	2.2		2.2	2.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.2	7.6		7.6	5.7
Lead/Lag		Lag		Lead	
Lead-Lag Optimize?		Yes		Yes	
Recall Mode	None	Max		None	Max
v/c Ratio	0.64	1.04	0.09	0.46	0.47
Control Delay (s/veh)	53.2	60.0	0.5	22.1	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	53.2	60.0	0.5	22.1	5.9
Queue Length 50th (ft)	77	~1077	0	12	142
Queue Length 95th (ft)	142	#1447	10	62	260
Internal Link Dist (ft)	411	284			299
Turn Bay Length (ft)			250	285	
Base Capacity (vph)	311	1254	1428	168	1463
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.43	1.04	0.09	0.46	0.47

Intersection Summary












Cycle Length: 120
 Actuated Cycle Length: 115.6
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 2: Fort Hamer Road & Mulholland Road



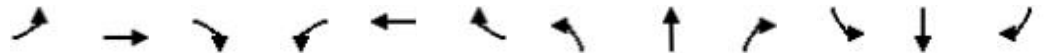
Fort Hamer Road PD&E
2: Fort Hamer Road & Mulholland Road

2030 PM No Build
Timing Plan: P.M. Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	78	53	1271	126	76	670
Future Volume (veh/h)	78	53	1271	126	76	670
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1856	1885	1885	1870	1870
Adj Flow Rate, veh/h	80	55	1310	130	78	691
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	1	1	2	2
Cap, veh/h	97	66	1238	1049	164	1460
Arrive On Green	0.10	0.10	0.66	0.66	0.06	0.78
Sat Flow, veh/h	990	681	1885	1598	1781	1870
Grp Volume(v), veh/h	136	0	1310	130	78	691
Grp Sat Flow(s),veh/h/ln	1683	0	1885	1598	1781	1870
Q Serve(g_s), s	9.0	0.0	74.3	3.4	1.4	14.5
Cycle Q Clear(g_c), s	9.0	0.0	74.3	3.4	1.4	14.5
Prop In Lane	0.59	0.40		1.00	1.00	
Lane Grp Cap(c), veh/h	164	0	1238	1049	164	1460
V/C Ratio(X)	0.83	0.00	1.06	0.12	0.47	0.47
Avail Cap(c_a), veh/h	295	0	1238	1049	174	1460
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.1	0.0	19.4	7.3	30.0	4.3
Incr Delay (d2), s/veh	10.1	0.0	42.4	0.2	2.1	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.6	0.0	53.8	2.0	2.7	7.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	60.2	0.0	61.8	7.5	32.1	5.4
LnGrp LOS	E		F	A	C	A
Approach Vol, veh/h	136		1440			769
Approach Delay, s/veh	60.2		56.9			8.1
Approach LOS	E		E			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	14.0	81.9			95.9	17.2
Change Period (Y+Rc), s	* 7.6	* 7.6			* 7.6	6.2
Max Green Setting (Gmax), s	* 7	* 72			* 88	19.8
Max Q Clear Time (g_c+I1), s	3.4	76.3			16.5	11.0
Green Ext Time (p_c), s	0.0	0.0			5.0	0.2
Intersection Summary						
HCM 7th Control Delay, s/veh			41.1			
HCM 7th LOS			D			
Notes						
User approved volume balancing among the lanes for turning movement.						
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.						

Fort Hamer Road PD&E
3: Fort Hamer Road & Old Tampa Road

2030 PM No Build
Timing Plan: P.M. Peak Hour

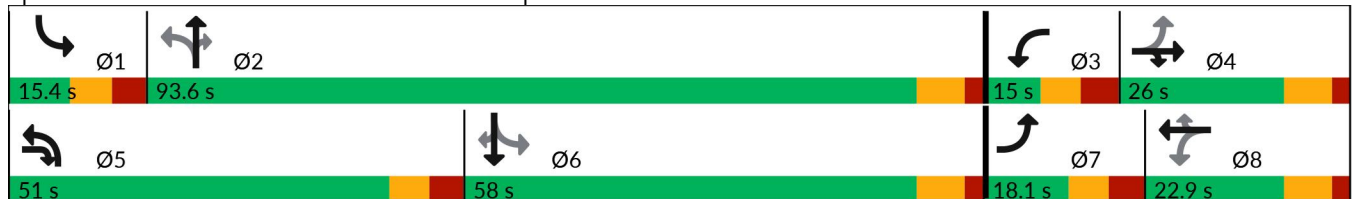


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	53	334	68	28	14	498	756	123	13	440	56
Future Volume (vph)	110	53	334	68	28	14	498	756	123	13	440	56
Lane Group Flow (vph)	113	55	344	70	29	14	513	779	127	13	454	58
Turn Type	pm+pt	NA	pt+ov	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4	4 5	3	8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		6
Detector Phase	7	4	4 5	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	7.0	10.0		6.4	10.0	10.0	7.0	10.0	10.0	7.0	10.0	10.0
Minimum Split (s)	15.6	25.4		15.0	20.0	20.0	15.4	25.4	25.4	15.4	25.4	25.4
Total Split (s)	18.1	26.0		15.0	22.9	22.9	51.0	93.6	93.6	15.4	58.0	58.0
Total Split (%)	12.1%	17.3%		10.0%	15.3%	15.3%	34.0%	62.4%	62.4%	10.3%	38.7%	38.7%
Yellow Time (s)	4.5	5.4		4.5	5.4	5.4	4.5	5.4	5.4	4.5	5.4	5.4
All-Red Time (s)	4.1	2.0		4.1	2.0	2.0	3.9	2.0	2.0	3.9	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.6	7.4		8.6	7.4	7.4	8.4	7.4	7.4	8.4	7.4	7.4
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	Max	Max	None	Max	Max
v/c Ratio	0.55	0.29	0.47	0.46	0.17	0.04	0.79	0.63	0.12	0.04	0.59	0.07
Control Delay (s/veh)	59.6	62.5	11.7	60.4	62.9	0.2	21.0	19.4	1.2	14.0	38.2	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	59.6	62.5	11.7	60.4	62.9	0.2	21.0	19.4	1.2	14.0	38.2	0.2
Queue Length 50th (ft)	84	45	69	51	24	0	192	345	0	4	322	0
Queue Length 95th (ft)	154	96	147	102	60	0	329	699	16	12	526	0
Internal Link Dist (ft)		480			302			415			411	
Turn Bay Length (ft)	365		235	170			360		165	300		255
Base Capacity (vph)	209	259	863	153	218	377	783	1236	1104	339	776	785
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.21	0.40	0.46	0.13	0.04	0.66	0.63	0.12	0.04	0.59	0.07

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 134
 Natural Cycle: 105
 Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Fort Hamer Road & Old Tampa Road



Fort Hamer Road PD&E
3: Fort Hamer Road & Old Tampa Road

2030 PM No Build
Timing Plan: P.M. Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	53	334	68	28	14	498	756	123	13	440	56
Future Volume (veh/h)	110	53	334	68	28	14	498	756	123	13	440	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1856	1856	1856	1870	1870	1870	1885	1885	1885	1856	1856	1856
Adj Flow Rate, veh/h	113	55	344	70	29	14	513	779	127	13	454	58
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	2	2	2	1	1	1	3	3	3
Cap, veh/h	289	237	475	227	199	168	589	1114	944	269	809	686
Arrive On Green	0.07	0.13	0.13	0.04	0.11	0.11	0.17	0.59	0.59	0.02	0.44	0.44
Sat Flow, veh/h	1767	1856	1572	1781	1870	1585	1795	1885	1598	1767	1856	1572
Grp Volume(v), veh/h	113	55	344	70	29	14	513	779	127	13	454	58
Grp Sat Flow(s),veh/h/ln	1767	1856	1572	1781	1870	1585	1795	1885	1598	1767	1856	1572
Q Serve(g_s), s	8.3	3.9	18.6	5.1	2.1	1.2	21.9	42.0	5.2	0.6	26.6	3.1
Cycle Q Clear(g_c), s	8.3	3.9	18.6	5.1	2.1	1.2	21.9	42.0	5.2	0.6	26.6	3.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	289	237	475	227	199	168	589	1114	944	269	809	686
V/C Ratio(X)	0.39	0.23	0.72	0.31	0.15	0.08	0.87	0.70	0.13	0.05	0.56	0.08
Avail Cap(c_a), veh/h	289	237	475	227	199	168	801	1114	944	319	809	686
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.5	57.2	45.5	54.8	59.2	58.8	21.0	20.8	13.3	23.1	30.7	24.1
Incr Delay (d2), s/veh	0.9	0.5	5.4	0.8	0.3	0.2	7.9	3.7	0.3	0.1	2.8	0.2
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(95%),veh/ln	6.6	3.3	17.2	4.1	1.8	0.8	14.7	25.4	3.4	0.4	18.0	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.4	57.7	50.9	55.6	59.5	59.0	28.9	24.5	13.6	23.2	33.5	24.3
LnGrp LOS	D	E	D	E	E	E	C	C	B	C	C	C
Approach Vol, veh/h		512			113			1419			525	
Approach Delay, s/veh		52.4			57.0			25.1			32.2	
Approach LOS		D			E			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.3	93.6	15.0	26.0	33.8	71.0	18.1	22.9				
Change Period (Y+Rc), s	8.4	7.4	8.6	7.4	8.4	7.4	8.6	7.4				
Max Green Setting (Gmax), s	7.0	86.2	6.4	18.6	42.6	50.6	9.5	15.5				
Max Q Clear Time (g_c+I1), s	2.6	44.0	7.1	20.6	23.9	28.6	10.3	4.1				
Green Ext Time (p_c), s	0.0	6.4	0.0	0.0	1.5	2.7	0.0	0.1				

Intersection Summary												
HCM 7th Control Delay, s/veh			33.4									
HCM 7th LOS			C									

Notes
User approved pedestrian interval to be less than phase max green.

Fort Hamer Road PD&E
4: Fort Hamer Road & Golf Course Road

2030 PM No Build
Timing Plan: P.M. Peak Hour

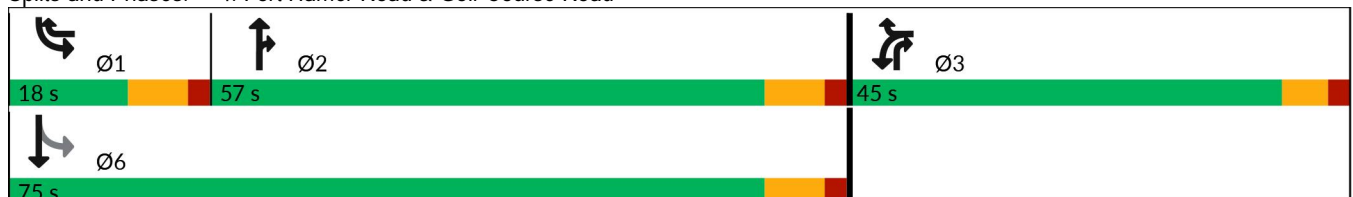


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	298	194	570	153	204	440
Future Volume (vph)	298	194	570	153	204	440
Lane Group Flow (vph)	307	200	588	158	210	454
Turn Type	Prot	pt+ov	NA	pt+ov	pm+pt	NA
Protected Phases	3	3 1	2	2 3	1	6
Permitted Phases					6	
Detector Phase	3	3 1	2	2 3	1	6
Switch Phase						
Minimum Initial (s)	5.0		10.0		7.0	10.0
Minimum Split (s)	11.0		25.3		14.3	25.3
Total Split (s)	45.0		57.0		18.0	75.0
Total Split (%)	37.5%		47.5%		15.0%	62.5%
Yellow Time (s)	4.0		5.3		5.3	5.3
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.0		7.3		7.3	7.3
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
v/c Ratio	0.77	0.28	0.65	0.13	0.50	0.37
Control Delay (s/veh)	51.7	5.6	25.7	0.7	12.7	10.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	51.7	5.6	25.7	0.7	12.7	10.5
Queue Length 50th (ft)	193	13	285	0	50	126
Queue Length 95th (ft)	288	56	486	13	105	239
Internal Link Dist (ft)	287		282			295
Turn Bay Length (ft)		250		250	285	
Base Capacity (vph)	669	756	910	1464	433	1211
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.26	0.65	0.11	0.48	0.37

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 104.5
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated

Splits and Phases: 4: Fort Hamer Road & Golf Course Road



Fort Hamer Road PD&E
4: Fort Hamer Road & Golf Course Road

2030 PM No Build
Timing Plan: P.M. Peak Hour



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	298	194	570	153	204	440
Future Volume (veh/h)	298	194	570	153	204	440
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1885	1885	1870	1870	1870	1870
Adj Flow Rate, veh/h	307	200	588	158	210	454
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	2	2	2	2
Cap, veh/h	359	435	980	1147	419	1251
Arrive On Green	0.20	0.20	0.52	0.52	0.07	0.67
Sat Flow, veh/h	1795	1598	1870	1585	1781	1870
Grp Volume(v), veh/h	307	200	588	158	210	454
Grp Sat Flow(s),veh/h/ln	1795	1598	1870	1585	1781	1870
Q Serve(g_s), s	16.7	10.5	22.1	3.1	5.2	10.7
Cycle Q Clear(g_c), s	16.7	10.5	22.1	3.1	5.2	10.7
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	359	435	980	1147	419	1251
V/C Ratio(X)	0.86	0.46	0.60	0.14	0.50	0.36
Avail Cap(c_a), veh/h	692	732	980	1147	478	1251
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.1	30.6	16.7	4.3	12.5	7.3
Incr Delay (d2), s/veh	5.9	0.8	2.7	0.3	0.9	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.2	7.2	14.1	1.5	3.3	6.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	45.0	31.4	19.4	4.5	13.4	8.1
LnGrp LOS	D	C	B	A	B	A
Approach Vol, veh/h	507		746			664
Approach Delay, s/veh	39.6		16.3			9.8
Approach LOS	D		B			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	14.6	60.4			75.0	26.2
Change Period (Y+Rc), s	7.3	7.3			7.3	6.0
Max Green Setting (Gmax), s	10.7	49.7			67.7	39.0
Max Q Clear Time (g_c+I1), s	7.2	24.1			12.7	18.7
Green Ext Time (p_c), s	0.2	4.2			2.8	1.5
Intersection Summary						
HCM 7th Control Delay, s/veh			20.2			
HCM 7th LOS			C			

Fort Hamer Road PD&E
5: Fort Hamer Road & US 301

2030 PM No Build
Timing Plan: P.M. Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	242	548	203	154	468	81	290	259	340	68	222	115
Future Volume (vph)	242	548	203	154	468	81	290	259	340	68	222	115
Lane Group Flow (vph)	247	559	207	157	478	83	296	264	347	69	227	117
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	15.0	5.0	5.0	15.0	5.0	5.0	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	12.9	25.9	13.3	12.9	25.9	13.3	13.3	26.3	12.9	13.3	26.3	12.9
Total Split (s)	25.0	40.0	28.0	32.0	47.0	19.0	28.0	49.0	32.0	19.0	40.0	25.0
Total Split (%)	17.9%	28.6%	20.0%	22.9%	33.6%	13.6%	20.0%	35.0%	22.9%	13.6%	28.6%	17.9%
Yellow Time (s)	5.1	5.1	4.8	5.1	5.1	4.8	4.8	4.8	5.1	4.8	4.8	5.1
All-Red Time (s)	2.8	2.8	3.5	2.8	2.8	3.5	3.5	3.5	2.8	3.5	3.5	2.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.9	7.9	8.3	7.9	7.9	8.3	8.3	8.3	7.9	8.3	8.3	7.9
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	None	None	Max	None
v/c Ratio	0.64	0.79	0.28	0.68	0.62	0.13	0.68	0.43	0.39	0.52	0.43	0.14
Control Delay (s/veh)	62.4	56.8	4.1	67.6	47.5	0.4	61.6	37.5	13.1	72.8	43.0	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	62.4	56.8	4.1	67.6	47.5	0.4	61.6	37.5	13.1	72.8	43.0	1.2
Queue Length 50th (ft)	99	227	0	123	185	0	119	167	104	54	151	0
Queue Length 95th (ft)	157	313	48	209	248	0	182	289	193	114	272	10
Internal Link Dist (ft)		641			873			598			636	
Turn Bay Length (ft)	565		220	750		430	500		425	450		335
Base Capacity (vph)	476	922	789	339	1101	682	549	615	986	155	523	861
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.61	0.26	0.46	0.43	0.12	0.54	0.43	0.35	0.45	0.43	0.14

Intersection Summary

Cycle Length: 140
 Actuated Cycle Length: 124.3
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated

Splits and Phases: 5: Fort Hamer Road & US 301



Fort Hamer Road PD&E
5: Fort Hamer Road & US 301

2030 PM No Build
Timing Plan: P.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	242	548	203	154	468	81	290	259	340	68	222	115
Future Volume (veh/h)	242	548	203	154	468	81	290	259	340	68	222	115
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1870	1870	1841	1841	1841	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	247	559	207	157	478	83	296	264	347	69	227	117
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, %	2	2	2	4	4	4	2	2	2	1	1	1
Cap, veh/h	316	700	481	188	744	409	369	673	740	89	570	630
Arrive On Green	0.09	0.20	0.20	0.11	0.21	0.21	0.11	0.36	0.36	0.05	0.30	0.30
Sat Flow, veh/h	3456	3554	1585	1753	3497	1560	3456	1870	1585	1795	1885	1598
Grp Volume(v), veh/h	247	559	207	157	478	83	296	264	347	69	227	117
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1753	1749	1560	1728	1870	1585	1795	1885	1598
Q Serve(g_s), s	7.9	17.0	11.8	9.9	14.1	4.7	9.5	11.9	16.9	4.3	10.8	5.4
Cycle Q Clear(g_c), s	7.9	17.0	11.8	9.9	14.1	4.7	9.5	11.9	16.9	4.3	10.8	5.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	316	700	481	188	744	409	369	673	740	89	570	630
V/C Ratio(X)	0.78	0.80	0.43	0.84	0.64	0.20	0.80	0.39	0.47	0.77	0.40	0.19
Avail Cap(c_a), veh/h	522	1009	619	374	1209	617	602	673	740	170	570	630
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.3	43.3	31.5	49.5	40.6	32.5	49.3	27.0	20.6	53.1	31.3	22.4
Incr Delay (d2), s/veh	4.2	3.0	0.6	9.3	0.9	0.2	4.1	1.7	2.1	13.3	2.1	0.7
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(95%),veh/ln	6.3	11.9	7.8	8.2	9.9	3.1	7.5	9.2	10.3	4.0	8.7	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.5	46.3	32.1	58.8	41.6	32.8	53.4	28.7	22.7	66.4	33.3	23.1
LnGrp LOS	D	D	C	E	D	C	D	C	C	E	C	C
Approach Vol, veh/h		1013			718			907			413	
Approach Delay, s/veh		45.4			44.3			34.5			36.0	
Approach LOS		D			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.9	49.0	20.0	30.2	20.4	42.5	18.3	31.9				
Change Period (Y+Rc), s	8.3	8.3	* 7.9	* 7.9	8.3	8.3	* 7.9	* 7.9				
Max Green Setting (Gmax), s	10.7	40.7	* 24	* 32	19.7	31.7	* 17	* 39				
Max Q Clear Time (g_c+I1), s	6.3	18.9	11.9	19.0	11.5	12.8	9.9	16.1				
Green Ext Time (p_c), s	0.0	2.5	0.3	3.3	0.6	1.4	0.4	3.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			40.6									
HCM 7th LOS			D									
Notes												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												

Fort Hamer Road PD&E
1: Fort Hamer Road & Rive Isle Run

2050 AM No Build
Timing Plan: A.M. Peak Hour

Intersection												
Int Delay, s/veh	7.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔	↔	↔	↔			↔	
Traffic Vol, veh/h	15	0	93	4	2	4	32	551	5	5	1480	20
Future Vol, veh/h	15	0	93	4	2	4	32	551	5	5	1480	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	340	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	10	10	10	0	0	0	4	4	4	1	1	1
Mvmt Flow	16	0	98	4	2	4	34	580	5	5	1558	21

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2227	2232	1568	2218	2239	583	1579	0	0	585	0	0
Stage 1	1579	1579	-	650	650	-	-	-	-	-	-	-
Stage 2	648	653	-	1568	1589	-	-	-	-	-	-	-
Critical Hdwy	7.2	6.6	6.3	7.1	6.5	6.2	4.14	-	-	4.11	-	-
Critical Hdwy Stg 1	6.2	5.6	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.2	5.6	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	3.5	4	3.3	2.236	-	-	2.209	-	-
Pot Cap-1 Maneuver	29	41	131	32	43	516	411	-	-	994	-	-
Stage 1	131	162	-	461	468	-	-	-	-	-	-	-
Stage 2	446	452	-	141	169	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	24	36	131	7	38	516	411	-	-	994	-	-
Mov Cap-2 Maneuver	24	36	-	7	38	-	-	-	-	-	-	-
Stage 1	126	155	-	423	430	-	-	-	-	-	-	-
Stage 2	404	415	-	34	162	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/veh	17.59	\$ 433.55	0.79	0.03
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	411	-	-	24	131	16	6	-	-
HCM Lane V/C Ratio	0.082	-	-	0.657	0.749	0.671	0.005	-	-
HCM Control Delay (s/veh)	14.5	-	-	\$ 301.8	87.9	\$ 433.6	8.6	0	-
HCM Lane LOS	B	-	-	F	F	F	A	A	-
HCM 95th %tile Q(veh)	0.3	-	-	2	4.3	1.7	0	-	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Fort Hamer Road PD&E
 2: Fort Hamer Road & Mulholland Road

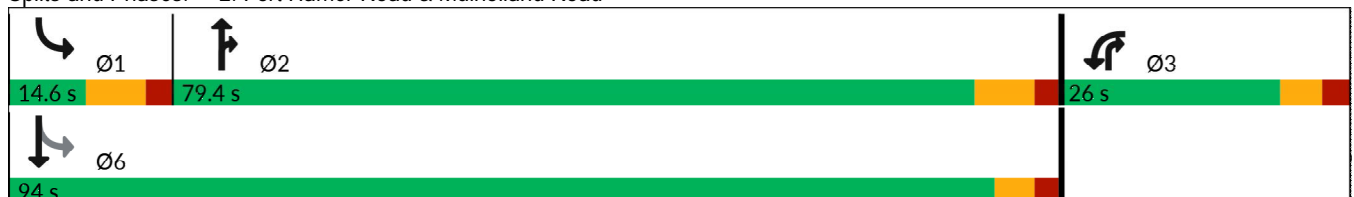
2050 AM No Build
 Timing Plan: A.M. Peak Hour

	↙	↑	↘	↙	↓
Lane Group	WBL	NBT	NBR	SBL	SBT
Lane Configurations	↘	↑	↘	↘	↑
Traffic Volume (vph)	180	598	21	17	1356
Future Volume (vph)	180	598	21	17	1356
Lane Group Flow (vph)	364	629	22	18	1427
Turn Type	Prot	NA	pt+ov	pm+pt	NA
Protected Phases	3	2	2 3	1	6
Permitted Phases				6	
Detector Phase	3	2	2 3	1	6
Switch Phase					
Minimum Initial (s)	5.0	10.0		7.0	10.0
Minimum Split (s)	24.2	25.6		14.6	23.7
Total Split (s)	26.0	79.4		14.6	94.0
Total Split (%)	21.7%	66.2%		12.2%	78.3%
Yellow Time (s)	3.7	5.4		5.4	3.5
All-Red Time (s)	2.5	2.2		2.2	2.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.2	7.6		7.6	5.7
Lead/Lag		Lag		Lead	
Lead-Lag Optimize?		Yes		Yes	
Recall Mode	None	Max		None	Max
v/c Ratio	1.19	0.51	0.02	0.04	1.03
Control Delay (s/veh)	151.4	13.0	0.8	4.9	49.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	151.4	13.0	0.8	4.9	49.8
Queue Length 50th (ft)	~317	184	0	4	~1185
Queue Length 95th (ft)	#511	391	4	10	#1447
Internal Link Dist (ft)	411	284			299
Turn Bay Length (ft)			250	285	
Base Capacity (vph)	307	1226	1439	495	1384
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.19	0.51	0.02	0.04	1.03

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 2: Fort Hamer Road & Mulholland Road



Fort Hamer Road PD&E
2: Fort Hamer Road & Mulholland Road

2050 AM No Build
Timing Plan: A.M. Peak Hour



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑	↗	↘	↑
Traffic Volume (veh/h)	180	166	598	21	17	1356
Future Volume (veh/h)	180	166	598	21	17	1356
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1841	1841	1885	1885
Adj Flow Rate, veh/h	189	175	629	22	18	1427
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	4	4	1	1
Cap, veh/h	141	131	1170	992	458	1366
Arrive On Green	0.16	0.16	0.64	0.64	0.03	0.72
Sat Flow, veh/h	871	806	1841	1560	1795	1885
Grp Volume(v), veh/h	365	0	629	22	18	1427
Grp Sat Flow(s),veh/h/ln	1682	0	1841	1560	1795	1885
Q Serve(g_s), s	19.8	0.0	23.0	0.6	0.4	88.3
Cycle Q Clear(g_c), s	19.8	0.0	23.0	0.6	0.4	88.3
Prop In Lane	0.52	0.48		1.00	1.00	
Lane Grp Cap(c), veh/h	273	0	1170	992	458	1366
V/C Ratio(X)	1.34	0.00	0.54	0.02	0.04	1.04
Avail Cap(c_a), veh/h	273	0	1170	992	514	1366
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.1	0.0	12.3	8.2	9.0	16.8
Incr Delay (d2), s/veh	174.1	0.0	1.8	0.0	0.0	37.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	32.9	0.0	13.9	0.4	0.2	55.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	225.1	0.0	14.1	8.2	9.0	53.8
LnGrp LOS	F		B	A	A	F
Approach Vol, veh/h	365		651			1445
Approach Delay, s/veh	225.1		13.9			53.2
Approach LOS	F		B			D
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	10.8	85.1			95.9	26.0
Change Period (Y+Rc), s	* 7.6	* 7.6			* 7.6	6.2
Max Green Setting (Gmax), s	* 7	* 72			* 88	19.8
Max Q Clear Time (g_c+I1), s	2.4	25.0			90.3	21.8
Green Ext Time (p_c), s	0.0	4.4			0.0	0.0

Intersection Summary

HCM 7th Control Delay, s/veh	68.3
HCM 7th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Fort Hamer Road PD&E
3: Fort Hamer Road & Old Tampa Road

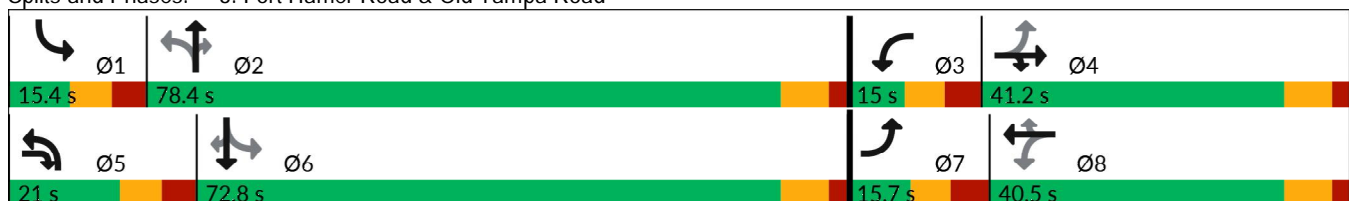
2050 AM No Build
Timing Plan: A.M. Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	180	82	651	84	23	31	158	594	60	232	773	81
Future Volume (vph)	180	82	651	84	23	31	158	594	60	232	773	81
Lane Group Flow (vph)	189	86	685	88	24	33	166	625	63	244	814	85
Turn Type	pm+pt	NA	pt+ov	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4	4 5	3	8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		6
Detector Phase	7	4	4 5	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	7.0	10.0		6.4	10.0	10.0	7.0	10.0	10.0	7.0	10.0	10.0
Minimum Split (s)	15.6	25.4		15.0	20.0	20.0	15.4	25.4	25.4	15.4	25.4	25.4
Total Split (s)	15.7	41.2		15.0	40.5	40.5	21.0	78.4	78.4	15.4	72.8	72.8
Total Split (%)	10.5%	27.5%		10.0%	27.0%	27.0%	14.0%	52.3%	52.3%	10.3%	48.5%	48.5%
Yellow Time (s)	4.5	5.4		4.5	5.4	5.4	4.5	5.4	5.4	4.5	5.4	5.4
All-Red Time (s)	4.1	2.0		4.1	2.0	2.0	3.9	2.0	2.0	3.9	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.6	7.4		8.6	7.4	7.4	8.4	7.4	7.4	8.4	7.4	7.4
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	Max	Max	None	Max	Max
v/c Ratio	0.53	0.21	1.03	0.30	0.07	0.08	0.86	0.72	0.08	0.91	1.00	0.11
Control Delay (s/veh)	49.4	48.8	79.7	43.3	46.9	0.4	74.2	37.6	0.2	62.4	74.0	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	49.4	48.8	79.7	43.3	46.9	0.4	74.2	37.6	0.2	62.4	74.0	0.3
Queue Length 50th (ft)	142	69	~623	62	19	0	113	482	0	115	~793	0
Queue Length 95th (ft)	213	120	#872	108	45	0	#249	635	0	#242	#1083	0
Internal Link Dist (ft)		480			302			415			411	
Turn Bay Length (ft)	365		235	170			360		165	300		255
Base Capacity (vph)	360	419	665	294	407	467	193	864	817	268	812	778
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.21	1.03	0.30	0.06	0.07	0.86	0.72	0.08	0.91	1.00	0.11

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 150
 Natural Cycle: 145
 Control Type: Actuated-Uncoordinated
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 3: Fort Hamer Road & Old Tampa Road



Fort Hamer Road PD&E
3: Fort Hamer Road & Old Tampa Road

2050 AM No Build
Timing Plan: A.M. Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	82	651	84	23	31	158	594	60	232	773	81
Future Volume (veh/h)	180	82	651	84	23	31	158	594	60	232	773	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1870	1870	1856	1856	1856	1841	1841	1841	1870	1870	1870
Adj Flow Rate, veh/h	189	86	685	88	24	33	166	625	63	244	814	85
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	3	3	3	4	4	4	2	2	2
Cap, veh/h	416	421	471	254	409	347	188	871	738	284	838	710
Arrive On Green	0.05	0.23	0.23	0.04	0.22	0.22	0.07	0.47	0.47	0.05	0.45	0.45
Sat Flow, veh/h	1781	1870	1585	1767	1856	1572	1753	1841	1560	1781	1870	1585
Grp Volume(v), veh/h	189	86	685	88	24	33	166	625	63	244	814	85
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1767	1856	1572	1753	1841	1560	1781	1870	1585
Q Serve(g_s), s	7.1	5.6	33.8	5.8	1.5	2.5	8.7	40.6	3.3	7.0	63.8	4.7
Cycle Q Clear(g_c), s	7.1	5.6	33.8	5.8	1.5	2.5	8.7	40.6	3.3	7.0	63.8	4.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	416	421	471	254	409	347	188	871	738	284	838	710
V/C Ratio(X)	0.45	0.20	1.45	0.35	0.06	0.10	0.88	0.72	0.09	0.86	0.97	0.12
Avail Cap(c_a), veh/h	416	421	471	254	409	347	209	871	738	284	838	710
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.9	47.2	52.7	42.9	46.1	46.5	40.0	31.5	21.7	41.4	40.4	24.1
Incr Delay (d2), s/veh	0.8	0.2	216.1	0.8	0.1	0.1	30.9	5.0	0.2	22.3	24.8	0.3
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(95%),veh/ln	4.4	4.7	67.8	4.6	1.3	1.8	8.9	25.7	2.3	11.8	43.3	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	46.7	47.4	268.8	43.7	46.2	46.6	70.9	36.5	21.9	63.7	65.2	24.5
LnGrp LOS	D	D	F	D	D	D	E	D	C	E	E	C
Approach Vol, veh/h		960			145			854			1143	
Approach Delay, s/veh		205.3			44.8			42.1			61.9	
Approach LOS		F			D			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.4	78.4	15.0	41.2	19.2	74.6	15.7	40.5				
Change Period (Y+Rc), s	8.4	7.4	8.6	7.4	8.4	7.4	8.6	7.4				
Max Green Setting (Gmax), s	7.0	71.0	6.4	33.8	12.6	65.4	7.1	33.1				
Max Q Clear Time (g_c+I1), s	9.0	42.6	7.8	35.8	10.7	65.8	9.1	4.5				
Green Ext Time (p_c), s	0.0	4.3	0.0	0.0	0.1	0.0	0.0	0.2				

Intersection Summary

HCM 7th Control Delay, s/veh	100.0
HCM 7th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

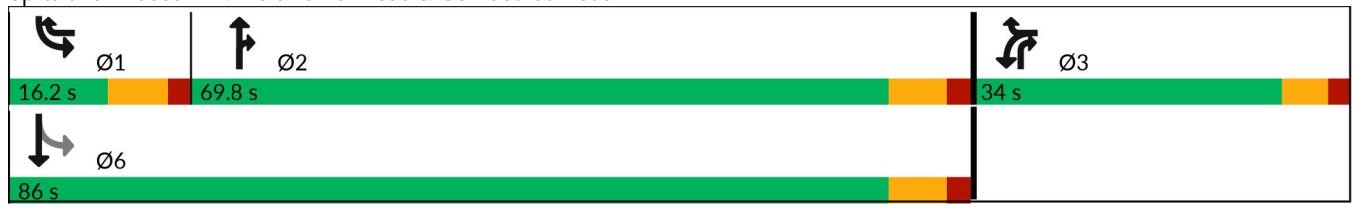
Fort Hamer Road PD&E
4: Fort Hamer Road & Golf Course Road

2050 AM No Build
Timing Plan: A.M. Peak Hour

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	340	243	657	104	153	1004
Future Volume (vph)	340	243	657	104	153	1004
Lane Group Flow (vph)	358	256	692	109	161	1057
Turn Type	Prot	pt+ov	NA	pt+ov	pm+pt	NA
Protected Phases	3	3 1	2	2 3	1	6
Permitted Phases					6	
Detector Phase	3	3 1	2	2 3	1	6
Switch Phase						
Minimum Initial (s)	5.0		10.0		7.0	10.0
Minimum Split (s)	11.0		25.3		14.3	25.3
Total Split (s)	34.0		69.8		16.2	86.0
Total Split (%)	28.3%		58.2%		13.5%	71.7%
Yellow Time (s)	4.0		5.3		5.3	5.3
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.0		7.3		7.3	7.3
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
v/c Ratio	0.91	0.38	0.70	0.08	0.47	0.87
Control Delay (s/veh)	73.2	9.3	26.0	0.6	12.4	26.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	73.2	9.3	26.0	0.6	12.4	26.3
Queue Length 50th (ft)	269	33	394	0	44	615
Queue Length 95th (ft)	#436	96	543	9	71	#928
Internal Link Dist (ft)	287		282			295
Turn Bay Length (ft)		250		250	285	
Base Capacity (vph)	413	675	988	1313	348	1212
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.87	0.38	0.70	0.08	0.46	0.87

Intersection Summary
 Cycle Length: 120
 Actuated Cycle Length: 118.7
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 4: Fort Hamer Road & Golf Course Road



Fort Hamer Road PD&E
 4: Fort Hamer Road & Golf Course Road

2050 AM No Build
 Timing Plan: A.M. Peak Hour



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	340	243	657	104	153	1004
Future Volume (veh/h)	340	243	657	104	153	1004
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1856	1870	1870	1841	1841
Adj Flow Rate, veh/h	358	256	692	109	161	1057
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	2	2	4	4
Cap, veh/h	389	439	1021	1215	351	1228
Arrive On Green	0.22	0.22	0.55	0.55	0.06	0.67
Sat Flow, veh/h	1767	1572	1870	1585	1753	1841
Grp Volume(v), veh/h	358	256	692	109	161	1057
Grp Sat Flow(s),veh/h/ln	1767	1572	1870	1585	1753	1841
Q Serve(g_s), s	23.4	16.5	31.5	2.0	4.5	53.0
Cycle Q Clear(g_c), s	23.4	16.5	31.5	2.0	4.5	53.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	389	439	1021	1215	351	1228
V/C Ratio(X)	0.92	0.58	0.68	0.09	0.46	0.86
Avail Cap(c_a), veh/h	419	466	1021	1215	380	1228
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.0	36.6	19.3	3.5	15.5	15.4
Incr Delay (d2), s/veh	24.4	1.7	3.6	0.1	0.9	8.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	18.4	10.6	19.5	1.0	3.0	28.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	69.3	38.3	22.9	3.6	16.5	23.4
LnGrp LOS	E	D	C	A	B	C
Approach Vol, veh/h	614		801			1218
Approach Delay, s/veh	56.4		20.3			22.5
Approach LOS	E		C			C
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	14.3	71.7			86.0	32.0
Change Period (Y+Rc), s	7.3	7.3			7.3	6.0
Max Green Setting (Gmax), s	8.9	62.5			78.7	28.0
Max Q Clear Time (g_c+I1), s	6.5	33.5			55.0	25.4
Green Ext Time (p_c), s	0.1	5.1			8.8	0.6
Intersection Summary						
HCM 7th Control Delay, s/veh			29.7			
HCM 7th LOS			C			

Fort Hamer Road PD&E
5: Fort Hamer Road & US 301

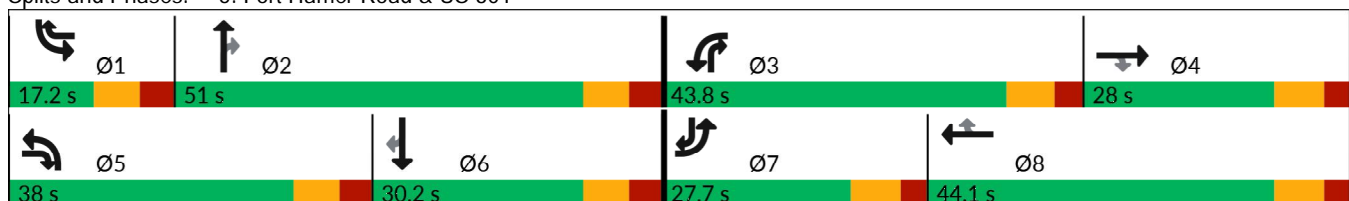
2050 AM No Build
Timing Plan: A.M. Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	346	437	393	428	579	181	422	496	493	111	313	213
Future Volume (vph)	346	437	393	428	579	181	422	496	493	111	313	213
Lane Group Flow (vph)	364	460	414	451	609	191	444	522	519	117	329	224
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	15.0	5.0	5.0	15.0	5.0	5.0	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	12.9	25.9	13.3	12.9	25.9	13.3	13.3	26.3	12.9	13.3	26.3	12.9
Total Split (s)	27.7	28.0	38.0	43.8	44.1	17.2	38.0	51.0	43.8	17.2	30.2	27.7
Total Split (%)	19.8%	20.0%	27.1%	31.3%	31.5%	12.3%	27.1%	36.4%	31.3%	12.3%	21.6%	19.8%
Yellow Time (s)	5.1	5.1	4.8	5.1	5.1	4.8	4.8	4.8	5.1	4.8	4.8	5.1
All-Red Time (s)	2.8	2.8	3.5	2.8	2.8	3.5	3.5	3.5	2.8	3.5	3.5	2.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.9	7.9	8.3	7.9	7.9	8.3	8.3	8.3	7.9	8.3	8.3	7.9
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	None	None	Max	None
v/c Ratio	0.81	0.93	0.61	1.02	0.66	0.27	0.76	0.93	0.51	1.05	0.90	0.30
Control Delay (s/veh)	73.9	84.8	24.4	99.7	50.2	6.9	64.0	71.1	13.5	161.5	82.9	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	73.9	84.8	24.4	99.7	50.2	6.9	64.0	71.1	13.5	161.5	82.9	4.4
Queue Length 50th (ft)	167	221	184	-436	264	13	200	461	197	-116	297	0
Queue Length 95th (ft)	223	#324	280	#651	333	65	248	#682	288	#246	#544	52
Internal Link Dist (ft)		641			873			598			636	
Turn Bay Length (ft)	565		220	750		430	500		425	450		335
Base Capacity (vph)	476	498	736	440	916	697	721	562	1012	111	364	762
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.92	0.56	1.03	0.66	0.27	0.62	0.93	0.51	1.05	0.90	0.29

Intersection Summary

Cycle Length: 140
 Actuated Cycle Length: 139.9
 Natural Cycle: 130
 Control Type: Actuated-Uncoordinated
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 5: Fort Hamer Road & US 301



Fort Hamer Road PD&E
5: Fort Hamer Road & US 301

2050 AM No Build
Timing Plan: A.M. Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗↘	↗↗	↗	↘	↗↗	↗	↗↘	↗	↗	↘	↗	↗
Traffic Volume (veh/h)	346	437	393	428	579	181	422	496	493	111	313	213
Future Volume (veh/h)	346	437	393	428	579	181	422	496	493	111	313	213
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1841	1841	1841	1826	1826	1826	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	364	460	414	451	609	191	444	522	519	117	329	224
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	5	5	5	3	3	3	3	3	3
Cap, veh/h	416	502	456	446	963	528	511	566	883	112	407	538
Arrive On Green	0.12	0.14	0.14	0.26	0.28	0.28	0.15	0.31	0.31	0.06	0.22	0.22
Sat Flow, veh/h	3401	3497	1560	1739	3469	1547	3428	1856	1572	1767	1856	1572
Grp Volume(v), veh/h	364	460	414	451	609	191	444	522	519	117	329	224
Grp Sat Flow(s),veh/h/ln	1700	1749	1560	1739	1735	1547	1714	1856	1572	1767	1856	1572
Q Serve(g_s), s	14.7	18.2	20.1	35.9	21.5	13.0	17.7	38.1	30.2	8.9	23.5	15.3
Cycle Q Clear(g_c), s	14.7	18.2	20.1	35.9	21.5	13.0	17.7	38.1	30.2	8.9	23.5	15.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	416	502	456	446	963	528	511	566	883	112	407	538
V/C Ratio(X)	0.88	0.92	0.91	1.01	0.63	0.36	0.87	0.92	0.59	1.04	0.81	0.42
Avail Cap(c_a), veh/h	481	502	456	446	963	528	727	566	883	112	407	538
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.4	59.1	47.7	52.0	44.3	34.7	58.2	47.0	20.1	65.5	51.8	35.4
Incr Delay (d2), s/veh	14.8	21.6	21.6	45.5	1.3	0.4	8.0	22.8	2.9	96.5	15.7	2.4
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(95%),veh/ln	11.4	14.3	22.7	28.4	14.1	8.4	12.8	28.1	16.4	11.4	18.3	10.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	75.2	80.7	69.3	97.6	45.6	35.1	66.2	69.9	23.0	162.0	67.5	37.7
LnGrp LOS	E	F	E	F	D	D	E	E	C	F	E	D
Approach Vol, veh/h		1238			1251			1485			670	
Approach Delay, s/veh		75.3			62.7			52.4			74.1	
Approach LOS		E			E			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.2	51.0	43.8	28.0	29.2	39.0	25.0	46.8				
Change Period (Y+Rc), s	8.3	8.3	* 7.9	* 7.9	8.3	8.3	* 7.9	* 7.9				
Max Green Setting (Gmax), s	8.9	42.7	* 36	* 20	29.7	21.9	* 20	* 36				
Max Q Clear Time (g_c+I1), s	10.9	40.1	37.9	22.1	19.7	25.5	16.7	23.5				
Green Ext Time (p_c), s	0.0	1.3	0.0	0.0	1.1	0.0	0.4	3.5				

Intersection Summary

HCM 7th Control Delay, s/veh	64.4
HCM 7th LOS	E

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Fort Hamer Road PD&E
1: Fort Hamer Road & Rive Isle Run

2050 PM No Build
Timing Plan: P.M. Peak Hour

Intersection												
Int Delay, s/veh	53.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↗		↔		↗	↖			↔	
Traffic Vol, veh/h	54	0	114	4	2	4	86	1459	5	10	842	21
Future Vol, veh/h	54	0	114	4	2	4	86	1459	5	10	842	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	340	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	0	0	0	1	1	1	2	2	2
Mvmt Flow	57	0	120	4	2	4	91	1536	5	11	886	22

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2636	2641	897	2627	2649	1538	908	0	0	1541	0	0
Stage 1	918	918	-	1719	1719	-	-	-	-	-	-	-
Stage 2	1718	1722	-	907	929	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.1	6.5	6.2	4.11	-	-	4.12	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.5	4	3.3	2.209	-	-	2.218	-	-
Pot Cap-1 Maneuver	~ 15	23	337	16	23	144	754	-	-	431	-	-
Stage 1	324	349	-	115	146	-	-	-	-	-	-	-
Stage 2	113	143	-	333	349	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 11	19	337	9	20	144	754	-	-	431	-	-
Mov Cap-2 Maneuver	~ 11	19	-	9	20	-	-	-	-	-	-	-
Stage 1	308	332	-	101	128	-	-	-	-	-	-	-
Stage 2	95	126	-	204	332	-	-	-	-	-	-	-











Approach	EB		WB		NB		SB	
HCM Control Delay, s/veh	\$ 804.8		\$ 393.66		0.58		0.16	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	754	-	-	11	337	17	21	-	-
HCM Lane V/C Ratio	0.12	-	-	5.005	0.356	0.625	0.024	-	-
HCM Control Delay (s/veh)	10.4	-	-	\$ 2458.5	21.5	\$ 393.7	13.6	0	-
HCM Lane LOS	B	-	-	F	C	F	B	A	-
HCM 95th %tile Q(veh)	0.4	-	-	8.3	1.6	1.6	0.1	-	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Fort Hamer Road PD&E
 2: Fort Hamer Road & Mulholland Road

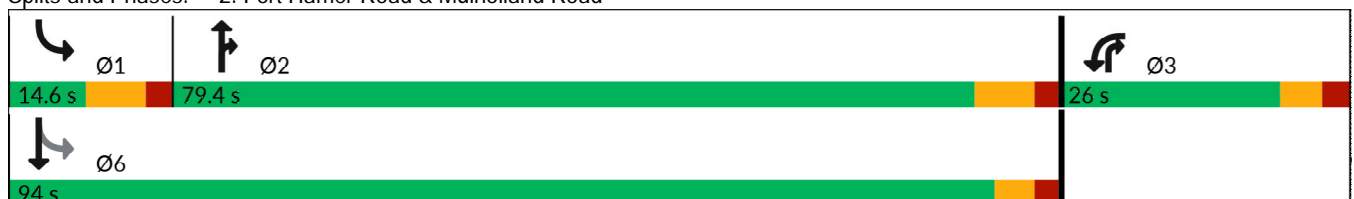
2050 PM No Build
 Timing Plan: P.M. Peak Hour

					
Lane Group	WBL	NBT	NBR	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	73	1490	152	101	839
Future Volume (vph)	73	1490	152	101	839
Lane Group Flow (vph)	150	1536	157	104	865
Turn Type	Prot	NA	pt+ov	pm+pt	NA
Protected Phases	3	2	2 3	1	6
Permitted Phases				6	
Detector Phase	3	2	2 3	1	6
Switch Phase					
Minimum Initial (s)	5.0	10.0		7.0	10.0
Minimum Split (s)	24.2	25.6		14.6	23.7
Total Split (s)	26.0	79.4		14.6	94.0
Total Split (%)	21.7%	66.2%		12.2%	78.3%
Yellow Time (s)	3.7	5.4		5.4	3.5
All-Red Time (s)	2.5	2.2		2.2	2.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.2	7.6		7.6	5.7
Lead/Lag		Lag		Lead	
Lead-Lag Optimize?		Yes		Yes	
Recall Mode	None	Max		None	Max
v/c Ratio	0.67	1.29	0.12	0.60	0.60
Control Delay (s/veh)	50.7	158.3	0.5	32.7	7.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	50.7	158.3	0.5	32.7	7.8
Queue Length 50th (ft)	80	~1428	0	24	214
Queue Length 95th (ft)	149	#1831	10	#102	399
Internal Link Dist (ft)	411	284			299
Turn Bay Length (ft)			250	285	
Base Capacity (vph)	321	1194	1401	172	1452
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.47	1.29	0.11	0.60	0.60

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 113.9
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 2: Fort Hamer Road & Mulholland Road



Fort Hamer Road PD&E
2: Fort Hamer Road & Mulholland Road

2050 PM No Build
Timing Plan: P.M. Peak Hour



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T	T	T	T
Traffic Volume (veh/h)	73	73	1490	152	101	839
Future Volume (veh/h)	73	73	1490	152	101	839
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1856	1885	1885	1870	1870
Adj Flow Rate, veh/h	75	75	1536	157	104	865
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	1	1	2	2
Cap, veh/h	89	89	1219	1033	168	1444
Arrive On Green	0.11	0.11	0.65	0.65	0.06	0.77
Sat Flow, veh/h	827	827	1885	1598	1781	1870
Grp Volume(v), veh/h	151	0	1536	157	104	865
Grp Sat Flow(s),veh/h/ln	1665	0	1885	1598	1781	1870
Q Serve(g_s), s	10.2	0.0	74.0	4.4	2.4	22.5
Cycle Q Clear(g_c), s	10.2	0.0	74.0	4.4	2.4	22.5
Prop In Lane	0.50	0.50		1.00	1.00	
Lane Grp Cap(c), veh/h	179	0	1219	1033	168	1444
V/C Ratio(X)	0.84	0.00	1.26	0.15	0.62	0.60
Avail Cap(c_a), veh/h	288	0	1219	1033	172	1444
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.1	0.0	20.2	7.9	31.9	5.5
Incr Delay (d2), s/veh	11.7	0.0	123.9	0.3	6.4	1.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.4	0.0	98.2	2.6	3.8	10.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	61.8	0.0	144.2	8.2	38.3	7.4
LnGrp LOS	E		F	A	D	A
Approach Vol, veh/h	151		1693			969
Approach Delay, s/veh	61.8		131.6			10.7
Approach LOS	E		F			B
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	14.3	81.6			95.9	18.5
Change Period (Y+Rc), s	* 7.6	* 7.6			* 7.6	6.2
Max Green Setting (Gmax), s	* 7	* 72			* 88	19.8
Max Q Clear Time (g_c+I1), s	4.4	76.0			24.5	12.2
Green Ext Time (p_c), s	0.0	0.0			7.3	0.2

Intersection Summary						
HCM 7th Control Delay, s/veh			86.2			
HCM 7th LOS			F			

Notes
User approved volume balancing among the lanes for turning movement.
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Fort Hamer Road PD&E
3: Fort Hamer Road & Old Tampa Road

2050 PM No Build
Timing Plan: P.M. Peak Hour

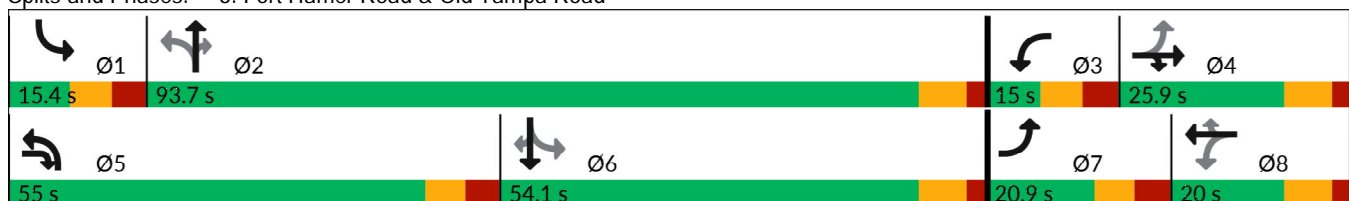


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	175	142	401	89	31	45	627	831	129	63	525	87
Future Volume (vph)	175	142	401	89	31	45	627	831	129	63	525	87
Lane Group Flow (vph)	180	146	413	92	32	46	646	857	133	65	541	90
Turn Type	pm+pt	NA	pt+ov	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4	4 5	3	8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		6
Detector Phase	7	4	4 5	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	7.0	10.0		6.4	10.0	10.0	7.0	10.0	10.0	7.0	10.0	10.0
Minimum Split (s)	15.6	25.4		15.0	20.0	20.0	15.4	25.4	25.4	15.4	25.4	25.4
Total Split (s)	20.9	25.9		15.0	20.0	20.0	55.0	93.7	93.7	15.4	54.1	54.1
Total Split (%)	13.9%	17.3%		10.0%	13.3%	13.3%	36.7%	62.5%	62.5%	10.3%	36.1%	36.1%
Yellow Time (s)	4.5	5.4		4.5	5.4	5.4	4.5	5.4	5.4	4.5	5.4	5.4
All-Red Time (s)	4.1	2.0		4.1	2.0	2.0	3.9	2.0	2.0	3.9	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.6	7.4		8.6	7.4	7.4	8.4	7.4	7.4	8.4	7.4	7.4
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	Max	Max	None	Max	Max
v/c Ratio	0.72	0.67	0.50	0.61	0.21	0.14	1.04	0.76	0.13	0.27	0.94	0.14
Control Delay (s/veh)	69.7	78.6	19.0	71.2	67.9	0.9	87.9	28.9	1.4	20.4	74.7	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	69.7	78.6	19.0	71.2	67.9	0.9	87.9	28.9	1.4	20.4	74.7	0.5
Queue Length 50th (ft)	156	138	178	75	30	0	-621	632	0	20	517	0
Queue Length 95th (ft)	#272	217	274	129	66	0	#868	827	19	38	#746	0
Internal Link Dist (ft)		480			302			415			411	
Turn Bay Length (ft)	365		235	170			360		165	300		255
Base Capacity (vph)	249	228	825	151	157	332	619	1128	1021	241	577	639
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.64	0.50	0.61	0.20	0.14	1.04	0.76	0.13	0.27	0.94	0.14

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 149.2
 Natural Cycle: 145
 Control Type: Actuated-Uncoordinated
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 3: Fort Hamer Road & Old Tampa Road



Fort Hamer Road PD&E
3: Fort Hamer Road & Old Tampa Road

2050 PM No Build
Timing Plan: P.M. Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	142	401	89	31	45	627	831	129	63	525	87
Future Volume (veh/h)	175	142	401	89	31	45	627	831	129	63	525	87
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1856	1856	1856	1870	1870	1870	1885	1885	1885	1856	1856	1856
Adj Flow Rate, veh/h	180	146	413	92	32	46	646	857	133	65	541	90
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	2	2	2	1	1	1	3	3	3
Cap, veh/h	282	229	682	165	157	133	628	1090	924	253	578	490
Arrive On Green	0.08	0.12	0.12	0.04	0.08	0.08	0.31	0.58	0.58	0.04	0.31	0.31
Sat Flow, veh/h	1767	1856	1572	1781	1870	1585	1795	1885	1598	1767	1856	1572
Grp Volume(v), veh/h	180	146	413	92	32	46	646	857	133	65	541	90
Grp Sat Flow(s),veh/h/ln	1767	1856	1572	1781	1870	1585	1795	1885	1598	1767	1856	1572
Q Serve(g_s), s	12.3	11.2	18.5	6.4	2.4	4.1	46.6	52.7	5.7	3.7	42.5	6.3
Cycle Q Clear(g_c), s	12.3	11.2	18.5	6.4	2.4	4.1	46.6	52.7	5.7	3.7	42.5	6.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	282	229	682	165	157	133	628	1090	924	253	578	490
V/C Ratio(X)	0.64	0.64	0.61	0.56	0.20	0.35	1.03	0.79	0.14	0.26	0.94	0.18
Avail Cap(c_a), veh/h	282	229	682	165	157	133	628	1090	924	259	578	490
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.5	62.6	32.6	61.0	64.0	64.8	42.9	24.4	14.5	33.0	50.2	37.7
Incr Delay (d2), s/veh	4.7	5.8	1.5	4.1	0.6	1.5	43.4	5.7	0.3	0.5	24.7	0.8
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(95%),veh/ln	11.0	9.5	17.1	6.3	2.1	3.1	40.1	31.7	3.8	2.9	31.0	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	63.2	68.4	34.1	65.1	64.7	66.3	86.3	30.2	14.9	33.5	74.9	38.6
LnGrp LOS	E	E	C	E	E	E	F	C	B	C	E	D
Approach Vol, veh/h		739			170			1636			696	
Approach Delay, s/veh		48.0			65.4			51.1			66.3	
Approach LOS		D			E			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.9	94.2	15.0	25.9	55.0	54.1	20.9	20.0				
Change Period (Y+Rc), s	8.4	7.4	8.6	7.4	8.4	7.4	8.6	7.4				
Max Green Setting (Gmax), s	7.0	86.3	6.4	18.5	46.6	46.7	12.3	12.6				
Max Q Clear Time (g_c+I1), s	5.7	54.7	8.4	20.5	48.6	44.5	14.3	6.1				
Green Ext Time (p_c), s	0.0	7.2	0.0	0.0	0.0	0.8	0.0	0.1				

Intersection Summary

HCM 7th Control Delay, s/veh	54.4
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

Fort Hamer Road PD&E
4: Fort Hamer Road & Golf Course Road

2050 PM No Build
Timing Plan: P.M. Peak Hour

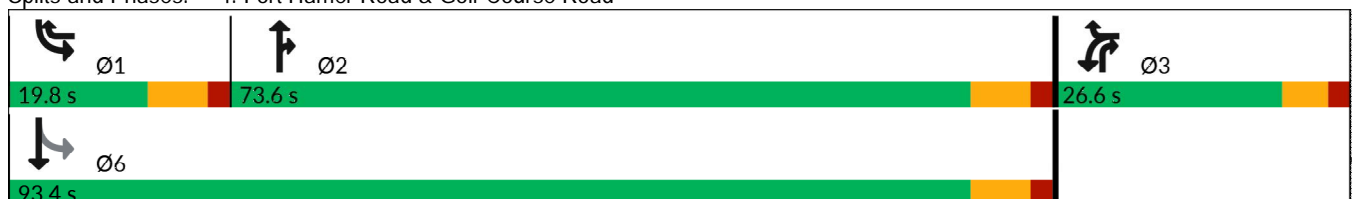


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	338	220	1067	179	253	855
Future Volume (vph)	338	220	1067	179	253	855
Lane Group Flow (vph)	348	227	1100	185	261	881
Turn Type	Prot	pt+ov	NA	pt+ov	pm+pt	NA
Protected Phases	3	3 1	2	2 3	1	6
Permitted Phases					6	
Detector Phase	3	3 1	2	2 3	1	6
Switch Phase						
Minimum Initial (s)	5.0		10.0		7.0	10.0
Minimum Split (s)	11.0		25.3		14.3	25.3
Total Split (s)	26.6		73.6		19.8	93.4
Total Split (%)	22.2%		61.3%		16.5%	77.8%
Yellow Time (s)	4.0		5.3		5.3	5.3
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.0		7.3		7.3	7.3
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
v/c Ratio	1.14	0.39	1.07	0.15	1.06	0.66
Control Delay (s/veh)	138.8	21.8	75.8	2.0	108.4	12.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	138.8	21.8	75.8	2.0	108.4	12.1
Queue Length 50th (ft)	~314	86	~943	15	~171	325
Queue Length 95th (ft)	#501	157	#1200	31	#343	450
Internal Link Dist (ft)	287		282			295
Turn Bay Length (ft)		250		250	285	
Base Capacity (vph)	306	589	1029	1245	246	1336
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.14	0.39	1.07	0.15	1.06	0.66

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 4: Fort Hamer Road & Golf Course Road



Fort Hamer Road PD&E
4: Fort Hamer Road & Golf Course Road

2050 PM No Build
Timing Plan: P.M. Peak Hour



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	338	220	1067	179	253	855
Future Volume (veh/h)	338	220	1067	179	253	855
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1885	1885	1870	1870	1870	1870
Adj Flow Rate, veh/h	348	227	1100	185	261	881
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	2	2	2	2
Cap, veh/h	308	441	1033	1148	246	1342
Arrive On Green	0.17	0.17	0.55	0.55	0.10	0.72
Sat Flow, veh/h	1795	1598	1870	1585	1781	1870
Grp Volume(v), veh/h	348	227	1100	185	261	881
Grp Sat Flow(s),veh/h/ln	1795	1598	1870	1585	1781	1870
Q Serve(g_s), s	20.6	14.4	66.3	4.4	12.5	30.2
Cycle Q Clear(g_c), s	20.6	14.4	66.3	4.4	12.5	30.2
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	308	441	1033	1148	246	1342
V/C Ratio(X)	1.13	0.52	1.06	0.16	1.06	0.66
Avail Cap(c_a), veh/h	308	441	1033	1148	246	1342
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.7	36.7	26.9	5.2	42.6	9.1
Incr Delay (d2), s/veh	90.8	1.0	46.8	0.3	75.0	2.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	25.0	9.5	52.7	2.4	14.1	16.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	140.5	37.7	73.7	5.5	117.7	11.6
LnGrp LOS	F	D	F	A	F	B
Approach Vol, veh/h	575		1285			1142
Approach Delay, s/veh	99.9		63.9			35.8
Approach LOS	F		E			D
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	19.8	73.6			93.4	26.6
Change Period (Y+Rc), s	7.3	7.3			7.3	6.0
Max Green Setting (Gmax), s	12.5	66.3			86.1	20.6
Max Q Clear Time (g_c+I1), s	14.5	68.3			32.2	22.6
Green Ext Time (p_c), s	0.0	0.0			7.5	0.0
Intersection Summary						
HCM 7th Control Delay, s/veh			60.1			
HCM 7th LOS			E			

Fort Hamer Road PD&E
5: Fort Hamer Road & US 301

2050 PM No Build
Timing Plan: P.M. Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	341	687	401	343	592	184	445	293	583	80	286	153
Future Volume (vph)	341	687	401	343	592	184	445	293	583	80	286	153
Lane Group Flow (vph)	348	701	409	350	604	188	454	299	595	82	292	156
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	15.0	5.0	5.0	15.0	5.0	5.0	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	12.9	25.9	13.3	12.9	25.9	13.3	13.3	26.3	12.9	13.3	26.3	12.9
Total Split (s)	29.3	38.0	29.0	39.0	47.7	18.0	29.0	45.0	39.0	18.0	34.0	29.3
Total Split (%)	20.9%	27.1%	20.7%	27.9%	34.1%	12.9%	20.7%	32.1%	27.9%	12.9%	24.3%	20.9%
Yellow Time (s)	5.1	5.1	4.8	5.1	5.1	4.8	4.8	4.8	5.1	4.8	4.8	5.1
All-Red Time (s)	2.8	2.8	3.5	2.8	2.8	3.5	3.5	3.5	2.8	3.5	3.5	2.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.9	7.9	8.3	7.9	7.9	8.3	8.3	8.3	7.9	8.3	8.3	7.9
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	None	None	Max	None
v/c Ratio	0.75	0.93	0.54	0.93	0.59	0.25	0.90	0.60	0.65	0.69	0.83	0.21
Control Delay (s/veh)	68.0	73.3	20.3	85.0	44.7	5.9	79.7	50.5	22.2	91.4	74.3	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	68.0	73.3	20.3	85.0	44.7	5.9	79.7	50.5	22.2	91.4	74.3	0.9
Queue Length 50th (ft)	158	332	163	313	246	11	212	241	310	74	260	0
Queue Length 95th (ft)	210	#446	267	#495	316	59	#307	343	445	#151	#414	3
Internal Link Dist (ft)		641			873			598			636	
Turn Bay Length (ft)	565		220	750		430	500		425	450		335
Base Capacity (vph)	535	776	761	393	1036	752	517	498	923	126	353	782
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.90	0.54	0.89	0.58	0.25	0.88	0.60	0.64	0.65	0.83	0.20

Intersection Summary

Cycle Length: 140

Actuated Cycle Length: 137.4

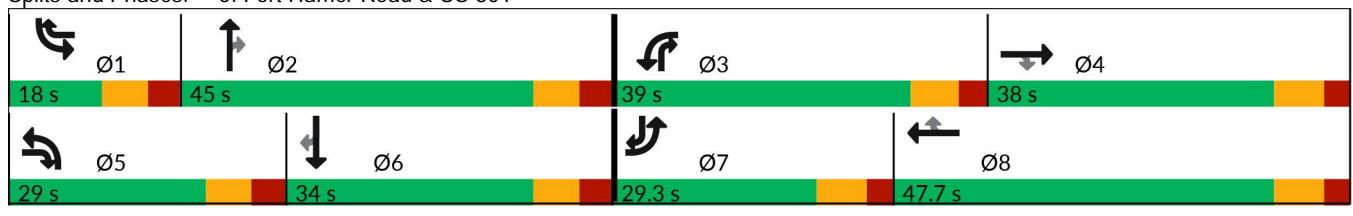
Natural Cycle: 110

Control Type: Actuated-Uncoordinated

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

Queue shown is maximum after two cycles.

Splits and Phases: 5: Fort Hamer Road & US 301



Fort Hamer Road PD&E
5: Fort Hamer Road & US 301

2050 PM No Build
Timing Plan: P.M. Peak Hour

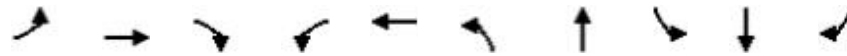


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↕	↖	↗	↕	↖	↖↗	↕	↖	↗	↖	↗
Traffic Volume (veh/h)	341	687	401	343	592	184	445	293	583	80	286	153
Future Volume (veh/h)	341	687	401	343	592	184	445	293	583	80	286	153
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	1870	1870	1841	1841	1841	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	348	701	409	350	604	188	454	299	595	82	292	156
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, %	2	2	2	4	4	4	2	2	2	1	1	1
Cap, veh/h	407	779	577	373	1098	579	502	515	773	103	353	487
Arrive On Green	0.12	0.22	0.22	0.21	0.31	0.31	0.15	0.28	0.28	0.06	0.19	0.19
Sat Flow, veh/h	3456	3554	1585	1753	3497	1560	3456	1870	1585	1795	1885	1598
Grp Volume(v), veh/h	348	701	409	350	604	188	454	299	595	82	292	156
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1753	1749	1560	1728	1870	1585	1795	1885	1598
Q Serve(g_s), s	13.6	26.4	30.1	27.0	19.7	11.8	17.8	18.9	37.8	6.2	20.5	10.3
Cycle Q Clear(g_c), s	13.6	26.4	30.1	27.0	19.7	11.8	17.8	18.9	37.8	6.2	20.5	10.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	407	779	577	373	1098	579	502	515	773	103	353	487
V/C Ratio(X)	0.86	0.90	0.71	0.94	0.55	0.32	0.90	0.58	0.77	0.80	0.83	0.32
Avail Cap(c_a), veh/h	538	779	577	397	1098	579	521	515	773	127	353	487
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.4	52.2	37.4	53.2	39.1	30.9	57.8	43.0	28.8	64.0	53.7	36.8
Incr Delay (d2), s/veh	10.1	13.5	4.0	29.2	0.6	0.3	18.9	4.7	7.3	24.4	19.6	1.7
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(95%),veh/ln	10.5	18.7	17.6	20.7	13.0	7.8	13.8	14.2	23.3	6.3	16.9	7.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	69.5	65.7	41.4	82.4	39.6	31.2	76.7	47.7	36.1	88.4	73.3	38.5
LnGrp LOS	E	E	D	F	D	C	E	D	D	F	E	D
Approach Vol, veh/h		1458			1142			1348			530	
Approach Delay, s/veh		59.8			51.4			52.3			65.4	
Approach LOS		E			D			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.2	46.1	37.1	38.0	28.2	34.0	24.1	51.0				
Change Period (Y+Rc), s	8.3	8.3	* 7.9	* 7.9	8.3	8.3	* 7.9	* 7.9				
Max Green Setting (Gmax), s	9.7	36.7	* 31	* 30	20.7	25.7	* 21	* 40				
Max Q Clear Time (g_c+I1), s	8.2	39.8	29.0	32.1	19.8	22.5	15.6	21.7				
Green Ext Time (p_c), s	0.0	0.0	0.2	0.0	0.2	0.7	0.6	4.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			56.1									
HCM 7th LOS			E									
Notes												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												

Appendix F – Build Alternative Intersection Analysis Worksheets

Fort Hamer Road PD&E
1: Fort Hamer Road & Rive Isle Run

2030 AM Build
Timing Plan: A.M. Peak Hour

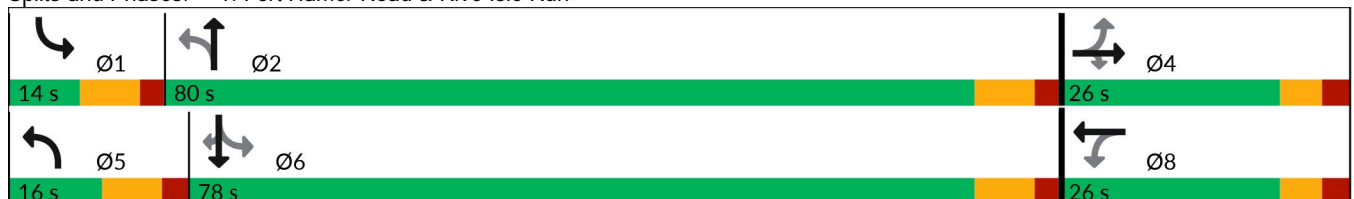


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations		↔	↔		↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	10	0	92	1	1	18	745	1	1276	15
Future Volume (vph)	10	0	92	1	1	18	745	1	1276	15
Lane Group Flow (vph)	0	11	100	0	3	20	811	1	1387	16
Turn Type	Perm	NA	Perm	Perm	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases		4			8	5	2	1	6	
Permitted Phases	4		4	8		2		6		6
Detector Phase	4	4	4	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	7.0	10.0	5.0	10.0	10.0
Minimum Split (s)	24.2	24.2	24.2	24.2	24.2	14.6	25.6	12.6	25.6	25.6
Total Split (s)	26.0	26.0	26.0	26.0	26.0	16.0	80.0	14.0	78.0	78.0
Total Split (%)	21.7%	21.7%	21.7%	21.7%	21.7%	13.3%	66.7%	11.7%	65.0%	65.0%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	5.4	5.4	5.4	5.4	5.4
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.2	2.2	2.2	2.2	2.2
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.2	6.2		6.2	7.6	7.6	7.6	7.6	7.6
Lead/Lag						Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	None	Min	Min
v/c Ratio		0.08	0.39		0.02	0.06	0.33	0.00	0.58	0.01
Control Delay (s/veh)		33.4	11.5		30.0	3.7	5.9	4.0	10.4	0.0
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		33.4	11.5		30.0	3.7	5.9	4.0	10.4	0.0
Queue Length 50th (ft)		3	0		1	2	53	0	114	0
Queue Length 95th (ft)		22	40		9	8	156	1	342	0
Internal Link Dist (ft)		151			133		432		308	
Turn Bay Length (ft)						340		250		
Base Capacity (vph)		452	574		548	385	3310	559	3373	1515
Starvation Cap Reductn		0	0		0	0	0	0	0	0
Spillback Cap Reductn		0	0		0	0	0	0	0	0
Storage Cap Reductn		0	0		0	0	0	0	0	0
Reduced v/c Ratio		0.02	0.17		0.01	0.05	0.25	0.00	0.41	0.01

Intersection Summary

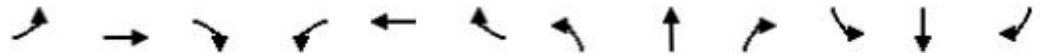
Cycle Length: 120
Actuated Cycle Length: 62.6
Natural Cycle: 80
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Fort Hamer Road & Rive Isle Run



Fort Hamer Road PD&E
1: Fort Hamer Road & Rive Isle Run

2030 AM Build
Timing Plan: A.M. Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	7		4		7	7		7	7	7
Traffic Volume (veh/h)	10	0	92	1	1	1	18	745	1	1	1276	15
Future Volume (veh/h)	10	0	92	1	1	1	18	745	1	1	1276	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1752	1752	1752	1900	1900	1900	1841	1841	1841	1885	1885	1885
Adj Flow Rate, veh/h	11	0	100	1	1	1	20	810	1	1	1387	16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	10	10	0	0	0	4	4	4	1	1	1
Cap, veh/h	231	0	130	101	76	50	266	2046	3	419	1932	862
Arrive On Green	0.09	0.00	0.09	0.09	0.09	0.09	0.03	0.57	0.57	0.00	0.54	0.54
Sat Flow, veh/h	1331	0	1485	278	861	570	1753	3584	4	1795	3582	1598
Grp Volume(v), veh/h	11	0	100	3	0	0	20	395	416	1	1387	16
Grp Sat Flow(s),veh/h/ln	1331	0	1485	1709	0	0	1753	1749	1840	1795	1791	1598
Q Serve(g_s), s	0.4	0.0	4.1	0.0	0.0	0.0	0.3	7.9	7.9	0.0	18.3	0.3
Cycle Q Clear(g_c), s	0.5	0.0	4.1	0.1	0.0	0.0	0.3	7.9	7.9	0.0	18.3	0.3
Prop In Lane	1.00		1.00	0.33		0.33	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	231	0	130	226	0	0	266	998	1050	419	1932	862
V/C Ratio(X)	0.05	0.00	0.77	0.01	0.00	0.00	0.08	0.40	0.40	0.00	0.72	0.02
Avail Cap(c_a), veh/h	532	0	467	596	0	0	442	2012	2117	599	4008	1788
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.4	0.0	28.1	26.2	0.0	0.0	8.6	7.5	7.5	6.9	10.9	6.7
Incr Delay (d2), s/veh	0.1	0.0	9.1	0.0	0.0	0.0	0.1	0.3	0.2	0.0	0.5	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(95%),veh/ln	0.3	0.0	3.1	0.1	0.0	0.0	0.2	3.7	3.9	0.0	8.9	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	26.5	0.0	37.1	26.2	0.0	0.0	8.8	7.7	7.7	6.9	11.4	6.8
LnGrp LOS	C		D	C			A	A	A	A	B	A
Approach Vol, veh/h		111			3			831			1404	
Approach Delay, s/veh		36.1			26.2			7.8			11.4	
Approach LOS		D			C			A			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.7	43.5		11.7	9.7	41.5		11.7				
Change Period (Y+Rc), s	* 7.6	* 7.6		6.2	* 7.6	* 7.6		6.2				
Max Green Setting (Gmax), s	* 6.4	* 72		19.8	* 8.4	* 70		19.8				
Max Q Clear Time (g_c+I1), s	2.0	9.9		6.1	2.3	20.3		2.1				
Green Ext Time (p_c), s	0.0	5.2		0.3	0.0	13.6		0.0				

Intersection Summary











HCM 7th Control Delay, s/veh	11.3
HCM 7th LOS	B

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

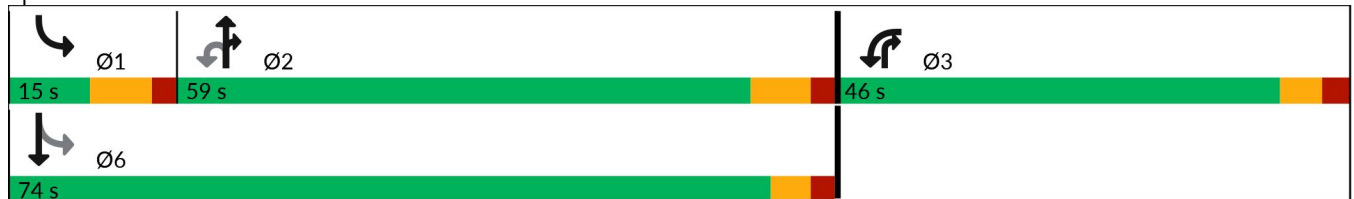
Fort Hamer Road PD&E
 2: Fort Hamer Road & Mulholland Road

2030 AM Build
 Timing Plan: A.M. Peak Hour

					
Lane Group	WBL	NBT	NBR	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	186	646	22	16	1405
Future Volume (vph)	186	646	22	16	1405
Lane Group Flow (vph)	382	778	27	19	1693
Turn Type	Prot	NA	pt+ov	pm+pt	NA
Protected Phases	3	2	2 3	1	6
Permitted Phases				6	
Detector Phase	3	2	2 3	1	6
Switch Phase					
Minimum Initial (s)	5.0	10.0		7.0	10.0
Minimum Split (s)	24.2	25.6		14.6	23.7
Total Split (s)	46.0	59.0		15.0	74.0
Total Split (%)	38.3%	49.2%		12.5%	61.7%
Yellow Time (s)	3.7	5.4		5.4	3.5
All-Red Time (s)	2.5	2.2		2.2	2.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.2	7.6		7.6	5.7
Lead/Lag		Lag		Lead	
Lead-Lag Optimize?		Yes		Yes	
Recall Mode	None	Max		None	Max
v/c Ratio	0.84	0.40	0.02	0.05	0.75
Control Delay (s/veh)	51.0	16.5	0.8	10.6	17.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	51.0	16.5	0.8	10.6	17.7
Queue Length 50th (ft)	231	128	0	5	390
Queue Length 95th (ft)	303	256	4	16	544
Internal Link Dist (ft)	411	284			299
Turn Bay Length (ft)			250	285	
Base Capacity (vph)	652	1968	1458	413	2270
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.59	0.40	0.02	0.05	0.75

Intersection Summary
 Cycle Length: 120
 Actuated Cycle Length: 108
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated

Splits and Phases: 2: Fort Hamer Road & Mulholland Road



Fort Hamer Road PD&E
2: Fort Hamer Road & Mulholland Road

2030 AM Build
Timing Plan: A.M. Peak Hour



Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations	↘		↙	↑↑	↗	↘	↑↑
Traffic Volume (veh/h)	186	131	0	646	22	16	1405
Future Volume (veh/h)	186	131	0	646	22	16	1405
Initial Q (Qb), veh	0	0		0	0	0	0
Lane Width Adj.	1.00	1.00		1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00			1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No
Adj Sat Flow, veh/h/ln	1870	1870		1841	1841	1885	1885
Adj Flow Rate, veh/h	224	158		778	27	19	1693
Peak Hour Factor	0.83	0.83		0.83	0.83	0.83	0.83
Percent Heavy Veh, %	2	2		4	4	1	1
Cap, veh/h	246	173		1847	824	384	2242
Arrive On Green	0.25	0.25		0.53	0.53	0.03	0.63
Sat Flow, veh/h	991	699		3589	1560	1795	3676
Grp Volume(v), veh/h	383	0		778	27	19	1693
Grp Sat Flow(s),veh/h/ln	1695	0		1749	1560	1795	1791
Q Serve(g_s), s	24.0	0.0		14.7	0.9	0.5	36.6
Cycle Q Clear(g_c), s	24.0	0.0		14.7	0.9	0.5	36.6
Prop In Lane	0.58	0.41			1.00	1.00	
Lane Grp Cap(c), veh/h	420	0		1847	824	384	2242
V/C Ratio(X)	0.91	0.00		0.42	0.03	0.05	0.76
Avail Cap(c_a), veh/h	618	0		1847	824	456	2242
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.9	0.0		15.6	12.4	11.3	14.5
Incr Delay (d2), s/veh	13.4	0.0		0.7	0.1	0.1	2.4
Initial Q Delay(d3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	16.8	0.0		9.4	0.6	0.3	19.2
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	53.3	0.0		16.3	12.4	11.4	16.9
LnGrp LOS	D			B	B	B	B
Approach Vol, veh/h	383			805			1712
Approach Delay, s/veh	53.3			16.2			16.8
Approach LOS	D			B			B
Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	10.7	65.2				75.9	33.2
Change Period (Y+Rc), s	* 7.6	* 7.6				* 7.6	6.2
Max Green Setting (Gmax), s	* 7.4	* 51				* 68	39.8
Max Q Clear Time (g_c+I1), s	2.5	16.7				38.6	26.0
Green Ext Time (p_c), s	0.0	5.6				15.4	1.1

Intersection Summary

HCM 7th Control Delay, s/veh	21.5
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
User approved ignoring U-Turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Fort Hamer Road PD&E
3: Fort Hamer Road & Old Tampa Road

2030 AM Build
Timing Plan: A.M. Peak Hour

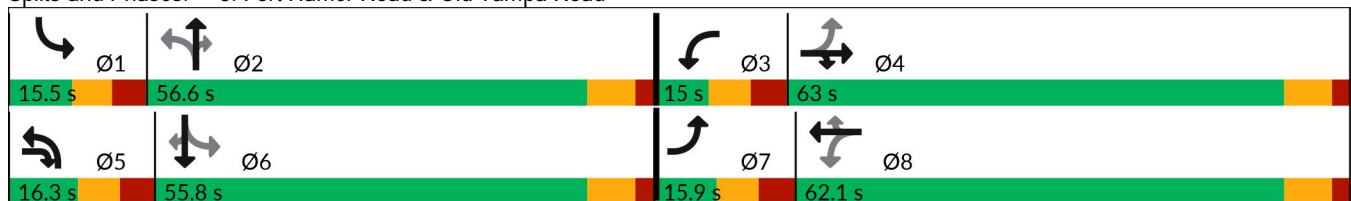


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	62	570	64	21	14	179	531	71	68	768	62
Future Volume (vph)	90	62	570	64	21	14	179	531	71	68	768	62
Lane Group Flow (vph)	113	78	713	80	26	18	224	664	89	85	960	78
Turn Type	pm+pt	NA	pt+ov	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4	4 5	3	8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		6
Detector Phase	7	4	4 5	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	7.0	10.0		6.4	10.0	10.0	7.0	10.0	10.0	7.0	10.0	10.0
Minimum Split (s)	15.6	25.4		15.0	20.0	20.0	15.4	25.4	25.4	15.4	25.4	25.4
Total Split (s)	15.9	63.0		15.0	62.1	62.1	16.3	56.6	56.6	15.5	55.8	55.8
Total Split (%)	10.6%	42.0%		10.0%	41.4%	41.4%	10.9%	37.7%	37.7%	10.3%	37.2%	37.2%
Yellow Time (s)	4.5	5.4		4.5	5.4	5.4	4.5	5.4	5.4	4.5	5.4	5.4
All-Red Time (s)	4.1	2.0		4.1	2.0	2.0	3.9	2.0	2.0	3.9	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.6	7.4		8.6	7.4	7.4	8.4	7.4	7.4	8.4	7.4	7.4
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	Max	Max	None	Max	Max
v/c Ratio	0.21	0.12	0.89	0.18	0.05	0.03	0.75	0.57	0.14	0.34	0.82	0.12
Control Delay (s/veh)	25.1	31.9	45.2	26.5	31.2	0.1	43.2	43.0	0.5	30.3	52.9	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	25.1	31.9	45.2	26.5	31.2	0.1	43.2	43.0	0.5	30.3	52.9	0.4
Queue Length 50th (ft)	63	50	544	43	16	0	69	284	0	50	461	0
Queue Length 95th (ft)	91	78	590	68	35	0	86	303	0	76	466	0
Internal Link Dist (ft)		480			302			415			411	
Turn Bay Length (ft)	365		235	170			360		165	300		255
Base Capacity (vph)	544	705	785	445	687	682	300	1163	624	248	1167	626
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.11	0.91	0.18	0.04	0.03	0.75	0.57	0.14	0.34	0.82	0.12

Intersection Summary

Cycle Length: 150.1
 Actuated Cycle Length: 147
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Fort Hamer Road & Old Tampa Road



Fort Hamer Road PD&E
3: Fort Hamer Road & Old Tampa Road

2030 AM Build
Timing Plan: A.M. Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑	↗	↘	↑	↗	↘↗	↗↘	↗	↘	↗↘	↗
Traffic Volume (veh/h)	90	62	570	64	21	14	179	531	71	68	768	62
Future Volume (veh/h)	90	62	570	64	21	14	179	531	71	68	768	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1870	1870	1856	1856	1856	1841	1841	1841	1870	1870	1870
Adj Flow Rate, veh/h	112	78	493	80	26	18	224	664	89	85	960	78
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	3	3	3	4	4	4	2	2	2
Cap, veh/h	549	586	586	368	565	479	415	1262	563	290	1257	560
Arrive On Green	0.05	0.31	0.31	0.04	0.30	0.30	0.06	0.36	0.36	0.05	0.35	0.35
Sat Flow, veh/h	1781	1870	1585	1767	1856	1572	3401	3497	1560	1781	3554	1585
Grp Volume(v), veh/h	112	78	493	80	26	18	224	664	89	85	960	78
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1767	1856	1572	1700	1749	1560	1781	1777	1585
Q Serve(g_s), s	5.9	4.1	39.0	4.2	1.4	1.1	5.7	20.5	5.3	4.1	32.7	4.6
Cycle Q Clear(g_c), s	5.9	4.1	39.0	4.2	1.4	1.1	5.7	20.5	5.3	4.1	32.7	4.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	549	586	586	368	565	479	415	1262	563	290	1257	560
V/C Ratio(X)	0.20	0.13	0.84	0.22	0.05	0.04	0.54	0.53	0.16	0.29	0.76	0.14
Avail Cap(c_a), veh/h	549	760	733	372	742	628	420	1262	563	295	1257	560
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.1	33.7	39.5	30.4	33.6	33.5	30.5	34.5	29.7	27.2	39.2	30.1
Incr Delay (d2), s/veh	0.2	0.1	7.2	0.3	0.0	0.0	1.4	1.6	0.6	0.6	4.4	0.5
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(95%),veh/ln	4.5	3.3	22.3	3.2	1.1	0.8	4.2	13.6	3.7	3.1	20.9	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.3	33.8	46.7	30.7	33.6	33.5	31.9	36.1	30.3	27.8	43.6	30.6
LnGrp LOS	C	C	D	C	C	C	C	D	C	C	D	C
Approach Vol, veh/h		683			124			977			1123	
Approach Delay, s/veh		42.5			31.7			34.6			41.5	
Approach LOS		D			C			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.1	56.8	14.7	50.3	16.1	55.8	15.9	49.1				
Change Period (Y+Rc), s	8.4	7.4	8.6	7.4	8.4	7.4	8.6	7.4				
Max Green Setting (Gmax), s	7.1	49.2	6.4	55.6	7.9	48.4	7.3	54.7				
Max Q Clear Time (g_c+I1), s	6.1	22.5	6.2	41.0	7.7	34.7	7.9	3.4				
Green Ext Time (p_c), s	0.0	4.7	0.0	1.9	0.0	5.4	0.0	0.2				

Intersection Summary												
HCM 7th Control Delay, s/veh			39.0									
HCM 7th LOS			D									

Notes
User approved pedestrian interval to be less than phase max green.

Fort Hamer Road PD&E
4: Fort Hamer Road & Golf Course Road

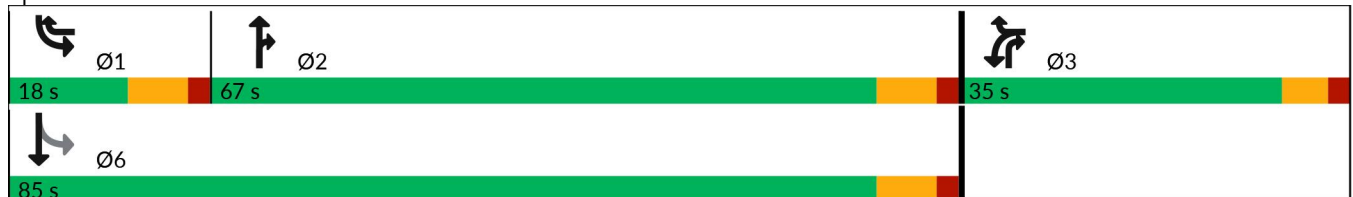
2030 AM Build
Timing Plan: A.M. Peak Hour

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	226	231	507	103	129	723
Future Volume (vph)	226	231	507	103	129	723
Lane Group Flow (vph)	279	285	626	127	159	893
Turn Type	Prot	pt+ov	NA	pt+ov	pm+pt	NA
Protected Phases	3	3 1	2	2 3	1	6
Permitted Phases					6	
Detector Phase	3	3 1	2	2 3	1	6
Switch Phase						
Minimum Initial (s)	5.0		10.0		7.0	10.0
Minimum Split (s)	11.0		25.3		14.3	25.3
Total Split (s)	35.0		67.0		18.0	85.0
Total Split (%)	29.2%		55.8%		15.0%	70.8%
Yellow Time (s)	4.0		5.3		5.3	5.3
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.0		7.3		7.3	7.3
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
v/c Ratio	0.61	0.48	0.30	0.10	0.28	0.35
Control Delay (s/veh)	48.7	11.2	11.9	0.7	5.7	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	48.7	11.2	11.9	0.7	5.7	5.5
Queue Length 50th (ft)	92	38	101	0	26	92
Queue Length 95th (ft)	120	79	140	9	47	125
Internal Link Dist (ft)	287		282			295
Turn Bay Length (ft)		250		250	285	
Base Capacity (vph)	937	628	2083	1468	590	2563
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.45	0.30	0.09	0.27	0.35

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 105.3
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated

Splits and Phases: 4: Fort Hamer Road & Golf Course Road



Fort Hamer Road PD&E
4: Fort Hamer Road & Golf Course Road

2030 AM Build
Timing Plan: A.M. Peak Hour



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↰↰	↰	↕↕	↰	↰	↕↕
Traffic Volume (veh/h)	226	231	507	103	129	723
Future Volume (veh/h)	226	231	507	103	129	723
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1856	1870	1870	1841	1841
Adj Flow Rate, veh/h	279	285	626	127	159	893
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	3	3	2	2	4	4
Cap, veh/h	667	403	1996	1198	499	2406
Arrive On Green	0.19	0.19	0.56	0.56	0.06	0.69
Sat Flow, veh/h	3428	1572	3647	1585	1753	3589
Grp Volume(v), veh/h	279	285	626	127	159	893
Grp Sat Flow(s),veh/h/ln	1714	1572	1777	1585	1753	1749
Q Serve(g_s), s	8.1	18.6	10.6	2.4	4.0	12.1
Cycle Q Clear(g_c), s	8.1	18.6	10.6	2.4	4.0	12.1
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	667	403	1996	1198	499	2406
V/C Ratio(X)	0.42	0.71	0.31	0.11	0.32	0.37
Avail Cap(c_a), veh/h	880	500	1996	1198	557	2406
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.9	38.2	13.2	3.7	8.9	7.4
Incr Delay (d2), s/veh	0.4	3.4	0.4	0.2	0.4	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.1	11.8	7.2	1.2	2.5	7.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	40.3	41.6	13.6	3.8	9.3	7.8
LnGrp LOS	D	D	B	A	A	A
Approach Vol, veh/h	564		753			1052
Approach Delay, s/veh	41.0		11.9			8.1
Approach LOS	D		B			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	14.3	70.7			85.0	28.0
Change Period (Y+Rc), s	7.3	7.3			7.3	6.0
Max Green Setting (Gmax), s	10.7	59.7			77.7	29.0
Max Q Clear Time (g_c+I1), s	6.0	12.6			14.1	20.6
Green Ext Time (p_c), s	0.2	4.8			6.9	1.4
Intersection Summary						
HCM 7th Control Delay, s/veh			17.1			
HCM 7th LOS			B			

Fort Hamer Road PD&E
5: Fort Hamer Road & US 301

2030 AM Build
Timing Plan: A.M. Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	245	419	207	316	431	124	238	284	245	188	170
Future Volume (vph)	245	419	207	316	431	124	238	284	245	188	170
Lane Group Flow (vph)	275	471	233	355	484	139	267	319	275	211	407
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA
Protected Phases	7	4	5	3	8	1	5	2	3	1	6
Permitted Phases			4			8			2		
Detector Phase	7	4	5	3	8	1	5	2	3	1	6
Switch Phase											
Minimum Initial (s)	5.0	15.0	5.0	5.0	15.0	5.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	12.9	25.9	13.3	12.9	25.9	13.3	13.3	26.3	12.9	13.3	26.3
Total Split (s)	28.9	34.0	29.0	42.0	47.1	30.4	29.0	33.6	42.0	30.4	35.0
Total Split (%)	20.6%	24.3%	20.7%	30.0%	33.6%	21.7%	20.7%	24.0%	30.0%	21.7%	25.0%
Yellow Time (s)	5.1	5.1	4.8	5.1	5.1	4.8	4.8	4.8	5.1	4.8	4.8
All-Red Time (s)	2.8	2.8	3.5	2.8	2.8	3.5	3.5	3.5	2.8	3.5	3.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.9	7.9	8.3	7.9	7.9	8.3	8.3	8.3	7.9	8.3	8.3
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	None	None	Max
v/c Ratio	0.63	0.73	0.32	0.68	0.66	0.19	0.62	0.39	0.36	0.75	0.40
Control Delay (s/veh)	55.1	52.6	4.7	53.5	47.3	6.9	55.2	41.4	14.8	63.9	21.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	55.1	52.6	4.7	53.5	47.3	6.9	55.2	41.4	14.8	63.9	21.5
Queue Length 50th (ft)	98	167	2	126	167	15	95	102	79	149	66
Queue Length 95th (ft)	151	237	51	184	233	52	148	163	157	#258	127
Internal Link Dist (ft)		641			873			598			636
Turn Bay Length (ft)	565		220	750		430	500		425	450	
Base Capacity (vph)	643	842	796	1035	1252	773	640	824	979	341	1019
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.56	0.29	0.34	0.39	0.18	0.42	0.39	0.28	0.62	0.40

Intersection Summary

Cycle Length: 140

Actuated Cycle Length: 114.4

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

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

Queue shown is maximum after two cycles.

Splits and Phases: 5: Fort Hamer Road & US 301



Fort Hamer Road PD&E
5: Fort Hamer Road & US 301

2030 AM Build
Timing Plan: A.M. Peak Hour



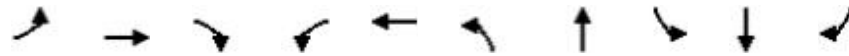
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖↗	↑↑	↖	↖↗	↑↑	↖	↖	↑↘	
Traffic Volume (veh/h)	245	419	207	316	431	124	238	284	245	188	170	192
Future Volume (veh/h)	245	419	207	316	431	124	238	284	245	188	170	192
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1841	1841	1841	1826	1826	1826	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	275	471	233	355	484	139	267	319	275	211	191	216
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	4	4	4	5	5	5	3	3	3	3	3	3
Cap, veh/h	358	637	425	450	731	525	351	909	589	246	528	448
Arrive On Green	0.10	0.17	0.17	0.13	0.20	0.20	0.10	0.24	0.24	0.14	0.28	0.28
Sat Flow, veh/h	3506	3681	1560	3478	3652	1547	3534	3711	1572	1767	1856	1572
Grp Volume(v), veh/h	275	471	233	355	484	139	267	319	275	211	191	216
Grp Sat Flow(s),veh/h/ln	1753	1841	1560	1739	1826	1547	1767	1856	1572	1767	1856	1572
Q Serve(g_s), s	7.9	12.5	13.2	10.2	12.6	6.7	7.6	7.3	13.7	12.1	8.5	11.8
Cycle Q Clear(g_c), s	7.9	12.5	13.2	10.2	12.6	6.7	7.6	7.3	13.7	12.1	8.5	11.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	358	637	425	450	731	525	351	909	589	246	528	448
V/C Ratio(X)	0.77	0.74	0.55	0.79	0.66	0.26	0.76	0.35	0.47	0.86	0.36	0.48
Avail Cap(c_a), veh/h	713	930	549	1148	1386	802	708	909	589	378	528	448
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.2	40.5	32.2	43.6	38.1	24.8	45.3	32.2	24.5	43.5	29.5	30.6
Incr Delay (d2), s/veh	3.5	1.8	1.1	3.1	1.0	0.3	3.4	1.1	2.7	11.6	1.9	3.7
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(95%),veh/ln	6.2	9.4	8.4	7.8	9.3	4.2	6.1	5.9	8.9	9.8	7.0	8.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.7	42.3	33.3	46.7	39.1	25.0	48.8	33.3	27.2	55.1	31.4	34.3
LnGrp LOS	D	D	C	D	D	C	D	C	C	E	C	C
Approach Vol, veh/h		979			978			861			618	
Approach Delay, s/veh		41.9			39.9			36.1			40.5	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.7	33.6	21.3	25.8	18.5	37.7	18.5	28.6				
Change Period (Y+Rc), s	8.3	8.3	* 7.9	* 7.9	8.3	8.3	* 7.9	* 7.9				
Max Green Setting (Gmax), s	22.1	25.3	* 34	* 26	20.7	26.7	* 21	* 39				
Max Q Clear Time (g_c+I1), s	14.1	15.7	12.2	15.2	9.6	13.8	9.9	14.6				
Green Ext Time (p_c), s	0.3	2.0	1.1	2.7	0.6	1.8	0.7	3.3				

Intersection Summary												
HCM 7th Control Delay, s/veh			39.6									
HCM 7th LOS			D									

Notes
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Fort Hamer Road PD&E
1: Fort Hamer Road & Rive Isle Run

2030 PM Build
Timing Plan: P.M. Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations		4	4		4	4	4	4	4	4
Traffic Volume (vph)	68	0	74	1	1	78	1311	5	814	16
Future Volume (vph)	68	0	74	1	1	78	1311	5	814	16
Lane Group Flow (vph)	0	72	78	0	3	82	1381	5	857	17
Turn Type	Perm	NA	Perm	Perm	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases		4			8	5	2	1	6	
Permitted Phases	4		4	8		2		6		6
Detector Phase	4	4	4	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	7.0	10.0	5.0	10.0	10.0
Minimum Split (s)	24.2	24.2	24.2	24.2	24.2	14.6	25.6	12.6	25.6	25.6
Total Split (s)	26.0	26.0	26.0	26.0	26.0	16.0	80.0	14.0	78.0	78.0
Total Split (%)	21.7%	21.7%	21.7%	21.7%	21.7%	13.3%	66.7%	11.7%	65.0%	65.0%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	5.4	5.4	5.4	5.4	5.4
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.2	2.2	2.2	2.2	2.2
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.2	6.2		6.2	7.6	7.6	7.6	7.6	7.6
Lead/Lag						Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	None	Min	Min
v/c Ratio		0.35	0.24		0.01	0.17	0.57	0.02	0.46	0.02
Control Delay (s/veh)		33.8	5.2		27.0	5.4	9.5	5.2	14.5	0.1
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		33.8	5.2		27.0	5.4	9.5	5.2	14.5	0.1
Queue Length 50th (ft)		23	0		1	10	135	1	130	0
Queue Length 95th (ft)		82	21		9	27	371	4	205	0
Internal Link Dist (ft)		151			133		432		308	
Turn Bay Length (ft)						340		250		
Base Capacity (vph)		469	601		535	506	3396	325	3349	1503
Starvation Cap Reductn		0	0		0	0	0	0	0	0
Spillback Cap Reductn		0	0		0	0	0	0	0	0
Storage Cap Reductn		0	0		0	0	0	0	0	0
Reduced v/c Ratio		0.15	0.13		0.01	0.16	0.41	0.02	0.26	0.01

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 63.2
Natural Cycle: 75
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Fort Hamer Road & Rive Isle Run



Fort Hamer Road PD&E
1: Fort Hamer Road & Rive Isle Run

2030 PM Build
Timing Plan: P.M. Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔		↔	↕	↕		↕	↕
Traffic Volume (veh/h)	68	0	74	1	1	1	78	1311	1	5	814	16
Future Volume (veh/h)	68	0	74	1	1	1	78	1311	1	5	814	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1856	1856	1856	1900	1900	1900	1885	1885	1885	1870	1870	1870
Adj Flow Rate, veh/h	72	0	78	1	1	1	82	1380	1	5	857	17
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	0	0	0	1	1	1	2	2	2
Cap, veh/h	247	0	133	107	75	49	462	1947	1	236	1589	709
Arrive On Green	0.08	0.00	0.08	0.08	0.08	0.08	0.09	0.53	0.53	0.01	0.45	0.45
Sat Flow, veh/h	1410	0	1572	266	887	576	1795	3673	3	1781	3554	1585
Grp Volume(v), veh/h	72	0	78	3	0	0	82	673	708	5	857	17
Grp Sat Flow(s),veh/h/ln	1410	0	1572	1729	0	0	1795	1791	1885	1781	1777	1585
Q Serve(g_s), s	2.7	0.0	2.7	0.0	0.0	0.0	1.3	16.0	16.0	0.1	9.9	0.3
Cycle Q Clear(g_c), s	2.8	0.0	2.7	0.1	0.0	0.0	1.3	16.0	16.0	0.1	9.9	0.3
Prop In Lane	1.00		1.00	0.33		0.33	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	247	0	133	231	0	0	462	949	999	236	1589	709
V/C Ratio(X)	0.29	0.00	0.59	0.01	0.00	0.00	0.18	0.71	0.71	0.02	0.54	0.02
Avail Cap(c_a), veh/h	620	0	551	664	0	0	568	2295	2415	426	4428	1975
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.9	0.0	24.9	23.7	0.0	0.0	7.4	10.0	10.0	9.6	11.4	8.7
Incr Delay (d2), s/veh	0.6	0.0	4.1	0.0	0.0	0.0	0.2	1.0	0.9	0.0	0.3	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(95%),veh/ln	1.6	0.0	2.0	0.1	0.0	0.0	0.6	7.8	8.1	0.0	5.3	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	25.6	0.0	29.0	23.7	0.0	0.0	7.5	11.0	10.9	9.6	11.7	8.7
LnGrp LOS	C		C	C			A	B	B	A	B	A
Approach Vol, veh/h		150			3			1463			879	
Approach Delay, s/veh		27.4			23.7			10.8			11.6	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.0	37.6		11.0	12.7	32.9		11.0				
Change Period (Y+Rc), s	* 7.6	* 7.6		6.2	* 7.6	* 7.6		6.2				
Max Green Setting (Gmax), s	* 6.4	* 72		19.8	* 8.4	* 70		19.8				
Max Q Clear Time (g_c+I1), s	2.1	18.0		4.8	3.3	11.9		2.1				
Green Ext Time (p_c), s	0.0	12.0		0.5	0.1	6.6		0.0				

Intersection Summary











HCM 7th Control Delay, s/veh	12.1
HCM 7th LOS	B

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Fort Hamer Road PD&E
2: Fort Hamer Road & Mulholland Road

2030 PM Build
Timing Plan: P.M. Peak Hour

					
Lane Group	WBL	NBT	NBR	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	74	1395	151	76	733
Future Volume (vph)	74	1395	151	76	733
Lane Group Flow (vph)	146	1438	156	78	756
Turn Type	Prot	NA	pt+ov	pm+pt	NA
Protected Phases	3	2	2 3	1	6
Permitted Phases				6	
Detector Phase	3	2	2 3	1	6
Switch Phase					
Minimum Initial (s)	5.0	10.0		7.0	10.0
Minimum Split (s)	24.2	25.6		14.6	23.7
Total Split (s)	40.0	65.4		14.6	80.0
Total Split (%)	33.3%	54.5%		12.2%	66.7%
Yellow Time (s)	3.7	5.4		5.4	3.5
All-Red Time (s)	2.5	2.2		2.2	2.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.2	7.6		7.6	5.7
Lead/Lag		Lag		Lead	
Lead-Lag Optimize?		Yes		Yes	
Recall Mode	None	Max		None	Max
v/c Ratio	0.63	0.64	0.12	0.30	0.28
Control Delay (s/veh)	42.8	14.9	0.6	6.9	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	42.8	14.9	0.6	6.9	4.2
Queue Length 50th (ft)	64	300	0	11	62
Queue Length 95th (ft)	127	432	11	28	105
Internal Link Dist (ft)	411	284			299
Turn Bay Length (ft)			250	285	
Base Capacity (vph)	589	2243	1576	264	2704
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.25	0.64	0.10	0.30	0.28

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 101.1
Natural Cycle: 80
Control Type: Actuated-Uncoordinated

Splits and Phases: 2: Fort Hamer Road & Mulholland Road



Fort Hamer Road PD&E
2: Fort Hamer Road & Mulholland Road

2030 PM Build
Timing Plan: P.M. Peak Hour



Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations	↘		↙	↑↑	↗	↘	↑↑
Traffic Volume (veh/h)	74	68	0	1395	151	76	733
Future Volume (veh/h)	74	68	0	1395	151	76	733
Initial Q (Qb), veh	0	0		0	0	0	0
Lane Width Adj.	1.00	1.00		1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00			1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No
Adj Sat Flow, veh/h/ln	1856	1856		1885	1885	1870	1870
Adj Flow Rate, veh/h	76	70		1438	156	78	756
Peak Hour Factor	0.97	0.97		0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3		1	1	2	2
Cap, veh/h	94	86		2194	979	297	2672
Arrive On Green	0.11	0.11		0.61	0.61	0.06	0.75
Sat Flow, veh/h	863	795		3676	1598	1781	3647
Grp Volume(v), veh/h	147	0		1438	156	78	756
Grp Sat Flow(s),veh/h/ln	1669	0		1791	1598	1781	1777
Q Serve(g_s), s	8.5	0.0		25.7	4.1	1.4	6.6
Cycle Q Clear(g_c), s	8.5	0.0		25.7	4.1	1.4	6.6
Prop In Lane	0.52	0.48			1.00	1.00	
Lane Grp Cap(c), veh/h	181	0		2194	979	297	2672
V/C Ratio(X)	0.81	0.00		0.66	0.16	0.26	0.28
Avail Cap(c_a), veh/h	571	0		2194	979	312	2672
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.1	0.0		12.4	8.2	9.9	3.9
Incr Delay (d2), s/veh	8.5	0.0		1.5	0.3	0.5	0.3
Initial Q Delay(d3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.0	0.0		13.9	2.4	0.8	3.0
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	51.5	0.0		13.9	8.6	10.4	4.1
LnGrp LOS	D			B	A	B	A
Approach Vol, veh/h	147			1594			834
Approach Delay, s/veh	51.5			13.4			4.7
Approach LOS	D			B			A
Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	13.8	68.1				81.9	16.9
Change Period (Y+Rc), s	* 7.6	* 7.6				* 7.6	6.2
Max Green Setting (Gmax), s	* 7	* 58				* 74	33.8
Max Q Clear Time (g_c+I1), s	3.4	27.7				8.6	10.5
Green Ext Time (p_c), s	0.0	13.1				5.5	0.4

Intersection Summary							
HCM 7th Control Delay, s/veh				12.8			
HCM 7th LOS				B			

Notes
User approved volume balancing among the lanes for turning movement.
User approved ignoring U-Turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Fort Hamer Road PD&E
3: Fort Hamer Road & Old Tampa Road

2030 PM Build
Timing Plan: P.M. Peak Hour

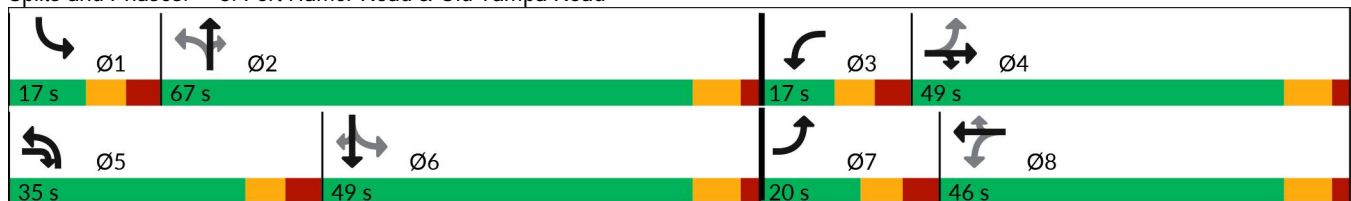


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	127	59	463	76	52	16	530	884	133	31	552	70
Future Volume (vph)	127	59	463	76	52	16	530	884	133	31	552	70
Lane Group Flow (vph)	131	61	477	78	54	16	546	911	137	32	569	72
Turn Type	pm+pt	NA	pt+ov	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4	4 5	3	8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		6
Detector Phase	7	4	4 5	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	7.0	10.0		6.4	10.0	10.0	7.0	10.0	10.0	7.0	10.0	10.0
Minimum Split (s)	15.6	25.4		15.0	20.0	20.0	15.4	25.4	25.4	15.4	25.4	25.4
Total Split (s)	20.0	49.0		17.0	46.0	46.0	35.0	67.0	67.0	17.0	49.0	49.0
Total Split (%)	13.3%	32.7%		11.3%	30.7%	30.7%	23.3%	44.7%	44.7%	11.3%	32.7%	32.7%
Yellow Time (s)	4.5	5.4		4.5	5.4	5.4	4.5	5.4	5.4	4.5	5.4	5.4
All-Red Time (s)	4.1	2.0		4.1	2.0	2.0	3.9	2.0	2.0	3.9	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.6	7.4		8.6	7.4	7.4	8.4	7.4	7.4	8.4	7.4	7.4
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	Max	Max	None	Max	Max
v/c Ratio	0.39	0.16	0.63	0.25	0.16	0.03	0.56	0.50	0.15	0.11	0.45	0.10
Control Delay (s/veh)	36.1	43.5	20.8	33.8	45.8	0.1	18.7	26.5	3.1	19.0	36.0	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	36.1	43.5	20.8	33.8	45.8	0.1	18.7	26.5	3.1	19.0	36.0	0.3
Queue Length 50th (ft)	84	44	212	48	40	0	125	307	0	12	195	0
Queue Length 95th (ft)	137	85	294	88	80	0	195	442	31	34	313	0
Internal Link Dist (ft)		480			302			415			411	
Turn Bay Length (ft)	365		235	170			360		165	300		255
Base Capacity (vph)	342	628	852	325	589	648	1142	1804	884	314	1256	701
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.10	0.56	0.24	0.09	0.02	0.48	0.50	0.15	0.10	0.45	0.10

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 126.1
 Natural Cycle: 85
 Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Fort Hamer Road & Old Tampa Road



Fort Hamer Road PD&E
3: Fort Hamer Road & Old Tampa Road

2030 PM Build
Timing Plan: P.M. Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	127	59	463	76	52	16	530	884	133	31	552	70
Future Volume (veh/h)	127	59	463	76	52	16	530	884	133	31	552	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1856	1856	1856	1870	1870	1870	1885	1885	1885	1856	1856	1856
Adj Flow Rate, veh/h	131	61	271	78	54	16	546	911	137	32	569	72
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	2	2	2	1	1	1	3	3	3
Cap, veh/h	354	322	455	299	271	230	966	1727	770	288	1424	635
Arrive On Green	0.08	0.17	0.17	0.05	0.14	0.14	0.12	0.48	0.48	0.04	0.40	0.40
Sat Flow, veh/h	1767	1856	1572	1781	1870	1585	3483	3582	1598	1767	3526	1572
Grp Volume(v), veh/h	131	61	271	78	54	16	546	911	137	32	569	72
Grp Sat Flow(s),veh/h/ln	1767	1856	1572	1781	1870	1585	1742	1791	1598	1767	1763	1572
Q Serve(g_s), s	7.7	3.5	18.3	4.6	3.1	1.1	10.7	21.8	6.0	1.3	14.2	3.5
Cycle Q Clear(g_c), s	7.7	3.5	18.3	4.6	3.1	1.1	10.7	21.8	6.0	1.3	14.2	3.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	354	322	455	299	271	230	966	1727	770	288	1424	635
V/C Ratio(X)	0.37	0.19	0.60	0.26	0.20	0.07	0.57	0.53	0.18	0.11	0.40	0.11
Avail Cap(c_a), veh/h	379	624	712	331	584	495	1312	1727	770	344	1424	635
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.4	43.7	37.7	41.9	46.5	45.6	17.4	22.2	18.1	20.3	26.2	23.0
Incr Delay (d2), s/veh	0.6	0.3	1.3	0.5	0.4	0.1	0.5	1.2	0.5	0.2	0.8	0.4
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(95%),veh/ln	6.0	2.9	11.3	3.6	2.6	0.8	7.3	13.9	4.0	0.9	9.9	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.0	44.0	39.0	42.4	46.9	45.8	17.9	23.4	18.6	20.4	27.0	23.4
LnGrp LOS	D	D	D	D	D	D	B	C	B	C	C	C
Approach Vol, veh/h		463			148			1594			673	
Approach Delay, s/veh		40.2			44.4			21.1			26.3	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.1	67.0	14.7	28.8	22.7	57.3	18.2	25.3				
Change Period (Y+Rc), s	8.4	7.4	8.6	7.4	8.4	7.4	8.6	7.4				
Max Green Setting (Gmax), s	8.6	59.6	8.4	41.6	26.6	41.6	11.4	38.6				
Max Q Clear Time (g_c+I1), s	3.3	23.8	6.6	20.3	12.7	16.2	9.7	5.1				
Green Ext Time (p_c), s	0.0	7.4	0.0	1.1	1.7	3.8	0.0	0.3				

Intersection Summary												
HCM 7th Control Delay, s/veh			26.6									
HCM 7th LOS			C									

Notes
User approved pedestrian interval to be less than phase max green.

Fort Hamer Road PD&E
4: Fort Hamer Road & Golf Course Road

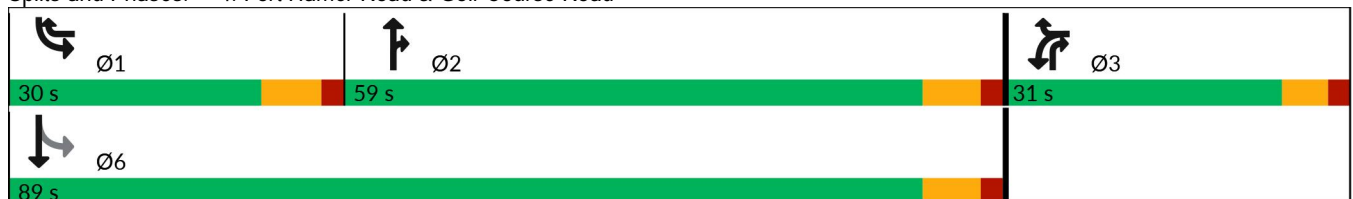
2030 PM Build
Timing Plan: P.M. Peak Hour

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	182	225	677	177	229	476
Future Volume (vph)	182	225	677	177	229	476
Lane Group Flow (vph)	188	232	698	182	236	491
Turn Type	Prot	pt+ov	NA	pt+ov	pm+pt	NA
Protected Phases	3	3 1	2	2 3	1	6
Permitted Phases					6	
Detector Phase	3	3 1	2	2 3	1	6
Switch Phase						
Minimum Initial (s)	5.0		10.0		7.0	10.0
Minimum Split (s)	11.0		25.3		14.3	25.3
Total Split (s)	31.0		59.0		30.0	89.0
Total Split (%)	25.8%		49.2%		25.0%	74.2%
Yellow Time (s)	4.0		5.3		5.3	5.3
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.0		7.3		7.3	7.3
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
v/c Ratio	0.47	0.44	0.33	0.14	0.42	0.18
Control Delay (s/veh)	48.2	16.3	11.7	0.8	6.3	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	48.2	16.3	11.7	0.8	6.3	4.1
Queue Length 50th (ft)	63	56	112	0	35	38
Queue Length 95th (ft)	98	119	189	15	77	73
Internal Link Dist (ft)	287		282			295
Turn Bay Length (ft)		250		250	285	
Base Capacity (vph)	807	708	2140	1434	710	2693
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.33	0.33	0.13	0.33	0.18

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 107.5
Natural Cycle: 55
Control Type: Actuated-Uncoordinated

Splits and Phases: 4: Fort Hamer Road & Golf Course Road



Fort Hamer Road PD&E
4: Fort Hamer Road & Golf Course Road

2030 PM Build
Timing Plan: P.M. Peak Hour



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	182	225	677	177	229	476
Future Volume (veh/h)	182	225	677	177	229	476
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1885	1885	1870	1870	1870	1870
Adj Flow Rate, veh/h	188	232	698	182	236	491
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	2	2	2	2
Cap, veh/h	547	366	2091	1182	499	2576
Arrive On Green	0.16	0.16	0.59	0.59	0.07	0.72
Sat Flow, veh/h	3483	1598	3647	1585	1781	3647
Grp Volume(v), veh/h	188	232	698	182	236	491
Grp Sat Flow(s),veh/h/ln	1742	1598	1777	1585	1781	1777
Q Serve(g_s), s	5.4	14.8	11.3	3.7	5.5	5.0
Cycle Q Clear(g_c), s	5.4	14.8	11.3	3.7	5.5	5.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	547	366	2091	1182	499	2576
V/C Ratio(X)	0.34	0.63	0.33	0.15	0.47	0.19
Avail Cap(c_a), veh/h	773	469	2091	1182	730	2576
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.3	39.2	11.9	4.1	8.0	4.9
Incr Delay (d2), s/veh	0.4	1.8	0.4	0.3	0.7	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.2	9.8	7.5	1.9	3.3	2.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	42.7	41.0	12.3	4.4	8.7	5.1
LnGrp LOS	D	D	B	A	A	A
Approach Vol, veh/h	420		880			727
Approach Delay, s/veh	41.8		10.7			6.3
Approach LOS	D		B			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	15.4	73.6			89.0	23.7
Change Period (Y+Rc), s	7.3	7.3			7.3	6.0
Max Green Setting (Gmax), s	22.7	51.7			81.7	25.0
Max Q Clear Time (g_c+I1), s	7.5	13.3			7.0	16.8
Green Ext Time (p_c), s	0.5	5.6			3.3	0.9
Intersection Summary						
HCM 7th Control Delay, s/veh			15.5			
HCM 7th LOS			B			

Fort Hamer Road PD&E
5: Fort Hamer Road & US 301

2030 PM Build
Timing Plan: P.M. Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	244	558	291	223	466	192	332	259	338	153	176
Future Volume (vph)	244	558	291	223	466	192	332	259	338	153	176
Lane Group Flow (vph)	249	569	297	228	476	196	339	264	345	156	327
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA
Protected Phases	7	4	5	3	8	1	5	2	3	1	6
Permitted Phases			4			8			2		
Detector Phase	7	4	5	3	8	1	5	2	3	1	6
Switch Phase											
Minimum Initial (s)	5.0	15.0	5.0	5.0	15.0	5.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	12.9	25.9	13.3	12.9	25.9	13.3	13.3	26.3	12.9	13.3	26.3
Total Split (s)	25.0	40.0	28.0	32.0	47.0	19.0	28.0	49.0	32.0	19.0	40.0
Total Split (%)	17.9%	28.6%	20.0%	22.9%	33.6%	13.6%	20.0%	35.0%	22.9%	13.6%	28.6%
Yellow Time (s)	5.1	5.1	4.8	5.1	5.1	4.8	4.8	4.8	5.1	4.8	4.8
All-Red Time (s)	2.8	2.8	3.5	2.8	2.8	3.5	3.5	3.5	2.8	3.5	3.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.9	7.9	8.3	7.9	7.9	8.3	8.3	8.3	7.9	8.3	8.3
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	None	None	Max
v/c Ratio	0.63	0.77	0.37	0.59	0.66	0.29	0.71	0.21	0.40	0.99	0.29
Control Delay (s/veh)	59.9	54.0	3.8	58.7	49.8	4.8	59.9	30.9	14.3	126.3	21.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	59.9	54.0	3.8	58.7	49.8	4.8	59.9	30.9	14.3	126.3	21.8
Queue Length 50th (ft)	94	212	0	87	174	0	128	74	109	125	57
Queue Length 95th (ft)	147	286	53	134	234	50	192	122	200	#298	110
Internal Link Dist (ft)		641			873			598			636
Turn Bay Length (ft)	565		220	750		430	500		425	450	
Base Capacity (vph)	498	985	844	689	1177	671	574	1249	994	157	1109
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.58	0.35	0.33	0.40	0.29	0.59	0.21	0.35	0.99	0.29

Intersection Summary

Cycle Length: 140

Actuated Cycle Length: 121.9

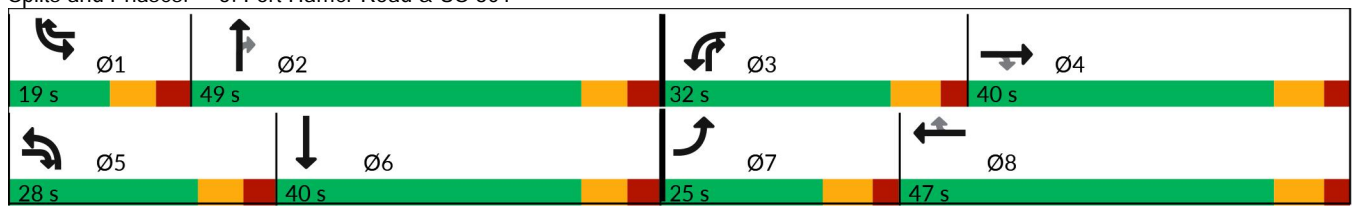
Natural Cycle: 80

Control Type: Actuated-Uncoordinated

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

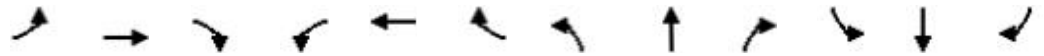
Queue shown is maximum after two cycles.

Splits and Phases: 5: Fort Hamer Road & US 301



Fort Hamer Road PD&E
5: Fort Hamer Road & US 301

2030 PM Build
Timing Plan: P.M. Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↔↔	↑↑	↗	↔↔	↑↑	↗	↗	↑↔	
Traffic Volume (veh/h)	244	558	291	223	466	192	332	259	338	153	176	144
Future Volume (veh/h)	244	558	291	223	466	192	332	259	338	153	176	144
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1870	1870	1841	1841	1841	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	249	569	297	228	476	196	339	264	345	156	180	147
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, %	2	2	2	4	4	4	2	2	2	1	1	1
Cap, veh/h	318	760	505	300	735	453	412	1292	683	163	635	487
Arrive On Green	0.09	0.20	0.20	0.09	0.20	0.20	0.12	0.35	0.35	0.09	0.32	0.32
Sat Flow, veh/h	3563	3741	1585	3506	3681	1560	3563	3741	1585	1795	1979	1518
Grp Volume(v), veh/h	249	569	297	228	476	196	339	264	345	156	171	156
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1753	1841	1560	1781	1870	1585	1795	1885	1612
Q Serve(g_s), s	8.1	16.8	18.5	7.5	14.0	12.0	11.0	5.9	18.7	10.2	8.0	8.6
Cycle Q Clear(g_c), s	8.1	16.8	18.5	7.5	14.0	12.0	11.0	5.9	18.7	10.2	8.0	8.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.94
Lane Grp Cap(c), veh/h	318	760	505	300	735	453	412	1292	683	163	605	517
V/C Ratio(X)	0.78	0.75	0.59	0.76	0.65	0.43	0.82	0.20	0.51	0.96	0.28	0.30
Avail Cap(c_a), veh/h	517	1019	615	717	1222	659	596	1292	683	163	605	517
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.6	44.1	33.6	52.7	43.3	33.9	50.9	27.2	24.4	53.3	29.9	30.1
Incr Delay (d2), s/veh	4.3	2.1	1.1	4.0	1.0	0.7	6.2	0.4	2.7	57.6	1.2	1.5
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(95%),veh/ln	6.6	12.3	11.2	6.0	10.3	7.9	8.8	4.7	11.4	11.4	6.7	6.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.8	46.2	34.7	56.6	44.3	34.6	57.1	27.5	27.0	110.9	31.1	31.6
LnGrp LOS	E	D	C	E	D	C	E	C	C	F	C	C
Approach Vol, veh/h		1115			900			948			483	
Approach Delay, s/veh		45.5			45.3			37.9			57.0	
Approach LOS		D			D			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.0	49.0	18.0	31.9	21.9	46.1	18.4	31.4				
Change Period (Y+Rc), s	8.3	8.3	* 7.9	* 7.9	8.3	8.3	* 7.9	* 7.9				
Max Green Setting (Gmax), s	10.7	40.7	* 24	* 32	19.7	31.7	* 17	* 39				
Max Q Clear Time (g_c+I1), s	12.2	20.7	9.5	20.5	13.0	10.6	10.1	16.0				
Green Ext Time (p_c), s	0.0	2.6	0.6	3.4	0.7	1.7	0.4	3.4				

Intersection Summary												
HCM 7th Control Delay, s/veh			45.0									
HCM 7th LOS			D									

Notes
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Fort Hamer Road PD&E
1: Fort Hamer Road & Rive Isle Run

2050 AM Build
Timing Plan: A.M. Peak Hour

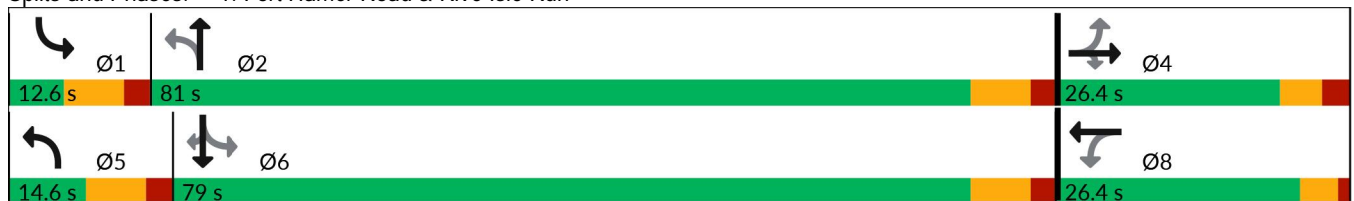


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations		4	7		4	7	7	7	7	7
Traffic Volume (vph)	20	0	109	4	2	36	871	5	1810	20
Future Volume (vph)	20	0	109	4	2	36	871	5	1810	20
Lane Group Flow (vph)	0	21	115	0	10	38	922	5	1905	21
Turn Type	Perm	NA	Perm	Perm	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases		4			8	5	2	1	6	
Permitted Phases	4		4	8		2		6		6
Detector Phase	4	4	4	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	7.0	10.0	5.0	10.0	10.0
Minimum Split (s)	24.2	24.2	24.2	22.5	22.5	14.6	25.6	12.6	25.6	25.6
Total Split (s)	26.4	26.4	26.4	26.4	26.4	14.6	81.0	12.6	79.0	79.0
Total Split (%)	22.0%	22.0%	22.0%	22.0%	22.0%	12.2%	67.5%	10.5%	65.8%	65.8%
Yellow Time (s)	3.7	3.7	3.7	3.5	3.5	5.4	5.4	5.4	5.4	5.4
All-Red Time (s)	2.5	2.5	2.5	1.0	1.0	2.2	2.2	2.2	2.2	2.2
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.2	6.2		4.5	7.6	7.6	7.6	7.6	7.6
Lead/Lag						Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	None	Min	Min
v/c Ratio		0.19	0.51		0.06	0.18	0.36	0.01	0.79	0.02
Control Delay (s/veh)		49.8	18.7		36.3	4.8	5.3	3.0	14.9	0.1
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		49.8	18.7		36.3	4.8	5.3	3.0	14.9	0.1
Queue Length 50th (ft)		13	2		4	4	68	1	440	0
Queue Length 95th (ft)		40	57		21	12	185	3	623	0
Internal Link Dist (ft)		151			133		432		308	
Turn Bay Length (ft)						340		250		
Base Capacity (vph)		302	427		415	213	2945	474	2865	1301
Starvation Cap Reductn		0	0		0	0	0	0	0	0
Spillback Cap Reductn		0	0		0	0	0	0	0	0
Storage Cap Reductn		0	0		0	0	0	0	0	0
Reduced v/c Ratio		0.07	0.27		0.02	0.18	0.31	0.01	0.66	0.02

Intersection Summary

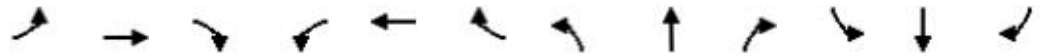
Cycle Length: 120
Actuated Cycle Length: 91.1
Natural Cycle: 100
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Fort Hamer Road & Rive Isle Run



Fort Hamer Road PD&E
1: Fort Hamer Road & Rive Isle Run

2050 AM Build
Timing Plan: A.M. Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔		↔	↕		↔	↕	↔
Traffic Volume (veh/h)	20	0	109	4	2	4	36	871	5	5	1810	20
Future Volume (veh/h)	20	0	109	4	2	4	36	871	5	5	1810	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1752	1752	1752	1900	1900	1900	1841	1841	1841	1885	1885	1885
Adj Flow Rate, veh/h	21	0	115	4	2	4	38	917	5	5	1905	21
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	10	10	10	0	0	0	4	4	4	1	1	1
Cap, veh/h	207	0	145	97	52	64	205	2393	13	428	2259	1008
Arrive On Green	0.10	0.00	0.10	0.10	0.10	0.10	0.05	0.67	0.67	0.01	0.63	0.63
Sat Flow, veh/h	1339	0	1485	448	535	656	1753	3566	19	1795	3582	1598
Grp Volume(v), veh/h	21	0	115	10	0	0	38	450	472	5	1905	21
Grp Sat Flow(s),veh/h/ln	1339	0	1485	1639	0	0	1753	1749	1837	1795	1791	1598
Q Serve(g_s), s	0.8	0.0	7.2	0.0	0.0	0.0	0.7	10.8	10.8	0.1	39.9	0.5
Cycle Q Clear(g_c), s	1.3	0.0	7.2	0.5	0.0	0.0	0.7	10.8	10.8	0.1	39.9	0.5
Prop In Lane	1.00		1.00	0.40		0.40	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	207	0	145	213	0	0	205	1173	1233	428	2259	1008
V/C Ratio(X)	0.10	0.00	0.79	0.05	0.00	0.00	0.18	0.38	0.38	0.01	0.84	0.02
Avail Cap(c_a), veh/h	358	0	315	423	0	0	253	1348	1417	510	2686	1198
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.3	0.0	42.0	39.0	0.0	0.0	15.1	6.9	6.9	6.5	13.9	6.6
Incr Delay (d2), s/veh	0.2	0.0	9.3	0.1	0.0	0.0	0.4	0.2	0.2	0.0	2.3	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(95%),veh/ln	0.8	0.0	5.4	0.4	0.0	0.0	0.7	5.7	6.0	0.1	19.3	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.5	0.0	51.3	39.1	0.0	0.0	15.5	7.1	7.1	6.6	16.1	6.6
LnGrp LOS	D		D	D			B	A	A	A	B	A
Approach Vol, veh/h		136			10			960			1931	
Approach Delay, s/veh		49.5			39.1			7.5			16.0	
Approach LOS		D			D			A			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.2	71.5		15.5	12.0	67.6		15.5				
Change Period (Y+Rc), s	* 7.6	* 7.6		6.2	* 7.6	* 7.6		* 6.2				
Max Green Setting (Gmax), s	* 5	* 73		20.2	* 7	* 71		* 22				
Max Q Clear Time (g_c+I1), s	2.1	12.8		9.2	2.7	41.9		2.5				
Green Ext Time (p_c), s	0.0	6.2		0.3	0.0	18.1		0.0				

Intersection Summary











HCM 7th Control Delay, s/veh	14.9
HCM 7th LOS	B

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Fort Hamer Road PD&E
 2: Fort Hamer Road & Mulholland Road

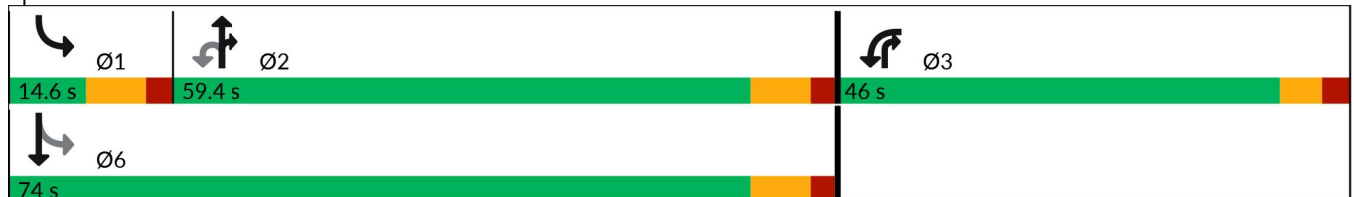
2050 AM Build
 Timing Plan: A.M. Peak Hour

					
Lane Group	WBL	NBT	NBR	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	217	800	26	22	1696
Future Volume (vph)	217	800	26	22	1696
Lane Group Flow (vph)	402	842	27	23	1785
Turn Type	Prot	NA	pt+ov	pm+pt	NA
Protected Phases	3	2	2 3	1	6
Permitted Phases				6	
Detector Phase	3	2	2 3	1	6
Switch Phase					
Minimum Initial (s)	5.0	10.0		7.0	10.0
Minimum Split (s)	24.2	25.6		14.6	25.6
Total Split (s)	46.0	59.4		14.6	74.0
Total Split (%)	38.3%	49.5%		12.2%	61.7%
Yellow Time (s)	3.7	5.4		5.4	5.4
All-Red Time (s)	2.5	2.2		2.2	2.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.2	7.6		7.6	7.6
Lead/Lag		Lag		Lead	
Lead-Lag Optimize?		Yes		Yes	
Recall Mode	None	Max		None	Max
v/c Ratio	0.85	0.43	0.02	0.06	0.82
Control Delay (s/veh)	52.1	17.5	0.8	11.0	22.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	52.1	17.5	0.8	11.0	22.0
Queue Length 50th (ft)	246	148	0	6	477
Queue Length 95th (ft)	364	316	5	20	745
Internal Link Dist (ft)	411	284			299
Turn Bay Length (ft)			250	285	
Base Capacity (vph)	646	1946	1453	372	2183
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.62	0.43	0.02	0.06	0.82

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 109.2
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated

Splits and Phases: 2: Fort Hamer Road & Mulholland Road



Fort Hamer Road PD&E
2: Fort Hamer Road & Mulholland Road

2050 AM Build
Timing Plan: A.M. Peak Hour



Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations	↘		↙	↑↑	↗	↘	↑↑
Traffic Volume (veh/h)	217	165	0	800	26	22	1696
Future Volume (veh/h)	217	165	0	800	26	22	1696
Initial Q (Qb), veh	0	0		0	0	0	0
Lane Width Adj.	1.00	1.00		1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00			1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No
Adj Sat Flow, veh/h/ln	1870	1870		1841	1841	1885	1885
Adj Flow Rate, veh/h	228	174		842	27	23	1785
Peak Hour Factor	0.95	0.95		0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2		4	4	1	1
Cap, veh/h	249	190		1784	796	352	2194
Arrive On Green	0.26	0.26		0.51	0.51	0.03	0.61
Sat Flow, veh/h	957	730		3589	1560	1795	3676
Grp Volume(v), veh/h	403	0		842	27	23	1785
Grp Sat Flow(s),veh/h/ln	1691	0		1749	1560	1795	1791
Q Serve(g_s), s	25.1	0.0		16.8	0.9	0.6	41.7
Cycle Q Clear(g_c), s	25.1	0.0		16.8	0.9	0.6	41.7
Prop In Lane	0.57	0.43			1.00	1.00	
Lane Grp Cap(c), veh/h	440	0		1784	796	352	2194
V/C Ratio(X)	0.92	0.00		0.47	0.03	0.07	0.81
Avail Cap(c_a), veh/h	621	0		1784	796	410	2194
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.0	0.0		17.1	13.2	12.3	16.2
Incr Delay (d2), s/veh	14.5	0.0		0.9	0.1	0.1	3.4
Initial Q Delay(d3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	17.6	0.0		10.6	0.6	0.4	21.9
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	53.5	0.0		18.0	13.3	12.4	19.7
LnGrp LOS	D			B	B	B	B
Approach Vol, veh/h	403			869			1808
Approach Delay, s/veh	53.5			17.9			19.6
Approach LOS	D			B			B
Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	11.1	62.9				74.0	34.4
Change Period (Y+Rc), s	* 7.6	* 7.6				* 7.6	6.2
Max Green Setting (Gmax), s	* 7	* 52				* 66	39.8
Max Q Clear Time (g_c+I1), s	2.6	18.8				43.7	27.1
Green Ext Time (p_c), s	0.0	6.2				14.1	1.1

Intersection Summary

HCM 7th Control Delay, s/veh	23.5
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
User approved ignoring U-Turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Fort Hamer Road PD&E
 3: Fort Hamer Road & Old Tampa Road

2050 AM Build
 Timing Plan: A.M. Peak Hour

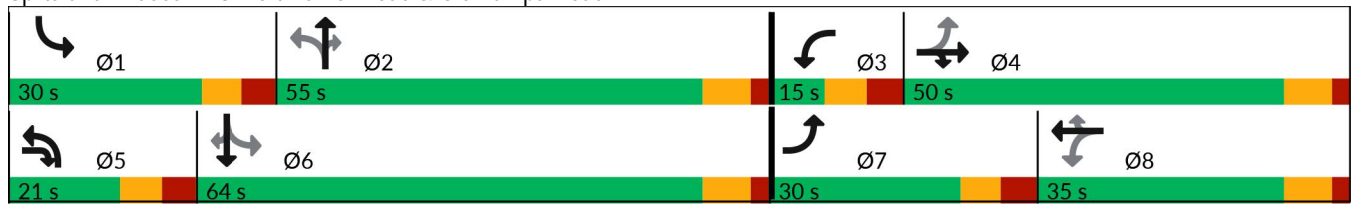


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	274	111	677	91	28	39	179	652	91	235	1240	215
Future Volume (vph)	274	111	677	91	28	39	179	652	91	235	1240	215
Lane Group Flow (vph)	288	117	713	96	29	41	188	686	96	247	1305	226
Turn Type	pm+pt	NA	pt+ov	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4	4 5	3	8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		6
Detector Phase	7	4	4 5	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	7.0	10.0		6.4	10.0	10.0	7.0	10.0	10.0	7.0	10.0	10.0
Minimum Split (s)	15.6	25.4		15.0	20.0	20.0	15.4	25.4	25.4	15.4	25.4	25.4
Total Split (s)	30.0	50.0		15.0	35.0	35.0	21.0	55.0	55.0	30.0	64.0	64.0
Total Split (%)	20.0%	33.3%		10.0%	23.3%	23.3%	14.0%	36.7%	36.7%	20.0%	42.7%	42.7%
Yellow Time (s)	4.5	5.4		4.5	5.4	5.4	4.5	5.4	5.4	4.5	5.4	5.4
All-Red Time (s)	4.1	2.0		4.1	2.0	2.0	3.9	2.0	2.0	3.9	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.6	7.4		8.6	7.4	7.4	8.4	7.4	7.4	8.4	7.4	7.4
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	Max	Max	None	Max	Max
v/c Ratio	0.55	0.22	0.94	0.38	0.10	0.08	0.50	0.57	0.13	0.67	0.98	0.31
Control Delay (s/veh)	39.7	42.4	52.7	42.4	51.8	0.3	30.6	42.8	0.4	30.8	65.6	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	39.7	42.4	52.7	42.4	51.8	0.3	30.6	42.8	0.4	30.8	65.6	5.4
Queue Length 50th (ft)	209	88	554	62	24	0	47	287	0	134	660	5
Queue Length 95th (ft)	297	144	#830	106	55	0	86	370	0	195	#820	61
Internal Link Dist (ft)		480			302			415			411	
Turn Bay Length (ft)	365		235	170			360		165	300		255
Base Capacity (vph)	520	529	761	253	341	518	375	1203	720	417	1335	733
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.22	0.94	0.38	0.09	0.08	0.50	0.57	0.13	0.59	0.98	0.31

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 150
 Natural Cycle: 125
 Control Type: Actuated-Uncoordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 3: Fort Hamer Road & Old Tampa Road



Fort Hamer Road PD&E
3: Fort Hamer Road & Old Tampa Road

2050 AM Build
Timing Plan: A.M. Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	274	111	677	91	28	39	179	652	91	235	1240	215
Future Volume (veh/h)	274	111	677	91	28	39	179	652	91	235	1240	215
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1870	1870	1856	1856	1856	1841	1841	1841	1870	1870	1870
Adj Flow Rate, veh/h	288	117	529	96	29	41	188	686	96	247	1305	226
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	3	3	3	4	4	4	2	2	2
Cap, veh/h	546	550	548	282	369	313	298	1180	526	358	1389	619
Arrive On Green	0.14	0.29	0.29	0.04	0.20	0.20	0.05	0.34	0.34	0.10	0.39	0.39
Sat Flow, veh/h	1781	1870	1585	1767	1856	1572	3401	3497	1560	1781	3554	1585
Grp Volume(v), veh/h	288	117	529	96	29	41	188	686	96	247	1305	226
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1767	1856	1572	1700	1749	1560	1781	1777	1585
Q Serve(g_s), s	18.1	6.8	42.6	6.3	1.8	3.1	5.2	23.4	6.3	12.8	51.2	14.7
Cycle Q Clear(g_c), s	18.1	6.8	42.6	6.3	1.8	3.1	5.2	23.4	6.3	12.8	51.2	14.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	546	550	548	282	369	313	298	1180	526	358	1389	619
V/C Ratio(X)	0.53	0.21	0.97	0.34	0.08	0.13	0.63	0.58	0.18	0.69	0.94	0.36
Avail Cap(c_a), veh/h	560	550	548	282	369	313	419	1180	526	437	1389	619
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.3	38.5	46.6	43.9	47.2	47.7	36.5	39.6	33.9	28.6	42.5	31.3
Incr Delay (d2), s/veh	0.9	0.2	29.9	0.7	0.1	0.2	2.2	2.1	0.8	3.5	13.5	1.7
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(95%),veh/ln	12.5	5.6	30.4	5.0	1.5	2.2	3.9	15.4	4.4	9.5	32.3	9.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	37.2	38.7	76.5	44.6	47.3	47.9	38.7	41.6	34.6	32.1	56.0	33.0
LnGrp LOS	D	D	E	D	D	D	D	D	C	C	E	C
Approach Vol, veh/h		934			166			970			1778	
Approach Delay, s/veh		59.6			45.9			40.4			49.7	
Approach LOS		E			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	23.6	56.3	15.0	50.0	15.8	64.0	28.8	36.2				
Change Period (Y+Rc), s	8.4	7.4	8.6	7.4	8.4	7.4	8.6	7.4				
Max Green Setting (Gmax), s	21.6	47.6	6.4	42.6	12.6	56.6	21.4	27.6				
Max Q Clear Time (g_c+I1), s	14.8	25.4	8.3	44.6	7.2	53.2	20.1	5.1				
Green Ext Time (p_c), s	0.4	4.6	0.0	0.0	0.3	2.5	0.1	0.2				

Intersection Summary

HCM 7th Control Delay, s/veh	49.6
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

Fort Hamer Road PD&E
4: Fort Hamer Road & Golf Course Road

2050 AM Build
Timing Plan: A.M. Peak Hour

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	358	266	995	128	179	1377
Future Volume (vph)	358	266	995	128	179	1377
Lane Group Flow (vph)	377	280	1047	135	188	1449
Turn Type	Prot	pt+ov	NA	pt+ov	pm+pt	NA
Protected Phases	3	3 1	2	2 3	1	6
Permitted Phases					6	
Detector Phase	3	3 1	2	2 3	1	6
Switch Phase						
Minimum Initial (s)	5.0		10.0		7.0	10.0
Minimum Split (s)	11.0		25.3		14.3	25.3
Total Split (s)	36.0		66.0		18.0	84.0
Total Split (%)	30.0%		55.0%		15.0%	70.0%
Yellow Time (s)	4.0		5.3		5.3	5.3
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.0		7.3		7.3	7.3
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
v/c Ratio	0.64	0.51	0.54	0.11	0.53	0.59
Control Delay (s/veh)	46.7	25.6	17.8	0.7	11.7	10.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	46.7	25.6	17.8	0.7	11.7	10.2
Queue Length 50th (ft)	127	121	232	0	38	237
Queue Length 95th (ft)	175	196	356	12	83	390
Internal Link Dist (ft)	287		282			295
Turn Bay Length (ft)		250		250	285	
Base Capacity (vph)	935	563	1957	1414	377	2442
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.50	0.54	0.10	0.50	0.59

Intersection Summary
 Cycle Length: 120
 Actuated Cycle Length: 109.3
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated

Splits and Phases: 4: Fort Hamer Road & Golf Course Road



Fort Hamer Road PD&E
4: Fort Hamer Road & Golf Course Road

2050 AM Build
Timing Plan: A.M. Peak Hour



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	358	266	995	128	179	1377
Future Volume (veh/h)	358	266	995	128	179	1377
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1856	1870	1870	1841	1841
Adj Flow Rate, veh/h	377	280	1047	135	188	1449
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	2	2	4	4
Cap, veh/h	667	404	1985	1194	349	2400
Arrive On Green	0.19	0.19	0.56	0.56	0.06	0.69
Sat Flow, veh/h	3428	1572	3647	1585	1753	3589
Grp Volume(v), veh/h	377	280	1047	135	188	1449
Grp Sat Flow(s),veh/h/ln	1714	1572	1777	1585	1753	1749
Q Serve(g_s), s	11.1	18.0	20.6	2.6	4.8	24.8
Cycle Q Clear(g_c), s	11.1	18.0	20.6	2.6	4.8	24.8
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	667	404	1985	1194	349	2400
V/C Ratio(X)	0.56	0.69	0.53	0.11	0.54	0.60
Avail Cap(c_a), veh/h	920	521	1985	1194	407	2400
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.7	37.5	15.4	3.7	12.0	9.4
Incr Delay (d2), s/veh	0.8	2.7	1.0	0.2	1.3	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.2	11.4	12.4	1.3	3.1	12.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	41.5	40.2	16.5	3.9	13.3	10.5
LnGrp LOS	D	D	B	A	B	B
Approach Vol, veh/h	657		1182			1637
Approach Delay, s/veh	40.9		15.0			10.8
Approach LOS	D		B			B
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	14.3	69.7			84.0	27.8
Change Period (Y+Rc), s	7.3	7.3			7.3	6.0
Max Green Setting (Gmax), s	10.7	58.7			76.7	30.0
Max Q Clear Time (g_c+I1), s	6.8	22.6			26.8	20.0
Green Ext Time (p_c), s	0.2	8.9			14.6	1.8
Intersection Summary						
HCM 7th Control Delay, s/veh			17.9			
HCM 7th LOS			B			

Fort Hamer Road PD&E
5: Fort Hamer Road & US 301

2050 AM Build
Timing Plan: A.M. Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖↗	↑↑	↖	↖↗	↑↑	↖	↖↗	↑↑	↖	↖	↑↘
Traffic Volume (vph)	295	679	497	623	606	222	410	550	489	240	265
Future Volume (vph)	295	679	497	623	606	222	410	550	489	240	265
Lane Group Flow (vph)	311	715	523	656	638	234	432	579	515	253	547
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA
Protected Phases	7	4	5	3	8	1	5	2	3	1	6
Permitted Phases			4			8			2		
Detector Phase	7	4	5	3	8	1	5	2	3	1	6
Switch Phase											
Minimum Initial (s)	5.0	15.0	5.0	5.0	15.0	5.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	12.9	25.9	13.3	12.9	25.9	13.3	13.3	26.3	12.9	13.3	26.3
Total Split (s)	26.0	34.0	33.0	33.0	41.0	28.0	33.0	35.0	33.0	28.0	30.0
Total Split (%)	20.0%	26.2%	25.4%	25.4%	31.5%	21.5%	25.4%	26.9%	25.4%	21.5%	23.1%
Yellow Time (s)	5.1	5.1	4.8	5.1	5.1	4.8	4.8	4.8	5.1	4.8	4.8
All-Red Time (s)	2.8	2.8	3.5	2.8	2.8	3.5	3.5	3.5	2.8	3.5	3.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.9	7.9	8.3	7.9	7.9	8.3	8.3	8.3	7.9	8.3	8.3
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	None	None	Max
v/c Ratio	0.72	0.98	0.72	0.99	0.65	0.29	0.75	0.76	0.66	0.95	0.70
Control Delay (s/veh)	64.8	79.3	29.8	84.7	46.2	11.7	59.8	56.3	25.4	99.5	40.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	64.8	79.3	29.8	84.7	46.2	11.7	59.8	56.3	25.4	99.5	40.0
Queue Length 50th (ft)	127	302	287	278	241	58	174	232	260	214	154
Queue Length 95th (ft)	175	#424	412	#401	309	116	225	296	389	#384	222
Internal Link Dist (ft)		641			873			598			636
Turn Bay Length (ft)	565		220	750		430	500		425	450	
Base Capacity (vph)	483	733	762	663	976	799	665	757	784	265	785
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.98	0.69	0.99	0.65	0.29	0.65	0.76	0.66	0.95	0.70

Intersection Summary

Cycle Length: 130

Actuated Cycle Length: 130

Natural Cycle: 110

Control Type: Actuated-Uncoordinated

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

Queue shown is maximum after two cycles.

Splits and Phases: 5: Fort Hamer Road & US 301



Fort Hamer Road PD&E
5: Fort Hamer Road & US 301

2050 AM Build
Timing Plan: A.M. Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↔↔	↑↑	↗	↔↔	↑↑	↗	↗	↑↔	
Traffic Volume (veh/h)	295	679	497	623	606	222	410	550	489	240	265	255
Future Volume (veh/h)	295	679	497	623	606	222	410	550	489	240	265	255
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1841	1841	1841	1826	1826	1826	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	311	715	365	656	638	160	432	579	383	253	279	189
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	5	5	5	3	3	3	3	3	3
Cap, veh/h	371	739	535	672	1051	680	502	762	627	268	450	295
Arrive On Green	0.11	0.20	0.20	0.19	0.29	0.29	0.14	0.21	0.21	0.15	0.21	0.21
Sat Flow, veh/h	3506	3681	1560	3478	3652	1547	3534	3711	1572	1767	2092	1372
Grp Volume(v), veh/h	311	715	365	656	638	160	432	579	383	253	246	222
Grp Sat Flow(s),veh/h/ln	1753	1841	1560	1739	1826	1547	1767	1856	1572	1767	1856	1609
Q Serve(g_s), s	11.3	25.0	26.1	24.4	19.6	8.4	15.5	19.1	25.2	18.4	15.6	16.3
Cycle Q Clear(g_c), s	11.3	25.0	26.1	24.4	19.6	8.4	15.5	19.1	25.2	18.4	15.6	16.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.85
Lane Grp Cap(c), veh/h	371	739	535	672	1051	680	502	762	627	268	399	346
V/C Ratio(X)	0.84	0.97	0.68	0.98	0.61	0.24	0.86	0.76	0.61	0.94	0.62	0.64
Avail Cap(c_a), veh/h	488	739	535	672	1051	680	672	762	627	268	399	346
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.0	51.5	36.7	52.2	39.9	22.8	54.5	48.6	31.1	54.6	46.2	46.5
Incr Delay (d2), s/veh	9.5	25.2	3.6	28.9	1.0	0.2	8.6	7.0	4.4	40.1	7.0	8.8
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(95%),veh/ln	9.2	19.8	15.2	18.8	13.4	0.1	11.8	14.4	15.0	16.4	12.4	11.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	66.5	76.7	40.2	81.1	40.9	23.0	63.1	55.6	35.5	94.8	53.2	55.3
LnGrp LOS	E	E	D	F	D	C	E	E	D	F	D	E
Approach Vol, veh/h		1391			1454			1394			721	
Approach Delay, s/veh		64.9			57.1			52.4			68.4	
Approach LOS		E			E			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	28.0	35.0	33.0	34.0	26.8	36.2	21.7	45.3				
Change Period (Y+Rc), s	8.3	8.3	* 7.9	* 7.9	8.3	8.3	* 7.9	* 7.9				
Max Green Setting (Gmax), s	19.7	26.7	* 25	* 26	24.7	21.7	* 18	* 33				
Max Q Clear Time (g_c+I1), s	20.4	27.2	26.4	28.1	17.5	18.3	13.3	21.6				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.9	0.8	0.5	3.4				

Intersection Summary

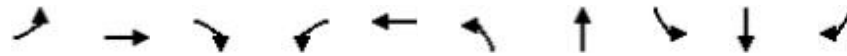
HCM 7th Control Delay, s/veh	59.6
HCM 7th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Fort Hamer Road PD&E
1: Fort Hamer Road & Rive Isle Run

2050 PM Build - US 301 RT Only
Timing Plan: P.M. Peak Hour

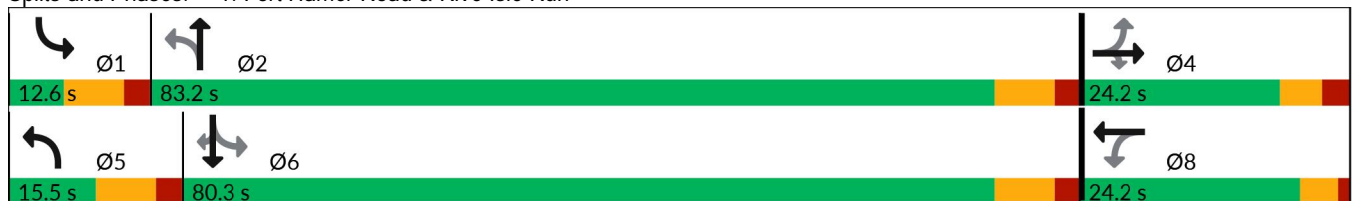


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations		4	4		4	4	4	4	4	4
Traffic Volume (vph)	92	0	117	4	2	112	1980	10	1100	21
Future Volume (vph)	92	0	117	4	2	112	1980	10	1100	21
Lane Group Flow (vph)	0	97	123	0	10	118	2089	11	1158	22
Turn Type	Perm	NA	Perm	Perm	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases		4			8	5	2	1	6	
Permitted Phases	4		4	8		2		6		6
Detector Phase	4	4	4	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	7.0	10.0	5.0	10.0	10.0
Minimum Split (s)	24.2	24.2	24.2	22.5	22.5	14.6	25.6	12.6	25.6	25.6
Total Split (s)	24.2	24.2	24.2	24.2	24.2	15.5	83.2	12.6	80.3	80.3
Total Split (%)	20.2%	20.2%	20.2%	20.2%	20.2%	12.9%	69.3%	10.5%	66.9%	66.9%
Yellow Time (s)	3.7	3.7	3.7	3.5	3.5	5.4	5.4	5.4	5.4	5.4
All-Red Time (s)	2.5	2.5	2.5	1.0	1.0	2.2	2.2	2.2	2.2	2.2
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.2	6.2		4.5	7.6	7.6	7.6	7.6	7.6
Lead/Lag						Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	None	Min	Min
v/c Ratio		0.53	0.39		0.04	0.34	0.84	0.06	0.60	0.02
Control Delay (s/veh)		53.3	12.1		32.6	7.0	16.0	5.4	15.5	0.0
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		53.3	12.1		32.6	7.0	16.0	5.4	15.5	0.0
Queue Length 50th (ft)		56	0		3	18	372	2	224	0
Queue Length 95th (ft)		127	55		20	39	854	7	317	0
Internal Link Dist (ft)		151			133		432		308	
Turn Bay Length (ft)						340		250		
Base Capacity (vph)		280	415		366	351	2919	170	2806	1275
Starvation Cap Reductn		0	0		0	0	0	0	0	0
Spillback Cap Reductn		0	0		0	0	0	0	0	0
Storage Cap Reductn		0	0		0	0	0	0	0	0
Reduced v/c Ratio		0.35	0.30		0.03	0.34	0.72	0.06	0.41	0.02

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 93
Natural Cycle: 100
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Fort Hamer Road & Rive Isle Run



Fort Hamer Road PD&E
1: Fort Hamer Road & Rive Isle Run

2050 PM Build - US 301 RT Only
Timing Plan: P.M. Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔		↔	↕		↔	↕	↔
Traffic Volume (veh/h)	92	0	117	4	2	4	112	1980	5	10	1100	21
Future Volume (veh/h)	92	0	117	4	2	4	112	1980	5	10	1100	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1856	1856	1856	1900	1900	1900	1885	1885	1870	1870	1870	1870
Adj Flow Rate, veh/h	97	0	123	4	2	4	118	2084	5	11	1158	22
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	0	0	0	1	1	2	2	2	2
Cap, veh/h	198	0	187	64	37	34	388	2411	6	135	2148	958
Arrive On Green	0.12	0.00	0.12	0.12	0.12	0.12	0.07	0.66	0.66	0.01	0.60	0.60
Sat Flow, veh/h	1071	0	1572	119	311	287	1795	3666	9	1781	3554	1585
Grp Volume(v), veh/h	97	0	123	10	0	0	118	1018	1071	11	1158	22
Grp Sat Flow(s),veh/h/ln	1071	0	1572	717	0	0	1795	1791	1884	1781	1777	1585
Q Serve(g_s), s	0.0	0.0	7.6	0.0	0.0	0.0	2.4	45.9	46.0	0.2	19.5	0.6
Cycle Q Clear(g_c), s	9.7	0.0	7.6	9.8	0.0	0.0	2.4	45.9	46.0	0.2	19.5	0.6
Prop In Lane	1.00		1.00	0.40		0.40	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	198	0	187	135	0	0	388	1178	1239	135	2148	958
V/C Ratio(X)	0.49	0.00	0.66	0.07	0.00	0.00	0.30	0.86	0.86	0.08	0.54	0.02
Avail Cap(c_a), veh/h	279	0	278	247	0	0	408	1330	1399	199	2538	1132
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.8	0.0	42.9	40.0	0.0	0.0	8.4	13.8	13.8	16.0	11.8	8.1
Incr Delay (d2), s/veh	1.9	0.0	3.9	0.2	0.0	0.0	0.4	5.6	5.4	0.3	0.2	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(95%),veh/ln	4.4	0.0	5.7	0.4	0.0	0.0	1.4	22.9	23.8	0.2	10.8	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	45.7	0.0	46.8	40.2	0.0	0.0	8.8	19.4	19.2	16.3	12.0	8.1
LnGrp LOS	D		D	D			A	B	B	B	B	A
Approach Vol, veh/h		220			10			2207			1191	
Approach Delay, s/veh		46.3			40.2			18.8			12.0	
Approach LOS		D			D			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.9	74.6		18.3	14.4	69.2		18.3				
Change Period (Y+Rc), s	* 7.6	* 7.6		6.2	* 7.6	* 7.6		* 6.2				
Max Green Setting (Gmax), s	* 5	* 76		18.0	* 7.9	* 73		* 20				
Max Q Clear Time (g_c+I1), s	2.2	48.0		11.7	4.4	21.5		11.8				
Green Ext Time (p_c), s	0.0	19.0		0.4	0.1	10.2		0.0				

Intersection Summary

HCM 7th Control Delay, s/veh	18.3
HCM 7th LOS	B

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Fort Hamer Road PD&E
 2: Fort Hamer Road & Mulholland Road

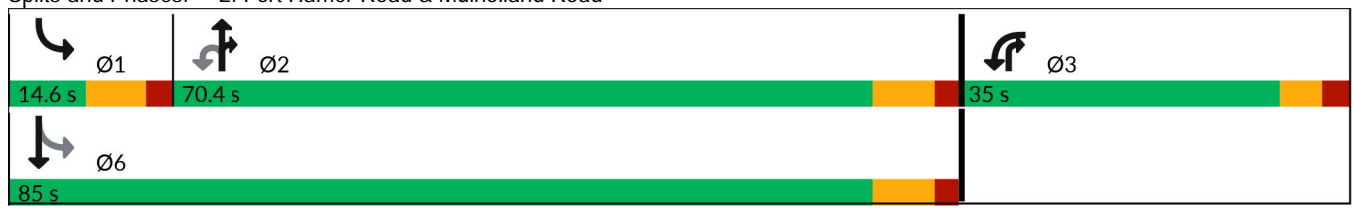
2050 PM Build - US 301 RT Only
 Timing Plan: P.M. Peak Hour

	↙	↑	↘	↙	↓
Lane Group	WBL	NBT	NBR	SBL	SBT
Lane Configurations	↘	↑↑	↘	↘	↑↑
Traffic Volume (vph)	74	1837	200	103	1030
Future Volume (vph)	74	1837	200	103	1030
Lane Group Flow (vph)	136	1894	206	106	1062
Turn Type	Prot	NA	pt+ov	pm+pt	NA
Protected Phases	3	2	2 3	1	6
Permitted Phases				6	
Detector Phase	3	2	2 3	1	6
Switch Phase					
Minimum Initial (s)	5.0	10.0		7.0	10.0
Minimum Split (s)	24.2	25.6		14.6	25.6
Total Split (s)	35.0	70.4		14.6	85.0
Total Split (%)	29.2%	58.7%		12.2%	70.8%
Yellow Time (s)	3.7	5.4		5.4	5.4
All-Red Time (s)	2.5	2.2		2.2	2.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.2	7.6		7.6	7.6
Lead/Lag		Lag		Lead	
Lead-Lag Optimize?		Yes		Yes	
Recall Mode	None	Max		None	Max
v/c Ratio	0.62	0.86	0.16	0.56	0.40
Control Delay (s/veh)	45.9	22.7	0.6	25.1	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	45.9	22.7	0.6	25.1	5.4
Queue Length 50th (ft)	66	504	0	16	108
Queue Length 95th (ft)	128	#727	12	#82	174
Internal Link Dist (ft)	411	284			299
Turn Bay Length (ft)			250	285	
Base Capacity (vph)	489	2191	1528	190	2666
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.28	0.86	0.13	0.56	0.40

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 104.1
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 2: Fort Hamer Road & Mulholland Road



Fort Hamer Road PD&E
 2: Fort Hamer Road & Mulholland Road

2050 PM Build - US 301 RT Only
 Timing Plan: P.M. Peak Hour



Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations	↘		↙	↑↑	↗	↘	↑↑
Traffic Volume (veh/h)	74	58	0	1837	200	103	1030
Future Volume (veh/h)	74	58	0	1837	200	103	1030
Initial Q (Qb), veh	0	0		0	0	0	0
Lane Width Adj.	1.00	1.00		1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00			1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No
Adj Sat Flow, veh/h/ln	1856	1856		1885	1885	1870	1870
Adj Flow Rate, veh/h	76	60		1894	206	106	1062
Peak Hour Factor	0.97	0.97		0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3		1	1	2	2
Cap, veh/h	94	74		2230	995	227	2712
Arrive On Green	0.10	0.10		0.62	0.62	0.07	0.76
Sat Flow, veh/h	930	734		3676	1598	1781	3647
Grp Volume(v), veh/h	137	0		1894	206	106	1062
Grp Sat Flow(s),veh/h/ln	1677	0		1791	1598	1781	1777
Q Serve(g_s), s	8.1	0.0		42.9	5.7	1.9	10.2
Cycle Q Clear(g_c), s	8.1	0.0		42.9	5.7	1.9	10.2
Prop In Lane	0.55	0.44			1.00	1.00	
Lane Grp Cap(c), veh/h	169	0		2230	995	227	2712
V/C Ratio(X)	0.81	0.00		0.85	0.21	0.47	0.39
Avail Cap(c_a), veh/h	476	0		2230	995	233	2712
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.7	0.0		15.3	8.3	21.8	4.1
Incr Delay (d2), s/veh	8.9	0.0		4.3	0.5	1.5	0.4
Initial Q Delay(d3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.7	0.0		22.0	3.2	2.9	4.5
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	53.6	0.0		19.6	8.8	23.3	4.5
LnGrp LOS	D			B	A	C	A
Approach Vol, veh/h	137			2100			1168
Approach Delay, s/veh	53.6			18.5			6.2
Approach LOS	D			B			A
Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	14.2	70.8				85.0	16.4
Change Period (Y+Rc), s	* 7.6	* 7.6				* 7.6	6.2
Max Green Setting (Gmax), s	* 7	* 63				* 77	28.8
Max Q Clear Time (g_c+I1), s	3.9	44.9				12.2	10.1
Green Ext Time (p_c), s	0.1	13.2				8.9	0.3

Intersection Summary							
HCM 7th Control Delay, s/veh				15.7			
HCM 7th LOS				B			

Notes
 User approved volume balancing among the lanes for turning movement.
 User approved ignoring U-Turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Fort Hamer Road PD&E
 3: Fort Hamer Road & Old Tampa Road

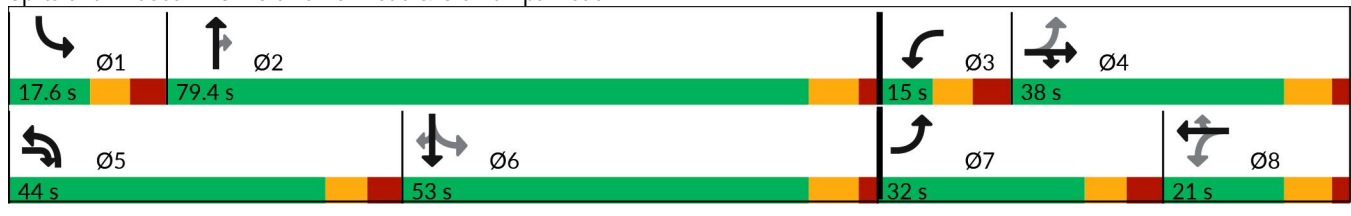
2050 PM Build - US 301 RT Only
 Timing Plan: P.M. Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	272	138	543	111	56	51	656	1249	224	76	684	113
Future Volume (vph)	272	138	543	111	56	51	656	1249	224	76	684	113
Lane Group Flow (vph)	280	142	560	114	58	53	676	1288	231	78	705	116
Turn Type	pm+pt	NA	pt+ov	pm+pt	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4	4 5	3	8		5	2		1	6	
Permitted Phases	4			8		8			2	6		6
Detector Phase	7	4	4 5	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	7.0	10.0		6.4	10.0	10.0	7.0	10.0	10.0	7.0	10.0	10.0
Minimum Split (s)	15.6	25.4		15.0	20.0	20.0	15.4	25.4	25.4	15.4	25.4	25.4
Total Split (s)	32.0	38.0		15.0	21.0	21.0	44.0	79.4	79.4	17.6	53.0	53.0
Total Split (%)	21.3%	25.3%		10.0%	14.0%	14.0%	29.3%	52.9%	52.9%	11.7%	35.3%	35.3%
Yellow Time (s)	4.5	5.4		4.5	5.4	5.4	4.5	5.4	5.4	4.5	5.4	5.4
All-Red Time (s)	4.1	2.0		4.1	2.0	2.0	3.9	2.0	2.0	3.9	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.6	7.4		8.6	7.4	7.4	8.4	7.4	7.4	8.4	7.4	7.4
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	Max	Max	None	Max	Max
v/c Ratio	0.70	0.38	0.70	0.71	0.35	0.13	0.87	0.74	0.26	0.43	0.64	0.17
Control Delay (s/veh)	54.6	54.9	29.4	72.9	70.2	0.7	68.3	34.2	3.9	27.0	47.1	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	54.6	54.9	29.4	72.9	70.2	0.7	68.3	34.2	3.9	27.0	47.1	0.5
Queue Length 50th (ft)	231	121	342	84	54	0	326	523	6	31	317	0
Queue Length 95th (ft)	329	191	486	#141	103	0	401	619	53	56	389	0
Internal Link Dist (ft)		480			302			415			411	
Turn Bay Length (ft)	365		235	170			360		165	300		255
Base Capacity (vph)	404	379	819	161	174	401	830	1735	888	192	1110	687
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.69	0.37	0.68	0.71	0.33	0.13	0.81	0.74	0.26	0.41	0.64	0.17

Intersection Summary

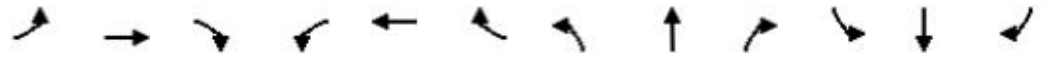
Cycle Length: 150
 Actuated Cycle Length: 148.6
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 3: Fort Hamer Road & Old Tampa Road



Fort Hamer Road PD&E
 3: Fort Hamer Road & Old Tampa Road

2050 PM Build - US 301 RT Only
 Timing Plan: P.M. Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	272	138	543	111	56	51	656	1249	224	76	684	113
Future Volume (veh/h)	272	138	543	111	56	51	656	1249	224	76	684	113
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1856	1856	1856	1870	1870	1870	1885	1885	1885	1856	1856	1856
Adj Flow Rate, veh/h	280	142	354	114	58	53	676	1288	231	78	705	116
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	2	2	2	1	1	1	3	3	3
Cap, veh/h	390	356	637	201	150	127	743	1783	795	205	1167	520
Arrive On Green	0.16	0.19	0.19	0.04	0.08	0.08	0.21	0.50	0.50	0.05	0.33	0.33
Sat Flow, veh/h	1767	1856	1572	1781	1870	1585	3483	3582	1598	1767	3526	1572
Grp Volume(v), veh/h	280	142	354	114	58	53	676	1288	231	78	705	116
Grp Sat Flow(s),veh/h/ln	1767	1856	1572	1781	1870	1585	1742	1791	1598	1767	1763	1572
Q Serve(g_s), s	20.4	9.7	25.0	6.4	4.3	4.6	27.4	40.8	12.3	4.2	24.2	7.7
Cycle Q Clear(g_c), s	20.4	9.7	25.0	6.4	4.3	4.6	27.4	40.8	12.3	4.2	24.2	7.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	390	356	637	201	150	127	743	1783	795	205	1167	520
V/C Ratio(X)	0.72	0.40	0.56	0.57	0.39	0.42	0.91	0.72	0.29	0.38	0.60	0.22
Avail Cap(c_a), veh/h	400	393	668	201	176	149	857	1783	795	236	1167	520
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.5	51.2	33.0	59.5	63.1	63.3	55.5	28.5	21.3	30.6	40.5	34.9
Incr Delay (d2), s/veh	6.0	0.7	0.9	3.7	1.6	2.2	12.5	2.6	0.9	1.2	2.3	1.0
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(95%),veh/ln	14.5	8.0	14.5	7.4	3.7	3.4	19.0	24.2	8.2	3.3	16.0	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.5	51.9	34.0	63.2	64.7	65.4	68.1	31.0	22.2	31.7	42.8	35.9
LnGrp LOS	D	D	C	E	E	E	E	C	C	C	D	D
Approach Vol, veh/h		776			225			2195			899	
Approach Delay, s/veh		44.7			64.1			41.5			40.9	
Approach LOS		D			E			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.1	79.4	15.0	35.1	39.2	55.3	31.1	19.0				
Change Period (Y+Rc), s	8.4	7.4	8.6	7.4	8.4	7.4	8.6	7.4				
Max Green Setting (Gmax), s	9.2	72.0	6.4	30.6	35.6	45.6	23.4	13.6				
Max Q Clear Time (g_c+I1), s	6.2	42.8	8.4	27.0	29.4	26.2	22.4	6.6				
Green Ext Time (p_c), s	0.0	11.6	0.0	0.7	1.4	4.7	0.1	0.2				

Intersection Summary												
HCM 7th Control Delay, s/veh			43.2									
HCM 7th LOS			D									

Notes
 User approved pedestrian interval to be less than phase max green.

Fort Hamer Road PD&E
 4: Fort Hamer Road & Golf Course Road

2050 PM Build - US 301 RT Only
 Timing Plan: P.M. Peak Hour

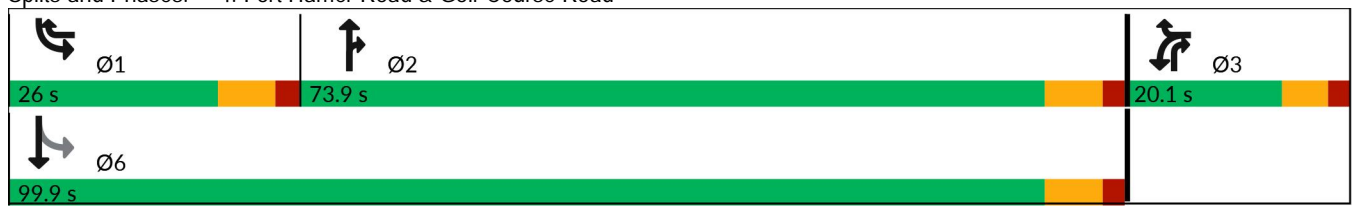


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	295	329	1845	202	304	901
Future Volume (vph)	295	329	1845	202	304	901
Lane Group Flow (vph)	304	339	1902	208	313	929
Turn Type	Prot	pt+ov	NA	pt+ov	pm+pt	NA
Protected Phases	3	3 1	2	2 3	1	6
Permitted Phases					6	
Detector Phase	3	3 1	2	2 3	1	6
Switch Phase						
Minimum Initial (s)	5.0		10.0		7.0	10.0
Minimum Split (s)	11.0		25.3		14.3	25.3
Total Split (s)	20.1		73.9		26.0	99.9
Total Split (%)	16.8%		61.6%		21.7%	83.3%
Yellow Time (s)	4.0		5.3		5.3	5.3
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.0		7.3		7.3	7.3
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
v/c Ratio	0.75	0.63	0.96	0.18	0.94	0.34
Control Delay (s/veh)	63.4	39.1	39.2	2.4	72.3	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	63.4	39.1	39.2	2.4	72.3	4.6
Queue Length 50th (ft)	119	214	713	17	189	98
Queue Length 95th (ft)	#175	319	#919	38	#363	122
Internal Link Dist (ft)	287		282			295
Turn Bay Length (ft)		250		250	285	
Base Capacity (vph)	407	540	1975	1182	338	2730
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.75	0.63	0.96	0.18	0.93	0.34

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 4: Fort Hamer Road & Golf Course Road



Fort Hamer Road PD&E
 4: Fort Hamer Road & Golf Course Road

2050 PM Build - US 301 RT Only
 Timing Plan: P.M. Peak Hour



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔↔	↔	↑↑	↔	↔	↑↑
Traffic Volume (veh/h)	295	329	1845	202	304	901
Future Volume (veh/h)	295	329	1845	202	304	901
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1885	1885	1870	1870	1870	1870
Adj Flow Rate, veh/h	304	339	1902	208	313	929
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	2	2	2	2
Cap, veh/h	409	428	1992	1075	338	2742
Arrive On Green	0.12	0.12	0.56	0.56	0.15	0.77
Sat Flow, veh/h	3483	1598	3647	1585	1781	3647
Grp Volume(v), veh/h	304	339	1902	208	313	929
Grp Sat Flow(s),veh/h/ln	1742	1598	1777	1585	1781	1777
Q Serve(g_s), s	10.1	14.1	60.7	5.8	16.0	9.7
Cycle Q Clear(g_c), s	10.1	14.1	60.7	5.8	16.0	9.7
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	409	428	1992	1075	338	2742
V/C Ratio(X)	0.74	0.79	0.96	0.19	0.92	0.34
Avail Cap(c_a), veh/h	409	428	1992	1075	348	2742
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.2	40.8	24.9	7.2	40.8	4.2
Incr Delay (d2), s/veh	7.1	9.8	12.0	0.4	29.5	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.3	15.5	34.4	3.4	17.3	4.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	58.3	50.6	37.0	7.6	70.3	4.6
LnGrp LOS	E	D	D	A	E	A
Approach Vol, veh/h	643		2110			1242
Approach Delay, s/veh	54.3		34.1			21.1
Approach LOS	D		C			C
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	25.4	74.5			99.9	20.1
Change Period (Y+Rc), s	7.3	7.3			7.3	6.0
Max Green Setting (Gmax), s	18.7	66.6			92.6	14.1
Max Q Clear Time (g_c+I1), s	18.0	62.7			11.7	16.1
Green Ext Time (p_c), s	0.1	3.4			7.4	0.0
Intersection Summary						
HCM 7th Control Delay, s/veh			33.3			
HCM 7th LOS			C			

Fort Hamer Road PD&E
5: Fort Hamer Road & US 301

2050 PM Build - US 301 RT Only
Timing Plan: P.M. Peak Hour

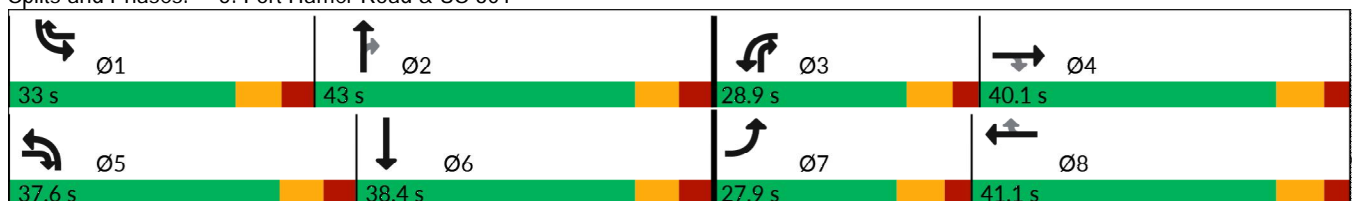


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖↖	↑↑	↗	↖↖	↑↑	↗	↖↖	↑↑	↗	↖	↑↗
Traffic Volume (vph)	371	792	466	489	635	386	501	529	795	294	244
Future Volume (vph)	371	792	466	489	635	386	501	529	795	294	244
Lane Group Flow (vph)	379	808	476	499	648	394	511	540	811	300	451
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA
Protected Phases	7	4	5	3	8	1	5	2	3	1	6
Permitted Phases			4			8			2		
Detector Phase	7	4	5	3	8	1	5	2	3	1	6
Switch Phase											
Minimum Initial (s)	5.0	15.0	5.0	5.0	15.0	5.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	12.9	25.9	13.3	12.9	25.9	13.3	13.3	26.3	12.9	13.3	26.3
Total Split (s)	27.9	40.1	37.6	28.9	41.1	33.0	37.6	43.0	28.9	33.0	38.4
Total Split (%)	19.2%	27.7%	25.9%	19.9%	28.3%	22.8%	25.9%	29.7%	19.9%	22.8%	26.5%
Yellow Time (s)	5.1	5.1	4.8	5.1	5.1	4.8	4.8	4.8	5.1	4.8	4.8
All-Red Time (s)	2.8	2.8	3.5	2.8	2.8	3.5	3.5	3.5	2.8	3.5	3.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.9	7.9	8.3	7.9	7.9	8.3	8.3	8.3	7.9	8.3	8.3
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	None	None	Max
v/c Ratio	0.82	0.98	0.60	0.99	0.75	0.51	0.80	0.61	1.08	0.99	0.50
Control Delay (s/veh)	76.3	81.8	23.1	99.9	58.0	23.0	67.1	52.4	89.2	107.6	36.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	76.3	81.8	23.1	99.9	58.0	23.0	67.1	52.4	89.2	107.6	36.9
Queue Length 50th (ft)	175	383	232	239	289	196	232	229	-796	286	133
Queue Length 95th (ft)	232	#512	338	#355	359	296	289	289	#1052	#482	192
Internal Link Dist (ft)		641			873			598			636
Turn Bay Length (ft)	565		220	750		430	500		425	450	
Base Capacity (vph)	488	827	830	502	863	769	715	891	754	304	905
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.98	0.57	0.99	0.75	0.51	0.71	0.61	1.08	0.99	0.50

Intersection Summary

Cycle Length: 145
 Actuated Cycle Length: 145
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 5: Fort Hamer Road & US 301



Fort Hamer Road PD&E
5: Fort Hamer Road & US 301

2050 PM Build - US 301 RT Only
Timing Plan: P.M. Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↕	↖	↖↗	↕	↖	↖↗	↕	↖	↖	↕	↖↗
Traffic Volume (veh/h)	371	792	466	489	635	386	501	529	795	294	244	198
Future Volume (veh/h)	371	792	466	489	635	386	501	529	795	294	244	198
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1870	1870	1841	1841	1841	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	379	808	323	499	648	266	511	540	505	300	249	125
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, %	2	2	2	4	4	4	2	2	2	1	1	1
Cap, veh/h	431	831	608	508	905	649	576	895	609	306	594	288
Arrive On Green	0.12	0.22	0.22	0.14	0.25	0.25	0.16	0.24	0.24	0.17	0.25	0.25
Sat Flow, veh/h	3563	3741	1585	3506	3681	1560	3563	3741	1585	1795	2397	1164
Grp Volume(v), veh/h	379	808	323	499	648	266	511	540	505	300	194	180
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1753	1841	1560	1781	1870	1585	1795	1885	1676
Q Serve(g_s), s	15.2	31.1	22.9	20.6	23.4	17.4	20.4	18.6	34.7	24.1	12.5	13.1
Cycle Q Clear(g_c), s	15.2	31.1	22.9	20.6	23.4	17.4	20.4	18.6	34.7	24.1	12.5	13.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.69
Lane Grp Cap(c), veh/h	431	831	608	508	905	649	576	895	609	306	467	415
V/C Ratio(X)	0.88	0.97	0.53	0.98	0.72	0.41	0.89	0.60	0.83	0.98	0.42	0.43
Avail Cap(c_a), veh/h	491	831	608	508	905	649	720	895	609	306	467	415
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.7	56.0	34.6	61.8	50.0	29.8	59.5	49.0	40.4	59.9	45.7	45.9
Incr Delay (d2), s/veh	15.2	24.6	0.9	35.4	2.7	0.4	11.0	3.0	12.4	46.1	2.7	3.3
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(95%),veh/ln	12.1	23.8	13.5	16.9	16.2	10.6	15.0	13.8	24.6	20.9	10.2	9.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	77.8	80.6	35.4	97.2	52.8	30.2	70.4	52.0	52.7	106.0	48.4	49.2
LnGrp LOS	E	F	D	F	D	C	E	D	D	F	D	D
Approach Vol, veh/h		1510			1413			1556			674	
Approach Delay, s/veh		70.2			64.2			58.3			74.3	
Approach LOS		E			E			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	33.0	43.0	28.9	40.1	31.8	44.2	25.5	43.5				
Change Period (Y+Rc), s	8.3	8.3	* 7.9	* 7.9	8.3	8.3	* 7.9	* 7.9				
Max Green Setting (Gmax), s	24.7	34.7	* 21	* 32	29.3	30.1	* 20	* 33				
Max Q Clear Time (g_c+I1), s	26.1	36.7	22.6	33.1	22.4	15.1	17.2	25.4				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	1.1	1.7	0.4	3.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			65.5									
HCM 7th LOS			E									

Notes
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Fort Hamer Road PD&E
1: Fort Hamer Road & Rive Isle Run

2030 AM Build - US 301 w/ Shared TR

Timing Plan: A.M. Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations		4	4		4	4	4	4	4	4
Traffic Volume (vph)	10	0	92	1	1	18	745	1	1276	15
Future Volume (vph)	10	0	92	1	1	18	745	1	1276	15
Lane Group Flow (vph)	0	11	100	0	3	20	811	1	1387	16
Turn Type	Perm	NA	Perm	Perm	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases		4			8	5	2	1	6	
Permitted Phases	4		4	8		2		6		6
Detector Phase	4	4	4	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	7.0	10.0	5.0	10.0	10.0
Minimum Split (s)	24.2	24.2	24.2	24.2	24.2	14.6	25.6	12.6	25.6	25.6
Total Split (s)	26.0	26.0	26.0	26.0	26.0	16.0	80.0	14.0	78.0	78.0
Total Split (%)	21.7%	21.7%	21.7%	21.7%	21.7%	13.3%	66.7%	11.7%	65.0%	65.0%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	5.4	5.4	5.4	5.4	5.4
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.2	2.2	2.2	2.2	2.2
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.2	6.2		6.2	7.6	7.6	7.6	7.6	7.6
Lead/Lag						Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	None	Min	Min
v/c Ratio		0.08	0.39		0.02	0.06	0.33	0.00	0.58	0.01
Control Delay (s/veh)		33.4	11.5		30.0	3.7	5.9	4.0	10.4	0.0
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		33.4	11.5		30.0	3.7	5.9	4.0	10.4	0.0
Queue Length 50th (ft)		3	0		1	2	53	0	114	0
Queue Length 95th (ft)		22	40		9	8	156	1	342	0
Internal Link Dist (ft)		151			133		432		308	
Turn Bay Length (ft)						340		250		
Base Capacity (vph)		452	574		548	385	3310	559	3373	1515
Starvation Cap Reductn		0	0		0	0	0	0	0	0
Spillback Cap Reductn		0	0		0	0	0	0	0	0
Storage Cap Reductn		0	0		0	0	0	0	0	0
Reduced v/c Ratio		0.02	0.17		0.01	0.05	0.25	0.00	0.41	0.01

Intersection Summary

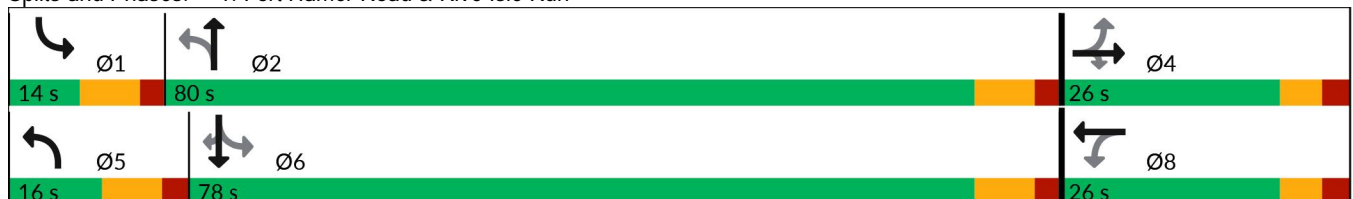
Cycle Length: 120

Actuated Cycle Length: 62.6

Natural Cycle: 80

Control Type: Actuated-Uncoordinated






















Splits and Phases: 1: Fort Hamer Road & Rive Isle Run



Fort Hamer Road PD&E
1: Fort Hamer Road & Rive Isle Run

2030 AM Build - US 301 w/ Shared TR

Timing Plan: A.M. Peak Hour

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	10	0	92	1	1	1	18	745	1	1	1276	15	
Future Volume (veh/h)	10	0	92	1	1	1	18	745	1	1	1276	15	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Lane Width 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	
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	1752	1752	1752	1900	1900	1900	1841	1841	1841	1885	1885	1885	
Adj Flow Rate, veh/h	11	0	100	1	1	1	20	810	1	1	1387	16	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	10	10	10	0	0	0	4	4	4	1	1	1	
Cap, veh/h	231	0	130	101	76	50	266	2046	3	419	1932	862	
Arrive On Green	0.09	0.00	0.09	0.09	0.09	0.09	0.03	0.57	0.57	0.00	0.54	0.54	
Sat Flow, veh/h	1331	0	1485	278	861	570	1753	3584	4	1795	3582	1598	
Grp Volume(v), veh/h	11	0	100	3	0	0	20	395	416	1	1387	16	
Grp Sat Flow(s),veh/h/ln	1331	0	1485	1709	0	0	1753	1749	1840	1795	1791	1598	
Q Serve(g_s), s	0.4	0.0	4.1	0.0	0.0	0.0	0.3	7.9	7.9	0.0	18.3	0.3	
Cycle Q Clear(g_c), s	0.5	0.0	4.1	0.1	0.0	0.0	0.3	7.9	7.9	0.0	18.3	0.3	
Prop In Lane	1.00		1.00	0.33		0.33	1.00		0.00	1.00		1.00	
Lane Grp Cap(c), veh/h	231	0	130	226	0	0	266	998	1050	419	1932	862	
V/C Ratio(X)	0.05	0.00	0.77	0.01	0.00	0.00	0.08	0.40	0.40	0.00	0.72	0.02	
Avail Cap(c_a), veh/h	532	0	467	596	0	0	442	2012	2117	599	4008	1788	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	26.4	0.0	28.1	26.2	0.0	0.0	8.6	7.5	7.5	6.9	10.9	6.7	
Incr Delay (d2), s/veh	0.1	0.0	9.1	0.0	0.0	0.0	0.1	0.3	0.2	0.0	0.5	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(95%),veh/ln	0.3	0.0	3.1	0.1	0.0	0.0	0.2	3.7	3.9	0.0	8.9	0.1	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d), s/veh	26.5	0.0	37.1	26.2	0.0	0.0	8.8	7.7	7.7	6.9	11.4	6.8	
LnGrp LOS	C		D	C			A	A	A	A	B	A	
Approach Vol, veh/h	111						3		831			1404	
Approach Delay, s/veh	36.1						26.2		7.8			11.4	
Approach LOS	D						C		A			B	
Timer - Assigned Phs	1	2	4		5	6	8						
Phs Duration (G+Y+Rc), s	7.7	43.5	11.7		9.7	41.5	11.7						
Change Period (Y+Rc), s	* 7.6	* 7.6	6.2		* 7.6	* 7.6	6.2						
Max Green Setting (Gmax), s	* 6.4	* 72	19.8		* 8.4	* 70	19.8						
Max Q Clear Time (g_c+I1), s	2.0	9.9	6.1		2.3	20.3	2.1						
Green Ext Time (p_c), s	0.0	5.2	0.3		0.0	13.6	0.0						
Intersection Summary													
HCM 7th Control Delay, s/veh			11.3										
HCM 7th LOS			B										
Notes													
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.													

Fort Hamer Road PD&E
 2: Fort Hamer Road & Mulholland Road

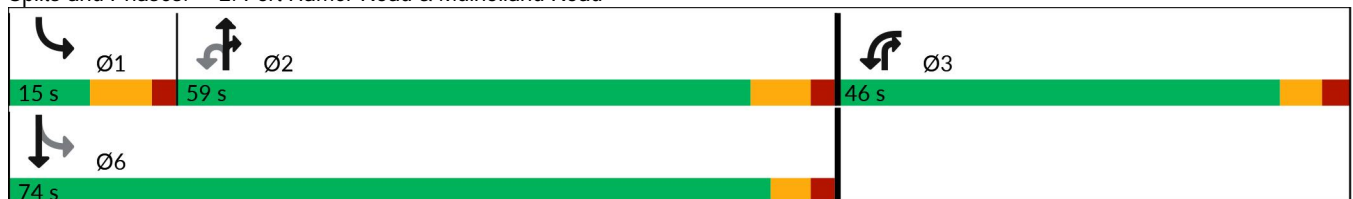
2030 AM Build - US 301 w/ Shared TR
 Timing Plan: A.M. Peak Hour

Lane Group	WBL	NBT	NBR	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	186	646	22	16	1405
Future Volume (vph)	186	646	22	16	1405
Lane Group Flow (vph)	382	778	27	19	1693
Turn Type	Prot	NA	pt+ov	pm+pt	NA
Protected Phases	3	2	2 3	1	6
Permitted Phases				6	
Detector Phase	3	2	2 3	1	6
Switch Phase					
Minimum Initial (s)	5.0	10.0		7.0	10.0
Minimum Split (s)	24.2	25.6		14.6	23.7
Total Split (s)	46.0	59.0		15.0	74.0
Total Split (%)	38.3%	49.2%		12.5%	61.7%
Yellow Time (s)	3.7	5.4		5.4	3.5
All-Red Time (s)	2.5	2.2		2.2	2.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.2	7.6		7.6	5.7
Lead/Lag		Lag		Lead	
Lead-Lag Optimize?		Yes		Yes	
Recall Mode	None	Max		None	Max
v/c Ratio	0.84	0.40	0.02	0.05	0.75
Control Delay (s/veh)	51.0	16.5	0.8	10.6	17.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	51.0	16.5	0.8	10.6	17.7
Queue Length 50th (ft)	231	128	0	5	390
Queue Length 95th (ft)	303	256	4	16	544
Internal Link Dist (ft)	411	284			299
Turn Bay Length (ft)			250	285	
Base Capacity (vph)	652	1968	1458	413	2270
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.59	0.40	0.02	0.05	0.75

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 108
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated

Splits and Phases: 2: Fort Hamer Road & Mulholland Road



Fort Hamer Road PD&E
 2: Fort Hamer Road & Mulholland Road

2030 AM Build - US 301 w/ Shared TR
 Timing Plan: A.M. Peak Hour



Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations	W		U	↑↑	↑	↓	↑↑
Traffic Volume (veh/h)	186	131	0	646	22	16	1405
Future Volume (veh/h)	186	131	0	646	22	16	1405
Initial Q (Qb), veh	0	0		0	0	0	0
Lane Width Adj.	1.00	1.00		1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00			1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No
Adj Sat Flow, veh/h/ln	1870	1870		1841	1841	1885	1885
Adj Flow Rate, veh/h	224	158		778	27	19	1693
Peak Hour Factor	0.83	0.83		0.83	0.83	0.83	0.83
Percent Heavy Veh, %	2	2		4	4	1	1
Cap, veh/h	246	173		1847	824	384	2242
Arrive On Green	0.25	0.25		0.53	0.53	0.03	0.63
Sat Flow, veh/h	991	699		3589	1560	1795	3676
Grp Volume(v), veh/h	383	0		778	27	19	1693
Grp Sat Flow(s),veh/h/ln	1695	0		1749	1560	1795	1791
Q Serve(g_s), s	24.0	0.0		14.7	0.9	0.5	36.6
Cycle Q Clear(g_c), s	24.0	0.0		14.7	0.9	0.5	36.6
Prop In Lane	0.58	0.41			1.00	1.00	
Lane Grp Cap(c), veh/h	420	0		1847	824	384	2242
V/C Ratio(X)	0.91	0.00		0.42	0.03	0.05	0.76
Avail Cap(c_a), veh/h	618	0		1847	824	456	2242
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.9	0.0		15.6	12.4	11.3	14.5
Incr Delay (d2), s/veh	13.4	0.0		0.7	0.1	0.1	2.4
Initial Q Delay(d3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	16.8	0.0		9.4	0.6	0.3	19.2
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	53.3	0.0		16.3	12.4	11.4	16.9
LnGrp LOS	D			B	B	B	B
Approach Vol, veh/h	383			805			1712
Approach Delay, s/veh	53.3			16.2			16.8
Approach LOS	D			B			B
Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	10.7	65.2				75.9	33.2
Change Period (Y+Rc), s	* 7.6	* 7.6				* 7.6	6.2
Max Green Setting (Gmax), s	* 7.4	* 51				* 68	39.8
Max Q Clear Time (g_c+I1), s	2.5	16.7				38.6	26.0
Green Ext Time (p_c), s	0.0	5.6				15.4	1.1

Intersection Summary							
HCM 7th Control Delay, s/veh				21.5			
HCM 7th LOS				C			

Notes
 User approved volume balancing among the lanes for turning movement.
 User approved ignoring U-Turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Fort Hamer Road PD&E
3: Fort Hamer Road & Old Tampa Road

2030 AM Build - US 301 w/ Shared TR

Timing Plan: A.M. Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	62	570	64	21	14	179	531	71	68	768	62
Future Volume (vph)	90	62	570	64	21	14	179	531	71	68	768	62
Lane Group Flow (vph)	113	78	713	80	26	18	224	664	89	85	960	78
Turn Type	pm+pt	NA	pt+ov	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4	4 5	3	8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		6
Detector Phase	7	4	4 5	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	7.0	10.0		6.4	10.0	10.0	7.0	10.0	10.0	7.0	10.0	10.0
Minimum Split (s)	15.6	25.4		15.0	20.0	20.0	15.4	25.4	25.4	15.4	25.4	25.4
Total Split (s)	15.9	63.0		15.0	62.1	62.1	16.3	56.6	56.6	15.5	55.8	55.8
Total Split (%)	10.6%	42.0%		10.0%	41.4%	41.4%	10.9%	37.7%	37.7%	10.3%	37.2%	37.2%
Yellow Time (s)	4.5	5.4		4.5	5.4	5.4	4.5	5.4	5.4	4.5	5.4	5.4
All-Red Time (s)	4.1	2.0		4.1	2.0	2.0	3.9	2.0	2.0	3.9	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.6	7.4		8.6	7.4	7.4	8.4	7.4	7.4	8.4	7.4	7.4
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	Max	Max	None	Max	Max
v/c Ratio	0.21	0.12	0.89	0.18	0.05	0.03	0.75	0.57	0.14	0.34	0.82	0.12
Control Delay (s/veh)	25.1	31.9	45.2	26.5	31.2	0.1	43.2	43.0	0.5	30.3	52.9	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	25.1	31.9	45.2	26.5	31.2	0.1	43.2	43.0	0.5	30.3	52.9	0.4
Queue Length 50th (ft)	63	50	544	43	16	0	69	284	0	50	461	0
Queue Length 95th (ft)	91	78	590	68	35	0	86	303	0	76	466	0
Internal Link Dist (ft)		480			302			415			411	
Turn Bay Length (ft)	365		235	170			360		165	300		255
Base Capacity (vph)	544	705	785	445	687	682	300	1163	624	248	1167	626
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.11	0.91	0.18	0.04	0.03	0.75	0.57	0.14	0.34	0.82	0.12

Intersection Summary

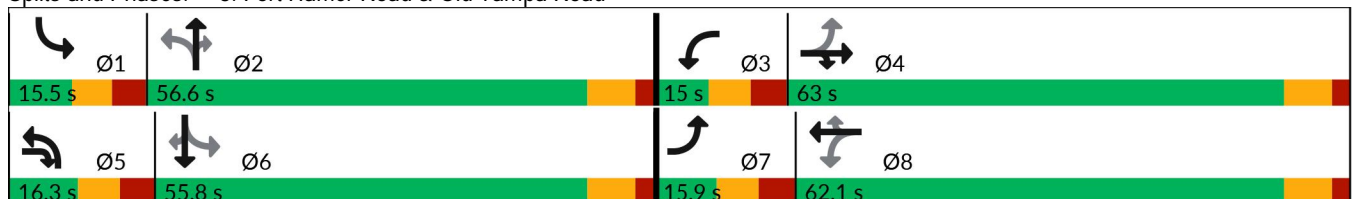
Cycle Length: 150.1

Actuated Cycle Length: 147

Natural Cycle: 95

Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Fort Hamer Road & Old Tampa Road



Fort Hamer Road PD&E
3: Fort Hamer Road & Old Tampa Road

2030 AM Build - US 301 w/ Shared TR
Timing Plan: A.M. Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	62	570	64	21	14	179	531	71	68	768	62
Future Volume (veh/h)	90	62	570	64	21	14	179	531	71	68	768	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1870	1870	1856	1856	1856	1841	1841	1841	1870	1870	1870
Adj Flow Rate, veh/h	112	78	493	80	26	18	224	664	89	85	960	78
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	3	3	3	4	4	4	2	2	2
Cap, veh/h	549	586	586	368	565	479	415	1262	563	290	1257	560
Arrive On Green	0.05	0.31	0.31	0.04	0.30	0.30	0.06	0.36	0.36	0.05	0.35	0.35
Sat Flow, veh/h	1781	1870	1585	1767	1856	1572	3401	3497	1560	1781	3554	1585
Grp Volume(v), veh/h	112	78	493	80	26	18	224	664	89	85	960	78
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1767	1856	1572	1700	1749	1560	1781	1777	1585
Q Serve(g_s), s	5.9	4.1	39.0	4.2	1.4	1.1	5.7	20.5	5.3	4.1	32.7	4.6
Cycle Q Clear(g_c), s	5.9	4.1	39.0	4.2	1.4	1.1	5.7	20.5	5.3	4.1	32.7	4.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	549	586	586	368	565	479	415	1262	563	290	1257	560
V/C Ratio(X)	0.20	0.13	0.84	0.22	0.05	0.04	0.54	0.53	0.16	0.29	0.76	0.14
Avail Cap(c_a), veh/h	549	760	733	372	742	628	420	1262	563	295	1257	560
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.1	33.7	39.5	30.4	33.6	33.5	30.5	34.5	29.7	27.2	39.2	30.1
Incr Delay (d2), s/veh	0.2	0.1	7.2	0.3	0.0	0.0	1.4	1.6	0.6	0.6	4.4	0.5
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(95%),veh/ln	4.5	3.3	22.3	3.2	1.1	0.8	4.2	13.6	3.7	3.1	20.9	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.3	33.8	46.7	30.7	33.6	33.5	31.9	36.1	30.3	27.8	43.6	30.6
LnGrp LOS	C	C	D	C	C	C	C	D	C	C	D	C
Approach Vol, veh/h		683			124			977			1123	
Approach Delay, s/veh		42.5			31.7			34.6			41.5	
Approach LOS		D			C			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.1	56.8	14.7	50.3	16.1	55.8	15.9	49.1				
Change Period (Y+Rc), s	8.4	7.4	8.6	7.4	8.4	7.4	8.6	7.4				
Max Green Setting (Gmax), s	7.1	49.2	6.4	55.6	7.9	48.4	7.3	54.7				
Max Q Clear Time (g_c+I1), s	6.1	22.5	6.2	41.0	7.7	34.7	7.9	3.4				
Green Ext Time (p_c), s	0.0	4.7	0.0	1.9	0.0	5.4	0.0	0.2				

Intersection Summary												
HCM 7th Control Delay, s/veh			39.0									
HCM 7th LOS			D									

Notes
User approved pedestrian interval to be less than phase max green.

Fort Hamer Road PD&E
 4: Fort Hamer Road & Golf Course Road

2030 AM Build - US 301 w/ Shared TR
 Timing Plan: A.M. Peak Hour

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	226	231	507	103	129	723
Future Volume (vph)	226	231	507	103	129	723
Lane Group Flow (vph)	279	285	626	127	159	893
Turn Type	Prot	pt+ov	NA	pt+ov	pm+pt	NA
Protected Phases	3	3 1	2	2 3	1	6
Permitted Phases					6	
Detector Phase	3	3 1	2	2 3	1	6
Switch Phase						
Minimum Initial (s)	5.0		10.0		7.0	10.0
Minimum Split (s)	11.0		25.3		14.3	25.3
Total Split (s)	35.0		67.0		18.0	85.0
Total Split (%)	29.2%		55.8%		15.0%	70.8%
Yellow Time (s)	4.0		5.3		5.3	5.3
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.0		7.3		7.3	7.3
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
v/c Ratio	0.61	0.48	0.30	0.10	0.28	0.35
Control Delay (s/veh)	48.7	11.2	11.9	0.7	5.7	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	48.7	11.2	11.9	0.7	5.7	5.5
Queue Length 50th (ft)	92	38	101	0	26	92
Queue Length 95th (ft)	120	79	140	9	47	125
Internal Link Dist (ft)	287		282			295
Turn Bay Length (ft)		250		250	285	
Base Capacity (vph)	937	628	2083	1468	590	2563
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.45	0.30	0.09	0.27	0.35

Intersection Summary
 Cycle Length: 120
 Actuated Cycle Length: 105.3
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated

Splits and Phases: 4: Fort Hamer Road & Golf Course Road



Fort Hamer Road PD&E
 4: Fort Hamer Road & Golf Course Road

2030 AM Build - US 301 w/ Shared TR
 Timing Plan: A.M. Peak Hour



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↰↰	↰	↕↕	↰	↰	↕↕
Traffic Volume (veh/h)	226	231	507	103	129	723
Future Volume (veh/h)	226	231	507	103	129	723
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1856	1870	1870	1841	1841
Adj Flow Rate, veh/h	279	285	626	127	159	893
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	3	3	2	2	4	4
Cap, veh/h	667	403	1996	1198	499	2406
Arrive On Green	0.19	0.19	0.56	0.56	0.06	0.69
Sat Flow, veh/h	3428	1572	3647	1585	1753	3589
Grp Volume(v), veh/h	279	285	626	127	159	893
Grp Sat Flow(s),veh/h/ln	1714	1572	1777	1585	1753	1749
Q Serve(g_s), s	8.1	18.6	10.6	2.4	4.0	12.1
Cycle Q Clear(g_c), s	8.1	18.6	10.6	2.4	4.0	12.1
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	667	403	1996	1198	499	2406
V/C Ratio(X)	0.42	0.71	0.31	0.11	0.32	0.37
Avail Cap(c_a), veh/h	880	500	1996	1198	557	2406
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.9	38.2	13.2	3.7	8.9	7.4
Incr Delay (d2), s/veh	0.4	3.4	0.4	0.2	0.4	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.1	11.8	7.2	1.2	2.5	7.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	40.3	41.6	13.6	3.8	9.3	7.8
LnGrp LOS	D	D	B	A	A	A
Approach Vol, veh/h	564		753			1052
Approach Delay, s/veh	41.0		11.9			8.1
Approach LOS	D		B			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	14.3	70.7			85.0	28.0
Change Period (Y+Rc), s	7.3	7.3			7.3	6.0
Max Green Setting (Gmax), s	10.7	59.7			77.7	29.0
Max Q Clear Time (g_c+I1), s	6.0	12.6			14.1	20.6
Green Ext Time (p_c), s	0.2	4.8			6.9	1.4
Intersection Summary						
HCM 7th Control Delay, s/veh			17.1			
HCM 7th LOS			B			

Fort Hamer Road PD&E
5: Fort Hamer Road & US 301

2030 AM Build - US 301 w/ Shared TR

Timing Plan: A.M. Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	245	419	207	316	431	124	238	284	245	188	170
Future Volume (vph)	245	419	207	316	431	124	238	284	245	188	170
Lane Group Flow (vph)	275	471	233	355	484	139	267	413	181	211	407
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA
Protected Phases	7	4	5	3	8	1	5	2	3	1	6
Permitted Phases			4			8			2		
Detector Phase	7	4	5	3	8	1	5	2	3	1	6
Switch Phase											
Minimum Initial (s)	5.0	15.0	5.0	5.0	15.0	5.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	12.9	25.9	13.3	12.9	25.9	13.3	13.3	26.3	12.9	13.3	26.3
Total Split (s)	28.9	34.0	29.0	42.0	47.1	30.4	29.0	33.6	42.0	30.4	35.0
Total Split (%)	20.6%	24.3%	20.7%	30.0%	33.6%	21.7%	20.7%	24.0%	30.0%	21.7%	25.0%
Yellow Time (s)	5.1	5.1	4.8	5.1	5.1	4.8	4.8	4.8	5.1	4.8	4.8
All-Red Time (s)	2.8	2.8	3.5	2.8	2.8	3.5	3.5	3.5	2.8	3.5	3.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.9	7.9	8.3	7.9	7.9	8.3	8.3	8.3	7.9	8.3	8.3
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	None	None	Max
v/c Ratio	0.62	0.73	0.32	0.68	0.67	0.19	0.62	0.51	0.24	0.75	0.40
Control Delay (s/veh)	54.9	52.4	4.6	53.8	47.5	6.9	55.0	40.5	10.1	63.6	21.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	54.9	52.4	4.6	53.8	47.5	6.9	55.0	40.5	10.1	63.6	21.4
Queue Length 50th (ft)	98	167	2	126	167	15	95	127	33	149	66
Queue Length 95th (ft)	150	235	51	185	233	53	147	197	84	253	125
Internal Link Dist (ft)		641			873			598			636
Turn Bay Length (ft)	565		220	750		430	500		425	450	
Base Capacity (vph)	644	843	797	1036	1254	772	641	817	980	342	1020
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.56	0.29	0.34	0.39	0.18	0.42	0.51	0.18	0.62	0.40

Intersection Summary

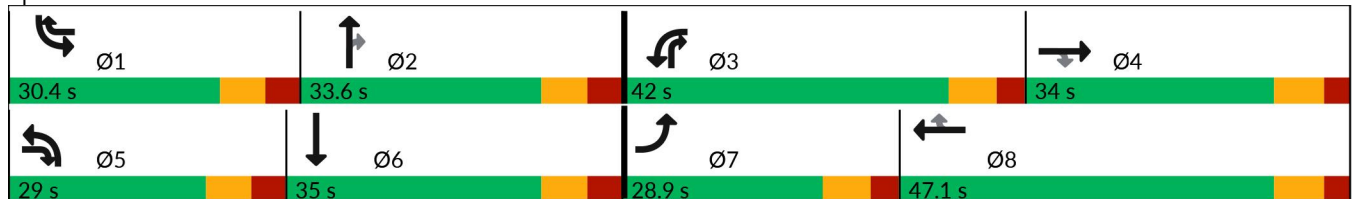
Cycle Length: 140

Actuated Cycle Length: 114.2

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Splits and Phases: 5: Fort Hamer Road & US 301



Fort Hamer Road PD&E
5: Fort Hamer Road & US 301

2030 AM Build - US 301 w/ Shared TR

Timing Plan: A.M. Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗↘	↑↑	↗	↗↘	↑↑	↗	↗↘	↑↑	↗	↗	↑↑	↗
Traffic Volume (veh/h)	245	419	207	316	431	124	238	284	245	188	170	192
Future Volume (veh/h)	245	419	207	316	431	124	238	284	245	188	170	192
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1841	1841	1841	1826	1826	1826	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	275	471	233	355	484	139	267	435	198	211	191	216
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	4	4	4	5	5	5	3	3	3	3	3	3
Cap, veh/h	358	637	425	450	731	525	351	909	589	246	528	448
Arrive On Green	0.10	0.17	0.17	0.13	0.20	0.20	0.10	0.24	0.24	0.14	0.28	0.28
Sat Flow, veh/h	3506	3681	1560	3478	3652	1547	3534	3711	1572	1767	1856	1572
Grp Volume(v), veh/h	275	471	233	355	484	139	267	435	198	211	191	216
Grp Sat Flow(s),veh/h/ln	1753	1841	1560	1739	1826	1547	1767	1856	1572	1767	1856	1572
Q Serve(g_s), s	7.9	12.5	13.2	10.2	12.6	6.7	7.6	10.4	9.3	12.1	8.5	11.8
Cycle Q Clear(g_c), s	7.9	12.5	13.2	10.2	12.6	6.7	7.6	10.4	9.3	12.1	8.5	11.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	358	637	425	450	731	525	351	909	589	246	528	448
V/C Ratio(X)	0.77	0.74	0.55	0.79	0.66	0.26	0.76	0.48	0.34	0.86	0.36	0.48
Avail Cap(c_a), veh/h	713	930	549	1148	1386	802	708	909	589	378	528	448
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.2	40.5	32.2	43.6	38.1	24.8	45.3	33.4	23.1	43.5	29.5	30.6
Incr Delay (d2), s/veh	3.5	1.8	1.1	3.1	1.0	0.3	3.4	1.8	1.5	11.6	1.9	3.7
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(95%),veh/ln	6.2	9.4	8.4	7.8	9.3	4.2	6.1	8.2	6.2	9.8	7.0	8.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.7	42.3	33.3	46.7	39.1	25.0	48.8	35.2	24.7	55.1	31.4	34.3
LnGrp LOS	D	D	C	D	D	C	D	D	C	E	C	C
Approach Vol, veh/h		979			978			900			618	
Approach Delay, s/veh		41.9			39.9			36.9			40.5	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.7	33.6	21.3	25.8	18.5	37.7	18.5	28.6				
Change Period (Y+Rc), s	8.3	8.3	* 7.9	* 7.9	8.3	8.3	* 7.9	* 7.9				
Max Green Setting (Gmax), s	22.1	25.3	* 34	* 26	20.7	26.7	* 21	* 39				
Max Q Clear Time (g_c+I1), s	14.1	12.4	12.2	15.2	9.6	13.8	9.9	14.6				
Green Ext Time (p_c), s	0.3	2.7	1.1	2.7	0.6	1.8	0.7	3.3				

Intersection Summary

HCM 7th Control Delay, s/veh	39.8
HCM 7th LOS	D

Notes

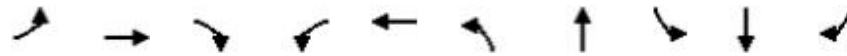
User approved volume balancing among the lanes for turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Fort Hamer Road PD&E
1: Fort Hamer Road & Rive Isle Run

2030 PM Build - US 301 w/ Shared TR

Timing Plan: P.M. Peak Hour

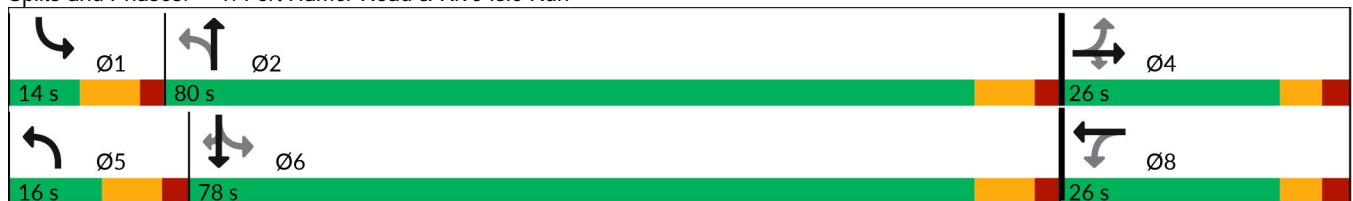


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations		4	7		4	7	4	7	4	7
Traffic Volume (vph)	68	0	74	1	1	78	1311	5	814	16
Future Volume (vph)	68	0	74	1	1	78	1311	5	814	16
Lane Group Flow (vph)	0	72	78	0	3	82	1381	5	857	17
Turn Type	Perm	NA	Perm	Perm	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases		4			8	5	2	1	6	
Permitted Phases	4		4	8		2		6		6
Detector Phase	4	4	4	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	7.0	10.0	5.0	10.0	10.0
Minimum Split (s)	24.2	24.2	24.2	24.2	24.2	14.6	25.6	12.6	25.6	25.6
Total Split (s)	26.0	26.0	26.0	26.0	26.0	16.0	80.0	14.0	78.0	78.0
Total Split (%)	21.7%	21.7%	21.7%	21.7%	21.7%	13.3%	66.7%	11.7%	65.0%	65.0%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	5.4	5.4	5.4	5.4	5.4
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.2	2.2	2.2	2.2	2.2
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.2	6.2		6.2	7.6	7.6	7.6	7.6	7.6
Lead/Lag						Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	None	Min	Min
v/c Ratio		0.35	0.24		0.01	0.17	0.57	0.02	0.46	0.02
Control Delay (s/veh)		33.8	5.2		27.0	5.4	9.5	5.2	14.5	0.1
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		33.8	5.2		27.0	5.4	9.5	5.2	14.5	0.1
Queue Length 50th (ft)		23	0		1	10	135	1	130	0
Queue Length 95th (ft)		82	21		9	27	371	4	205	0
Internal Link Dist (ft)		151			133		432		308	
Turn Bay Length (ft)						340		250		
Base Capacity (vph)		469	601		535	506	3396	325	3349	1503
Starvation Cap Reductn		0	0		0	0	0	0	0	0
Spillback Cap Reductn		0	0		0	0	0	0	0	0
Storage Cap Reductn		0	0		0	0	0	0	0	0
Reduced v/c Ratio		0.15	0.13		0.01	0.16	0.41	0.02	0.26	0.01

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 63.2
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Fort Hamer Road & Rive Isle Run



Fort Hamer Road PD&E
1: Fort Hamer Road & Rive Isle Run

2030 PM Build - US 301 w/ Shared TR

Timing Plan: P.M. Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔		↔	↕	↕		↕	↕
Traffic Volume (veh/h)	68	0	74	1	1	1	78	1311	1	5	814	16
Future Volume (veh/h)	68	0	74	1	1	1	78	1311	1	5	814	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1856	1856	1856	1900	1900	1900	1885	1885	1885	1870	1870	1870
Adj Flow Rate, veh/h	72	0	78	1	1	1	82	1380	1	5	857	17
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	0	0	0	1	1	1	2	2	2
Cap, veh/h	247	0	133	107	75	49	462	1947	1	236	1589	709
Arrive On Green	0.08	0.00	0.08	0.08	0.08	0.08	0.09	0.53	0.53	0.01	0.45	0.45
Sat Flow, veh/h	1410	0	1572	266	887	576	1795	3673	3	1781	3554	1585
Grp Volume(v), veh/h	72	0	78	3	0	0	82	673	708	5	857	17
Grp Sat Flow(s),veh/h/ln	1410	0	1572	1729	0	0	1795	1791	1885	1781	1777	1585
Q Serve(g_s), s	2.7	0.0	2.7	0.0	0.0	0.0	1.3	16.0	16.0	0.1	9.9	0.3
Cycle Q Clear(g_c), s	2.8	0.0	2.7	0.1	0.0	0.0	1.3	16.0	16.0	0.1	9.9	0.3
Prop In Lane	1.00		1.00	0.33		0.33	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	247	0	133	231	0	0	462	949	999	236	1589	709
V/C Ratio(X)	0.29	0.00	0.59	0.01	0.00	0.00	0.18	0.71	0.71	0.02	0.54	0.02
Avail Cap(c_a), veh/h	620	0	551	664	0	0	568	2295	2415	426	4428	1975
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.9	0.0	24.9	23.7	0.0	0.0	7.4	10.0	10.0	9.6	11.4	8.7
Incr Delay (d2), s/veh	0.6	0.0	4.1	0.0	0.0	0.0	0.2	1.0	0.9	0.0	0.3	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(95%),veh/ln	1.6	0.0	2.0	0.1	0.0	0.0	0.6	7.8	8.1	0.0	5.3	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	25.6	0.0	29.0	23.7	0.0	0.0	7.5	11.0	10.9	9.6	11.7	8.7
LnGrp LOS	C		C	C			A	B	B	A	B	A
Approach Vol, veh/h		150			3			1463			879	
Approach Delay, s/veh		27.4			23.7			10.8			11.6	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.0	37.6		11.0	12.7	32.9		11.0				
Change Period (Y+Rc), s	* 7.6	* 7.6		6.2	* 7.6	* 7.6		6.2				
Max Green Setting (Gmax), s	* 6.4	* 72		19.8	* 8.4	* 70		19.8				
Max Q Clear Time (g_c+I1), s	2.1	18.0		4.8	3.3	11.9		2.1				
Green Ext Time (p_c), s	0.0	12.0		0.5	0.1	6.6		0.0				

Intersection Summary

HCM 7th Control Delay, s/veh	12.1
HCM 7th LOS	B

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Fort Hamer Road PD&E
 2: Fort Hamer Road & Mulholland Road

2030 PM Build - US 301 w/ Shared TR
 Timing Plan: P.M. Peak Hour

Lane Group	WBL	NBT	NBR	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	74	1395	151	76	733
Future Volume (vph)	74	1395	151	76	733
Lane Group Flow (vph)	146	1438	156	78	756
Turn Type	Prot	NA	pt+ov	pm+pt	NA
Protected Phases	3	2	2 3	1	6
Permitted Phases				6	
Detector Phase	3	2	2 3	1	6
Switch Phase					
Minimum Initial (s)	5.0	10.0		7.0	10.0
Minimum Split (s)	24.2	25.6		14.6	23.7
Total Split (s)	40.0	65.4		14.6	80.0
Total Split (%)	33.3%	54.5%		12.2%	66.7%
Yellow Time (s)	3.7	5.4		5.4	3.5
All-Red Time (s)	2.5	2.2		2.2	2.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.2	7.6		7.6	5.7
Lead/Lag		Lag		Lead	
Lead-Lag Optimize?		Yes		Yes	
Recall Mode	None	Max		None	Max
v/c Ratio	0.63	0.64	0.12	0.30	0.28
Control Delay (s/veh)	42.8	14.9	0.6	6.9	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	42.8	14.9	0.6	6.9	4.2
Queue Length 50th (ft)	64	300	0	11	62
Queue Length 95th (ft)	127	432	11	28	105
Internal Link Dist (ft)	411	284			299
Turn Bay Length (ft)			250	285	
Base Capacity (vph)	589	2243	1576	264	2704
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.25	0.64	0.10	0.30	0.28

Intersection Summary
 Cycle Length: 120
 Actuated Cycle Length: 101.1
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated

Splits and Phases: 2: Fort Hamer Road & Mulholland Road



Fort Hamer Road PD&E
 2: Fort Hamer Road & Mulholland Road

2030 PM Build - US 301 w/ Shared TR
 Timing Plan: P.M. Peak Hour



Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations	↘		↙	↑↑	↗	↘	↑↑
Traffic Volume (veh/h)	74	68	0	1395	151	76	733
Future Volume (veh/h)	74	68	0	1395	151	76	733
Initial Q (Qb), veh	0	0		0	0	0	0
Lane Width Adj.	1.00	1.00		1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00			1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No
Adj Sat Flow, veh/h/ln	1856	1856		1885	1885	1870	1870
Adj Flow Rate, veh/h	76	70		1438	156	78	756
Peak Hour Factor	0.97	0.97		0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3		1	1	2	2
Cap, veh/h	94	86		2194	979	297	2672
Arrive On Green	0.11	0.11		0.61	0.61	0.06	0.75
Sat Flow, veh/h	863	795		3676	1598	1781	3647
Grp Volume(v), veh/h	147	0		1438	156	78	756
Grp Sat Flow(s),veh/h/ln	1669	0		1791	1598	1781	1777
Q Serve(g_s), s	8.5	0.0		25.7	4.1	1.4	6.6
Cycle Q Clear(g_c), s	8.5	0.0		25.7	4.1	1.4	6.6
Prop In Lane	0.52	0.48			1.00	1.00	
Lane Grp Cap(c), veh/h	181	0		2194	979	297	2672
V/C Ratio(X)	0.81	0.00		0.66	0.16	0.26	0.28
Avail Cap(c_a), veh/h	571	0		2194	979	312	2672
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.1	0.0		12.4	8.2	9.9	3.9
Incr Delay (d2), s/veh	8.5	0.0		1.5	0.3	0.5	0.3
Initial Q Delay(d3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.0	0.0		13.9	2.4	0.8	3.0
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	51.5	0.0		13.9	8.6	10.4	4.1
LnGrp LOS	D			B	A	B	A
Approach Vol, veh/h	147			1594			834
Approach Delay, s/veh	51.5			13.4			4.7
Approach LOS	D			B			A
Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	13.8	68.1				81.9	16.9
Change Period (Y+Rc), s	* 7.6	* 7.6				* 7.6	6.2
Max Green Setting (Gmax), s	* 7	* 58				* 74	33.8
Max Q Clear Time (g_c+I1), s	3.4	27.7				8.6	10.5
Green Ext Time (p_c), s	0.0	13.1				5.5	0.4

Intersection Summary							
HCM 7th Control Delay, s/veh				12.8			
HCM 7th LOS				B			

Notes
 User approved volume balancing among the lanes for turning movement.
 User approved ignoring U-Turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Fort Hamer Road PD&E
 3: Fort Hamer Road & Old Tampa Road

2030 PM Build - US 301 w/ Shared TR

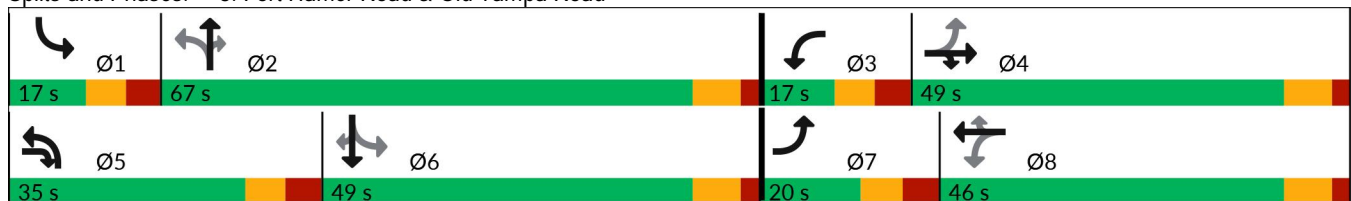
Timing Plan: P.M. Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	127	59	463	76	52	16	530	884	133	31	552	70
Future Volume (vph)	127	59	463	76	52	16	530	884	133	31	552	70
Lane Group Flow (vph)	131	61	477	78	54	16	546	911	137	32	569	72
Turn Type	pm+pt	NA	pt+ov	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4	4 5	3	8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		6
Detector Phase	7	4	4 5	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	7.0	10.0		6.4	10.0	10.0	7.0	10.0	10.0	7.0	10.0	10.0
Minimum Split (s)	15.6	25.4		15.0	20.0	20.0	15.4	25.4	25.4	15.4	25.4	25.4
Total Split (s)	20.0	49.0		17.0	46.0	46.0	35.0	67.0	67.0	17.0	49.0	49.0
Total Split (%)	13.3%	32.7%		11.3%	30.7%	30.7%	23.3%	44.7%	44.7%	11.3%	32.7%	32.7%
Yellow Time (s)	4.5	5.4		4.5	5.4	5.4	4.5	5.4	5.4	4.5	5.4	5.4
All-Red Time (s)	4.1	2.0		4.1	2.0	2.0	3.9	2.0	2.0	3.9	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.6	7.4		8.6	7.4	7.4	8.4	7.4	7.4	8.4	7.4	7.4
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	Max	Max	None	Max	Max
v/c Ratio	0.39	0.16	0.63	0.25	0.16	0.03	0.56	0.50	0.15	0.11	0.45	0.10
Control Delay (s/veh)	36.1	43.5	20.8	33.8	45.8	0.1	18.7	26.5	3.1	19.0	36.0	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	36.1	43.5	20.8	33.8	45.8	0.1	18.7	26.5	3.1	19.0	36.0	0.3
Queue Length 50th (ft)	84	44	212	48	40	0	125	307	0	12	195	0
Queue Length 95th (ft)	137	85	294	88	80	0	195	442	31	34	313	0
Internal Link Dist (ft)		480			302			415			411	
Turn Bay Length (ft)	365		235	170			360		165	300		255
Base Capacity (vph)	342	628	852	325	589	648	1142	1804	884	314	1256	701
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.10	0.56	0.24	0.09	0.02	0.48	0.50	0.15	0.10	0.45	0.10

Intersection Summary

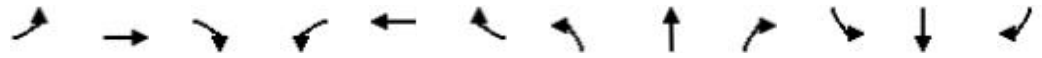
Cycle Length: 150
 Actuated Cycle Length: 126.1
 Natural Cycle: 85
 Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Fort Hamer Road & Old Tampa Road



Fort Hamer Road PD&E
3: Fort Hamer Road & Old Tampa Road

2030 PM Build - US 301 w/ Shared TR
Timing Plan: P.M. Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	127	59	463	76	52	16	530	884	133	31	552	70
Future Volume (veh/h)	127	59	463	76	52	16	530	884	133	31	552	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1856	1856	1856	1870	1870	1870	1885	1885	1885	1856	1856	1856
Adj Flow Rate, veh/h	131	61	271	78	54	16	546	911	137	32	569	72
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	2	2	2	1	1	1	3	3	3
Cap, veh/h	354	322	455	299	271	230	966	1727	770	288	1424	635
Arrive On Green	0.08	0.17	0.17	0.05	0.14	0.14	0.12	0.48	0.48	0.04	0.40	0.40
Sat Flow, veh/h	1767	1856	1572	1781	1870	1585	3483	3582	1598	1767	3526	1572
Grp Volume(v), veh/h	131	61	271	78	54	16	546	911	137	32	569	72
Grp Sat Flow(s),veh/h/ln	1767	1856	1572	1781	1870	1585	1742	1791	1598	1767	1763	1572
Q Serve(g_s), s	7.7	3.5	18.3	4.6	3.1	1.1	10.7	21.8	6.0	1.3	14.2	3.5
Cycle Q Clear(g_c), s	7.7	3.5	18.3	4.6	3.1	1.1	10.7	21.8	6.0	1.3	14.2	3.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	354	322	455	299	271	230	966	1727	770	288	1424	635
V/C Ratio(X)	0.37	0.19	0.60	0.26	0.20	0.07	0.57	0.53	0.18	0.11	0.40	0.11
Avail Cap(c_a), veh/h	379	624	712	331	584	495	1312	1727	770	344	1424	635
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.4	43.7	37.7	41.9	46.5	45.6	17.4	22.2	18.1	20.3	26.2	23.0
Incr Delay (d2), s/veh	0.6	0.3	1.3	0.5	0.4	0.1	0.5	1.2	0.5	0.2	0.8	0.4
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(95%),veh/ln	6.0	2.9	11.3	3.6	2.6	0.8	7.3	13.9	4.0	0.9	9.9	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.0	44.0	39.0	42.4	46.9	45.8	17.9	23.4	18.6	20.4	27.0	23.4
LnGrp LOS	D	D	D	D	D	D	B	C	B	C	C	C
Approach Vol, veh/h		463			148			1594			673	
Approach Delay, s/veh		40.2			44.4			21.1			26.3	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.1	67.0	14.7	28.8	22.7	57.3	18.2	25.3				
Change Period (Y+Rc), s	8.4	7.4	8.6	7.4	8.4	7.4	8.6	7.4				
Max Green Setting (Gmax), s	8.6	59.6	8.4	41.6	26.6	41.6	11.4	38.6				
Max Q Clear Time (g_c+I1), s	3.3	23.8	6.6	20.3	12.7	16.2	9.7	5.1				
Green Ext Time (p_c), s	0.0	7.4	0.0	1.1	1.7	3.8	0.0	0.3				

Intersection Summary												
HCM 7th Control Delay, s/veh			26.6									
HCM 7th LOS			C									

Notes
User approved pedestrian interval to be less than phase max green.

Fort Hamer Road PD&E
 4: Fort Hamer Road & Golf Course Road

2030 PM Build - US 301 w/ Shared TR
 Timing Plan: P.M. Peak Hour

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	182	225	677	177	229	476
Future Volume (vph)	182	225	677	177	229	476
Lane Group Flow (vph)	188	232	698	182	236	491
Turn Type	Prot	pt+ov	NA	pt+ov	pm+pt	NA
Protected Phases	3	3 1	2	2 3	1	6
Permitted Phases					6	
Detector Phase	3	3 1	2	2 3	1	6
Switch Phase						
Minimum Initial (s)	5.0		10.0		7.0	10.0
Minimum Split (s)	11.0		25.3		14.3	25.3
Total Split (s)	31.0		59.0		30.0	89.0
Total Split (%)	25.8%		49.2%		25.0%	74.2%
Yellow Time (s)	4.0		5.3		5.3	5.3
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.0		7.3		7.3	7.3
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
v/c Ratio	0.47	0.44	0.33	0.14	0.42	0.18
Control Delay (s/veh)	48.2	16.3	11.7	0.8	6.3	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	48.2	16.3	11.7	0.8	6.3	4.1
Queue Length 50th (ft)	63	56	112	0	35	38
Queue Length 95th (ft)	98	119	189	15	77	73
Internal Link Dist (ft)	287		282			295
Turn Bay Length (ft)		250		250	285	
Base Capacity (vph)	807	708	2140	1434	710	2693
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.33	0.33	0.13	0.33	0.18

Intersection Summary
 Cycle Length: 120
 Actuated Cycle Length: 107.5
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated

Splits and Phases: 4: Fort Hamer Road & Golf Course Road



Fort Hamer Road PD&E
 4: Fort Hamer Road & Golf Course Road

2030 PM Build - US 301 w/ Shared TR
 Timing Plan: P.M. Peak Hour



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔↔	↔	↑↑	↔	↔	↑↑
Traffic Volume (veh/h)	182	225	677	177	229	476
Future Volume (veh/h)	182	225	677	177	229	476
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1885	1885	1870	1870	1870	1870
Adj Flow Rate, veh/h	188	232	698	182	236	491
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	2	2	2	2
Cap, veh/h	547	366	2091	1182	499	2576
Arrive On Green	0.16	0.16	0.59	0.59	0.07	0.72
Sat Flow, veh/h	3483	1598	3647	1585	1781	3647
Grp Volume(v), veh/h	188	232	698	182	236	491
Grp Sat Flow(s),veh/h/ln	1742	1598	1777	1585	1781	1777
Q Serve(g_s), s	5.4	14.8	11.3	3.7	5.5	5.0
Cycle Q Clear(g_c), s	5.4	14.8	11.3	3.7	5.5	5.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	547	366	2091	1182	499	2576
V/C Ratio(X)	0.34	0.63	0.33	0.15	0.47	0.19
Avail Cap(c_a), veh/h	773	469	2091	1182	730	2576
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.3	39.2	11.9	4.1	8.0	4.9
Incr Delay (d2), s/veh	0.4	1.8	0.4	0.3	0.7	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.2	9.8	7.5	1.9	3.3	2.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	42.7	41.0	12.3	4.4	8.7	5.1
LnGrp LOS	D	D	B	A	A	A
Approach Vol, veh/h	420		880			727
Approach Delay, s/veh	41.8		10.7			6.3
Approach LOS	D		B			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	15.4	73.6			89.0	23.7
Change Period (Y+Rc), s	7.3	7.3			7.3	6.0
Max Green Setting (Gmax), s	22.7	51.7			81.7	25.0
Max Q Clear Time (g_c+I1), s	7.5	13.3			7.0	16.8
Green Ext Time (p_c), s	0.5	5.6			3.3	0.9
Intersection Summary						
HCM 7th Control Delay, s/veh			15.5			
HCM 7th LOS			B			

Fort Hamer Road PD&E
5: Fort Hamer Road & US 301

2030 PM Build - US 301 w/ Shared TR

Timing Plan: P.M. Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	244	558	291	223	466	192	332	259	338	153	176
Future Volume (vph)	244	558	291	223	466	192	332	259	338	153	176
Lane Group Flow (vph)	249	569	297	228	476	196	339	419	190	156	327
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA
Protected Phases	7	4	5	3	8	1	5	2	3	1	6
Permitted Phases			4			8			2		
Detector Phase	7	4	5	3	8	1	5	2	3	1	6
Switch Phase											
Minimum Initial (s)	5.0	15.0	5.0	5.0	15.0	5.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	12.9	25.9	13.3	12.9	25.9	13.3	13.3	26.3	12.9	13.3	26.3
Total Split (s)	25.0	40.0	28.0	32.0	47.0	19.0	28.0	49.0	32.0	19.0	40.0
Total Split (%)	17.9%	28.6%	20.0%	22.9%	33.6%	13.6%	20.0%	35.0%	22.9%	13.6%	28.6%
Yellow Time (s)	5.1	5.1	4.8	5.1	5.1	4.8	4.8	4.8	5.1	4.8	4.8
All-Red Time (s)	2.8	2.8	3.5	2.8	2.8	3.5	3.5	3.5	2.8	3.5	3.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.9	7.9	8.3	7.9	7.9	8.3	8.3	8.3	7.9	8.3	8.3
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	None	None	Max
v/c Ratio	0.63	0.77	0.37	0.60	0.67	0.29	0.71	0.34	0.22	0.99	0.29
Control Delay (s/veh)	59.6	53.9	3.7	59.0	50.1	4.8	59.7	24.3	8.5	125.8	21.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	59.6	53.9	3.7	59.0	50.1	4.8	59.7	24.3	8.5	125.8	21.6
Queue Length 50th (ft)	94	212	0	87	174	0	128	91	34	125	57
Queue Length 95th (ft)	146	284	52	134	235	50	190	150	83	#296	109
Internal Link Dist (ft)		641			873			598			636
Turn Bay Length (ft)	565		220	750		430	500		425	450	
Base Capacity (vph)	499	987	844	690	1179	670	575	1250	995	157	1111
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.58	0.35	0.33	0.40	0.29	0.59	0.34	0.19	0.99	0.29

Intersection Summary

Cycle Length: 140

Actuated Cycle Length: 121.6

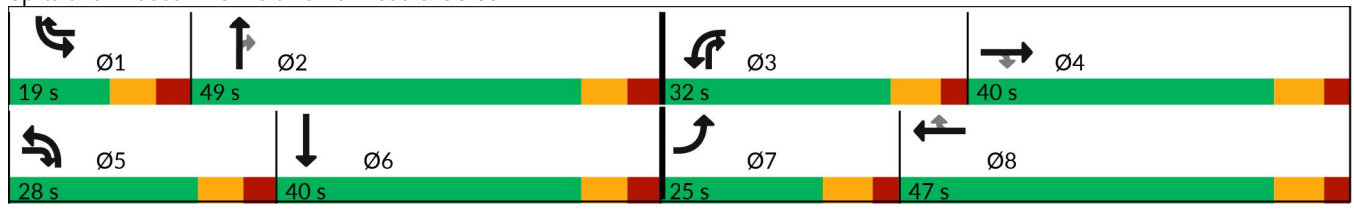
Natural Cycle: 80

Control Type: Actuated-Uncoordinated

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

Queue shown is maximum after two cycles.

Splits and Phases: 5: Fort Hamer Road & US 301



Fort Hamer Road PD&E
5: Fort Hamer Road & US 301

2030 PM Build - US 301 w/ Shared TR

Timing Plan: P.M. Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↔↔	↑↑	↗	↔↔	↑↑	↗	↗	↑↑	↗
Traffic Volume (veh/h)	244	558	291	223	466	192	332	259	338	153	176	144
Future Volume (veh/h)	244	558	291	223	466	192	332	259	338	153	176	144
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1870	1870	1841	1841	1841	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	249	569	297	228	476	196	339	264	345	156	180	147
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, %	2	2	2	4	4	4	2	2	2	1	1	1
Cap, veh/h	318	760	505	300	735	453	412	646	1366	163	635	487
Arrive On Green	0.09	0.20	0.20	0.09	0.20	0.20	0.12	0.35	0.35	0.09	0.32	0.32
Sat Flow, veh/h	3563	3741	1585	3506	3681	1560	3563	1870	3170	1795	1979	1518
Grp Volume(v), veh/h	249	569	297	228	476	196	339	264	345	156	171	156
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1753	1841	1560	1781	1870	1585	1795	1885	1612
Q Serve(g_s), s	8.1	16.8	18.5	7.5	14.0	12.0	11.0	12.7	8.2	10.2	8.0	8.6
Cycle Q Clear(g_c), s	8.1	16.8	18.5	7.5	14.0	12.0	11.0	12.7	8.2	10.2	8.0	8.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.94
Lane Grp Cap(c), veh/h	318	760	505	300	735	453	412	646	1366	163	605	517
V/C Ratio(X)	0.78	0.75	0.59	0.76	0.65	0.43	0.82	0.41	0.25	0.96	0.28	0.30
Avail Cap(c_a), veh/h	517	1019	615	717	1222	659	596	646	1366	163	605	517
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.6	44.1	33.6	52.7	43.3	33.9	50.9	29.4	21.4	53.3	29.9	30.1
Incr Delay (d2), s/veh	4.3	2.1	1.1	4.0	1.0	0.7	6.2	1.9	0.4	57.6	1.2	1.5
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(95%),veh/ln	6.6	12.3	11.2	6.0	10.3	7.9	8.8	9.8	5.3	11.4	6.7	6.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.8	46.2	34.7	56.6	44.3	34.6	57.1	31.3	21.9	110.9	31.1	31.6
LnGrp LOS	E	D	C	E	D	C	E	C	C	F	C	C
Approach Vol, veh/h		1115			900			948			483	
Approach Delay, s/veh		45.5			45.3			37.1			57.0	
Approach LOS		D			D			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.0	49.0	18.0	31.9	21.9	46.1	18.4	31.4				
Change Period (Y+Rc), s	8.3	8.3	* 7.9	* 7.9	8.3	8.3	* 7.9	* 7.9				
Max Green Setting (Gmax), s	10.7	40.7	* 24	* 32	19.7	31.7	* 17	* 39				
Max Q Clear Time (g_c+I1), s	12.2	14.7	9.5	20.5	13.0	10.6	10.1	16.0				
Green Ext Time (p_c), s	0.0	2.8	0.6	3.4	0.7	1.7	0.4	3.4				

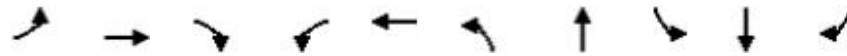
Intersection Summary												
HCM 7th Control Delay, s/veh			44.8									
HCM 7th LOS			D									

Notes
User approved volume balancing among the lanes for turning movement.
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Fort Hamer Road PD&E
1: Fort Hamer Road & Rive Isle Run

2050 AM Build - US 301 w/ Shared TR

Timing Plan: A.M. Peak Hour

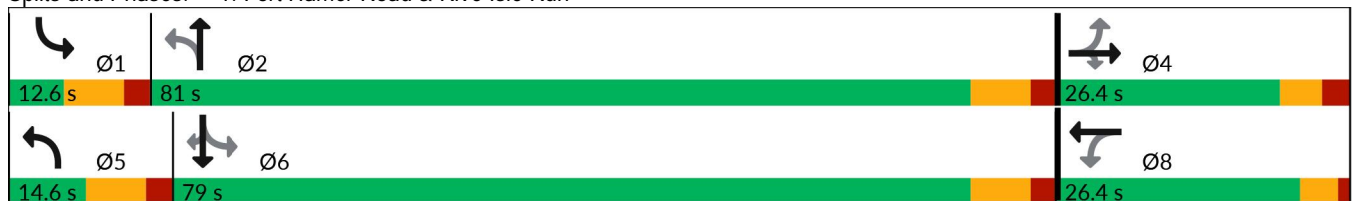


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations		4	7		4	7	7	7	7	7
Traffic Volume (vph)	20	0	109	4	2	36	871	5	1810	20
Future Volume (vph)	20	0	109	4	2	36	871	5	1810	20
Lane Group Flow (vph)	0	21	115	0	10	38	922	5	1905	21
Turn Type	Perm	NA	Perm	Perm	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases		4			8	5	2	1	6	
Permitted Phases	4		4	8		2		6		6
Detector Phase	4	4	4	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	7.0	10.0	5.0	10.0	10.0
Minimum Split (s)	24.2	24.2	24.2	22.5	22.5	14.6	25.6	12.6	25.6	25.6
Total Split (s)	26.4	26.4	26.4	26.4	26.4	14.6	81.0	12.6	79.0	79.0
Total Split (%)	22.0%	22.0%	22.0%	22.0%	22.0%	12.2%	67.5%	10.5%	65.8%	65.8%
Yellow Time (s)	3.7	3.7	3.7	3.5	3.5	5.4	5.4	5.4	5.4	5.4
All-Red Time (s)	2.5	2.5	2.5	1.0	1.0	2.2	2.2	2.2	2.2	2.2
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.2	6.2		4.5	7.6	7.6	7.6	7.6	7.6
Lead/Lag						Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	None	Min	Min
v/c Ratio		0.19	0.51		0.06	0.18	0.36	0.01	0.79	0.02
Control Delay (s/veh)		49.8	18.7		36.3	4.8	5.3	3.0	14.9	0.1
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		49.8	18.7		36.3	4.8	5.3	3.0	14.9	0.1
Queue Length 50th (ft)		13	2		4	4	68	1	440	0
Queue Length 95th (ft)		40	57		21	12	185	3	623	0
Internal Link Dist (ft)		151			133		432		308	
Turn Bay Length (ft)						340		250		
Base Capacity (vph)		302	427		415	213	2945	474	2865	1301
Starvation Cap Reductn		0	0		0	0	0	0	0	0
Spillback Cap Reductn		0	0		0	0	0	0	0	0
Storage Cap Reductn		0	0		0	0	0	0	0	0
Reduced v/c Ratio		0.07	0.27		0.02	0.18	0.31	0.01	0.66	0.02

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 91.1
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Fort Hamer Road & Rive Isle Run



Fort Hamer Road PD&E
1: Fort Hamer Road & Rive Isle Run

2050 AM Build - US 301 w/ Shared TR

Timing Plan: A.M. Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔		↔	↕		↔	↕	↔
Traffic Volume (veh/h)	20	0	109	4	2	4	36	871	5	5	1810	20
Future Volume (veh/h)	20	0	109	4	2	4	36	871	5	5	1810	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1752	1752	1752	1900	1900	1900	1841	1841	1841	1885	1885	1885
Adj Flow Rate, veh/h	21	0	115	4	2	4	38	917	5	5	1905	21
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	10	10	10	0	0	0	4	4	4	1	1	1
Cap, veh/h	207	0	145	97	52	64	205	2393	13	428	2259	1008
Arrive On Green	0.10	0.00	0.10	0.10	0.10	0.10	0.05	0.67	0.67	0.01	0.63	0.63
Sat Flow, veh/h	1339	0	1485	448	535	656	1753	3566	19	1795	3582	1598
Grp Volume(v), veh/h	21	0	115	10	0	0	38	450	472	5	1905	21
Grp Sat Flow(s),veh/h/ln	1339	0	1485	1639	0	0	1753	1749	1837	1795	1791	1598
Q Serve(g_s), s	0.8	0.0	7.2	0.0	0.0	0.0	0.7	10.8	10.8	0.1	39.9	0.5
Cycle Q Clear(g_c), s	1.3	0.0	7.2	0.5	0.0	0.0	0.7	10.8	10.8	0.1	39.9	0.5
Prop In Lane	1.00		1.00	0.40		0.40	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	207	0	145	213	0	0	205	1173	1233	428	2259	1008
V/C Ratio(X)	0.10	0.00	0.79	0.05	0.00	0.00	0.18	0.38	0.38	0.01	0.84	0.02
Avail Cap(c_a), veh/h	358	0	315	423	0	0	253	1348	1417	510	2686	1198
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.3	0.0	42.0	39.0	0.0	0.0	15.1	6.9	6.9	6.5	13.9	6.6
Incr Delay (d2), s/veh	0.2	0.0	9.3	0.1	0.0	0.0	0.4	0.2	0.2	0.0	2.3	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(95%),veh/ln	0.8	0.0	5.4	0.4	0.0	0.0	0.7	5.7	6.0	0.1	19.3	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.5	0.0	51.3	39.1	0.0	0.0	15.5	7.1	7.1	6.6	16.1	6.6
LnGrp LOS	D		D	D			B	A	A	A	B	A
Approach Vol, veh/h		136			10			960			1931	
Approach Delay, s/veh		49.5			39.1			7.5			16.0	
Approach LOS		D			D			A			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.2	71.5		15.5	12.0	67.6		15.5				
Change Period (Y+Rc), s	* 7.6	* 7.6		6.2	* 7.6	* 7.6		* 6.2				
Max Green Setting (Gmax), s	* 5	* 73		20.2	* 7	* 71		* 22				
Max Q Clear Time (g_c+I1), s	2.1	12.8		9.2	2.7	41.9		2.5				
Green Ext Time (p_c), s	0.0	6.2		0.3	0.0	18.1		0.0				

Intersection Summary

HCM 7th Control Delay, s/veh	14.9
HCM 7th LOS	B

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

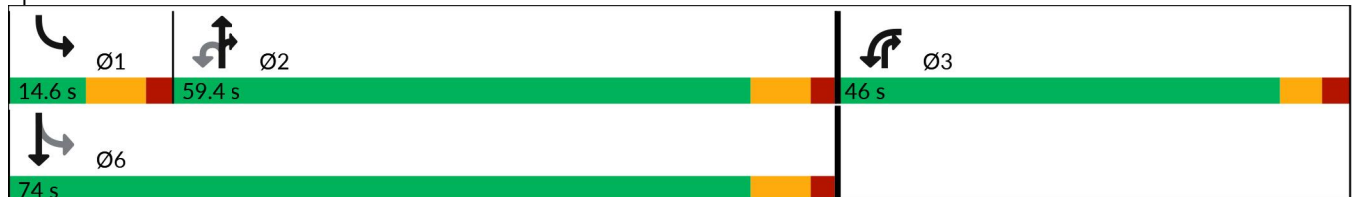
Fort Hamer Road PD&E
 2: Fort Hamer Road & Mulholland Road

2050 AM Build - US 301 w/ Shared TR
 Timing Plan: A.M. Peak Hour

Lane Group	WBL	NBT	NBR	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	217	800	26	22	1696
Future Volume (vph)	217	800	26	22	1696
Lane Group Flow (vph)	402	842	27	23	1785
Turn Type	Prot	NA	pt+ov	pm+pt	NA
Protected Phases	3	2	2 3	1	6
Permitted Phases				6	
Detector Phase	3	2	2 3	1	6
Switch Phase					
Minimum Initial (s)	5.0	10.0		7.0	10.0
Minimum Split (s)	24.2	25.6		14.6	25.6
Total Split (s)	46.0	59.4		14.6	74.0
Total Split (%)	38.3%	49.5%		12.2%	61.7%
Yellow Time (s)	3.7	5.4		5.4	5.4
All-Red Time (s)	2.5	2.2		2.2	2.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.2	7.6		7.6	7.6
Lead/Lag		Lag		Lead	
Lead-Lag Optimize?		Yes		Yes	
Recall Mode	None	Max		None	Max
v/c Ratio	0.85	0.43	0.02	0.06	0.82
Control Delay (s/veh)	52.1	17.5	0.8	11.0	22.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	52.1	17.5	0.8	11.0	22.0
Queue Length 50th (ft)	246	148	0	6	477
Queue Length 95th (ft)	364	316	5	20	745
Internal Link Dist (ft)	411	284			299
Turn Bay Length (ft)			250	285	
Base Capacity (vph)	646	1946	1453	372	2183
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.62	0.43	0.02	0.06	0.82

Intersection Summary
 Cycle Length: 120
 Actuated Cycle Length: 109.2
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated

Splits and Phases: 2: Fort Hamer Road & Mulholland Road



Fort Hamer Road PD&E
2: Fort Hamer Road & Mulholland Road

2050 AM Build - US 301 w/ Shared TR
Timing Plan: A.M. Peak Hour



Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations	↘		↙	↑↑	↗	↘	↑↑
Traffic Volume (veh/h)	217	165	0	800	26	22	1696
Future Volume (veh/h)	217	165	0	800	26	22	1696
Initial Q (Qb), veh	0	0		0	0	0	0
Lane Width Adj.	1.00	1.00		1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00			1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No
Adj Sat Flow, veh/h/ln	1870	1870		1841	1841	1885	1885
Adj Flow Rate, veh/h	228	174		842	27	23	1785
Peak Hour Factor	0.95	0.95		0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2		4	4	1	1
Cap, veh/h	249	190		1784	796	352	2194
Arrive On Green	0.26	0.26		0.51	0.51	0.03	0.61
Sat Flow, veh/h	957	730		3589	1560	1795	3676
Grp Volume(v), veh/h	403	0		842	27	23	1785
Grp Sat Flow(s),veh/h/ln	1691	0		1749	1560	1795	1791
Q Serve(g_s), s	25.1	0.0		16.8	0.9	0.6	41.7
Cycle Q Clear(g_c), s	25.1	0.0		16.8	0.9	0.6	41.7
Prop In Lane	0.57	0.43			1.00	1.00	
Lane Grp Cap(c), veh/h	440	0		1784	796	352	2194
V/C Ratio(X)	0.92	0.00		0.47	0.03	0.07	0.81
Avail Cap(c_a), veh/h	621	0		1784	796	410	2194
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.0	0.0		17.1	13.2	12.3	16.2
Incr Delay (d2), s/veh	14.5	0.0		0.9	0.1	0.1	3.4
Initial Q Delay(d3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	17.6	0.0		10.6	0.6	0.4	21.9
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	53.5	0.0		18.0	13.3	12.4	19.7
LnGrp LOS	D			B	B	B	B
Approach Vol, veh/h	403			869			1808
Approach Delay, s/veh	53.5			17.9			19.6
Approach LOS	D			B			B
Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	11.1	62.9				74.0	34.4
Change Period (Y+Rc), s	* 7.6	* 7.6				* 7.6	6.2
Max Green Setting (Gmax), s	* 7	* 52				* 66	39.8
Max Q Clear Time (g_c+I1), s	2.6	18.8				43.7	27.1
Green Ext Time (p_c), s	0.0	6.2				14.1	1.1

Intersection Summary

HCM 7th Control Delay, s/veh	23.5
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
User approved ignoring U-Turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Fort Hamer Road PD&E
 3: Fort Hamer Road & Old Tampa Road

2050 AM Build - US 301 w/ Shared TR

Timing Plan: A.M. Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	274	111	677	91	28	39	179	652	91	235	1240	215
Future Volume (vph)	274	111	677	91	28	39	179	652	91	235	1240	215
Lane Group Flow (vph)	288	117	713	96	29	41	188	686	96	247	1305	226
Turn Type	pm+pt	NA	pt+ov	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4	4 5	3	8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		6
Detector Phase	7	4	4 5	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	7.0	10.0		6.4	10.0	10.0	7.0	10.0	10.0	7.0	10.0	10.0
Minimum Split (s)	15.6	25.4		15.0	20.0	20.0	15.4	25.4	25.4	15.4	25.4	25.4
Total Split (s)	30.0	50.0		15.0	35.0	35.0	21.0	55.0	55.0	30.0	64.0	64.0
Total Split (%)	20.0%	33.3%		10.0%	23.3%	23.3%	14.0%	36.7%	36.7%	20.0%	42.7%	42.7%
Yellow Time (s)	4.5	5.4		4.5	5.4	5.4	4.5	5.4	5.4	4.5	5.4	5.4
All-Red Time (s)	4.1	2.0		4.1	2.0	2.0	3.9	2.0	2.0	3.9	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.6	7.4		8.6	7.4	7.4	8.4	7.4	7.4	8.4	7.4	7.4
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	Max	Max	None	Max	Max
v/c Ratio	0.55	0.22	0.94	0.38	0.10	0.08	0.50	0.57	0.13	0.67	0.98	0.31
Control Delay (s/veh)	39.7	42.4	52.7	42.4	51.8	0.3	30.6	42.8	0.4	30.8	65.6	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	39.7	42.4	52.7	42.4	51.8	0.3	30.6	42.8	0.4	30.8	65.6	5.4
Queue Length 50th (ft)	209	88	554	62	24	0	47	287	0	134	660	5
Queue Length 95th (ft)	297	144	#830	106	55	0	86	370	0	195	#820	61
Internal Link Dist (ft)		480			302			415			411	
Turn Bay Length (ft)	365		235	170			360		165	300		255
Base Capacity (vph)	520	529	761	253	341	518	375	1203	720	417	1335	733
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.22	0.94	0.38	0.09	0.08	0.50	0.57	0.13	0.59	0.98	0.31

Intersection Summary

Cycle Length: 150

Actuated Cycle Length: 150

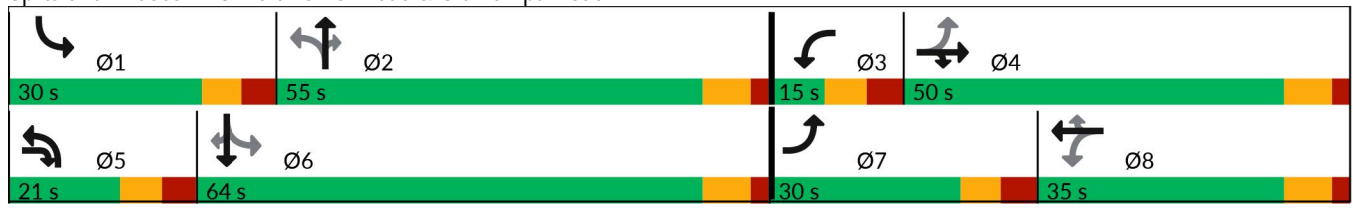
Natural Cycle: 125

Control Type: Actuated-Uncoordinated

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

Queue shown is maximum after two cycles.

Splits and Phases: 3: Fort Hamer Road & Old Tampa Road



Fort Hamer Road PD&E
 3: Fort Hamer Road & Old Tampa Road

2050 AM Build - US 301 w/ Shared TR

Timing Plan: A.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	274	111	677	91	28	39	179	652	91	235	1240	215
Future Volume (veh/h)	274	111	677	91	28	39	179	652	91	235	1240	215
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1870	1870	1856	1856	1856	1841	1841	1841	1870	1870	1870
Adj Flow Rate, veh/h	288	117	529	96	29	41	188	686	96	247	1305	226
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	3	3	3	4	4	4	2	2	2
Cap, veh/h	546	550	548	282	369	313	298	1180	526	358	1389	619
Arrive On Green	0.14	0.29	0.29	0.04	0.20	0.20	0.05	0.34	0.34	0.10	0.39	0.39
Sat Flow, veh/h	1781	1870	1585	1767	1856	1572	3401	3497	1560	1781	3554	1585
Grp Volume(v), veh/h	288	117	529	96	29	41	188	686	96	247	1305	226
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1767	1856	1572	1700	1749	1560	1781	1777	1585
Q Serve(g_s), s	18.1	6.8	42.6	6.3	1.8	3.1	5.2	23.4	6.3	12.8	51.2	14.7
Cycle Q Clear(g_c), s	18.1	6.8	42.6	6.3	1.8	3.1	5.2	23.4	6.3	12.8	51.2	14.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	546	550	548	282	369	313	298	1180	526	358	1389	619
V/C Ratio(X)	0.53	0.21	0.97	0.34	0.08	0.13	0.63	0.58	0.18	0.69	0.94	0.36
Avail Cap(c_a), veh/h	560	550	548	282	369	313	419	1180	526	437	1389	619
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.3	38.5	46.6	43.9	47.2	47.7	36.5	39.6	33.9	28.6	42.5	31.3
Incr Delay (d2), s/veh	0.9	0.2	29.9	0.7	0.1	0.2	2.2	2.1	0.8	3.5	13.5	1.7
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(95%),veh/ln	12.5	5.6	30.4	5.0	1.5	2.2	3.9	15.4	4.4	9.5	32.3	9.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	37.2	38.7	76.5	44.6	47.3	47.9	38.7	41.6	34.6	32.1	56.0	33.0
LnGrp LOS	D	D	E	D	D	D	D	D	C	C	E	C
Approach Vol, veh/h		934			166			970			1778	
Approach Delay, s/veh		59.6			45.9			40.4			49.7	
Approach LOS		E			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	23.6	56.3	15.0	50.0	15.8	64.0	28.8	36.2				
Change Period (Y+Rc), s	8.4	7.4	8.6	7.4	8.4	7.4	8.6	7.4				
Max Green Setting (Gmax), s	21.6	47.6	6.4	42.6	12.6	56.6	21.4	27.6				
Max Q Clear Time (g_c+I1), s	14.8	25.4	8.3	44.6	7.2	53.2	20.1	5.1				
Green Ext Time (p_c), s	0.4	4.6	0.0	0.0	0.3	2.5	0.1	0.2				
Intersection Summary												
HCM 7th Control Delay, s/veh			49.6									
HCM 7th LOS			D									
Notes												
User approved pedestrian interval to be less than phase max green.												

Fort Hamer Road PD&E
 4: Fort Hamer Road & Golf Course Road

2050 AM Build - US 301 w/ Shared TR
 Timing Plan: A.M. Peak Hour



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	358	266	995	128	179	1377
Future Volume (vph)	358	266	995	128	179	1377
Lane Group Flow (vph)	377	280	1047	135	188	1449
Turn Type	Prot	pt+ov	NA	pt+ov	pm+pt	NA
Protected Phases	3	3 1	2	2 3	1	6
Permitted Phases					6	
Detector Phase	3	3 1	2	2 3	1	6
Switch Phase						
Minimum Initial (s)	5.0		10.0		7.0	10.0
Minimum Split (s)	11.0		25.3		14.3	25.3
Total Split (s)	36.0		66.0		18.0	84.0
Total Split (%)	30.0%		55.0%		15.0%	70.0%
Yellow Time (s)	4.0		5.3		5.3	5.3
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.0		7.3		7.3	7.3
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
v/c Ratio	0.64	0.51	0.54	0.11	0.53	0.59
Control Delay (s/veh)	46.7	25.6	17.8	0.7	11.7	10.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	46.7	25.6	17.8	0.7	11.7	10.2
Queue Length 50th (ft)	127	121	232	0	38	237
Queue Length 95th (ft)	175	196	356	12	83	390
Internal Link Dist (ft)	287		282			295
Turn Bay Length (ft)		250		250	285	
Base Capacity (vph)	935	563	1957	1414	377	2442
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.50	0.54	0.10	0.50	0.59

Intersection Summary
 Cycle Length: 120
 Actuated Cycle Length: 109.3
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated

Splits and Phases: 4: Fort Hamer Road & Golf Course Road



Fort Hamer Road PD&E
 4: Fort Hamer Road & Golf Course Road

2050 AM Build - US 301 w/ Shared TR
 Timing Plan: A.M. Peak Hour



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	358	266	995	128	179	1377
Future Volume (veh/h)	358	266	995	128	179	1377
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1856	1870	1870	1841	1841
Adj Flow Rate, veh/h	377	280	1047	135	188	1449
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	2	2	4	4
Cap, veh/h	667	404	1985	1194	349	2400
Arrive On Green	0.19	0.19	0.56	0.56	0.06	0.69
Sat Flow, veh/h	3428	1572	3647	1585	1753	3589
Grp Volume(v), veh/h	377	280	1047	135	188	1449
Grp Sat Flow(s),veh/h/ln	1714	1572	1777	1585	1753	1749
Q Serve(g_s), s	11.1	18.0	20.6	2.6	4.8	24.8
Cycle Q Clear(g_c), s	11.1	18.0	20.6	2.6	4.8	24.8
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	667	404	1985	1194	349	2400
V/C Ratio(X)	0.56	0.69	0.53	0.11	0.54	0.60
Avail Cap(c_a), veh/h	920	521	1985	1194	407	2400
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.7	37.5	15.4	3.7	12.0	9.4
Incr Delay (d2), s/veh	0.8	2.7	1.0	0.2	1.3	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.2	11.4	12.4	1.3	3.1	12.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	41.5	40.2	16.5	3.9	13.3	10.5
LnGrp LOS	D	D	B	A	B	B
Approach Vol, veh/h	657		1182			1637
Approach Delay, s/veh	40.9		15.0			10.8
Approach LOS	D		B			B
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	14.3	69.7			84.0	27.8
Change Period (Y+Rc), s	7.3	7.3			7.3	6.0
Max Green Setting (Gmax), s	10.7	58.7			76.7	30.0
Max Q Clear Time (g_c+I1), s	6.8	22.6			26.8	20.0
Green Ext Time (p_c), s	0.2	8.9			14.6	1.8
Intersection Summary						
HCM 7th Control Delay, s/veh			17.9			
HCM 7th LOS			B			

Fort Hamer Road PD&E
5: Fort Hamer Road & US 301

2050 AM Build - US 301 w/ Shared TR

Timing Plan: A.M. Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖↗	↑↑	↖	↖↗	↑↑	↖	↖↗	↑↔	↖	↖	↑↔
Traffic Volume (vph)	295	679	497	623	606	222	410	550	489	240	265
Future Volume (vph)	295	679	497	623	606	222	410	550	489	240	265
Lane Group Flow (vph)	311	715	523	656	638	234	432	759	335	253	547
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA
Protected Phases	7	4	5	3	8	1	5	2	3	1	6
Permitted Phases			4			8			2		
Detector Phase	7	4	5	3	8	1	5	2	3	1	6
Switch Phase											
Minimum Initial (s)	5.0	15.0	5.0	5.0	15.0	5.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	12.9	25.9	13.3	12.9	25.9	13.3	13.3	26.3	12.9	13.3	26.3
Total Split (s)	26.0	34.0	33.0	33.0	41.0	28.0	33.0	35.0	33.0	28.0	30.0
Total Split (%)	20.0%	26.2%	25.4%	25.4%	31.5%	21.5%	25.4%	26.9%	25.4%	21.5%	23.1%
Yellow Time (s)	5.1	5.1	4.8	5.1	5.1	4.8	4.8	4.8	5.1	4.8	4.8
All-Red Time (s)	2.8	2.8	3.5	2.8	2.8	3.5	3.5	3.5	2.8	3.5	3.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.9	7.9	8.3	7.9	7.9	8.3	8.3	8.3	7.9	8.3	8.3
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	None	None	Max
v/c Ratio	0.72	0.98	0.72	0.99	0.65	0.29	0.75	1.01	0.43	0.95	0.70
Control Delay (s/veh)	64.8	79.3	29.8	84.7	46.2	11.7	59.8	83.2	17.0	99.5	40.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	64.8	79.3	29.8	84.7	46.2	11.7	59.8	83.2	17.0	99.5	40.0
Queue Length 50th (ft)	127	302	287	278	241	58	174	~314	121	214	154
Queue Length 95th (ft)	175	#424	412	#401	309	116	225	#445	200	#384	222
Internal Link Dist (ft)		641			873			598			636
Turn Bay Length (ft)	565		220	750		430	500		425	450	
Base Capacity (vph)	483	733	762	663	976	799	665	755	784	265	785
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.98	0.69	0.99	0.65	0.29	0.65	1.01	0.43	0.95	0.70

Intersection Summary

Cycle Length: 130

Actuated Cycle Length: 130

Natural Cycle: 120

Control Type: Actuated-Uncoordinated

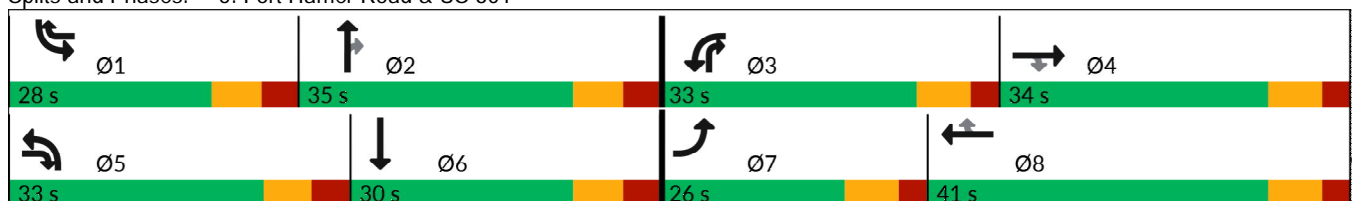
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 5: Fort Hamer Road & US 301



Fort Hamer Road PD&E
5: Fort Hamer Road & US 301

2050 AM Build - US 301 w/ Shared TR

Timing Plan: A.M. Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↔↔	↑↑	↗	↔↔	↑↑	↗	↗	↑↑	
Traffic Volume (veh/h)	295	679	497	623	606	222	410	550	489	240	265	255
Future Volume (veh/h)	295	679	497	623	606	222	410	550	489	240	265	255
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1841	1841	1841	1826	1826	1826	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	311	715	365	656	638	160	432	673	321	253	279	189
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	5	5	5	3	3	3	3	3	3
Cap, veh/h	371	739	535	672	1051	680	502	762	627	268	450	295
Arrive On Green	0.11	0.20	0.20	0.19	0.29	0.29	0.14	0.21	0.21	0.15	0.21	0.21
Sat Flow, veh/h	3506	3681	1560	3478	3652	1547	3534	3711	1572	1767	2092	1372
Grp Volume(v), veh/h	311	715	365	656	638	160	432	673	321	253	246	222
Grp Sat Flow(s),veh/h/ln	1753	1841	1560	1739	1826	1547	1767	1856	1572	1767	1856	1609
Q Serve(g_s), s	11.3	25.0	26.1	24.4	19.6	8.4	15.5	22.9	20.1	18.4	15.6	16.3
Cycle Q Clear(g_c), s	11.3	25.0	26.1	24.4	19.6	8.4	15.5	22.9	20.1	18.4	15.6	16.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.85
Lane Grp Cap(c), veh/h	371	739	535	672	1051	680	502	762	627	268	399	346
V/C Ratio(X)	0.84	0.97	0.68	0.98	0.61	0.24	0.86	0.88	0.51	0.94	0.62	0.64
Avail Cap(c_a), veh/h	488	739	535	672	1051	680	672	762	627	268	399	346
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.0	51.5	36.7	52.2	39.9	22.8	54.5	50.1	29.6	54.6	46.2	46.5
Incr Delay (d2), s/veh	9.5	25.2	3.6	28.9	1.0	0.2	8.6	14.1	3.0	40.1	7.0	8.8
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(95%),veh/ln	9.2	19.8	15.2	18.8	13.4	0.1	11.8	17.4	12.3	16.4	12.4	11.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	66.5	76.7	40.2	81.1	40.9	23.0	63.1	64.2	32.5	94.8	53.2	55.3
LnGrp LOS	E	E	D	F	D	C	E	E	C	F	D	E
Approach Vol, veh/h		1391			1454			1426			721	
Approach Delay, s/veh		64.9			57.1			56.7			68.4	
Approach LOS		E			E			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	28.0	35.0	33.0	34.0	26.8	36.2	21.7	45.3				
Change Period (Y+Rc), s	8.3	8.3	* 7.9	* 7.9	8.3	8.3	* 7.9	* 7.9				
Max Green Setting (Gmax), s	19.7	26.7	* 25	* 26	24.7	21.7	* 18	* 33				
Max Q Clear Time (g_c+I1), s	20.4	24.9	26.4	28.1	17.5	18.3	13.3	21.6				
Green Ext Time (p_c), s	0.0	1.0	0.0	0.0	0.9	0.8	0.5	3.4				

Intersection Summary

HCM 7th Control Delay, s/veh	60.8
HCM 7th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Fort Hamer Road PD&E
1: Fort Hamer Road & Rive Isle Run

2050 PM Build - US 301 Shared TR
Timing Plan: P.M. Peak Hour

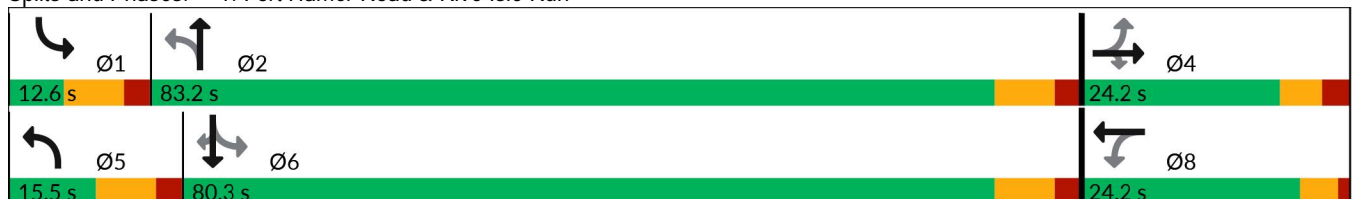


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations		4	4		4	4	4	4	4	4
Traffic Volume (vph)	92	0	117	4	2	112	1980	10	1100	21
Future Volume (vph)	92	0	117	4	2	112	1980	10	1100	21
Lane Group Flow (vph)	0	97	123	0	10	118	2089	11	1158	22
Turn Type	Perm	NA	Perm	Perm	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases		4			8	5	2	1	6	
Permitted Phases	4		4	8		2		6		6
Detector Phase	4	4	4	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	7.0	10.0	5.0	10.0	10.0
Minimum Split (s)	24.2	24.2	24.2	22.5	22.5	14.6	25.6	12.6	25.6	25.6
Total Split (s)	24.2	24.2	24.2	24.2	24.2	15.5	83.2	12.6	80.3	80.3
Total Split (%)	20.2%	20.2%	20.2%	20.2%	20.2%	12.9%	69.3%	10.5%	66.9%	66.9%
Yellow Time (s)	3.7	3.7	3.7	3.5	3.5	5.4	5.4	5.4	5.4	5.4
All-Red Time (s)	2.5	2.5	2.5	1.0	1.0	2.2	2.2	2.2	2.2	2.2
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.2	6.2		4.5	7.6	7.6	7.6	7.6	7.6
Lead/Lag						Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	None	Min	Min
v/c Ratio		0.53	0.39		0.04	0.34	0.84	0.06	0.60	0.02
Control Delay (s/veh)		53.3	12.1		32.6	7.0	16.0	5.4	15.5	0.0
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		53.3	12.1		32.6	7.0	16.0	5.4	15.5	0.0
Queue Length 50th (ft)		56	0		3	18	372	2	224	0
Queue Length 95th (ft)		127	55		20	39	854	7	317	0
Internal Link Dist (ft)		151			133		432		308	
Turn Bay Length (ft)						340		250		
Base Capacity (vph)		280	415		366	351	2919	170	2806	1275
Starvation Cap Reductn		0	0		0	0	0	0	0	0
Spillback Cap Reductn		0	0		0	0	0	0	0	0
Storage Cap Reductn		0	0		0	0	0	0	0	0
Reduced v/c Ratio		0.35	0.30		0.03	0.34	0.72	0.06	0.41	0.02

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 93
Natural Cycle: 100
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Fort Hamer Road & Rive Isle Run



Fort Hamer Road PD&E
1: Fort Hamer Road & Rive Isle Run

2050 PM Build - US 301 Shared TR
Timing Plan: P.M. Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔		↔	↕	↕	↔	↕	↕
Traffic Volume (veh/h)	92	0	117	4	2	4	112	1980	5	10	1100	21
Future Volume (veh/h)	92	0	117	4	2	4	112	1980	5	10	1100	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1856	1856	1856	1900	1900	1900	1885	1885	1870	1870	1870	1870
Adj Flow Rate, veh/h	97	0	123	4	2	4	118	2084	5	11	1158	22
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	0	0	0	1	1	2	2	2	2
Cap, veh/h	198	0	187	64	37	34	388	2411	6	135	2148	958
Arrive On Green	0.12	0.00	0.12	0.12	0.12	0.12	0.07	0.66	0.66	0.01	0.60	0.60
Sat Flow, veh/h	1071	0	1572	119	311	287	1795	3666	9	1781	3554	1585
Grp Volume(v), veh/h	97	0	123	10	0	0	118	1018	1071	11	1158	22
Grp Sat Flow(s),veh/h/ln	1071	0	1572	717	0	0	1795	1791	1884	1781	1777	1585
Q Serve(g_s), s	0.0	0.0	7.6	0.0	0.0	0.0	2.4	45.9	46.0	0.2	19.5	0.6
Cycle Q Clear(g_c), s	9.7	0.0	7.6	9.8	0.0	0.0	2.4	45.9	46.0	0.2	19.5	0.6
Prop In Lane	1.00		1.00	0.40		0.40	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	198	0	187	135	0	0	388	1178	1239	135	2148	958
V/C Ratio(X)	0.49	0.00	0.66	0.07	0.00	0.00	0.30	0.86	0.86	0.08	0.54	0.02
Avail Cap(c_a), veh/h	279	0	278	247	0	0	408	1330	1399	199	2538	1132
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.8	0.0	42.9	40.0	0.0	0.0	8.4	13.8	13.8	16.0	11.8	8.1
Incr Delay (d2), s/veh	1.9	0.0	3.9	0.2	0.0	0.0	0.4	5.6	5.4	0.3	0.2	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(95%),veh/ln	4.4	0.0	5.7	0.4	0.0	0.0	1.4	22.9	23.8	0.2	10.8	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	45.7	0.0	46.8	40.2	0.0	0.0	8.8	19.4	19.2	16.3	12.0	8.1
LnGrp LOS	D		D	D			A	B	B	B	B	A
Approach Vol, veh/h		220			10			2207			1191	
Approach Delay, s/veh		46.3			40.2			18.8			12.0	
Approach LOS		D			D			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.9	74.6		18.3	14.4	69.2		18.3				
Change Period (Y+Rc), s	* 7.6	* 7.6		6.2	* 7.6	* 7.6		* 6.2				
Max Green Setting (Gmax), s	* 5	* 76		18.0	* 7.9	* 73		* 20				
Max Q Clear Time (g_c+I1), s	2.2	48.0		11.7	4.4	21.5		11.8				
Green Ext Time (p_c), s	0.0	19.0		0.4	0.1	10.2		0.0				

Intersection Summary

HCM 7th Control Delay, s/veh	18.3
HCM 7th LOS	B

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Fort Hamer Road PD&E
 2: Fort Hamer Road & Mulholland Road

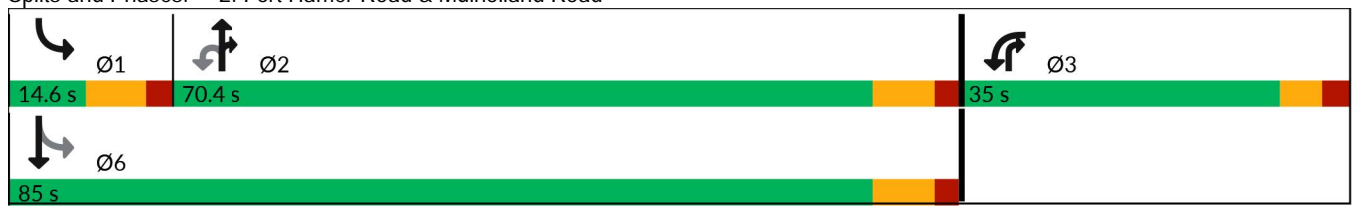
2050 PM Build - US 301 Shared TR
 Timing Plan: P.M. Peak Hour

Lane Group	WBL	NBT	NBR	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	74	1837	200	103	1030
Future Volume (vph)	74	1837	200	103	1030
Lane Group Flow (vph)	136	1894	206	106	1062
Turn Type	Prot	NA	pt+ov	pm+pt	NA
Protected Phases	3	2	2 3	1	6
Permitted Phases				6	
Detector Phase	3	2	2 3	1	6
Switch Phase					
Minimum Initial (s)	5.0	10.0		7.0	10.0
Minimum Split (s)	24.2	25.6		14.6	25.6
Total Split (s)	35.0	70.4		14.6	85.0
Total Split (%)	29.2%	58.7%		12.2%	70.8%
Yellow Time (s)	3.7	5.4		5.4	5.4
All-Red Time (s)	2.5	2.2		2.2	2.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.2	7.6		7.6	7.6
Lead/Lag		Lag		Lead	
Lead-Lag Optimize?		Yes		Yes	
Recall Mode	None	Max		None	Max
v/c Ratio	0.62	0.86	0.16	0.56	0.40
Control Delay (s/veh)	45.9	22.7	0.6	25.1	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	45.9	22.7	0.6	25.1	5.4
Queue Length 50th (ft)	66	504	0	16	108
Queue Length 95th (ft)	128	#727	12	#82	174
Internal Link Dist (ft)	411	284			299
Turn Bay Length (ft)			250	285	
Base Capacity (vph)	489	2191	1528	190	2666
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.28	0.86	0.13	0.56	0.40

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 104.1
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 2: Fort Hamer Road & Mulholland Road



Fort Hamer Road PD&E
 2: Fort Hamer Road & Mulholland Road

2050 PM Build - US 301 Shared TR
 Timing Plan: P.M. Peak Hour



Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations	↘		↙	↑↑	↗	↘	↑↑
Traffic Volume (veh/h)	74	58	0	1837	200	103	1030
Future Volume (veh/h)	74	58	0	1837	200	103	1030
Initial Q (Qb), veh	0	0		0	0	0	0
Lane Width Adj.	1.00	1.00		1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00			1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No
Adj Sat Flow, veh/h/ln	1856	1856		1885	1885	1870	1870
Adj Flow Rate, veh/h	76	60		1894	206	106	1062
Peak Hour Factor	0.97	0.97		0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3		1	1	2	2
Cap, veh/h	94	74		2230	995	227	2712
Arrive On Green	0.10	0.10		0.62	0.62	0.07	0.76
Sat Flow, veh/h	930	734		3676	1598	1781	3647
Grp Volume(v), veh/h	137	0		1894	206	106	1062
Grp Sat Flow(s),veh/h/ln	1677	0		1791	1598	1781	1777
Q Serve(g_s), s	8.1	0.0		42.9	5.7	1.9	10.2
Cycle Q Clear(g_c), s	8.1	0.0		42.9	5.7	1.9	10.2
Prop In Lane	0.55	0.44			1.00	1.00	
Lane Grp Cap(c), veh/h	169	0		2230	995	227	2712
V/C Ratio(X)	0.81	0.00		0.85	0.21	0.47	0.39
Avail Cap(c_a), veh/h	476	0		2230	995	233	2712
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.7	0.0		15.3	8.3	21.8	4.1
Incr Delay (d2), s/veh	8.9	0.0		4.3	0.5	1.5	0.4
Initial Q Delay(d3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.7	0.0		22.0	3.2	2.9	4.5
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	53.6	0.0		19.6	8.8	23.3	4.5
LnGrp LOS	D			B	A	C	A
Approach Vol, veh/h	137			2100			1168
Approach Delay, s/veh	53.6			18.5			6.2
Approach LOS	D			B			A
Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	14.2	70.8				85.0	16.4
Change Period (Y+Rc), s	* 7.6	* 7.6				* 7.6	6.2
Max Green Setting (Gmax), s	* 7	* 63				* 77	28.8
Max Q Clear Time (g_c+I1), s	3.9	44.9				12.2	10.1
Green Ext Time (p_c), s	0.1	13.2				8.9	0.3

Intersection Summary							
HCM 7th Control Delay, s/veh				15.7			
HCM 7th LOS				B			

Notes
 User approved volume balancing among the lanes for turning movement.
 User approved ignoring U-Turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Fort Hamer Road PD&E
 3: Fort Hamer Road & Old Tampa Road

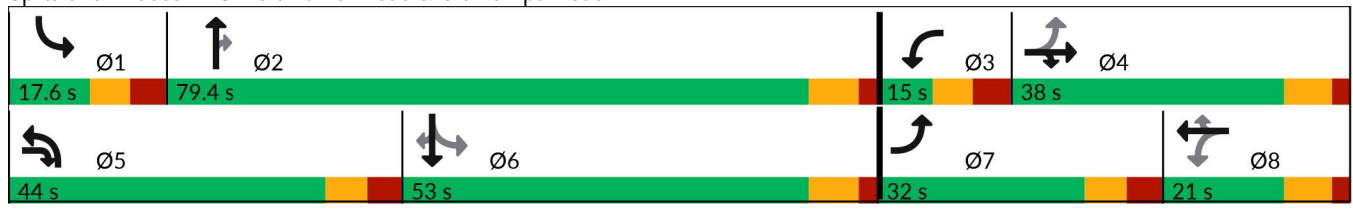
2050 PM Build - US 301 Shared TR
 Timing Plan: P.M. Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	272	138	543	111	56	51	656	1249	224	76	684	113
Future Volume (vph)	272	138	543	111	56	51	656	1249	224	76	684	113
Lane Group Flow (vph)	280	142	560	114	58	53	676	1288	231	78	705	116
Turn Type	pm+pt	NA	pt+ov	pm+pt	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4	4 5	3	8		5	2		1	6	
Permitted Phases	4			8		8			2	6		6
Detector Phase	7	4	4 5	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	7.0	10.0		6.4	10.0	10.0	7.0	10.0	10.0	7.0	10.0	10.0
Minimum Split (s)	15.6	25.4		15.0	20.0	20.0	15.4	25.4	25.4	15.4	25.4	25.4
Total Split (s)	32.0	38.0		15.0	21.0	21.0	44.0	79.4	79.4	17.6	53.0	53.0
Total Split (%)	21.3%	25.3%		10.0%	14.0%	14.0%	29.3%	52.9%	52.9%	11.7%	35.3%	35.3%
Yellow Time (s)	4.5	5.4		4.5	5.4	5.4	4.5	5.4	5.4	4.5	5.4	5.4
All-Red Time (s)	4.1	2.0		4.1	2.0	2.0	3.9	2.0	2.0	3.9	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.6	7.4		8.6	7.4	7.4	8.4	7.4	7.4	8.4	7.4	7.4
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	Max	Max	None	Max	Max
v/c Ratio	0.70	0.38	0.70	0.71	0.35	0.13	0.87	0.74	0.26	0.43	0.64	0.17
Control Delay (s/veh)	54.6	54.9	29.4	72.9	70.2	0.7	68.3	34.2	3.9	27.0	47.1	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	54.6	54.9	29.4	72.9	70.2	0.7	68.3	34.2	3.9	27.0	47.1	0.5
Queue Length 50th (ft)	231	121	342	84	54	0	326	523	6	31	317	0
Queue Length 95th (ft)	329	191	486	#141	103	0	401	619	53	56	389	0
Internal Link Dist (ft)		480			302			415			411	
Turn Bay Length (ft)	365		235	170			360		165	300		255
Base Capacity (vph)	404	379	819	161	174	401	830	1735	888	192	1110	687
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.69	0.37	0.68	0.71	0.33	0.13	0.81	0.74	0.26	0.41	0.64	0.17

Intersection Summary

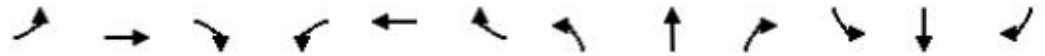
Cycle Length: 150
 Actuated Cycle Length: 148.6
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 3: Fort Hamer Road & Old Tampa Road



Fort Hamer Road PD&E
3: Fort Hamer Road & Old Tampa Road

2050 PM Build - US 301 Shared TR
Timing Plan: P.M. Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	272	138	543	111	56	51	656	1249	224	76	684	113
Future Volume (veh/h)	272	138	543	111	56	51	656	1249	224	76	684	113
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1856	1856	1856	1870	1870	1870	1885	1885	1885	1856	1856	1856
Adj Flow Rate, veh/h	280	142	354	114	58	53	676	1288	231	78	705	116
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	2	2	2	1	1	1	3	3	3
Cap, veh/h	390	356	637	201	150	127	743	1783	795	205	1167	520
Arrive On Green	0.16	0.19	0.19	0.04	0.08	0.08	0.21	0.50	0.50	0.05	0.33	0.33
Sat Flow, veh/h	1767	1856	1572	1781	1870	1585	3483	3582	1598	1767	3526	1572
Grp Volume(v), veh/h	280	142	354	114	58	53	676	1288	231	78	705	116
Grp Sat Flow(s),veh/h/ln	1767	1856	1572	1781	1870	1585	1742	1791	1598	1767	1763	1572
Q Serve(g_s), s	20.4	9.7	25.0	6.4	4.3	4.6	27.4	40.8	12.3	4.2	24.2	7.7
Cycle Q Clear(g_c), s	20.4	9.7	25.0	6.4	4.3	4.6	27.4	40.8	12.3	4.2	24.2	7.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	390	356	637	201	150	127	743	1783	795	205	1167	520
V/C Ratio(X)	0.72	0.40	0.56	0.57	0.39	0.42	0.91	0.72	0.29	0.38	0.60	0.22
Avail Cap(c_a), veh/h	400	393	668	201	176	149	857	1783	795	236	1167	520
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.5	51.2	33.0	59.5	63.1	63.3	55.5	28.5	21.3	30.6	40.5	34.9
Incr Delay (d2), s/veh	6.0	0.7	0.9	3.7	1.6	2.2	12.5	2.6	0.9	1.2	2.3	1.0
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(95%),veh/ln	14.5	8.0	14.5	7.4	3.7	3.4	19.0	24.2	8.2	3.3	16.0	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.5	51.9	34.0	63.2	64.7	65.4	68.1	31.0	22.2	31.7	42.8	35.9
LnGrp LOS	D	D	C	E	E	E	E	C	C	C	D	D
Approach Vol, veh/h		776			225			2195			899	
Approach Delay, s/veh		44.7			64.1			41.5			40.9	
Approach LOS		D			E			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.1	79.4	15.0	35.1	39.2	55.3	31.1	19.0				
Change Period (Y+Rc), s	8.4	7.4	8.6	7.4	8.4	7.4	8.6	7.4				
Max Green Setting (Gmax), s	9.2	72.0	6.4	30.6	35.6	45.6	23.4	13.6				
Max Q Clear Time (g_c+I1), s	6.2	42.8	8.4	27.0	29.4	26.2	22.4	6.6				
Green Ext Time (p_c), s	0.0	11.6	0.0	0.7	1.4	4.7	0.1	0.2				

Intersection Summary												
HCM 7th Control Delay, s/veh			43.2									
HCM 7th LOS			D									

Notes
User approved pedestrian interval to be less than phase max green.

Fort Hamer Road PD&E
4: Fort Hamer Road & Golf Course Road

2050 PM Build - US 301 Shared TR
Timing Plan: P.M. Peak Hour

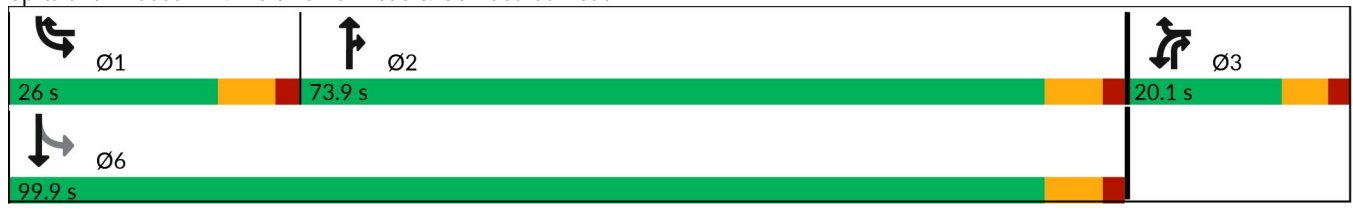


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	295	329	1845	202	304	901
Future Volume (vph)	295	329	1845	202	304	901
Lane Group Flow (vph)	304	339	1902	208	313	929
Turn Type	Prot	pt+ov	NA	pt+ov	pm+pt	NA
Protected Phases	3	3 1	2	2 3	1	6
Permitted Phases					6	
Detector Phase	3	3 1	2	2 3	1	6
Switch Phase						
Minimum Initial (s)	5.0		10.0		7.0	10.0
Minimum Split (s)	11.0		25.3		14.3	25.3
Total Split (s)	20.1		73.9		26.0	99.9
Total Split (%)	16.8%		61.6%		21.7%	83.3%
Yellow Time (s)	4.0		5.3		5.3	5.3
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.0		7.3		7.3	7.3
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
v/c Ratio	0.75	0.63	0.96	0.18	0.94	0.34
Control Delay (s/veh)	63.4	39.1	39.2	2.4	72.3	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	63.4	39.1	39.2	2.4	72.3	4.6
Queue Length 50th (ft)	119	214	713	17	189	98
Queue Length 95th (ft)	#175	319	#919	38	#363	122
Internal Link Dist (ft)	287		282			295
Turn Bay Length (ft)		250		250	285	
Base Capacity (vph)	407	540	1975	1182	338	2730
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.75	0.63	0.96	0.18	0.93	0.34

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 4: Fort Hamer Road & Golf Course Road



Fort Hamer Road PD&E
 4: Fort Hamer Road & Golf Course Road

2050 PM Build - US 301 Shared TR
 Timing Plan: P.M. Peak Hour



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔↔	↔	↑↑	↔	↔	↑↑
Traffic Volume (veh/h)	295	329	1845	202	304	901
Future Volume (veh/h)	295	329	1845	202	304	901
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1885	1885	1870	1870	1870	1870
Adj Flow Rate, veh/h	304	339	1902	208	313	929
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	2	2	2	2
Cap, veh/h	409	428	1992	1075	338	2742
Arrive On Green	0.12	0.12	0.56	0.56	0.15	0.77
Sat Flow, veh/h	3483	1598	3647	1585	1781	3647
Grp Volume(v), veh/h	304	339	1902	208	313	929
Grp Sat Flow(s),veh/h/ln	1742	1598	1777	1585	1781	1777
Q Serve(g_s), s	10.1	14.1	60.7	5.8	16.0	9.7
Cycle Q Clear(g_c), s	10.1	14.1	60.7	5.8	16.0	9.7
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	409	428	1992	1075	338	2742
V/C Ratio(X)	0.74	0.79	0.96	0.19	0.92	0.34
Avail Cap(c_a), veh/h	409	428	1992	1075	348	2742
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.2	40.8	24.9	7.2	40.8	4.2
Incr Delay (d2), s/veh	7.1	9.8	12.0	0.4	29.5	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.3	15.5	34.4	3.4	17.3	4.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	58.3	50.6	37.0	7.6	70.3	4.6
LnGrp LOS	E	D	D	A	E	A
Approach Vol, veh/h	643		2110			1242
Approach Delay, s/veh	54.3		34.1			21.1
Approach LOS	D		C			C
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	25.4	74.5			99.9	20.1
Change Period (Y+Rc), s	7.3	7.3			7.3	6.0
Max Green Setting (Gmax), s	18.7	66.6			92.6	14.1
Max Q Clear Time (g_c+I1), s	18.0	62.7			11.7	16.1
Green Ext Time (p_c), s	0.1	3.4			7.4	0.0
Intersection Summary						
HCM 7th Control Delay, s/veh			33.3			
HCM 7th LOS			C			

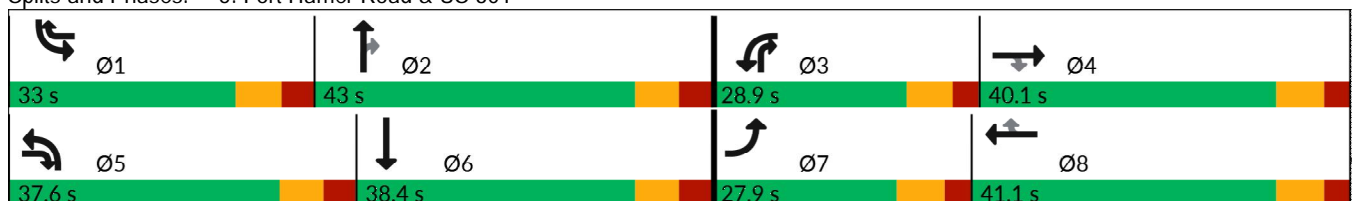


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	371	792	466	489	635	386	501	529	795	294	244
Future Volume (vph)	371	792	466	489	635	386	501	529	795	294	244
Lane Group Flow (vph)	379	808	476	499	648	394	511	929	422	300	451
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA
Protected Phases	7	4	5	3	8	1	5	2	3	1	6
Permitted Phases			4			8			2		
Detector Phase	7	4	5	3	8	1	5	2	3	1	6
Switch Phase											
Minimum Initial (s)	5.0	15.0	5.0	5.0	15.0	5.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	12.9	25.9	13.3	12.9	25.9	13.3	13.3	26.3	12.9	13.3	26.3
Total Split (s)	27.9	40.1	37.6	28.9	41.1	33.0	37.6	43.0	28.9	33.0	38.4
Total Split (%)	19.2%	27.7%	25.9%	19.9%	28.3%	22.8%	25.9%	29.7%	19.9%	22.8%	26.5%
Yellow Time (s)	5.1	5.1	4.8	5.1	5.1	4.8	4.8	4.8	5.1	4.8	4.8
All-Red Time (s)	2.8	2.8	3.5	2.8	2.8	3.5	3.5	3.5	2.8	3.5	3.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.9	7.9	8.3	7.9	7.9	8.3	8.3	8.3	7.9	8.3	8.3
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	None	None	Max
v/c Ratio	0.82	0.98	0.60	0.99	0.75	0.51	0.80	1.00	0.56	0.99	0.50
Control Delay (s/veh)	76.3	81.8	23.1	99.9	58.0	23.0	67.1	78.1	25.7	107.6	36.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	76.3	81.8	23.1	99.9	58.0	23.0	67.1	78.1	25.7	107.6	36.9
Queue Length 50th (ft)	175	383	232	239	289	196	232	~400	224	286	133
Queue Length 95th (ft)	232	#512	338	#355	359	296	289	#543	332	#482	192
Internal Link Dist (ft)		641			873			598			636
Turn Bay Length (ft)	565		220	750		430	500		425	450	
Base Capacity (vph)	488	827	830	502	863	769	715	925	754	304	905
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.98	0.57	0.99	0.75	0.51	0.71	1.00	0.56	0.99	0.50

Intersection Summary

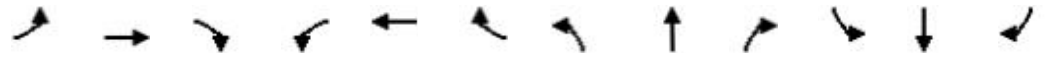
Cycle Length: 145
 Actuated Cycle Length: 145
 Natural Cycle: 130
 Control Type: Actuated-Uncoordinated
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 5: Fort Hamer Road & US 301



Fort Hamer Road PD&E
5: Fort Hamer Road & US 301

2050 PM Build - US 301 Shared TR
Timing Plan: P.M. Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↔↔	↑↑	↗	↔↔	↑↑	↗	↗	↑↑	↗
Traffic Volume (veh/h)	371	792	466	489	635	386	501	529	795	294	244	198
Future Volume (veh/h)	371	792	466	489	635	386	501	529	795	294	244	198
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1870	1870	1841	1841	1841	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	379	808	323	499	648	266	511	775	348	300	249	125
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, %	2	2	2	4	4	4	2	2	2	1	1	1
Cap, veh/h	431	831	608	508	905	649	576	895	609	306	594	288
Arrive On Green	0.12	0.22	0.22	0.14	0.25	0.25	0.16	0.24	0.24	0.17	0.25	0.25
Sat Flow, veh/h	3563	3741	1585	3506	3681	1560	3563	3741	1585	1795	2397	1164
Grp Volume(v), veh/h	379	808	323	499	648	266	511	775	348	300	194	180
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1753	1841	1560	1781	1870	1585	1795	1885	1676
Q Serve(g_s), s	15.2	31.1	22.9	20.6	23.4	17.4	20.4	28.8	25.1	24.1	12.5	13.1
Cycle Q Clear(g_c), s	15.2	31.1	22.9	20.6	23.4	17.4	20.4	28.8	25.1	24.1	12.5	13.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.69
Lane Grp Cap(c), veh/h	431	831	608	508	905	649	576	895	609	306	467	415
V/C Ratio(X)	0.88	0.97	0.53	0.98	0.72	0.41	0.89	0.87	0.57	0.98	0.42	0.43
Avail Cap(c_a), veh/h	491	831	608	508	905	649	720	895	609	306	467	415
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.7	56.0	34.6	61.8	50.0	29.8	59.5	52.9	35.2	59.9	45.7	45.9
Incr Delay (d2), s/veh	15.2	24.6	0.9	35.4	2.7	0.4	11.0	11.0	3.9	46.1	2.7	3.3
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(95%),veh/ln	12.1	23.8	13.5	16.9	16.2	10.6	15.0	20.9	15.2	20.9	10.2	9.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	77.8	80.6	35.4	97.2	52.8	30.2	70.4	63.9	39.1	106.0	48.4	49.2
LnGrp LOS	E	F	D	F	D	C	E	E	D	F	D	D
Approach Vol, veh/h		1510			1413			1634			674	
Approach Delay, s/veh		70.2			64.2			60.7			74.3	
Approach LOS		E			E			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	33.0	43.0	28.9	40.1	31.8	44.2	25.5	43.5				
Change Period (Y+Rc), s	8.3	8.3	* 7.9	* 7.9	8.3	8.3	* 7.9	* 7.9				
Max Green Setting (Gmax), s	24.7	34.7	* 21	* 32	29.3	30.1	* 20	* 33				
Max Q Clear Time (g_c+I1), s	26.1	30.8	22.6	33.1	22.4	15.1	17.2	25.4				
Green Ext Time (p_c), s	0.0	2.1	0.0	0.0	1.1	1.7	0.4	3.0				

Intersection Summary												
HCM 7th Control Delay, s/veh				66.1								
HCM 7th LOS				E								

Notes
User approved volume balancing among the lanes for turning movement.
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

LANE LEVEL OF SERVICE

Lane Level of Service

 Site: 101 [2030 AM - Fort Hamer Road & Rive Isle Run (Site Folder: General)]

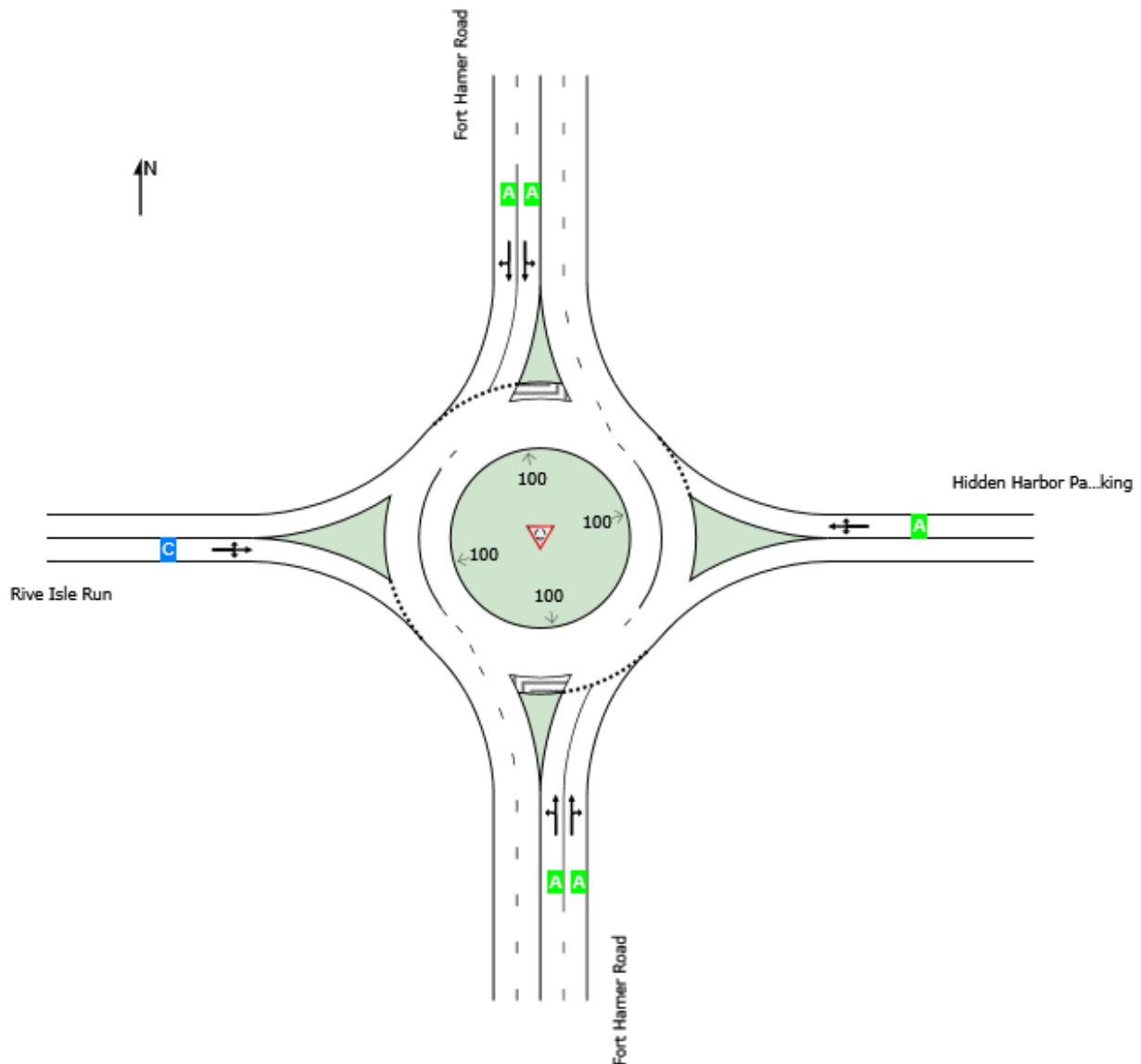
Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site

Site Category: (None)

Roundabout

	Approaches				Intersection
	South	East	North	West	
LOS	A	A	A	C	A



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if $v/c > 1$ irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

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Project: \\kimley-horn.com\FL_TAM\TAM_Roadway\148400 -Manatee County\148400101 - Ft Hamer\PD&E\400_ENG\Traffic\08_Sidra\1-Ft Hamer Road & Rive Isle Run\Public Hearing Geometry\Ft Hamer Rd & Rive Isle Run_Oct2024.sip9

MOVEMENT SUMMARY

Site: 101 [2030 AM - Fort Hamer Road & Rive Isle Run (Site Folder: General)]

New Site
 Site Category: (None)
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist ft]				
South: Fort Hamer Road														
3	L2	18	4.0	20	4.0	0.308	5.4	LOS A	1.6	41.6	0.09	0.02	0.09	35.1
8	T1	745	4.0	810	4.0	0.308	5.4	LOS A	1.6	41.6	0.09	0.02	0.09	35.0
18	R2	1	4.0	1	4.0	0.308	5.4	LOS A	1.6	41.6	0.09	0.02	0.09	33.9
Approach		764	4.0	830	4.0	0.308	5.4	LOS A	1.6	41.6	0.09	0.02	0.09	35.0
East: Hidden Harbor Park Parking														
1	L2	1	0.0	1	0.0	0.005	5.4	LOS A	0.0	0.4	0.55	0.41	0.55	34.4
6	T1	1	0.0	1	0.0	0.005	5.4	LOS A	0.0	0.4	0.55	0.41	0.55	34.2
16	R2	1	0.0	1	0.0	0.005	5.4	LOS A	0.0	0.4	0.55	0.41	0.55	33.2
Approach		3	0.0	3	0.0	0.005	5.4	LOS A	0.0	0.4	0.55	0.41	0.55	33.9
North: Fort Hamer Road														
7	L2	1	1.0	1	1.0	0.510	7.8	LOS A	3.8	96.7	0.16	0.05	0.16	34.0
4	T1	1276	1.0	1387	1.0	0.510	7.8	LOS A	3.8	96.7	0.16	0.05	0.16	33.9
14	R2	15	1.0	16	1.0	0.510	7.8	LOS A	3.8	96.7	0.16	0.05	0.16	32.8
Approach		1292	1.0	1404	1.0	0.510	7.8	LOS A	3.8	96.7	0.16	0.05	0.16	33.9
West: Rive Isle Run														
5	L2	10	10.0	11	10.0	0.286	14.3	LOS B	0.9	25.3	0.76	0.79	0.88	30.5
2	T1	1	10.0	1	10.0	0.286	14.3	LOS B	0.9	25.3	0.76	0.79	0.88	30.5
12	R2	92	10.0	100	10.0	0.286	14.3	LOS B	0.9	25.3	0.76	0.79	0.88	29.7
Approach		103	10.0	112	10.0	0.286	14.3	LOS B	0.9	25.3	0.76	0.79	0.88	29.7
All Vehicles		2162	2.5	2350	2.5	0.510	7.3	LOS A	3.8	96.7	0.17	0.08	0.17	34.0

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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 Project: K:\TAM_Roadway\148400 -Manatee County\148400101 - Ft Hamer\PD&E\400_ENG\Traffic\08_Sidra\1-Ft Hamer Road & Rive Isle Run
 \Public Hearing Geometry\October 2024\Ft Hamer Rd & Rive Isle Run_Oct2024.sip9

LANE LEVEL OF SERVICE

Lane Level of Service

Site: 101 [2030 PM - Fort Hamer Road & Rive Isle Run (Site Folder: General)]

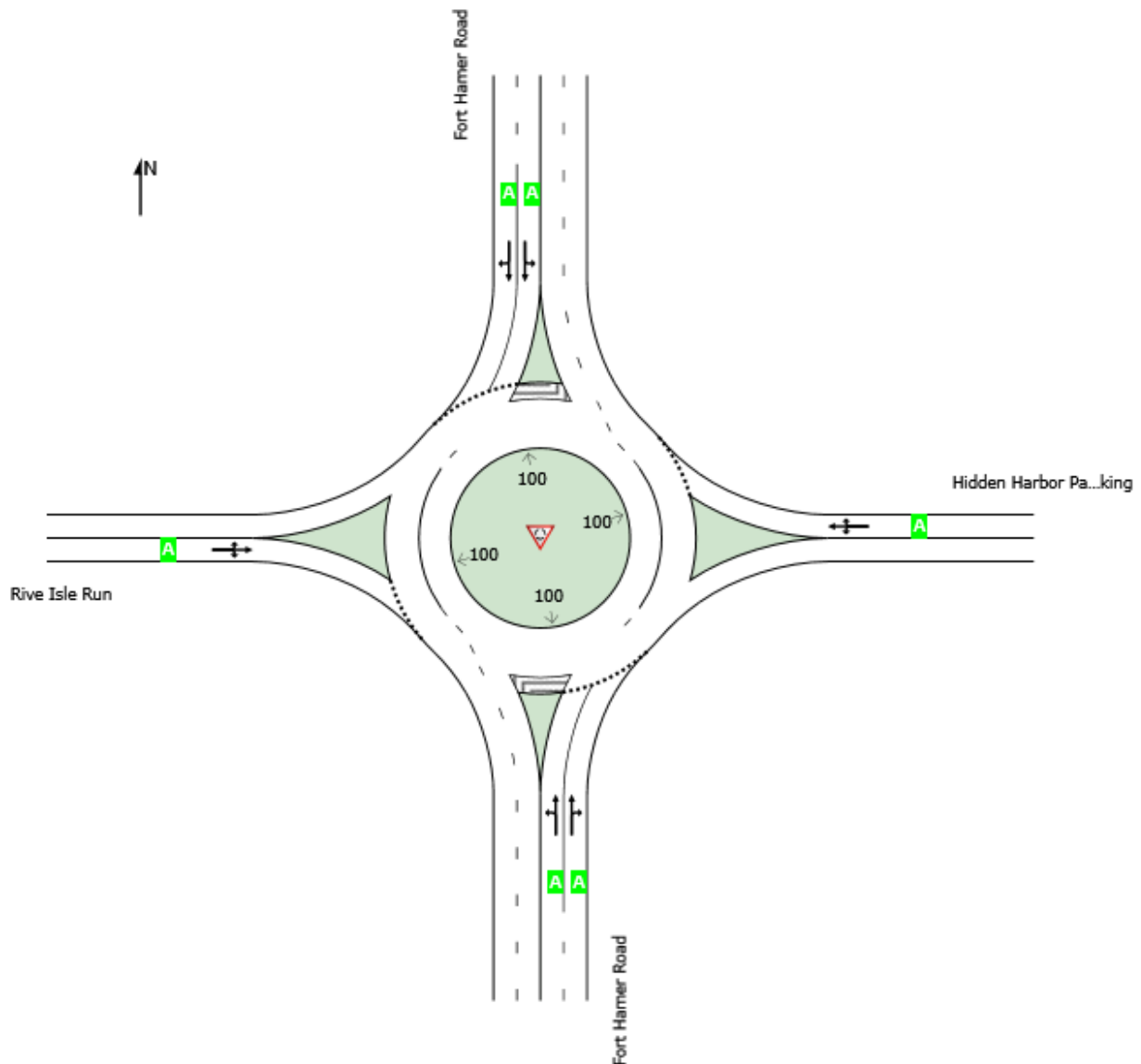
Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site

Site Category: (None)

Roundabout

	Approaches				Intersection
	South	East	North	West	
LOS	A	A	A	A	A



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if $v/c > 1$ irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

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Project: \\kimley-horn.com\FL_TAM\TAM_Roadway\148400 -Manatee County\148400101 - Ft Hamer\PD&E\400_ENG\Traffic\08_Sidra\1-Ft Hamer Road & Rive Isle Run\Public Hearing Geometry\Ft Hamer Rd & Rive Isle Run_Oct2024.sip9

MOVEMENT SUMMARY

Site: 101 [2030 PM - Fort Hamer Road & Rive Isle Run (Site Folder: General)]

New Site
 Site Category: (None)
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist ft]				
South: Fort Hamer Road														
3	L2	78	1.0	82	1.0	0.560	9.0	LOS A	4.4	110.1	0.36	0.18	0.36	33.2
8	T1	1311	1.0	1380	1.0	0.560	9.0	LOS A	4.4	110.1	0.36	0.18	0.36	33.2
18	R2	1	1.0	1	1.0	0.560	9.0	LOS A	4.4	110.1	0.36	0.18	0.36	32.3
Approach		1390	1.0	1463	1.0	0.560	9.0	LOS A	4.4	110.1	0.36	0.18	0.36	33.2
East: Hidden Harbor Park Parking														
1	L2	1	0.0	1	0.0	0.008	9.6	LOS A	0.0	0.6	0.73	0.68	0.73	32.3
6	T1	1	0.0	1	0.0	0.008	9.6	LOS A	0.0	0.6	0.73	0.68	0.73	32.2
16	R2	1	0.0	1	0.0	0.008	9.6	LOS A	0.0	0.6	0.73	0.68	0.73	31.3
Approach		3	0.0	3	0.0	0.008	9.6	LOS A	0.0	0.6	0.73	0.68	0.73	31.9
North: Fort Hamer Road														
7	L2	5	2.0	5	2.0	0.341	5.9	LOS A	1.8	47.0	0.26	0.13	0.26	34.9
4	T1	814	2.0	857	2.0	0.341	5.9	LOS A	1.8	47.0	0.26	0.13	0.26	34.8
14	R2	16	2.0	17	2.0	0.341	5.9	LOS A	1.8	47.0	0.26	0.13	0.26	33.7
Approach		835	2.0	879	2.0	0.341	5.9	LOS A	1.8	47.0	0.26	0.13	0.26	34.8
West: Rive Isle Run														
5	L2	68	3.0	72	3.0	0.231	8.3	LOS A	0.8	21.3	0.62	0.62	0.62	32.5
2	T1	1	3.0	1	3.0	0.231	8.3	LOS A	0.8	21.3	0.62	0.62	0.62	32.4
12	R2	74	3.0	78	3.0	0.231	8.3	LOS A	0.8	21.3	0.62	0.62	0.62	31.4
Approach		143	3.0	151	3.0	0.231	8.3	LOS A	0.8	21.3	0.62	0.62	0.62	31.9
All Vehicles		2371	1.5	2496	1.5	0.560	7.9	LOS A	4.4	110.1	0.34	0.19	0.34	33.7

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Organisation: KIMLEY-HORN & ASSOCIATES INC | Licence: NETWORK / Enterprise | Processed: Friday, October 25, 2024 11:15:03 AM
 Project: K:\TAM_Roadway\148400 -Manatee County\148400101 - Ft Hamer\PD&E\400_ENG\Traffic\08_Sidra\1-Ft Hamer Road & Rive Isle Run
 \Public Hearing Geometry\October 2024\Ft Hamer Rd & Rive Isle Run_Oct2024.sip9

LANE SUMMARY

Site: 101 [2050 AM - Fort Hamer Road & Rive Isle Run (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site
 Site Category: (None)
 Roundabout

Lane Use and Performance															
	Demand Flows		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% Back Of Queue		Lane Config	Lane Length	Cap. Prob. Adj. Block.	
	[Total veh/h]	[HV %]	[Total veh/h]	[HV %]						[Veh]	[Dist]			ft	%
South: Fort Hamer Road															
Lane 1	480	4.0	480	4.0	1327	0.362	100	5.6	LOS A	2.1	53.1	Full	1600	0.0	0.0
Lane 2 ^d	480	4.0	480	4.0	1327	0.362	100	5.6	LOS A	2.1	53.1	Full	1600	0.0	0.0
Approach	960	4.0	960	4.0		0.362		5.6	LOS A	2.1	53.1				
East: Hidden Harbor Park Parking															
Lane 1 ^d	11	0.0	11	0.0	598	0.018	100	6.2	LOS A	0.1	1.5	Full	1600	0.0	0.0
Approach	11	0.0	11	0.0		0.018		6.2	LOS A	0.1	1.5				
North: Fort Hamer Road															
Lane 1	997	1.0	997	1.0	1348	0.740	100	11.4	LOS B	9.7	243.7	Full	1600	0.0	0.0
Lane 2 ^d	997	1.0	997	1.0	1348	0.740	100	11.4	LOS B	9.7	243.7	Full	1600	0.0	0.0
Approach	1995	1.0	1995	1.0		0.740		11.4	LOS B	9.7	243.7				
West: Rive Isle Run															
Lane 1 ^d	141	10.0	141	10.0	188	0.753	100	64.2	LOS F	2.5	67.7	Full	1600	0.0	0.0
Approach	141	10.0	141	10.0		0.753		64.2	LOS F	2.5	67.7				
All Vehicles	3107	2.3	3107	2.3		0.753		12.0	LOS B	9.7	243.7				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

^d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)											
South: Fort Hamer Road											
Mov.	L2	T1	R2	Total	%HV	Cap.	Deg.	Lane	Prob.	Ov.	
From S						veh/h	Satn	Util.	SL	Ov.	Lane
To Exit:	W	N	E				v/c	%	%	%	No.
Lane 1	38	442	-	480	4.0	1327	0.362	100	NA	NA	
Lane 2	-	475	5	480	4.0	1327	0.362	100	NA	NA	
Approach	38	917	5	960	4.0		0.362				
East: Hidden Harbor Park Parking											
Mov.	L2	T1	R2	Total	%HV	Cap.	Deg.	Lane	Prob.	Ov.	
From E						veh/h	Satn	Util.	SL	Ov.	Lane

To Exit:	S	W	N			veh/h	v/c	%	%	No.
Lane 1	4	2	4	11	0.0	598	0.018	100	NA	NA
Approach	4	2	4	11	0.0		0.018			
North: Fort Hamer Road										
Mov.	L2	T1	R2	Total	%HV		Deg. Satn	Lane Util.	Prob. SL Ov.	Ov. Lane No.
From N To Exit:	E	S	W			Cap. veh/h	v/c	%	%	No.
Lane 1	5	992	-	997	1.0	1348	0.740	100	NA	NA
Lane 2	-	976	22	997	1.0	1348	0.740	100	NA	NA
Approach	5	1967	22	1995	1.0		0.740			
West: Rive Isle Run										
Mov.	L2	T1	R2	Total	%HV		Deg. Satn	Lane Util.	Prob. SL Ov.	Ov. Lane No.
From W To Exit:	N	E	S			Cap. veh/h	v/c	%	%	No.
Lane 1	22	1	118	141	10.0	188	0.753	100	NA	NA
Approach	22	1	118	141	10.0		0.753			
Total %HV Deg.Satn (v/c)										
All Vehicles	3107	2.3					0.753			

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Merge Analysis												
	Exit Lane Number	Short Lane Length	Percent Opng in Lane	Opposing Flow Rate	Critical Gap	Follow-up Headway	Lane Flow Rate	Capacity	Deg. Satn	Min. Delay	Merge Delay	
		ft	% veh/h	pcu/h	sec	sec	veh/h	veh/h	v/c	sec	sec	
There are no Exit Short Lanes for Merge Analysis at this Site.												

Variable Demand Analysis				
	Initial Queued Demand	Residual Queued Demand	Time for Residual Demand to Clear	Duration of Oversatn
	veh	veh	sec	sec
South: Fort Hamer Road				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
East: Hidden Harbor Park Parking				
Lane 1	0.0	0.0	0.0	0.0
North: Fort Hamer Road				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
West: Rive Isle Run				
Lane 1	0.0	0.0	0.0	0.0

MOVEMENT SUMMARY

Site: 101 [2050 AM - Fort Hamer Road & Rive Isle Run (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site
 Site Category: (None)
 Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed	
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	[Dist]			mph	
			veh/h		veh/h					veh	ft				
South: Fort Hamer Road															
3	L2	All MCs	38	4.0	38	4.0	0.362	5.6	LOS A	2.1	53.1	0.15	0.04	0.15	32.7
8	T1	All MCs	917	4.0	917	4.0	0.362	5.6	LOS A	2.1	53.1	0.15	0.04	0.15	33.5
18	R2	All MCs	5	4.0	5	4.0	0.362	5.6	LOS A	2.1	53.1	0.15	0.04	0.15	33.3
Approach			960	4.0	960	4.0	0.362	5.6	LOS A	2.1	53.1	0.15	0.04	0.15	33.5
East: Hidden Harbor Park Parking															
1	L2	All MCs	4	0.0	4	0.0	0.018	6.2	LOS A	0.1	1.5	0.59	0.52	0.59	31.8
6	T1	All MCs	2	0.0	2	0.0	0.018	6.2	LOS A	0.1	1.5	0.59	0.52	0.59	32.3
16	R2	All MCs	4	0.0	4	0.0	0.018	6.2	LOS A	0.1	1.5	0.59	0.52	0.59	32.1
Approach			11	0.0	11	0.0	0.018	6.2	LOS A	0.1	1.5	0.59	0.52	0.59	32.0
North: Fort Hamer Road															
7	L2	All MCs	5	1.0	5	1.0	0.740	11.4	LOS B	9.7	243.7	0.44	0.14	0.44	30.4
4	T1	All MCs	1967	1.0	1967	1.0	0.740	11.4	LOS B	9.7	243.7	0.44	0.14	0.44	31.0
14	R2	All MCs	22	1.0	22	1.0	0.740	11.4	LOS B	9.7	243.7	0.44	0.14	0.44	30.7
Approach			1995	1.0	1995	1.0	0.740	11.4	LOS B	9.7	243.7	0.44	0.14	0.44	31.0
West: Rive Isle Run															
5	L2	All MCs	22	10.0	22	10.0	0.753	73.3	LOS F	2.5	67.7	0.95	1.16	1.79	17.5
2	T1	All MCs	1	10.0	1	10.0	0.753	73.3	LOS F	2.5	67.7	0.95	1.16	1.79	17.8
12	R2	All MCs	118	10.0	118	10.0	0.753	62.6	LOS F	2.5	67.7	0.95	1.16	1.79	17.7
Approach			141	10.0	141	10.0	0.753	64.2	LOS F	2.5	67.7	0.95	1.16	1.79	17.7
All Vehicles			3107	2.3	3107	2.3	0.753	12.0	LOS B	9.7	243.7	0.37	0.16	0.41	30.6

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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Project: K:\TAM_Roadway\148400 -Manatee County\148400101 - Ft Hamer\PD&E\400_ENG\Traffic\08_Sidra\1-Ft Hamer Road & Rive Isle Run\Public Hearing Geometry\October 2024\Ft Hamer Rd & Rive Isle Run_Oct2024.sip9

LANE LEVEL OF SERVICE

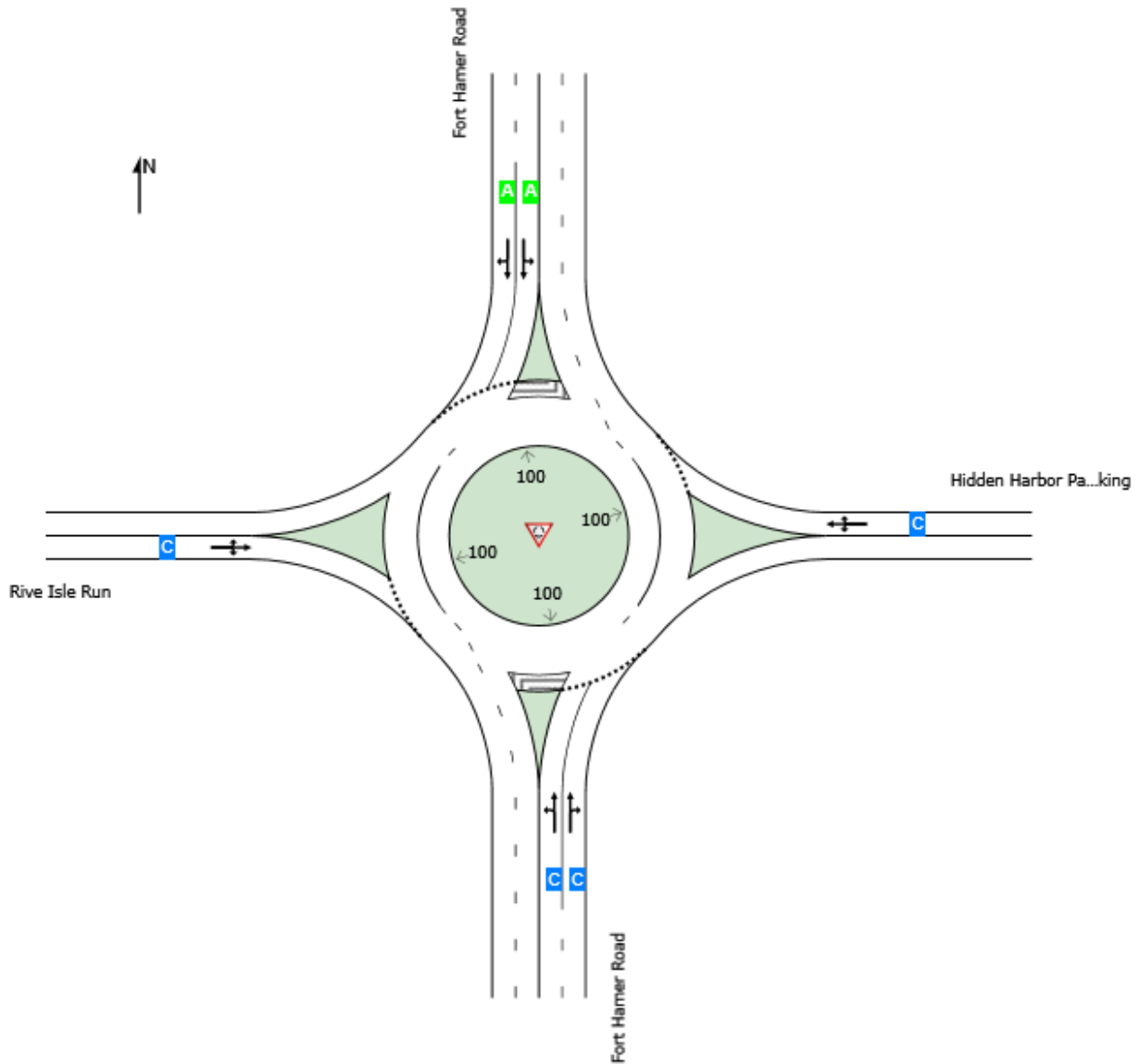
Lane Level of Service

 Site: 101 [2050 PM - Fort Hamer Road & Rive Isle Run (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site
 Site Category: (None)
 Roundabout

	Approaches				Intersection
	South	East	North	West	
LOS	C	C	A	C	C



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if $v/c > 1$ irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

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Organisation: KIMLEY-HORN & ASSOCIATES INC | Licence: NETWORK / Enterprise Level 2 | Processed: Friday, October 25, 2024 9:41:27 AM

Project: \\kimley-horn.com\FL_TAM\TAM_Roadway\148400 -Manatee County\148400101 - Ft Hamer\PD&E\400_ENG\Traffic\08_Sidra\1-Ft Hamer Road & Rive Isle Run\Public Hearing Geometry\Ft Hamer Rd & Rive Isle Run_Oct2024.sip9

MOVEMENT SUMMARY

Site: 101 [2050 PM - Fort Hamer Road & Rive Isle Run (Site Folder: General)]

New Site
 Site Category: (None)
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] ft				
South: Fort Hamer Road														
3	L2	112	1.0	118	1.0	0.869	22.2	LOS C	19.7	495.8	0.95	0.64	1.06	27.9
8	T1	1980	1.0	2084	1.0	0.869	22.2	LOS C	19.7	495.8	0.95	0.64	1.06	27.9
18	R2	5	1.0	5	1.0	0.869	22.2	LOS C	19.7	495.8	0.95	0.64	1.06	27.2
Approach		2097	1.0	2207	1.0	0.869	22.2	LOS C	19.7	495.8	0.95	0.64	1.06	27.9
East: Hidden Harbor Park Parking														
1	L2	4	0.0	4	0.0	0.053	19.6	LOS C	0.2	3.8	0.87	0.87	0.87	28.2
6	T1	2	0.0	2	0.0	0.053	19.6	LOS C	0.2	3.8	0.87	0.87	0.87	28.1
16	R2	4	0.0	4	0.0	0.053	19.6	LOS C	0.2	3.8	0.87	0.87	0.87	27.4
Approach		10	0.0	11	0.0	0.053	19.6	LOS C	0.2	3.8	0.87	0.87	0.87	27.9
North: Fort Hamer Road														
7	L2	10	2.0	11	2.0	0.479	7.9	LOS A	3.1	78.1	0.39	0.23	0.39	33.9
4	T1	1100	2.0	1158	2.0	0.479	7.9	LOS A	3.1	78.1	0.39	0.23	0.39	33.8
14	R2	21	2.0	22	2.0	0.479	7.9	LOS A	3.1	78.1	0.39	0.23	0.39	32.8
Approach		1131	2.0	1191	2.0	0.479	7.9	LOS A	3.1	78.1	0.39	0.23	0.39	33.8
West: Rive Isle Run														
5	L2	92	3.0	97	3.0	0.443	15.1	LOS C	2.0	50.7	0.76	0.86	1.11	29.7
2	T1	1	3.0	1	3.0	0.443	15.1	LOS C	2.0	50.7	0.76	0.86	1.11	29.6
12	R2	117	3.0	123	3.0	0.443	15.1	LOS C	2.0	50.7	0.76	0.86	1.11	28.8
Approach		210	3.0	221	3.0	0.443	15.1	LOS C	2.0	50.7	0.76	0.86	1.11	29.2
All Vehicles		3448	1.4	3629	1.4	0.869	17.1	LOS C	19.7	495.8	0.75	0.52	0.84	29.7

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Organisation: KIMLEY-HORN & ASSOCIATES INC | Licence: NETWORK / Enterprise | Processed: Friday, October 25, 2024 11:15:04 AM
 Project: K:\TAM_Roadway\148400 -Manatee County\148400101 - Ft Hamer\PD&E\400_ENG\Traffic\08_Sidra\1-Ft Hamer Road & Rive Isle Run
 \Public Hearing Geometry\October 2024\Ft Hamer Rd & Rive Isle Run_Oct2024.sip9

LANE LEVEL OF SERVICE

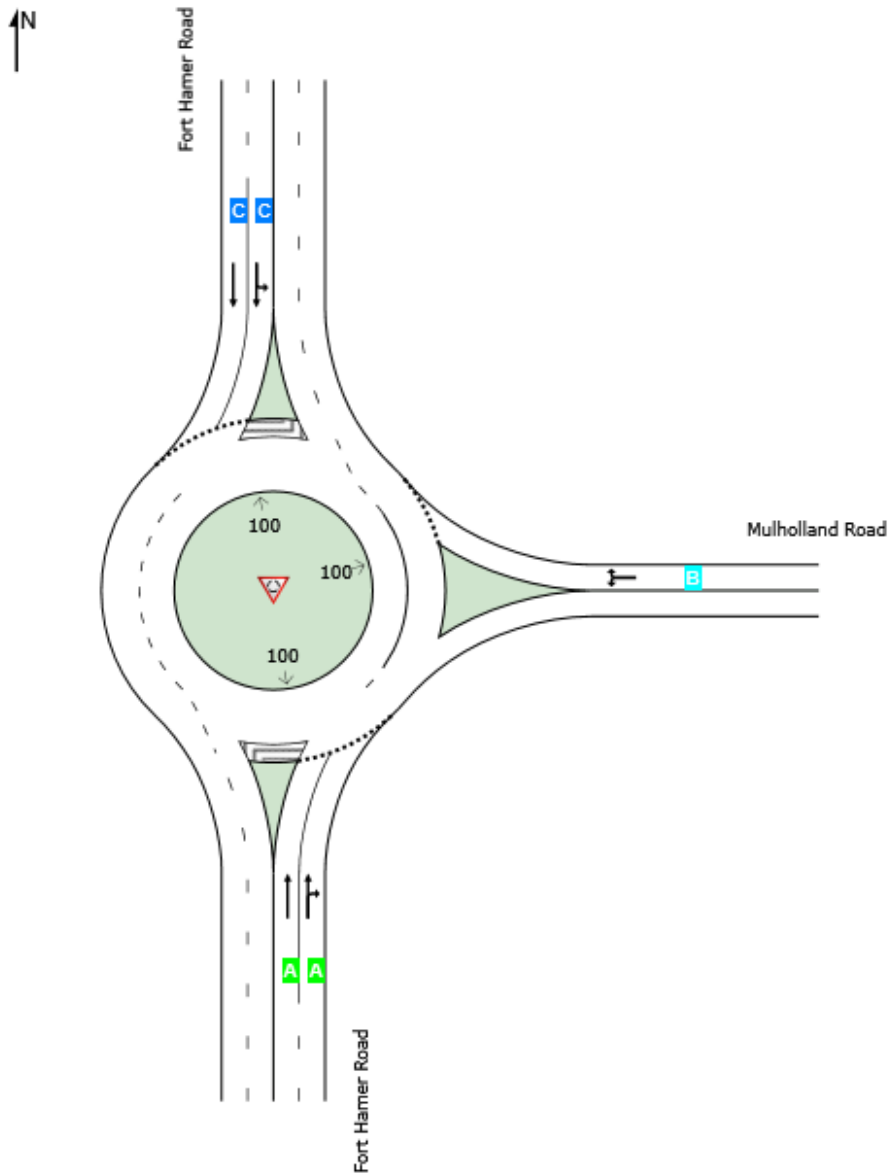
Lane Level of Service

 Site: 101 [2030 AM - Fort Hamer Road & Mulholland Road (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site
 Site Category: (None)
 Roundabout

	Approaches			Intersection
	South	East	North	
LOS	A	B	C	B



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if $v/c > 1$ irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

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Project: \\kimley-horn.com\FL_TAM\TAM_Roadway\148400 -Manatee County\148400101 - Ft Hamer\PD&E\400_ENG\Traffic\08_Sidra\2-Ft Hamer Road & Mulholland Road\Public Hearing Geometry\October 2024\Ft Hamer Rd & Mulholland Rd_Oct2024.sip9

MOVEMENT SUMMARY

Site: 101 [2030 AM - Fort Hamer Road & Mulholland Road (Site Folder: General)]

New Site
 Site Category: (None)
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
		[Total veh/h]	[HV] %	[Total veh/h]	[HV] %				[Veh. veh]	[Dist] ft				
South: Fort Hamer Road														
8	T1	646	4.0	778	4.0	0.300	5.3	LOS A	1.5	39.9	0.11	0.03	0.11	35.1
18	R2	22	4.0	27	4.0	0.300	5.3	LOS A	1.5	39.9	0.11	0.03	0.11	34.0
Approach		668	4.0	805	4.0	0.300	5.3	LOS A	1.5	39.9	0.11	0.03	0.11	35.1
East: Mulholland Road														
1	L2	186	2.0	224	2.0	0.546	13.9	LOS B	3.5	87.9	0.73	0.88	1.20	29.9
16	R2	131	2.0	158	2.0	0.546	13.9	LOS B	3.5	87.9	0.73	0.88	1.20	29.0
Approach		317	2.0	382	2.0	0.546	13.9	LOS B	3.5	87.9	0.73	0.88	1.20	29.5
North: Fort Hamer Road														
7	L2	16	1.0	19	1.0	0.750	15.7	LOS C	15.0	377.1	0.79	0.87	1.29	30.4
4	T1	1405	1.0	1693	1.0	0.750	15.7	LOS C	15.0	377.1	0.79	0.87	1.29	30.3
Approach		1421	1.0	1712	1.0	0.750	15.7	LOS C	15.0	377.1	0.79	0.87	1.29	30.4
All Vehicles		2406	2.0	2899	2.0	0.750	12.6	LOS B	15.0	377.1	0.59	0.64	0.95	31.4

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: K:\TAM_Roadway\148400 -Manatee County\148400101 - Ft Hamer\PD&E\400_ENG\Traffic\08_Sidra\2-Ft Hamer Road & Mulholland Road
 \Public Hearing Geometry\Ft Hamer Rd & Mulholland Rd.sip9

LANE LEVEL OF SERVICE

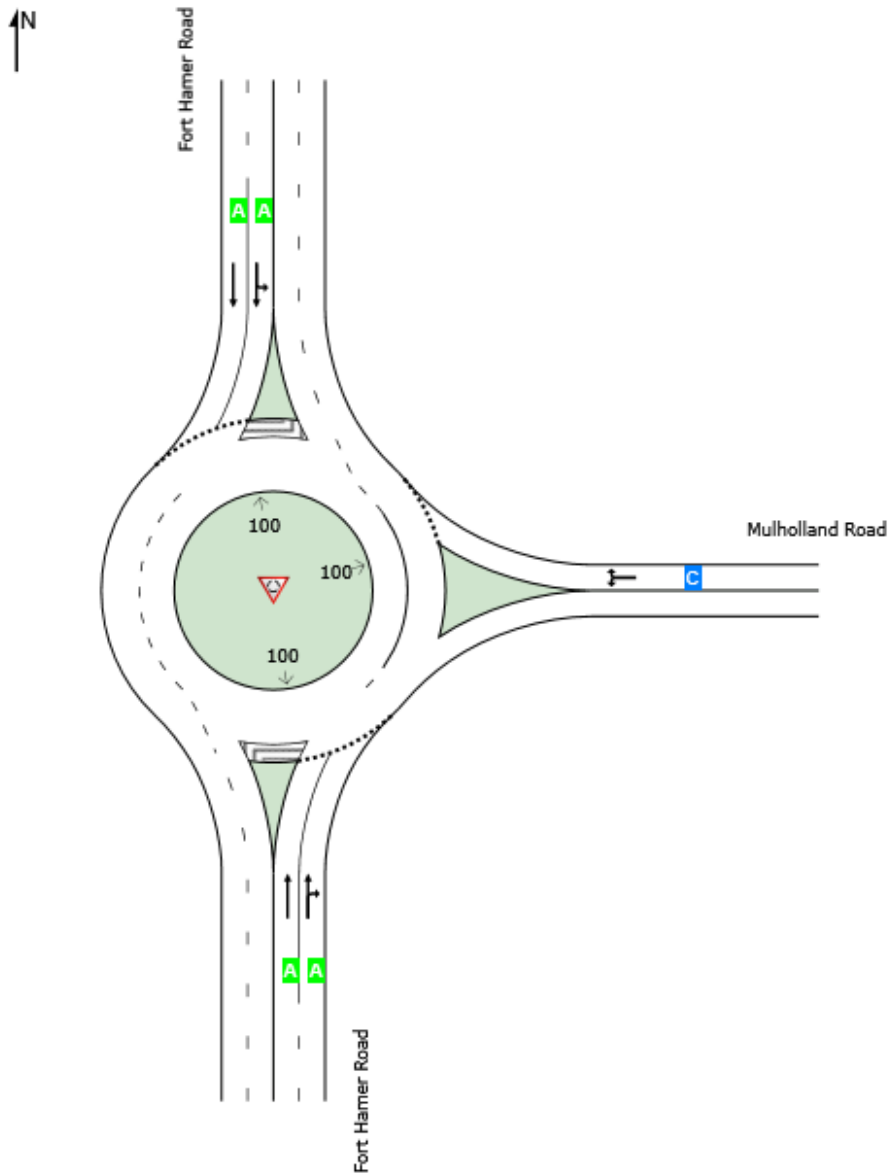
Lane Level of Service

Site: 101 [2030 PM - Fort Hamer Road & Mulholland Road
(Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site
Site Category: (None)
Roundabout

	Approaches			Intersection
	South	East	North	
LOS	A	C	A	A



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if $v/c > 1$ irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

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Project: \\kimley-horn.com\FL_TAM\TAM_Roadway\148400 -Manatee County\148400101 - Ft Hamer\PD&E\400_ENG\Traffic\08_Sidra\2-Ft Hamer Road & Mulholland Road\Public Hearing Geometry\October 2024\Ft Hamer Rd & Mulholland Rd_Oct2024.sip9

MOVEMENT SUMMARY

Site: 101 [2030 PM - Fort Hamer Road & Mulholland Road (Site Folder: General)]

New Site
 Site Category: (None)
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] ft				
South: Fort Hamer Road														
8	T1	1395	1.0	1438	1.0	0.610	10.0	LOS B	5.3	132.5	0.40	0.20	0.40	32.8
18	R2	151	1.0	156	1.0	0.610	10.0	LOS B	5.3	132.5	0.40	0.20	0.40	31.8
Approach		1546	1.0	1594	1.0	0.610	10.0	LOS B	5.3	132.5	0.40	0.20	0.40	32.7
East: Mulholland Road														
1	L2	74	3.0	76	3.0	0.365	15.9	LOS C	1.4	35.4	0.79	0.86	1.05	29.2
16	R2	68	3.0	70	3.0	0.365	15.9	LOS C	1.4	35.4	0.79	0.86	1.05	28.4
Approach		142	3.0	146	3.0	0.365	15.9	LOS C	1.4	35.4	0.79	0.86	1.05	28.8
North: Fort Hamer Road														
7	L2	76	2.0	78	2.0	0.322	5.7	LOS A	1.7	43.4	0.25	0.12	0.25	34.6
4	T1	733	2.0	756	2.0	0.322	5.7	LOS A	1.7	43.4	0.25	0.12	0.25	34.7
Approach		809	2.0	834	2.0	0.322	5.7	LOS A	1.7	43.4	0.25	0.12	0.25	34.7
All Vehicles		2497	1.4	2574	1.4	0.610	8.9	LOS A	5.3	132.5	0.37	0.21	0.39	33.1

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: K:\TAM_Roadway\148400 -Manatee County\148400101 - Ft Hamer\PD&E\400_ENG\Traffic\08_Sidra\2-Ft Hamer Road & Mulholland Road
 \Public Hearing Geometry\Ft Hamer Rd & Mulholland Rd.sip9

LANE SUMMARY

Site: 101 [2050 AM - Fort Hamer Road & Mulholland Road (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site
 Site Category: (None)
 Roundabout

Lane Use and Performance															
	Demand Flows		Arrival Flows		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue		Lane Config	Lane Length ft	Cap. Prob. Adj. Block.	
	[Total veh/h]	[HV %]	[Total veh/h]	[HV %]						[Veh]	[Dist] ft			%	%
South: Fort Hamer Road															
Lane 1	435	4.0	435	4.0	1336	0.325	100	5.2	LOS A	1.8	45.5	Full	1600	0.0	0.0
Lane 2 ^d	435	4.0	435	4.0	1336	0.325	100	5.2	LOS A	1.8	45.5	Full	1600	0.0	0.0
Approach	869	4.0	869	4.0		0.325		5.2	LOS A	1.8	45.5				
East: Mulholland Road															
Lane 1 ^d	415	2.0	415	2.0	642	0.647	100	18.3	LOS C	4.6	116.3	Full	1600	0.0	0.0
Approach	415	2.0	415	2.0		0.647		18.3	LOS C	4.6	116.3				
North: Fort Hamer Road															
Lane 1	934	1.0	934	1.0	1126	0.829	100	19.6	LOS C	21.9	552.5	Full	1600	0.0	0.0
Lane 2 ^d	934	1.0	934	1.0	1126	0.829	100	19.6	LOS C	21.9	552.5	Full	1600	0.0	0.0
Approach	1867	1.0	1867	1.0		0.829		19.6	LOS C	21.9	552.5				
All Vehicles	3152	2.0	3152	2.0		0.829		15.5	LOS C	21.9	552.5				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stoptime Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

^d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)										
South: Fort Hamer Road										
Mov.	T1	R2	Total	%HV		Deg. Satn	Lane Util.	Prob. SL	Ov. %	Ov. Lane No.
From S					Cap. veh/h	v/c	%	%		
To Exit:	N	E								
Lane 1	435	-	435	4.0	1336	0.325	100	NA	NA	
Lane 2	407	27	435	4.0	1336	0.325	100	NA	NA	
Approach	842	27	869	4.0		0.325				
East: Mulholland Road										
Mov.	L2	R2	Total	%HV		Deg. Satn	Lane Util.	Prob. SL	Ov. %	Ov. Lane No.
From E					Cap. veh/h	v/c	%	%		
To Exit:	S	N								
Lane 1	236	179	415	2.0	642	0.647	100	NA	NA	
Approach	236	179	415	2.0		0.647				

North: Fort Hamer Road										
Mov.	L2	T1	Total	%HV	Cap.	Deg.	Lane	Prob.	Ov.	Ov.
From N To Exit:	E	S			veh/h	Satn v/c	Util. %	SL %		Lane No.
Lane 1	24	910	934	1.0	1126	0.829	100	NA	NA	NA
Lane 2	-	934	934	1.0	1126	0.829	100	NA	NA	NA
Approach	24	1843	1867	1.0		0.829				
Total %HV Deg.Satn (v/c)										
All Vehicles	3152	2.0		0.829						

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Merge Analysis												
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane % veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec	
There are no Exit Short Lanes for Merge Analysis at this Site.												

Variable Demand Analysis				
	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: Fort Hamer Road				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
East: Mulholland Road				
Lane 1	0.0	0.0	0.0	0.0
North: Fort Hamer Road				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0

MOVEMENT SUMMARY

Site: 101 [2050 AM - Fort Hamer Road & Mulholland Road (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site
 Site Category: (None)
 Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed	
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	[Dist]			mph	
			veh/h		veh/h					veh	ft				
South: Fort Hamer Road															
8	T1	All MCs	842	4.0	842	4.0	0.325	5.2	LOS A	1.8	45.5	0.13	0.03	0.13	33.8
18	R2	All MCs	27	4.0	27	4.0	0.325	5.2	LOS A	1.8	45.5	0.13	0.03	0.13	33.5
Approach			869	4.0	869	4.0	0.325	5.2	LOS A	1.8	45.5	0.13	0.03	0.13	33.8
East: Mulholland Road															
1	L2	All MCs	236	2.0	236	2.0	0.647	18.3	LOS C	4.6	116.3	0.80	0.97	1.46	26.9
16	R2	All MCs	179	2.0	179	2.0	0.647	18.3	LOS C	4.6	116.3	0.80	0.97	1.46	27.2
Approach			415	2.0	415	2.0	0.647	18.3	LOS C	4.6	116.3	0.80	0.97	1.46	27.0
North: Fort Hamer Road															
7	L2	All MCs	24	1.0	24	1.0	0.829	19.6	LOS C	21.9	552.5	0.96	0.97	1.74	27.4
4	T1	All MCs	1843	1.0	1843	1.0	0.829	19.6	LOS C	21.9	552.5	0.96	0.97	1.74	27.9
Approach			1867	1.0	1867	1.0	0.829	19.6	LOS C	21.9	552.5	0.96	0.97	1.74	27.9
All Vehicles			3152	2.0	3152	2.0	0.829	15.5	LOS C	21.9	552.5	0.71	0.71	1.26	29.2

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stoptime Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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3:23:14 PM

Project: K:\TAM_Roadway\148400 -Manatee County\148400101 - Ft Hamer\PD&E\400_ENG\Traffic\08_Sidra\2-Ft Hamer Road & Mulholland Road\Public Hearing Geometry\October 2024\Ft Hamer Rd & Mulholland Rd_Oct2024.sip9

LANE LEVEL OF SERVICE

Lane Level of Service

 Site: 101 [2050 PM - Fort Hamer Road & Mulholland Road
(Site Folder: General)]

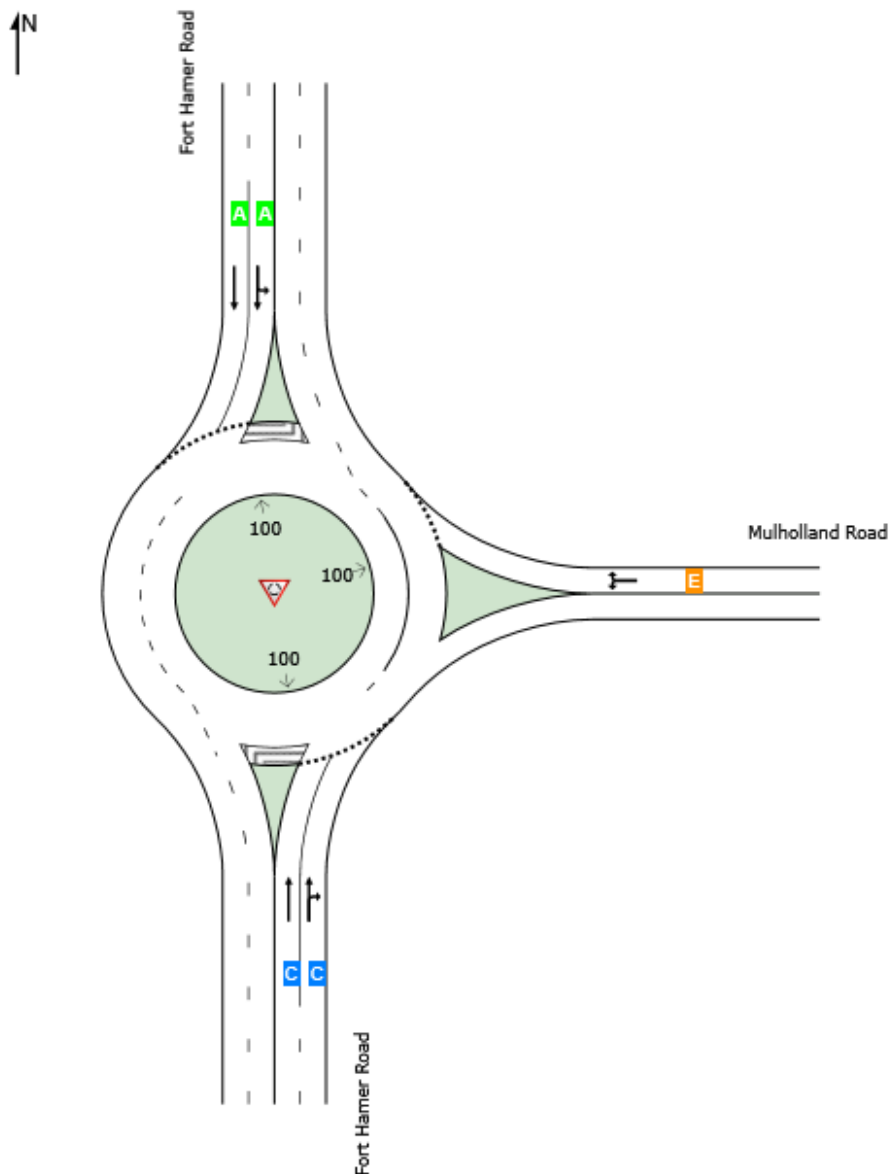
Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site

Site Category: (None)

Roundabout

	Approaches			Intersection
	South	East	North	
LOS	C	E	A	B



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if $v/c > 1$ irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

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Project: \\kimley-horn.com\FL_TAM\TAM_Roadway\148400 -Manatee County\148400101 - Ft Hamer\PD&E\400_ENG\Traffic\08_Sidra\2-Ft Hamer Road & Mulholland Road\Public Hearing Geometry\October 2024\Ft Hamer Rd & Mulholland Rd_Oct2024.sip9

MOVEMENT SUMMARY

 Site: 101 [2050 PM - Fort Hamer Road & Mulholland Road (Site Folder: General)]

New Site
 Site Category: (None)
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist ft]				
South: Fort Hamer Road														
8	T1	1837	1.0	1894	1.0	0.824	18.5	LOS C	11.9	300.7	0.80	0.47	0.80	29.3
18	R2	200	1.0	206	1.0	0.824	18.5	LOS C	11.9	300.7	0.80	0.47	0.80	28.4
Approach		2037	1.0	2100	1.0	0.824	18.5	LOS C	11.9	300.7	0.80	0.47	0.80	29.2
East: Mulholland Road														
1	L2	74	3.0	76	3.0	0.502	28.4	LOS D	1.9	49.0	0.89	1.01	1.38	25.2
16	R2	58	3.0	60	3.0	0.502	28.4	LOS D	1.9	49.0	0.89	1.01	1.38	24.5
Approach		132	3.0	136	3.0	0.502	28.4	LOS D	1.9	49.0	0.89	1.01	1.38	24.9
North: Fort Hamer Road														
7	L2	103	2.0	106	2.0	0.451	7.3	LOS A	2.9	72.9	0.29	0.15	0.29	33.8
4	T1	1030	2.0	1062	2.0	0.451	7.3	LOS A	2.9	72.9	0.29	0.15	0.29	33.9
Approach		1133	2.0	1168	2.0	0.451	7.3	LOS A	2.9	72.9	0.29	0.15	0.29	33.9
All Vehicles		3302	1.4	3404	1.4	0.824	15.1	LOS C	11.9	300.7	0.63	0.38	0.65	30.4

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: K:\TAM_Roadway\148400 -Manatee County\148400101 - Ft Hamer\PD&E\400_ENG\Traffic\08_Sidra\2-Ft Hamer Road & Mulholland Road
 \Public Hearing Geometry\Ft Hamer Rd & Mulholland Rd.sip9

LANE SUMMARY

Site: 101 [2030 AM - Fort Hamer Road & Old Tampa Road
(Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site
Site Category: (None)
Roundabout

Lane Use and Performance															
	Demand Flows		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% Back Of Queue		Lane Config	Lane Length	Cap. Prob. Adj. Block.	
	[Total veh/h]	[HV %]	[Total veh/h]	[HV %]						[Veh]	[Dist]			ft	%
South: Fort Hamer Road															
Lane 1	444	4.0	444	4.0	1044	0.425	100	8.0	LOS A	2.2	58.0	Full	1600	0.0	0.0
Lane 2 ^d	444	4.0	444	4.0	1044	0.425	100	8.0	LOS A	2.2	58.0	Full	1600	0.0	0.0
Lane 3	89	4.0	89	4.0	1177	0.075	100	3.7	LOS A	0.3	7.1	Full	1600	0.0	0.0
Approach	976	4.0	976	4.0		0.425		7.6	LOS A	2.2	58.0				
East: Old Tampa Road															
Lane 1 ^d	106	3.0	106	3.0	539	0.197	100	9.3	LOS A	0.6	16.5	Full	1600	0.0	0.0
Lane 2	18	3.0	18	3.0	668	0.026	100	5.7	LOS A	0.1	2.1	Full	1600	0.0	0.0
Approach	124	3.0	124	3.0		0.197		8.8	LOS A	0.6	16.5				
North: Fort Hamer Road															
Lane 1	561	2.0	561	2.0	1011	0.555	100	10.5	LOS B	4.7	119.0	Full	1600	0.0	0.0
Lane 2 ^d	561	2.0	561	2.0	1011	0.555	100	10.5	LOS B	4.7	119.0	Full	1600	0.0	0.0
Approach	1123	2.0	1123	2.0		0.555		10.5	LOS B	4.7	119.0				
West: Old Tampa Road															
Lane 1 ^d	190	2.0	190	2.0	502	0.379	100	13.3	LOS B	1.5	38.0	Full	1600	0.0	0.0
Lane 2	600	2.0	600	2.0	543	1.105	100	95.3	LOS F	29.3	744.4	Full	1600	0.0	0.0
Approach	790	2.0	790	2.0		1.105		75.6	LOS F	29.3	744.4				
All Vehicles	3013	2.7	3013	2.7		1.105		26.6	LOS D	29.3	744.4				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

^d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)										
South: Fort Hamer Road										
Mov. From S To Exit:	L2	T1	R2	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
	W	N	E							
Lane 1	224	220	-	444	4.0	1044	0.425	100	NA	NA
Lane 2	-	444	-	444	4.0	1044	0.425	100	NA	NA
Lane 3	-	-	89	89	4.0	1177	0.075	100	NA	NA

Approach	224	664	89	976	4.0		0.425			
East: Old Tampa Road										
Mov.	L2	T1	R2	Total	%HV		Deg.	Lane	Prob.	Ov.
From E						Cap.	Satn	Util.	SL Ov.	Lane
To Exit:	S	W	N			veh/h	v/c	%	%	No.
Lane 1	80	26	-	106	3.0	539	0.197	100	NA	NA
Lane 2	-	-	18	18	3.0	668	0.026	100	NA	NA
Approach	80	26	18	124	3.0		0.197			
North: Fort Hamer Road										
Mov.	L2	T1	R2	Total	%HV		Deg.	Lane	Prob.	Ov.
From N						Cap.	Satn	Util.	SL Ov.	Lane
To Exit:	E	S	W			veh/h	v/c	%	%	No.
Lane 1	85	476	-	561	2.0	1011	0.555	100	NA	NA
Lane 2	-	484	78	561	2.0	1011	0.555	100	NA	NA
Approach	85	960	78	1123	2.0		0.555			
West: Old Tampa Road										
Mov.	L2	T1	R2	Total	%HV		Deg.	Lane	Prob.	Ov.
From W						Cap.	Satn	Util.	SL Ov.	Lane
To Exit:	N	E	S			veh/h	v/c	%	%	No.
Lane 1	113	78	-	190	2.0	502	0.379	100	NA	NA
Lane 2	-	-	600	600	2.0	543	1.105	100	NA	NA
Approach	113	78	600	790	2.0		1.105			
Total %HV Deg.Satn (v/c)										
All Vehicles	3013	2.7		1.105						

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Merge Analysis												
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Critical Gap sec	Follow-up Headway sec	Lane Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec		
There are no Exit Short Lanes for Merge Analysis at this Site.												

Variable Demand Analysis				
	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: Fort Hamer Road				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
Lane 3	0.0	0.0	0.0	0.0
East: Old Tampa Road				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
North: Fort Hamer Road				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
West: Old Tampa Road				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	14.3	94.7	NA

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Organisation: KIMLEY-HORN & ASSOCIATES INC | Licence: NETWORK / Enterprise Level 2 | Processed: Thursday, November 7, 2024
3:54:01 PM

Project: K:\TAM_Roadway\148400 -Manatee County\148400101 - Ft Hamer\PD&E\400_ENG\Traffic\08_Sidra\3-Ft Hamer Road & Old Tampa
Road\Public Geometry +1 NBR + 1 WBR\Ft Hamer Rd & Old Tampa Rd.sip9

MOVEMENT SUMMARY

**Site: 101 [2030 AM - Fort Hamer Road & Old Tampa Road
(Site Folder: General)]**

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue	Dist	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	ft				mph
South: Fort Hamer Road															
3	L2	All MCs	224	4.0	224	4.0	0.425	8.0	LOS A	2.2	58.0	0.52	0.34	0.52	30.7
8	T1	All MCs	664	4.0	664	4.0	0.425	8.0	LOS A	2.2	58.0	0.52	0.34	0.52	32.0
18	R2	All MCs	89	4.0	89	4.0	0.075	3.7	LOS A	0.3	7.1	0.26	0.14	0.26	34.2
Approach			976	4.0	976	4.0	0.425	7.6	LOS A	2.2	58.0	0.50	0.32	0.50	31.9
East: Old Tampa Road															
1	L2	All MCs	80	3.0	80	3.0	0.197	9.3	LOS A	0.6	16.5	0.64	0.64	0.64	29.7
6	T1	All MCs	26	3.0	26	3.0	0.197	9.3	LOS A	0.6	16.5	0.64	0.64	0.64	30.2
16	R2	All MCs	18	3.0	18	3.0	0.026	5.7	LOS A	0.1	2.1	0.54	0.47	0.54	33.4
Approach			124	3.0	124	3.0	0.197	8.8	LOS A	0.6	16.5	0.63	0.61	0.63	30.3
North: Fort Hamer Road															
7	L2	All MCs	85	2.0	85	2.0	0.555	10.5	LOS B	4.7	119.0	0.65	0.54	0.86	30.5
4	T1	All MCs	960	2.0	960	2.0	0.555	10.5	LOS B	4.7	119.0	0.65	0.54	0.86	31.2
14	R2	All MCs	78	2.0	78	2.0	0.555	10.5	LOS B	4.7	119.0	0.65	0.54	0.86	31.1
Approach			1123	2.0	1123	2.0	0.555	10.5	LOS B	4.7	119.0	0.65	0.54	0.86	31.1
West: Old Tampa Road															
5	L2	All MCs	113	2.0	113	2.0	0.379	13.3	LOS B	1.5	38.0	0.73	0.78	0.93	28.6
2	T1	All MCs	78	2.0	78	2.0	0.379	13.3	LOS B	1.5	38.0	0.73	0.78	0.93	29.0
12	R2	All MCs	600	2.0	600	2.0	1.105	95.3	LOS F	29.3	744.4	1.00	2.54	6.27	14.2
Approach			790	2.0	790	2.0	1.105	75.6	LOS F	29.3	744.4	0.93	2.12	4.99	16.3
All Vehicles			3013	2.7	3013	2.7	1.105	26.6	LOS D	29.3	744.4	0.67	0.89	1.81	25.3

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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Project: K:\TAM_Roadway\148400 -Manatee County\148400101 - Ft Hamer\PD&E\400_ENG\Traffic\08_Sidra\3-Ft Hamer Road & Old Tampa Road\Public Geometry +1 NBR + 1 WBR\Ft Hamer Rd & Old Tampa Rd.sip9

LANE LEVEL OF SERVICE

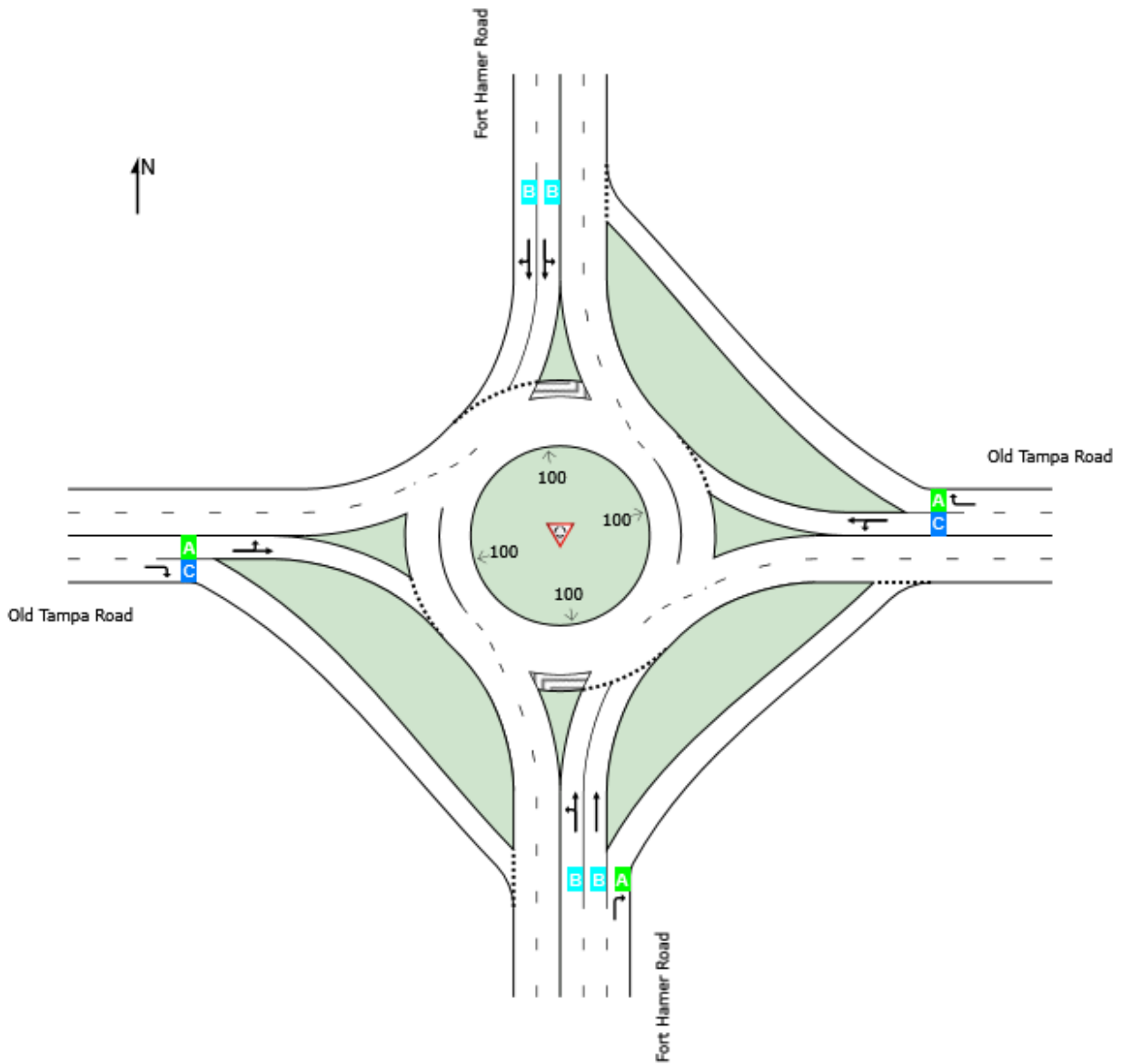
Lane Level of Service

 Site: 101 [2030 PM - Fort Hamer Road & Old Tampa Road
(Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site
Site Category: (None)
Roundabout

	Approaches				Intersection
	South	East	North	West	
LOS	B	C	B	B	B



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if $v/c > 1$ irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

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Organisation: KIMLEY-HORN & ASSOCIATES INC | Licence: NETWORK / Enterprise Level 2 | Processed: Monday, June 3, 2024 1:57:19 PM

Project: \\kimley-horn.com\FL_TAM\TAM_Roadway\148400 -Manatee County\148400101 - Ft Hamer\PD&E\400_ENG\Traffic\08_Sidra\3-Ft Hamer Road & Old Tampa Road\Public Geometry +1 NBR + 1 WBR\Ft Hamer Rd & Old Tampa Rd.sip9

MOVEMENT SUMMARY

Site: 101 [2030 PM - Fort Hamer Road & Old Tampa Road (Site Folder: General)]

New Site
 Site Category: (None)
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist ft]				
South: Fort Hamer Road														
3	L2	530	1.0	546	1.0	0.639	11.8	LOS B	7.2	181.0	0.65	0.59	0.83	30.5
8	T1	884	1.0	911	1.0	0.639	11.8	LOS B	7.2	181.0	0.65	0.59	0.83	31.7
18	R2	133	1.0	137	1.0	0.106	3.7	LOS A	0.4	11.2	0.21	0.10	0.21	34.9
Approach		1547	1.0	1595	1.0	0.639	11.1	LOS B	7.2	181.0	0.61	0.55	0.77	31.5
East: Old Tampa Road														
1	L2	76	2.0	78	2.0	0.372	17.9	LOS C	1.4	35.1	0.82	0.89	1.10	28.5
6	T1	52	2.0	54	2.0	0.372	17.9	LOS C	1.4	35.1	0.82	0.89	1.10	28.4
16	R2	16	2.0	16	2.0	0.029	6.7	LOS A	0.1	2.4	0.60	0.57	0.60	33.4
Approach		144	2.0	148	2.0	0.372	16.6	LOS C	1.4	35.1	0.80	0.86	1.04	28.9
North: Fort Hamer Road														
7	L2	31	3.0	32	3.0	0.456	11.2	LOS B	2.6	66.5	0.69	0.78	0.96	32.1
4	T1	552	3.0	569	3.0	0.456	11.2	LOS B	2.6	66.5	0.69	0.78	0.96	32.1
14	R2	70	3.0	72	3.0	0.456	11.2	LOS B	2.6	66.5	0.69	0.78	0.96	31.3
Approach		653	3.0	673	3.0	0.456	11.2	LOS B	2.6	66.5	0.69	0.78	0.96	32.0
West: Old Tampa Road														
5	L2	127	3.0	131	3.0	0.252	7.6	LOS A	1.0	24.5	0.59	0.59	0.59	32.3
2	T1	59	3.0	61	3.0	0.252	7.6	LOS A	1.0	24.5	0.59	0.59	0.59	32.2
12	R2	463	3.0	477	3.0	0.610	14.6	LOS B	4.8	123.7	0.75	0.94	1.31	29.9
Approach		649	3.0	669	3.0	0.610	12.6	LOS B	4.8	123.7	0.70	0.84	1.10	30.6
All Vehicles		2993	1.9	3086	1.9	0.639	11.7	LOS B	7.2	181.0	0.66	0.68	0.90	31.3

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Organisation: KIMLEY-HORN & ASSOCIATES INC | Licence: NETWORK / Enterprise | Processed: Friday, October 25, 2024 11:21:01 AM

Project: K:\TAM_Roadway\148400 -Manatee County\148400101 - Ft Hamer\PD&E\400_ENG\Traffic\08_Sidra\3-Ft Hamer Road & Old Tampa Road \Public Geometry +1 NBR + 1 WBR\Ft Hamer Rd & Old Tampa Rd.sip9

LANE SUMMARY

Site: 101 [2050 AM - Fort Hamer Road & Old Tampa Road
(Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site
Site Category: (None)
Roundabout

Lane Use and Performance															
	Demand Flows		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% Back Of Queue		Lane Config	Lane Length	Cap. Prob. Adj. Block.	
	[Total veh/h]	[HV %]	[Total veh/h]	[HV %]						[Veh]	[Dist]			ft	%
South: Fort Hamer Road															
Lane 1	437	4.0	437	4.0	793	0.552	100	12.6	LOS B	3.9	101.7	Full	1600	0.0	0.0
Lane 2 ^d	437	4.0	437	4.0	793	0.552	100	12.6	LOS B	3.9	101.7	Full	1600	0.0	0.0
Lane 3	96	4.0	96	4.0	997	0.096	100	4.5	LOS A	0.3	8.8	Full	1600	0.0	0.0
Approach	971	4.0	971	4.0		0.552		11.8	LOS B	3.9	101.7				
East: Old Tampa Road															
Lane 1 ^d	129	3.0	129	3.0	497	0.260	100	11.0	LOS B	0.9	22.3	Full	1600	0.0	0.0
Lane 2	42	3.0	42	3.0	596	0.071	100	6.8	LOS A	0.2	5.8	Full	1600	0.0	0.0
Approach	172	3.0	172	3.0		0.260		10.0	LOS A	0.9	22.3				
North: Fort Hamer Road															
Lane 1	918	2.0	918	2.0	1023	0.897	100	27.8	LOS D	27.1	688.9	Full	1600	0.0	0.0
Lane 2 ^d	918	2.0	918	2.0	1023	0.897	100	27.8	LOS D	27.1	688.9	Full	1600	0.0	0.0
Approach	1837	2.0	1837	2.0		0.897		27.8	LOS D	27.1	688.9				
West: Old Tampa Road															
Lane 1 ^d	418	2.0	418	2.0	303	1.382	100	222.2	LOS F	40.6	1030.0	Full	1600	0.0	0.0
Lane 2	736	2.0	736	2.0	373	1.975	100	470.2	LOS F	117.5	2983.7	Full	1600	0.0	28.4
Approach	1154	2.0	1154	2.0		1.975		380.3	LOS F	117.5	2983.7				
All Vehicles	4134	2.5	4134	2.5		1.975		121.7	LOS F	117.5	2983.7				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

^d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)										
South: Fort Hamer Road										
Mov. From S To Exit:	L2	T1	R2	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL %	Ov. Lane No.
	W	N	E							
Lane 1	188	249	-	437	4.0	793	0.552	100	NA	NA
Lane 2	-	437	-	437	4.0	793	0.552	100	NA	NA
Lane 3	-	-	96	96	4.0	997	0.096	100	NA	NA

Approach	188	686	96	971	4.0		0.552				
East: Old Tampa Road											
Mov.	L2	T1	R2	Total	%HV		Deg.	Lane	Prob.	Ov.	
From E							Satn	Util.	SL	Ov.	Lane
To Exit:	S	W	N			Cap.	v/c	%	%	No.	
						veh/h					
Lane 1	99	30	-	129	3.0	497	0.260	100	NA	NA	
Lane 2	-	-	42	42	3.0	596	0.071	100	NA	NA	
Approach	99	30	42	172	3.0		0.260				
North: Fort Hamer Road											
Mov.	L2	T1	R2	Total	%HV		Deg.	Lane	Prob.	Ov.	
From N							Satn	Util.	SL	Ov.	Lane
To Exit:	E	S	W			Cap.	v/c	%	%	No.	
						veh/h					
Lane 1	255	663	-	918	2.0	1023	0.897	100	NA	NA	
Lane 2	-	685	234	918	2.0	1023	0.897	100	NA	NA	
Approach	255	1348	234	1837	2.0		0.897				
West: Old Tampa Road											
Mov.	L2	T1	R2	Total	%HV		Deg.	Lane	Prob.	Ov.	
From W							Satn	Util.	SL	Ov.	Lane
To Exit:	N	E	S			Cap.	v/c	%	%	No.	
						veh/h					
Lane 1	298	121	-	418	2.0	303	1.382	100	NA	NA	
Lane 2	-	-	736	736	2.0	373	1.975	100	NA	NA	
Approach	298	121	736	1154	2.0		1.975				
Total %HV Deg. Satn (v/c)											
All Vehicles	4134	2.5		1.975							

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Merge Analysis												
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate % veh/h	Critical Gap sec	Follow-up Headway sec	Lane Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec		
There are no Exit Short Lanes for Merge Analysis at this Site.												

Variable Demand Analysis				
	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: Fort Hamer Road				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
Lane 3	0.0	0.0	0.0	0.0
East: Old Tampa Road				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
North: Fort Hamer Road				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
West: Old Tampa Road				
Lane 1	0.0	28.9	344.0	NA
Lane 2	0.0	90.8	877.7	NA

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3:36:33 PM

Project: K:\TAM_Roadway\148400 -Manatee County\148400101 - Ft Hamer\PD&E\400_ENG\Traffic\08_Sidra\3-Ft Hamer Road & Old Tampa
Road\Public Geometry +1 NBR + 1 WBR\Ft Hamer Rd & Old Tampa Rd.sip9

MOVEMENT SUMMARY

Site: 101 [2050 AM - Fort Hamer Road & Old Tampa Road (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site
 Site Category: (None)
 Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed	
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist]			mph	
										ft					
South: Fort Hamer Road															
3	L2	All MCs	188	4.0	188	4.0	0.552	12.6	LOS B	3.9	101.7	0.73	0.73	1.09	29.1
8	T1	All MCs	686	4.0	686	4.0	0.552	12.6	LOS B	3.9	101.7	0.73	0.73	1.09	30.1
18	R2	All MCs	96	4.0	96	4.0	0.096	4.5	LOS A	0.3	8.8	0.40	0.28	0.40	33.8
Approach			971	4.0	971	4.0	0.552	11.8	LOS B	3.9	101.7	0.70	0.69	1.02	30.2
East: Old Tampa Road															
1	L2	All MCs	99	3.0	99	3.0	0.260	11.0	LOS B	0.9	22.3	0.69	0.70	0.72	29.0
6	T1	All MCs	30	3.0	30	3.0	0.260	11.0	LOS B	0.9	22.3	0.69	0.70	0.72	29.5
16	R2	All MCs	42	3.0	42	3.0	0.071	6.8	LOS A	0.2	5.8	0.58	0.57	0.58	32.8
Approach			172	3.0	172	3.0	0.260	10.0	LOS A	0.9	22.3	0.66	0.66	0.69	30.0
North: Fort Hamer Road															
7	L2	All MCs	255	2.0	255	2.0	0.897	27.8	LOS D	27.1	688.9	1.00	1.41	2.43	24.6
4	T1	All MCs	1348	2.0	1348	2.0	0.897	27.8	LOS D	27.1	688.9	1.00	1.41	2.43	25.2
14	R2	All MCs	234	2.0	234	2.0	0.897	27.8	LOS D	27.1	688.9	1.00	1.41	2.43	25.1
Approach			1837	2.0	1837	2.0	0.897	27.8	LOS D	27.1	688.9	1.00	1.41	2.43	25.1
West: Old Tampa Road															
5	L2	All MCs	298	2.0	298	2.0	1.382	222.0	LOS F	40.6	1030.0	1.00	3.24	9.84	8.0
2	T1	All MCs	121	2.0	121	2.0	1.382	222.6	LOS F	40.6	1030.0	1.00	3.24	9.84	8.1
12	R2	All MCs	736	2.0	736	2.0	1.975	470.2	LOS F	117.5	2983.7	1.00	5.56	18.19	4.2
Approach			1154	2.0	1154	2.0	1.975	380.3	LOS F	117.5	2983.7	1.00	4.72	15.16	5.1
All Vehicles			4134	2.5	4134	2.5	1.975	121.7	LOS F	117.5	2983.7	0.91	2.13	5.58	12.3

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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Organisation: KIMLEY-HORN & ASSOCIATES INC | Licence: NETWORK / Enterprise Level 2 | Processed: Thursday, November 7, 2024 3:36:33 PM

Project: K:\TAM_Roadway\148400 -Manatee County\148400101 - Ft Hamer\PD&E\400_ENG\Traffic\08_Sidra\3-Ft Hamer Road & Old Tampa Road\Public Geometry +1 NBR + 1 WBR\Ft Hamer Rd & Old Tampa Rd.sip9

LANE LEVEL OF SERVICE

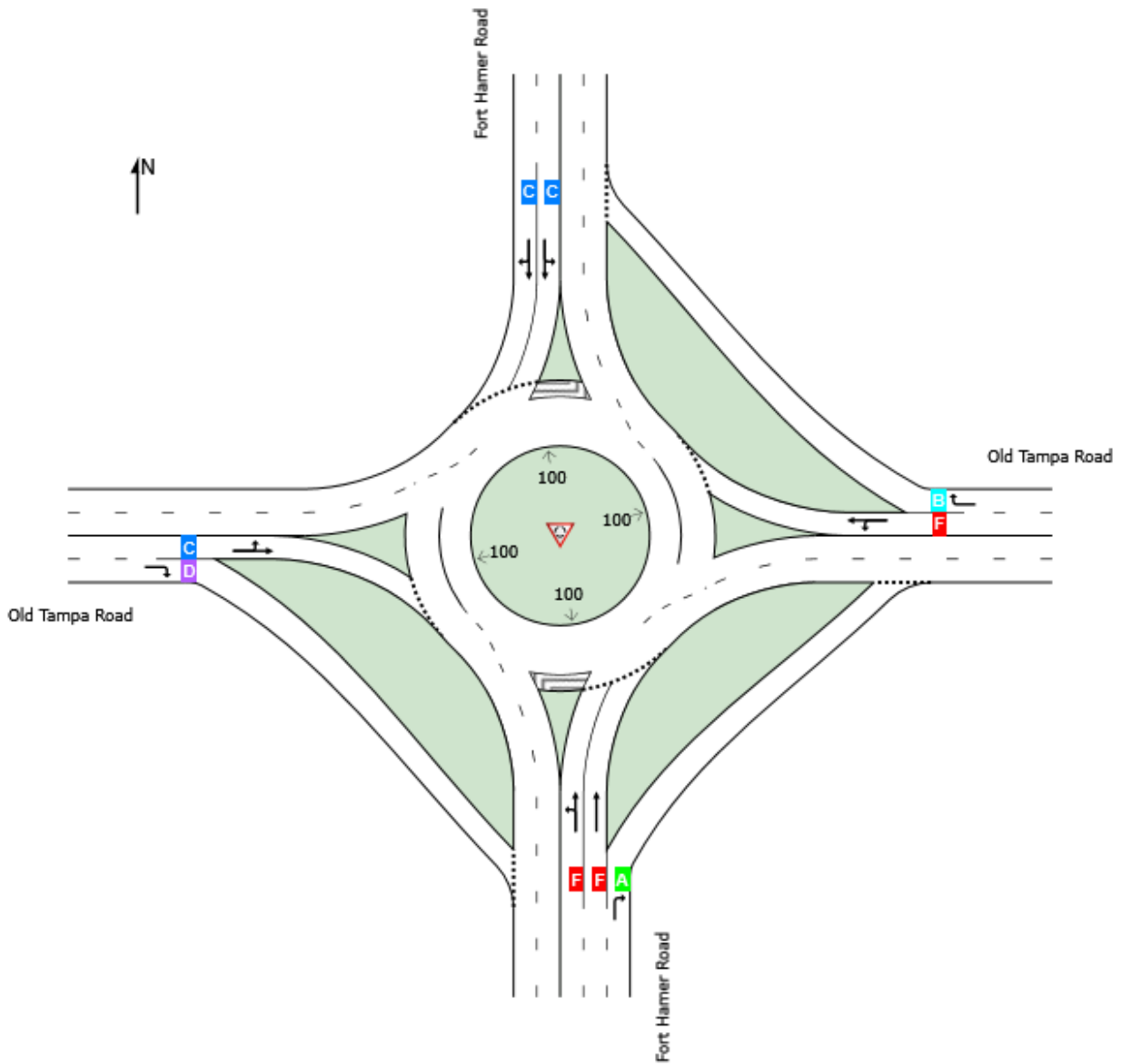
Lane Level of Service

Site: 101 [2050 PM - Fort Hamer Road & Old Tampa Road
(Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site
Site Category: (None)
Roundabout

	Approaches				Intersection
	South	East	North	West	
LOS	F	E	C	D	F



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if $v/c > 1$ irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

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Organisation: KIMLEY-HORN & ASSOCIATES INC | Licence: NETWORK / Enterprise Level 2 | Processed: Monday, March 4, 2024 12:13:15 PM

Project: \\kimley-horn.com\FL_TAM\TAM_Roadway\148400 -Manatee County\148400101 - Ft Hamer\PD&E\400_ENG\Traffic\08_Sidra\3-Ft Hamer Road & Old Tampa Road\Public Geometry +1 NBR + 1 WBR\Ft Hamer Rd & Old Tampa Rd.sip9

MOVEMENT SUMMARY

Site: 101 [2050 PM - Fort Hamer Road & Old Tampa Road (Site Folder: General)]

New Site
 Site Category: (None)
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist ft]				
South: Fort Hamer Road														
3	L2	656	1.0	676	1.0	1.117	87.9	LOS F	61.0	1536.3	1.00	3.02	6.41	15.3
8	T1	1249	1.0	1288	1.0	1.117	87.9	LOS F	61.0	1536.3	1.00	3.02	6.41	15.5
18	R2	224	1.0	231	1.0	0.202	5.0	LOS A	0.9	22.6	0.37	0.26	0.37	34.2
Approach		2129	1.0	2195	1.0	1.117	79.2	LOS F	61.0	1536.3	0.93	2.73	5.77	16.3
East: Old Tampa Road														
1	L2	111	2.0	114	2.0	0.719	49.4	LOS E	3.3	83.6	0.94	1.18	1.92	20.5
6	T1	56	2.0	58	2.0	0.719	49.4	LOS E	3.3	83.6	0.94	1.18	1.92	20.4
16	R2	51	2.0	53	2.0	0.130	10.9	LOS B	0.4	10.5	0.74	0.74	0.74	31.5
Approach		218	2.0	225	2.0	0.719	40.4	LOS E	3.3	83.6	0.89	1.08	1.64	22.2
North: Fort Hamer Road														
7	L2	76	3.0	78	3.0	0.669	18.8	LOS C	5.5	141.8	0.82	1.06	1.57	28.9
4	T1	684	3.0	705	3.0	0.669	18.8	LOS C	5.5	141.8	0.82	1.06	1.57	28.9
14	R2	113	3.0	116	3.0	0.669	18.8	LOS C	5.5	141.8	0.82	1.06	1.57	28.3
Approach		873	3.0	900	3.0	0.669	18.8	LOS C	5.5	141.8	0.82	1.06	1.57	28.8
West: Old Tampa Road														
5	L2	272	3.0	280	3.0	0.672	20.0	LOS C	5.0	128.5	0.80	1.05	1.60	27.6
2	T1	138	3.0	142	3.0	0.672	20.0	LOS C	5.0	128.5	0.80	1.05	1.60	27.5
12	R2	543	3.0	560	3.0	0.831	30.2	LOS D	10.1	259.1	0.90	1.38	2.41	24.7
Approach		953	3.0	982	3.0	0.831	25.8	LOS D	10.1	259.1	0.86	1.24	2.06	25.9
All Vehicles		4173	1.9	4302	1.9	1.117	52.3	LOS F	61.0	1536.3	0.89	1.95	3.83	20.1

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Organisation: KIMLEY-HORN & ASSOCIATES INC | Licence: NETWORK / Enterprise | Processed: Friday, October 25, 2024 11:21:03 AM

Project: K:\TAM_Roadway\148400 -Manatee County\148400101 - Ft Hamer\PD&E\400_ENG\Traffic\08_Sidra\3-Ft Hamer Road & Old Tampa Road
 \Public Geometry +1 NBR + 1 WBR\Ft Hamer Rd & Old Tampa Rd.sip9

LANE SUMMARY

Site: 101 [2030 AM - Fort Hamer Road & Old Tampa Road
(Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site
Site Category: (None)
Roundabout

Lane Use and Performance															
	Demand Flows		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% Back Of Queue		Lane Config	Lane Length	Cap. Prob. Adj. Block.	
	[Total veh/h]	[HV %]	[Total veh/h]	[HV %]						[Veh]	[Dist]			ft	%
South: Fort Hamer Road															
Lane 1	444	4.0	444	4.0	1044	0.425	100	8.0	LOS A	2.2	58.0	Full	1600	0.0	0.0
Lane 2 ^d	444	4.0	444	4.0	1044	0.425	100	8.0	LOS A	2.2	58.0	Full	1600	0.0	0.0
Lane 3	89	4.0	89	4.0	1177	0.075	100	3.7	LOS A	0.3	7.1	Full	1600	0.0	0.0
Approach	976	4.0	976	4.0		0.425		7.6	LOS A	2.2	58.0				
East: Old Tampa Road															
Lane 1 ^d	106	3.0	106	3.0	539	0.197	100	9.3	LOS A	0.6	16.5	Full	1600	0.0	0.0
Lane 2	18	3.0	18	3.0	668	0.026	100	5.7	LOS A	0.1	2.1	Full	1600	0.0	0.0
Approach	124	3.0	124	3.0		0.197		8.8	LOS A	0.6	16.5				
North: Fort Hamer Road															
Lane 1	561	2.0	561	2.0	1011	0.555	100	10.5	LOS B	4.7	119.0	Full	1600	0.0	0.0
Lane 2 ^d	561	2.0	561	2.0	1011	0.555	100	10.5	LOS B	4.7	119.0	Full	1600	0.0	0.0
Approach	1123	2.0	1123	2.0		0.555		10.5	LOS B	4.7	119.0				
West: Old Tampa Road															
Lane 1 ^d	190	2.0	190	2.0	502	0.379	100	13.3	LOS B	1.5	38.0	Full	1600	0.0	0.0
Lane 2	600	2.0	600	2.0	1642	0.365	100	0.1	LOS A	0.0	0.0	Full	1600	0.0	0.0
Approach	790	2.0	790	2.0		0.379		3.3	LOS A	1.5	38.0				
All Vehicles	3013	2.7	3013	2.7		0.555		7.6	LOS A	4.7	119.0				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

^d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)										
South: Fort Hamer Road										
Mov. From S To Exit:	L2	T1	R2	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
	W	N	E							
Lane 1	224	220	-	444	4.0	1044	0.425	100	NA	NA
Lane 2	-	444	-	444	4.0	1044	0.425	100	NA	NA
Lane 3	-	-	89	89	4.0	1177	0.075	100	NA	NA

Approach	224	664	89	976	4.0		0.425			
East: Old Tampa Road										
Mov.	L2	T1	R2	Total	%HV		Deg.	Lane	Prob.	Ov.
From E							Satn	Util.	SL Ov.	Lane
To Exit:	S	W	N			Cap.	v/c	%	%	No.
						veh/h				
Lane 1	80	26	-	106	3.0	539	0.197	100	NA	NA
Lane 2	-	-	18	18	3.0	668	0.026	100	NA	NA
Approach	80	26	18	124	3.0		0.197			
North: Fort Hamer Road										
Mov.	L2	T1	R2	Total	%HV		Deg.	Lane	Prob.	Ov.
From N							Satn	Util.	SL Ov.	Lane
To Exit:	E	S	W			Cap.	v/c	%	%	No.
						veh/h				
Lane 1	85	476	-	561	2.0	1011	0.555	100	NA	NA
Lane 2	-	484	78	561	2.0	1011	0.555	100	NA	NA
Approach	85	960	78	1123	2.0		0.555			
West: Old Tampa Road										
Mov.	L2	T1	R2	Total	%HV		Deg.	Lane	Prob.	Ov.
From W							Satn	Util.	SL Ov.	Lane
To Exit:	N	E	S			Cap.	v/c	%	%	No.
						veh/h				
Lane 1	113	78	-	190	2.0	502	0.379	100	NA	NA
Lane 2	-	-	600	600	2.0	1642	0.365	100	NA	NA
Approach	113	78	600	790	2.0		0.379			
Total %HV Deg.Satn (v/c)										
All Vehicles	3013	2.7		0.555						

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Merge Analysis												
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Critical Gap sec	Follow-up Headway sec	Lane Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec		
There are no Exit Short Lanes for Merge Analysis at this Site.												

Variable Demand Analysis				
	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: Fort Hamer Road				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
Lane 3	0.0	0.0	0.0	0.0
East: Old Tampa Road				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
North: Fort Hamer Road				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
West: Old Tampa Road				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0

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9:06:56 AM

Project: K:\TAM_Roadway\148400 -Manatee County\148400101 - Ft Hamer\PD&E\400_ENG\Traffic\08_Sidra\3-Ft Hamer Road & Old Tampa
Road\Public Geometry +1 NBR + 1 WBR + low-angle EBR\Ft Hamer Rd & Old Tampa Rd.sip9

MOVEMENT SUMMARY

**Site: 101 [2030 AM - Fort Hamer Road & Old Tampa Road
(Site Folder: General)]**

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue	Dist	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	ft				mph
South: Fort Hamer Road															
3	L2	All MCs	224	4.0	224	4.0	0.425	8.0	LOS A	2.2	58.0	0.52	0.34	0.52	30.7
8	T1	All MCs	664	4.0	664	4.0	0.425	8.0	LOS A	2.2	58.0	0.52	0.34	0.52	32.0
18	R2	All MCs	89	4.0	89	4.0	0.075	3.7	LOS A	0.3	7.1	0.26	0.14	0.26	34.2
Approach			976	4.0	976	4.0	0.425	7.6	LOS A	2.2	58.0	0.50	0.32	0.50	31.9
East: Old Tampa Road															
1	L2	All MCs	80	3.0	80	3.0	0.197	9.3	LOS A	0.6	16.5	0.64	0.64	0.64	29.7
6	T1	All MCs	26	3.0	26	3.0	0.197	9.3	LOS A	0.6	16.5	0.64	0.64	0.64	30.2
16	R2	All MCs	18	3.0	18	3.0	0.026	5.7	LOS A	0.1	2.1	0.54	0.47	0.54	33.4
Approach			124	3.0	124	3.0	0.197	8.8	LOS A	0.6	16.5	0.63	0.61	0.63	30.3
North: Fort Hamer Road															
7	L2	All MCs	85	2.0	85	2.0	0.555	10.5	LOS B	4.7	119.0	0.65	0.54	0.86	30.5
4	T1	All MCs	960	2.0	960	2.0	0.555	10.5	LOS B	4.7	119.0	0.65	0.54	0.86	31.2
14	R2	All MCs	78	2.0	78	2.0	0.555	10.5	LOS B	4.7	119.0	0.65	0.54	0.86	31.1
Approach			1123	2.0	1123	2.0	0.555	10.5	LOS B	4.7	119.0	0.65	0.54	0.86	31.1
West: Old Tampa Road															
5	L2	All MCs	113	2.0	113	2.0	0.379	13.3	LOS B	1.5	38.0	0.73	0.78	0.93	28.6
2	T1	All MCs	78	2.0	78	2.0	0.379	13.3	LOS B	1.5	38.0	0.73	0.78	0.93	29.0
12	R2	All MCs	600	2.0	600	2.0	0.365	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	36.6
Approach			790	2.0	790	2.0	0.379	3.3	LOS A	1.5	38.0	0.17	0.19	0.22	34.3
All Vehicles			3013	2.7	3013	2.7	0.555	7.6	LOS A	4.7	119.0	0.48	0.38	0.56	32.1

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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9:06:56 AM

Project: K:\TAM_Roadway\148400 -Manatee County\148400101 - Ft Hamer\PD&E\400_ENG\Traffic\08_Sidra\3-Ft Hamer Road & Old Tampa Road\Public Geometry +1 NBR + 1 WBR + low-angle EBR\Ft Hamer Rd & Old Tampa Rd.sip9

LANE SUMMARY

Site: 101 [2030 PM - Fort Hamer Road & Old Tampa Road
(Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site
Site Category: (None)
Roundabout

Lane Use and Performance															
	Demand Flows		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% Back Of Queue		Lane Config	Lane Length	Cap. Prob. Adj. Block.	
	[Total veh/h]	[HV %]	[Total veh/h]	[HV %]						[Veh]	[Dist]			ft	%
South: Fort Hamer Road															
Lane 1	729	1.0	729	1.0	1137	0.641	100	11.6	LOS B	7.2	180.3	Full	1600	0.0	0.0
Lane 2 ^d	729	1.0	729	1.0	1137	0.641	100	11.6	LOS B	7.2	180.3	Full	1600	0.0	0.0
Lane 3	137	1.0	137	1.0	1295	0.106	100	3.6	LOS A	0.4	10.5	Full	1600	0.0	0.0
Approach	1595	1.0	1595	1.0		0.641		10.9	LOS B	7.2	180.3				
East: Old Tampa Road															
Lane 1 ^d	132	2.0	132	2.0	330	0.400	100	19.8	LOS C	1.4	34.9	Full	1600	0.0	0.0
Lane 2	16	2.0	16	2.0	546	0.030	100	6.9	LOS A	0.1	2.4	Full	1600	0.0	0.0
Approach	148	2.0	148	2.0		0.400		18.4	LOS C	1.4	34.9				
North: Fort Hamer Road															
Lane 1	337	3.0	337	3.0	717	0.469	100	11.6	LOS B	2.6	67.4	Full	1600	0.0	0.0
Lane 2 ^d	337	3.0	337	3.0	717	0.469	100	11.6	LOS B	2.6	67.4	Full	1600	0.0	0.0
Approach	673	3.0	673	3.0		0.469		11.6	LOS B	2.6	67.4				
West: Old Tampa Road															
Lane 1 ^d	192	3.0	192	3.0	736	0.261	100	7.9	LOS A	1.0	24.7	Full	1600	0.0	0.0
Lane 2	477	3.0	477	3.0	1626	0.294	100	0.1	LOS A	0.0	0.0	Full	1600	0.0	0.0
Approach	669	3.0	669	3.0		0.294		2.3	LOS A	1.0	24.7				
All Vehicles	3086	1.9	3086	1.9		0.641		9.6	LOS A	7.2	180.3				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

^d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)										
South: Fort Hamer Road										
Mov.	L2	T1	R2	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL %	Ov. Lane No.
From S To Exit:	W	N	E							
Lane 1	546	182	-	729	1.0	1137	0.641	100	NA	NA
Lane 2	-	729	-	729	1.0	1137	0.641	100	NA	NA
Lane 3	-	-	137	137	1.0	1295	0.106	100	NA	NA

Approach	546	911	137	1595	1.0		0.641			
East: Old Tampa Road										
Mov.	L2	T1	R2	Total	%HV		Deg.	Lane	Prob.	Ov.
From E							Satn	Util.	SL	Lane
To Exit:	S	W	N			Cap.	v/c	%	%	No.
						veh/h				
Lane 1	78	54	-	132	2.0	330	0.400	100	NA	NA
Lane 2	-	-	16	16	2.0	546	0.030	100	NA	NA
Approach	78	54	16	148	2.0		0.400			
North: Fort Hamer Road										
Mov.	L2	T1	R2	Total	%HV		Deg.	Lane	Prob.	Ov.
From N							Satn	Util.	SL	Lane
To Exit:	E	S	W			Cap.	v/c	%	%	No.
						veh/h				
Lane 1	32	305	-	337	3.0	717	0.469	100	NA	NA
Lane 2	-	264	72	337	3.0	717	0.469	100	NA	NA
Approach	32	569	72	673	3.0		0.469			
West: Old Tampa Road										
Mov.	L2	T1	R2	Total	%HV		Deg.	Lane	Prob.	Ov.
From W							Satn	Util.	SL	Lane
To Exit:	N	E	S			Cap.	v/c	%	%	No.
						veh/h				
Lane 1	131	61	-	192	3.0	736	0.261	100	NA	NA
Lane 2	-	-	477	477	3.0	1626	0.294	100	NA	NA
Approach	131	61	477	669	3.0		0.294			
Total %HV Deg.Satn (v/c)										
All Vehicles	3086	1.9		0.641						

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Merge Analysis												
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Critical Gap sec	Follow-up Headway sec	Lane Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec		
There are no Exit Short Lanes for Merge Analysis at this Site.												

Variable Demand Analysis				
	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: Fort Hamer Road				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
Lane 3	0.0	0.0	0.0	0.0
East: Old Tampa Road				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
North: Fort Hamer Road				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
West: Old Tampa Road				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0

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3:57:18 PM

Project: K:\TAM_Roadway\148400 -Manatee County\148400101 - Ft Hamer\PD&E\400_ENG\Traffic\08_Sidra\3-Ft Hamer Road & Old Tampa
Road\Public Geometry +1 NBR + 1 WBR + low-angle EBR\Ft Hamer Rd & Old Tampa Rd.sip9

MOVEMENT SUMMARY

Site: 101 [2030 PM - Fort Hamer Road & Old Tampa Road (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site
 Site Category: (None)
 Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue	Dist	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	ft				mph
South: Fort Hamer Road															
3	L2	All MCs	546	1.0	546	1.0	0.641	11.6	LOS B	7.2	180.3	0.66	0.48	0.83	28.9
8	T1	All MCs	911	1.0	911	1.0	0.641	11.6	LOS B	7.2	180.3	0.66	0.48	0.83	30.6
18	R2	All MCs	137	1.0	137	1.0	0.106	3.6	LOS A	0.4	10.5	0.20	0.09	0.20	34.3
Approach			1595	1.0	1595	1.0	0.641	10.9	LOS B	7.2	180.3	0.62	0.45	0.78	30.3
East: Old Tampa Road															
1	L2	All MCs	78	2.0	78	2.0	0.400	19.8	LOS C	1.4	34.9	0.83	0.89	1.07	26.4
6	T1	All MCs	54	2.0	54	2.0	0.400	19.8	LOS C	1.4	34.9	0.83	0.89	1.07	26.8
16	R2	All MCs	16	2.0	16	2.0	0.030	6.9	LOS A	0.1	2.4	0.60	0.57	0.60	32.8
Approach			148	2.0	148	2.0	0.400	18.4	LOS C	1.4	34.9	0.80	0.86	1.02	27.1
North: Fort Hamer Road															
7	L2	All MCs	32	3.0	32	3.0	0.469	11.6	LOS B	2.6	67.4	0.71	0.71	0.96	30.1
4	T1	All MCs	569	3.0	569	3.0	0.469	11.6	LOS B	2.6	67.4	0.71	0.71	0.96	30.7
14	R2	All MCs	72	3.0	72	3.0	0.469	11.6	LOS B	2.6	67.4	0.71	0.71	0.96	30.6
Approach			673	3.0	673	3.0	0.469	11.6	LOS B	2.6	67.4	0.71	0.71	0.96	30.7
West: Old Tampa Road															
5	L2	All MCs	131	3.0	131	3.0	0.261	7.9	LOS A	1.0	24.7	0.59	0.52	0.59	30.4
2	T1	All MCs	61	3.0	61	3.0	0.261	7.9	LOS A	1.0	24.7	0.59	0.52	0.59	30.9
12	R2	All MCs	477	3.0	477	3.0	0.294	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	36.6
Approach			669	3.0	669	3.0	0.294	2.3	LOS A	1.0	24.7	0.17	0.15	0.17	34.6
All Vehicles			3086	1.9	3086	1.9	0.641	9.6	LOS A	7.2	180.3	0.55	0.46	0.70	31.0

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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Project: K:\TAM_Roadway\148400 -Manatee County\148400101 - Ft Hamer\PD&E\400_ENG\Traffic\08_Sidra\3-Ft Hamer Road & Old Tampa Road\Public Geometry +1 NBR + 1 WBR + low-angle EBR\Ft Hamer Rd & Old Tampa Rd.sip9

LANE SUMMARY

Site: 101 [2050 AM - Fort Hamer Road & Old Tampa Road
(Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site
Site Category: (None)
Roundabout

Lane Use and Performance															
	Demand Flows		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% Back Of Queue		Lane Config	Lane Length	Cap. Prob. Adj. Block.	
	[Total veh/h]	[HV %]	[Total veh/h]	[HV %]						[Veh]	[Dist]			ft	%
South: Fort Hamer Road															
Lane 1	437	4.0	437	4.0	793	0.552	100	12.6	LOS B	3.9	101.7	Full	1600	0.0	0.0
Lane 2 ^d	437	4.0	437	4.0	793	0.552	100	12.6	LOS B	3.9	101.7	Full	1600	0.0	0.0
Lane 3	96	4.0	96	4.0	997	0.096	100	4.5	LOS A	0.3	8.8	Full	1600	0.0	0.0
Approach	971	4.0	971	4.0		0.552		11.8	LOS B	3.9	101.7				
East: Old Tampa Road															
Lane 1 ^d	129	3.0	129	3.0	497	0.260	100	11.0	LOS B	0.9	22.3	Full	1600	0.0	0.0
Lane 2	42	3.0	42	3.0	596	0.071	100	6.8	LOS A	0.2	5.8	Full	1600	0.0	0.0
Approach	172	3.0	172	3.0		0.260		10.0	LOS A	0.9	22.3				
North: Fort Hamer Road															
Lane 1	918	2.0	918	2.0	1023	0.897	100	27.8	LOS D	27.1	688.9	Full	1600	0.0	0.0
Lane 2 ^d	918	2.0	918	2.0	1023	0.897	100	27.8	LOS D	27.1	688.9	Full	1600	0.0	0.0
Approach	1837	2.0	1837	2.0		0.897		27.8	LOS D	27.1	688.9				
West: Old Tampa Road															
Lane 1 ^d	418	2.0	418	2.0	303	1.382	100	222.2	LOS F	40.6	1030.0	Full	1600	0.0	0.0
Lane 2	736	2.0	736	2.0	1642	0.448	100	0.2	LOS A	0.0	0.0	Full	1600	0.0	0.0
Approach	1154	2.0	1154	2.0		1.382		80.7	LOS F	40.6	1030.0				
All Vehicles	4134	2.5	4134	2.5		1.382		38.1	LOS E	40.6	1030.0				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

^d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)										
South: Fort Hamer Road										
Mov. From S To Exit:	L2	T1	R2	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL %	Ov. Lane No.
	W	N	E							
Lane 1	188	249	-	437	4.0	793	0.552	100	NA	NA
Lane 2	-	437	-	437	4.0	793	0.552	100	NA	NA
Lane 3	-	-	96	96	4.0	997	0.096	100	NA	NA

Approach	188	686	96	971	4.0		0.552				
East: Old Tampa Road											
Mov.	L2	T1	R2	Total	%HV		Deg.	Lane	Prob.	Ov.	
From E							Satn	Util.	SL	Ov.	Lane
To Exit:	S	W	N			Cap.	v/c	%	%	No.	
	veh/h										
Lane 1	99	30	-	129	3.0	497	0.260	100	NA	NA	
Lane 2	-	-	42	42	3.0	596	0.071	100	NA	NA	
Approach	99	30	42	172	3.0		0.260				
North: Fort Hamer Road											
Mov.	L2	T1	R2	Total	%HV		Deg.	Lane	Prob.	Ov.	
From N							Satn	Util.	SL	Ov.	Lane
To Exit:	E	S	W			Cap.	v/c	%	%	No.	
	veh/h										
Lane 1	255	663	-	918	2.0	1023	0.897	100	NA	NA	
Lane 2	-	685	234	918	2.0	1023	0.897	100	NA	NA	
Approach	255	1348	234	1837	2.0		0.897				
West: Old Tampa Road											
Mov.	L2	T1	R2	Total	%HV		Deg.	Lane	Prob.	Ov.	
From W							Satn	Util.	SL	Ov.	Lane
To Exit:	N	E	S			Cap.	v/c	%	%	No.	
	veh/h										
Lane 1	298	121	-	418	2.0	303	1.382	100	NA	NA	
Lane 2	-	-	736	736	2.0	1642	0.448	100	NA	NA	
Approach	298	121	736	1154	2.0		1.382				
Total %HV Deg.Satn (v/c)											
All Vehicles	4134	2.5		1.382							

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Merge Analysis												
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate % veh/h	Critical Gap sec	Follow-up Headway sec	Lane Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec		
There are no Exit Short Lanes for Merge Analysis at this Site.												

Variable Demand Analysis				
	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: Fort Hamer Road				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
Lane 3	0.0	0.0	0.0	0.0
East: Old Tampa Road				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
North: Fort Hamer Road				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
West: Old Tampa Road				
Lane 1	0.0	28.9	344.0	NA
Lane 2	0.0	0.0	0.0	0.0

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Project: K:\TAM_Roadway\148400 -Manatee County\148400101 - Ft Hamer\PD&E\400_ENG\Traffic\08_Sidra\3-Ft Hamer Road & Old Tampa
Road\Public Geometry +1 NBR + 1 WBR + low-angle EBR\Ft Hamer Rd & Old Tampa Rd.sip9

MOVEMENT SUMMARY

Site: 101 [2050 AM - Fort Hamer Road & Old Tampa Road (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site
 Site Category: (None)
 Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue	Dist	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	ft				mph
South: Fort Hamer Road															
3	L2	All MCs	188	4.0	188	4.0	0.552	12.6	LOS B	3.9	101.7	0.73	0.73	1.09	29.1
8	T1	All MCs	686	4.0	686	4.0	0.552	12.6	LOS B	3.9	101.7	0.73	0.73	1.09	30.1
18	R2	All MCs	96	4.0	96	4.0	0.096	4.5	LOS A	0.3	8.8	0.40	0.28	0.40	33.8
Approach			971	4.0	971	4.0	0.552	11.8	LOS B	3.9	101.7	0.70	0.69	1.02	30.2
East: Old Tampa Road															
1	L2	All MCs	99	3.0	99	3.0	0.260	11.0	LOS B	0.9	22.3	0.69	0.70	0.72	29.0
6	T1	All MCs	30	3.0	30	3.0	0.260	11.0	LOS B	0.9	22.3	0.69	0.70	0.72	29.5
16	R2	All MCs	42	3.0	42	3.0	0.071	6.8	LOS A	0.2	5.8	0.58	0.57	0.58	32.8
Approach			172	3.0	172	3.0	0.260	10.0	LOS A	0.9	22.3	0.66	0.66	0.69	30.0
North: Fort Hamer Road															
7	L2	All MCs	255	2.0	255	2.0	0.897	27.8	LOS D	27.1	688.9	1.00	1.41	2.43	24.6
4	T1	All MCs	1348	2.0	1348	2.0	0.897	27.8	LOS D	27.1	688.9	1.00	1.41	2.43	25.2
14	R2	All MCs	234	2.0	234	2.0	0.897	27.8	LOS D	27.1	688.9	1.00	1.41	2.43	25.1
Approach			1837	2.0	1837	2.0	0.897	27.8	LOS D	27.1	688.9	1.00	1.41	2.43	25.1
West: Old Tampa Road															
5	L2	All MCs	298	2.0	298	2.0	1.382	222.0	LOS F	40.6	1030.0	1.00	3.24	9.84	8.0
2	T1	All MCs	121	2.0	121	2.0	1.382	222.6	LOS F	40.6	1030.0	1.00	3.24	9.84	8.1
12	R2	All MCs	736	2.0	736	2.0	0.448	0.2	LOS A	0.0	0.0	0.00	0.00	0.00	36.5
Approach			1154	2.0	1154	2.0	1.382	80.7	LOS F	40.6	1030.0	0.36	1.17	3.57	15.7
All Vehicles			4134	2.5	4134	2.5	1.382	38.1	LOS E	40.6	1030.0	0.74	1.14	2.35	22.4

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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Project: K:\TAM_Roadway\148400 -Manatee County\148400101 - Ft Hamer\PD&E\400_ENG\Traffic\08_Sidra\3-Ft Hamer Road & Old Tampa Road\Public Geometry +1 NBR + 1 WBR + low-angle EBR\Ft Hamer Rd & Old Tampa Rd.sip9

LANE LEVEL OF SERVICE

Lane Level of Service

 Site: 101 [2050 PM - Fort Hamer Road & Old Tampa Road
(Site Folder: General)]

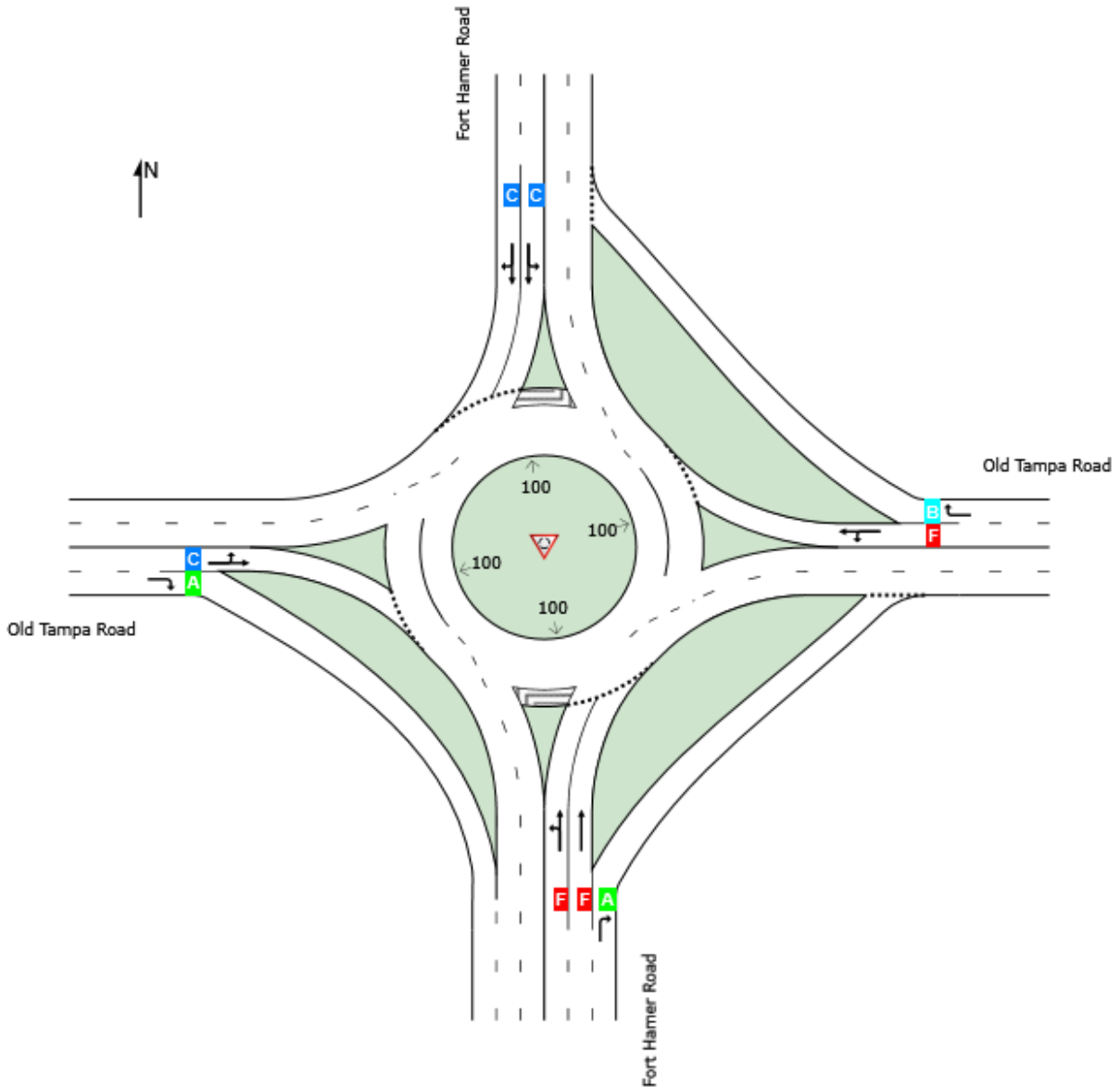
Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site

Site Category: (None)

Roundabout

	Approaches				Intersection
	South	East	North	West	
LOS	F	E	C	A	E



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if $v/c > 1$ irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

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Project: \\kimley-horn.com\FL_TAM\TAM_Roadway\148400 -Manatee County\148400101 - Ft Hamer\PD&E\400_ENG\Traffic\08_Sidra\3-Ft Hamer Road & Old Tampa Road\Public Geometry +1 NBR + 1 WBR + low-angle EBR\Ft Hamer Rd & Old Tampa Rd.sip9

MOVEMENT SUMMARY

Site: 101 [2050 PM - Fort Hamer Road & Old Tampa Road (Site Folder: General)]

New Site
 Site Category: (None)
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] ft				
South: Fort Hamer Road														
3	L2	656	1.0	676	1.0	1.117	87.9	LOS F	61.0	1536.3	1.00	3.02	6.41	15.3
8	T1	1249	1.0	1288	1.0	1.117	87.9	LOS F	61.0	1536.3	1.00	3.02	6.41	15.5
18	R2	224	1.0	231	1.0	0.202	5.0	LOS A	0.9	22.6	0.37	0.26	0.37	34.2
Approach		2129	1.0	2195	1.0	1.117	79.2	LOS F	61.0	1536.3	0.93	2.73	5.77	16.3
East: Old Tampa Road														
1	L2	111	2.0	114	2.0	0.719	49.4	LOS E	3.3	83.6	0.94	1.18	1.92	20.5
6	T1	56	2.0	58	2.0	0.719	49.4	LOS E	3.3	83.6	0.94	1.18	1.92	20.4
16	R2	51	2.0	53	2.0	0.130	10.9	LOS B	0.4	10.5	0.74	0.74	0.74	31.5
Approach		218	2.0	225	2.0	0.719	40.4	LOS E	3.3	83.6	0.89	1.08	1.64	22.2
North: Fort Hamer Road														
7	L2	76	3.0	78	3.0	0.669	18.8	LOS C	5.5	141.8	0.82	1.06	1.57	28.9
4	T1	684	3.0	705	3.0	0.669	18.8	LOS C	5.5	141.8	0.82	1.06	1.57	28.9
14	R2	113	3.0	116	3.0	0.669	18.8	LOS C	5.5	141.8	0.82	1.06	1.57	28.3
Approach		873	3.0	900	3.0	0.669	18.8	LOS C	5.5	141.8	0.82	1.06	1.57	28.8
West: Old Tampa Road														
5	L2	272	3.0	280	3.0	0.672	20.0	LOS C	5.0	128.5	0.80	1.05	1.60	27.6
2	T1	138	3.0	142	3.0	0.672	20.0	LOS C	5.0	128.5	0.80	1.05	1.60	27.5
12	R2	543	3.0	560	3.0	0.344	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	37.3
Approach		953	3.0	982	3.0	0.672	8.7	LOS A	5.0	128.5	0.35	0.45	0.69	32.3
All Vehicles		4173	1.9	4302	1.9	1.117	48.4	LOS E	61.0	1536.3	0.77	1.77	3.52	20.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Organisation: KIMLEY-HORN & ASSOCIATES INC | Licence: NETWORK / Enterprise | Processed: Friday, October 25, 2024 11:23:55 AM

Project: K:\TAM_Roadway\148400 -Manatee County\148400101 - Ft Hamer\PD&E\400_ENG\Traffic\08_Sidra\3-Ft Hamer Road & Old Tampa Road
 \Public Geometry +1 NBR + 1 WBR + low-angle EBR\Ft Hamer Rd & Old Tampa Rd.sip9

LANE LEVEL OF SERVICE

Lane Level of Service

 Site: 101 [2030 AM - Fort Hamer Road & Golf Course Road
(Site Folder: General)]

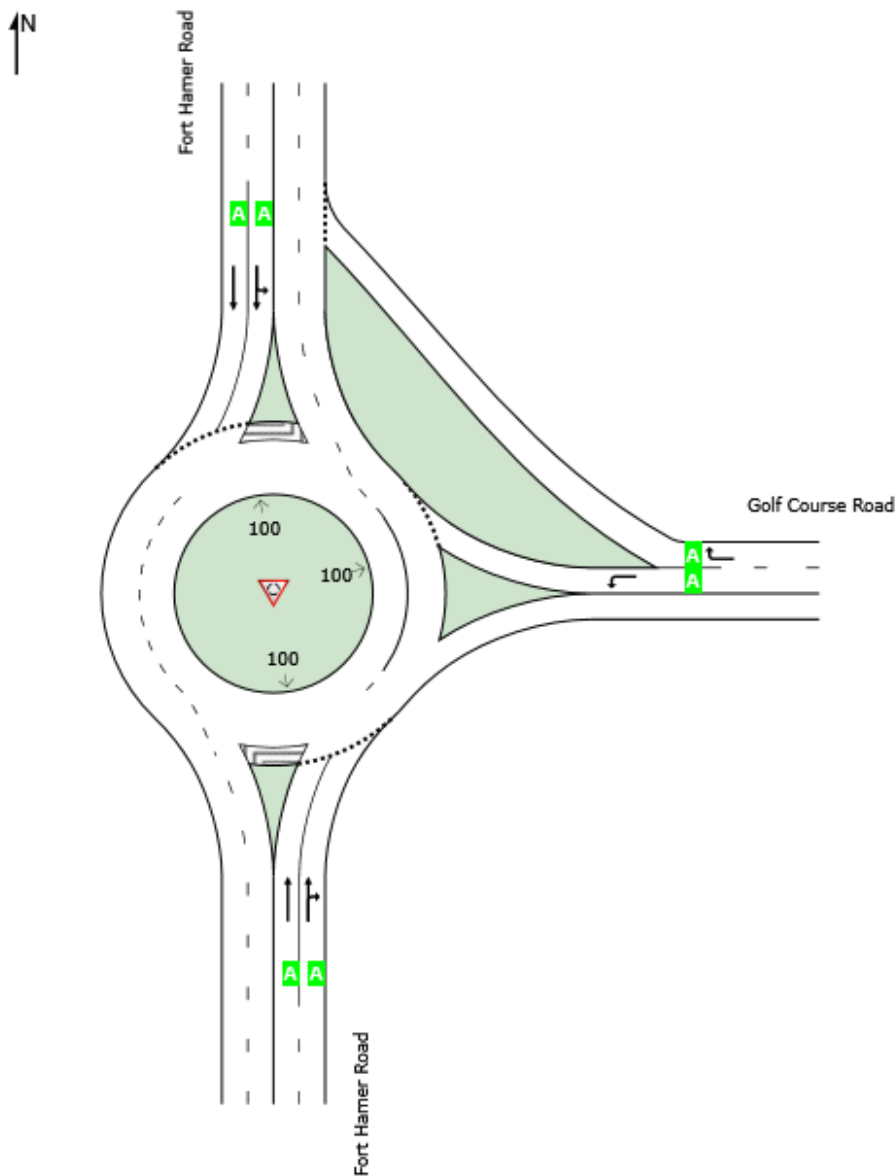
Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site

Site Category: (None)

Roundabout

	Approaches			Intersection
	South	East	North	
LOS	A	A	A	A



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if $v/c > 1$ irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

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Organisation: KIMLEY-HORN & ASSOCIATES INC | Licence: NETWORK / Enterprise Level 2 | Processed: Monday, June 3, 2024 3:40:16 PM
Project: \\kimley-horn.com\FL_TAM\TAM_Roadway\148400 -Manatee County\148400101 - Ft Hamer\PD&E\400_ENG\Traffic\08_Sidra\4-Ft Hamer Road & Golf Course Road\Public Hearing Geometry + 1 WBR\Ft Hamer Rd & Golf Course Rd.sip9

MOVEMENT SUMMARY

**Site: 101 [2030 AM - Fort Hamer Road & Golf Course Road
(Site Folder: General)]**

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] ft				
South: Fort Hamer Road														
8	T1	507	2.0	626	2.0	0.314	6.0	LOS A	1.6	40.3	0.36	0.23	0.36	34.8
18	R2	103	2.0	127	2.0	0.314	6.0	LOS A	1.6	40.3	0.36	0.23	0.36	33.7
Approach		610	2.0	753	2.0	0.314	6.0	LOS A	1.6	40.3	0.36	0.23	0.36	34.6
East: Golf Course Road														
1	L2	226	3.0	279	3.0	0.348	8.6	LOS A	1.5	38.3	0.61	0.62	0.65	31.1
16	R2	231	3.0	285	3.0	0.356	8.7	LOS A	1.6	40.0	0.61	0.63	0.67	32.4
Approach		457	3.0	564	3.0	0.356	8.7	LOS A	1.6	40.0	0.61	0.63	0.66	31.8
North: Fort Hamer Road														
7	L2	129	4.0	159	4.0	0.500	9.3	LOS A	2.9	74.7	0.56	0.46	0.57	32.4
4	T1	723	4.0	893	4.0	0.500	9.3	LOS A	2.9	74.7	0.56	0.46	0.57	32.8
Approach		852	4.0	1052	4.0	0.500	9.3	LOS A	2.9	74.7	0.56	0.46	0.57	32.7
All Vehicles		1919	3.1	2369	3.1	0.500	8.1	LOS A	2.9	74.7	0.51	0.43	0.52	33.1

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: K:\TAM_Roadway\148400 -Manatee County\148400101 - Ft Hamer\PD&E\400_ENG\Traffic\08_Sidra\4-Ft Hamer Road & Golf Course Road\Public Hearing Geometry + 1 WBR\Ft Hamer Rd & Golf Course Rd.sip9

LANE LEVEL OF SERVICE

Lane Level of Service

 Site: 101 [2030 PM - Fort Hamer Road & Golf Course Road
(Site Folder: General)]

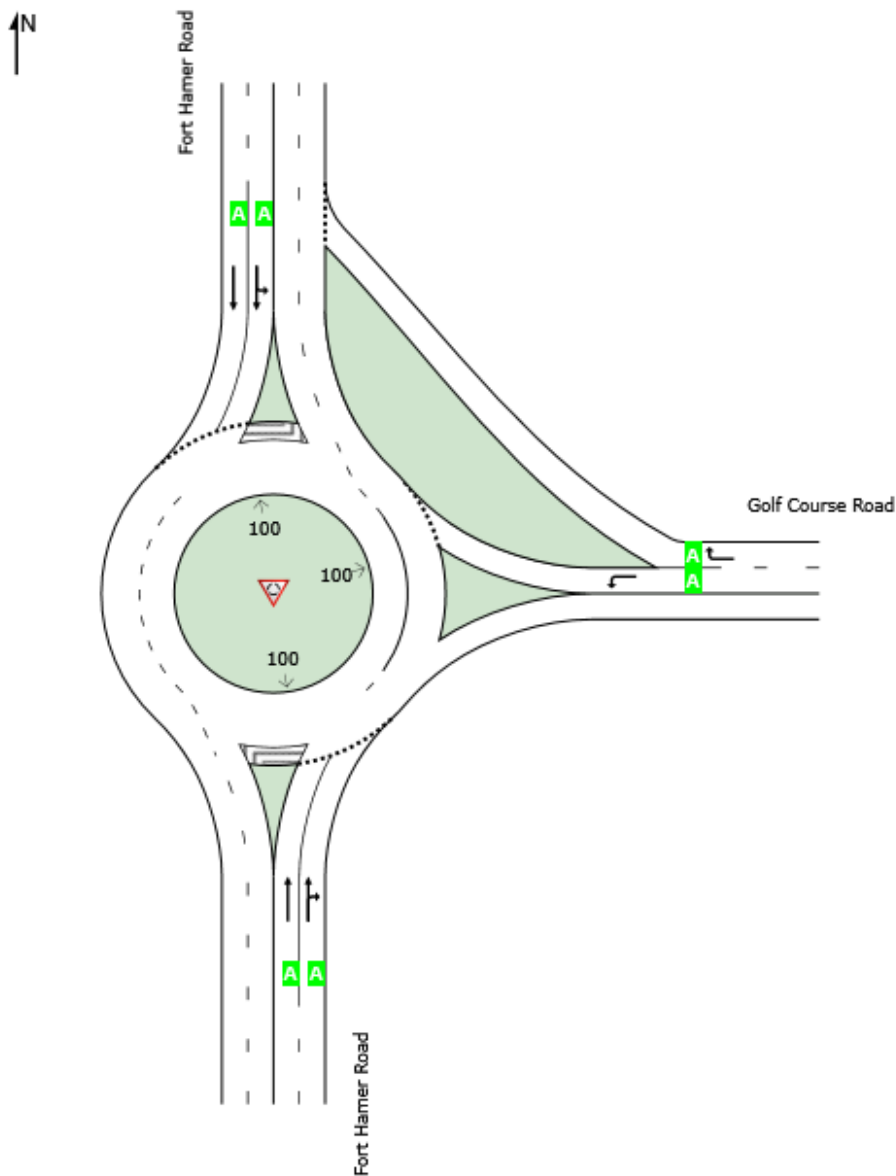
Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site

Site Category: (None)

Roundabout

	Approaches			Intersection
	South	East	North	
LOS	A	A	A	A



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if $v/c > 1$ irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

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Organisation: KIMLEY-HORN & ASSOCIATES INC | Licence: NETWORK / Enterprise Level 2 | Processed: Monday, June 3, 2024 2:02:27 PM
Project: \\kimley-horn.com\FL_TAM\TAM_Roadway\148400 -Manatee County\148400101 - Ft Hamer\PD&E\400_ENG\Traffic\08_Sidra\4-Ft Hamer Road & Golf Course Road\Public Hearing Geometry + 1 WBR\Ft Hamer Rd & Golf Course Rd.sip9

MOVEMENT SUMMARY

Site: 101 [2030 PM - Fort Hamer Road & Golf Course Road (Site Folder: General)]

New Site
 Site Category: (None)
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
		[Total veh/h]	[HV] %	[Total veh/h]	[HV] %				[Veh. veh]	[Dist] ft				
South: Fort Hamer Road														
8	T1	677	2.0	698	2.0	0.394	7.3	LOS A	2.1	53.3	0.47	0.35	0.47	34.1
18	R2	177	2.0	182	2.0	0.394	7.3	LOS A	2.1	53.3	0.47	0.35	0.47	33.0
Approach		854	2.0	880	2.0	0.394	7.3	LOS A	2.1	53.3	0.47	0.35	0.47	33.9
East: Golf Course Road														
1	L2	182	1.0	188	1.0	0.244	7.4	LOS A	0.9	23.7	0.59	0.59	0.59	31.7
16	R2	225	1.0	232	1.0	0.302	8.2	LOS A	1.2	30.4	0.61	0.61	0.61	32.7
Approach		407	1.0	420	1.0	0.302	7.9	LOS A	1.2	30.4	0.60	0.60	0.60	32.2
North: Fort Hamer Road														
7	L2	229	2.0	236	2.0	0.310	6.0	LOS A	1.5	39.2	0.38	0.25	0.38	33.2
4	T1	476	2.0	491	2.0	0.310	6.0	LOS A	1.5	39.2	0.38	0.25	0.38	34.3
Approach		705	2.0	727	2.0	0.310	6.0	LOS A	1.5	39.2	0.38	0.25	0.38	33.9
All Vehicles		1966	1.8	2027	1.8	0.394	6.9	LOS A	2.1	53.3	0.46	0.37	0.46	33.6

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: K:\TAM_Roadway\148400 -Manatee County\148400101 - Ft Hamer\PD&E\400_ENG\Traffic\08_Sidra\4-Ft Hamer Road & Golf Course Road\Public Hearing Geometry + 1 WBR\Ft Hamer Rd & Golf Course Rd.sip9

LANE SUMMARY

**Site: 101 [2050 AM - Fort Hamer Road & Golf Course Road
(Site Folder: General)]**

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site
Site Category: (None)
Roundabout

Lane Use and Performance															
	Demand Flows		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% Back Of Queue		Lane Config	Lane Length	Cap. Prob. Adj. Block.	
	[Total veh/h	HV %	[Total veh/h	HV %						[Veh	Dist] ft			%	%
South: Fort Hamer Road															
Lane 1	591	2.0	591	2.0	1153	0.513	100	8.8	LOS A	3.3	83.6	Full	1600	0.0	0.0
Lane 2 ^d	591	2.0	591	2.0	1153	0.513	100	8.8	LOS A	3.3	83.6	Full	1600	0.0	0.0
Approach	1182	2.0	1182	2.0		0.513		8.8	LOS A	3.3	83.6				
East: Golf Course Road															
Lane 1 ^d	389	3.0	389	3.0	524	0.742	100	27.4	LOS D	5.1	130.5	Full	1600	0.0	0.0
Lane 2	289	3.0	289	3.0	524	0.551	100	17.6	LOS C	2.8	70.5	Full	1600	0.0	0.0
Approach	678	3.0	678	3.0		0.742		23.2	LOS C	5.1	130.5				
North: Fort Hamer Road															
Lane 1	846	4.0	846	4.0	929	0.910	100	31.6	LOS D	24.1	622.2	Full	1600	0.0	0.0
Lane 2 ^d	846	4.0	846	4.0	929	0.910	100	31.6	LOS D	24.1	622.2	Full	1600	0.0	0.0
Approach	1691	4.0	1691	4.0		0.910		31.6	LOS D	24.1	622.2				
All Vehicles	3552	3.1	3552	3.1		0.910		22.4	LOS C	24.1	622.2				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

^d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)										
South: Fort Hamer Road										
Mov.	T1	R2	Total	%HV		Deg. Satn	Lane Util.	Prob. SL	Ov. Lane	
From S					Cap. veh/h	v/c	%	%	No.	
To Exit:	N	E								
Lane 1	591	-	591	2.0	1153	0.513	100	NA	NA	
Lane 2	456	135	591	2.0	1153	0.513	100	NA	NA	
Approach	1047	135	1182	2.0		0.513				
East: Golf Course Road										
Mov.	L2	R2	Total	%HV		Deg. Satn	Lane Util.	Prob. SL	Ov. Lane	
From E					Cap. veh/h	v/c	%	%	No.	
To Exit:	S	N								
Lane 1	389	-	389	3.0	524	0.742	100	NA	NA	
Lane 2	-	289	289	3.0	524	0.551	100	NA	NA	

Approach	389	289	678	3.0	0.742				
North: Fort Hamer Road									
Mov. From N To Exit:	L2	T1	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
	E	S							
Lane 1	195	651	846	4.0	929	0.910	100	NA	NA
Lane 2	-	846	846	4.0	929	0.910	100	NA	NA
Approach	195	1497	1691	4.0	0.910				
Total %HV Deg. Satn (v/c)									
All Vehicles	3552	3.1	0.910						

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Merge Analysis												
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Critical Gap sec	Follow-up Headway sec	Lane Capacity Flow Rate veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec		
There are no Exit Short Lanes for Merge Analysis at this Site.												

Variable Demand Analysis				
	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: Fort Hamer Road				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
East: Golf Course Road				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
North: Fort Hamer Road				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0

MOVEMENT SUMMARY

**Site: 101 [2050 AM - Fort Hamer Road & Golf Course Road
(Site Folder: General)]**

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total HV] veh/h	%	Arrival Flows [Total HV] veh/h	%	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. Dist] veh ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph	
South: Fort Hamer Road															
8	T1	All MCs	1047	2.0	1047	2.0	0.513	8.8	LOS A	3.3	83.6	0.51	0.29	0.51	32.1
18	R2	All MCs	135	2.0	135	2.0	0.513	8.8	LOS A	3.3	83.6	0.51	0.29	0.51	31.8
Approach			1182	2.0	1182	2.0	0.513	8.8	LOS A	3.3	83.6	0.51	0.29	0.51	32.1
East: Golf Course Road															
1	L2	All MCs	389	3.0	389	3.0	0.742	27.4	LOS D	5.1	130.5	0.85	1.11	1.72	23.9
16	R2	All MCs	289	3.0	289	3.0	0.551	17.6	LOS C	2.8	70.5	0.77	0.90	1.21	28.3
Approach			678	3.0	678	3.0	0.742	23.2	LOS C	5.1	130.5	0.82	1.02	1.50	25.5
North: Fort Hamer Road															
7	L2	All MCs	195	4.0	195	4.0	0.910	31.6	LOS D	24.1	622.2	1.00	1.50	2.63	23.7
4	T1	All MCs	1497	4.0	1497	4.0	0.910	31.6	LOS D	24.1	622.2	1.00	1.50	2.63	24.2
Approach			1691	4.0	1691	4.0	0.910	31.6	LOS D	24.1	622.2	1.00	1.50	2.63	24.1
All Vehicles			3552	3.1	3552	3.1	0.910	22.4	LOS C	24.1	622.2	0.80	1.01	1.71	26.6

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stoptime Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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Organisation: KIMLEY-HORN & ASSOCIATES INC | Licence: NETWORK / Enterprise Level 2 | Processed: Thursday, November 7, 2024 3:49:04 PM

Project: K:\TAM_Roadway\148400 -Manatee County\148400101 - Ft Hamer\PD&E\400_ENG\Traffic\08_Sidra\4-Ft Hamer Road & Golf Course Road\Public Hearing Geometry + 1 WBR\Ft Hamer Rd & Golf Course Rd.sip9

LANE LEVEL OF SERVICE

Lane Level of Service

Site: 101 [2050 PM - Fort Hamer Road & Golf Course Road
(Site Folder: General)]

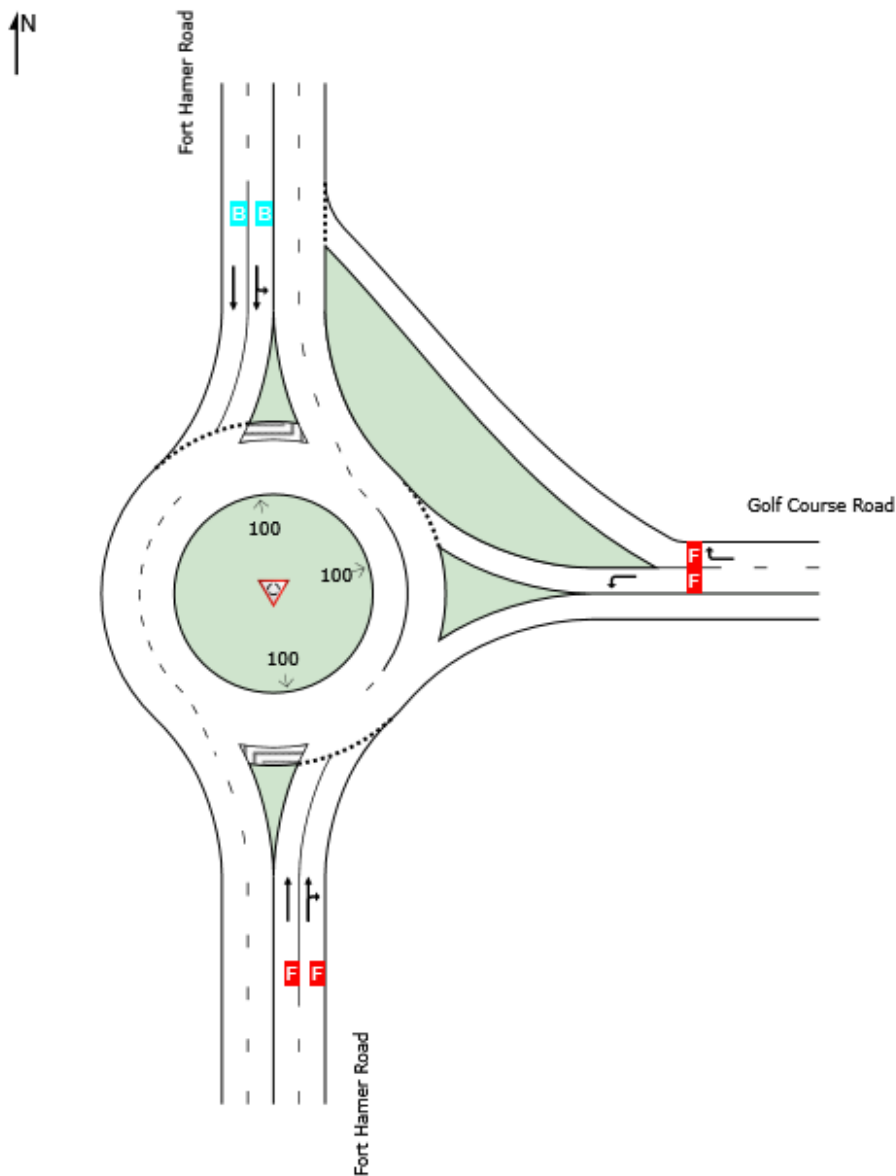
Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site

Site Category: (None)

Roundabout

	Approaches			Intersection
	South	East	North	
LOS	F	F	B	F



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if $v/c > 1$ irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

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Organisation: KIMLEY-HORN & ASSOCIATES INC | Licence: NETWORK / Enterprise Level 2 | Processed: Monday, March 4, 2024 2:56:58 PM

Project: \\kimley-horn.com\FL_TAM\TAM_Roadway\148400 -Manatee County\148400101 - Ft Hamer\PD&E\400_ENG\Traffic\08_Sidra\4-Ft Hamer Road & Golf Course Road\Public Hearing Geometry + 1 WBR\Ft Hamer Rd & Golf Course Rd.sip9

MOVEMENT SUMMARY

Site: 101 [2050 PM - Fort Hamer Road & Golf Course Road (Site Folder: General)]

New Site
 Site Category: (None)
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist ft]				
South: Fort Hamer Road														
8	T1	1845	2.0	1902	2.0	1.014	51.4	LOS F	55.1	1399.4	1.00	2.21	3.90	20.6
18	R2	202	2.0	208	2.0	1.014	51.4	LOS F	55.1	1399.4	1.00	2.21	3.90	20.1
Approach		2047	2.0	2110	2.0	1.014	51.4	LOS F	55.1	1399.4	1.00	2.21	3.90	20.5
East: Golf Course Road														
1	L2	295	1.0	304	1.0	1.106	126.2	LOS F	17.3	436.3	1.00	2.13	5.59	12.2
16	R2	329	1.0	339	1.0	1.234	170.9	LOS F	27.4	690.0	1.00	2.61	7.54	9.6
Approach		624	1.0	643	1.0	1.234	149.8	LOS F	27.4	690.0	1.00	2.38	6.62	10.7
North: Fort Hamer Road														
7	L2	304	2.0	313	2.0	0.577	10.7	LOS B	5.0	127.6	0.62	0.57	0.76	31.4
4	T1	901	2.0	929	2.0	0.577	10.7	LOS B	5.0	127.6	0.62	0.57	0.76	32.1
Approach		1205	2.0	1242	2.0	0.577	10.7	LOS B	5.0	127.6	0.62	0.57	0.76	31.9
All Vehicles		3876	1.8	3996	1.8	1.234	54.6	LOS F	55.1	1399.4	0.88	1.73	3.36	19.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Organisation: KIMLEY-HORN & ASSOCIATES INC | Licence: NETWORK / Enterprise | Processed: Friday, October 25, 2024 11:27:52 AM

Project: K:\TAM_Roadway\148400 -Manatee County\148400101 - Ft Hamer\PD&E\400_ENG\Traffic\08_Sidra\4-Ft Hamer Road & Golf Course Road\Public Hearing Geometry + 1 WBR\Ft Hamer Rd & Golf Course Rd.sip9

Appendix G – Safety Evaluation

Florida Department of Transportation
Safety Performance for Intersection Control Evaluation Tool

Results

Summary of crash prediction results for each alternative

Project Information

Project Name:	Ft. Hamer	Intersection Type	At-Grade Intersection
Intersection:	Fort Hamer Road & Rive Isle Run	Opening Year	2030
Agency:	Manatee County	Design Year	2050
Project Reference:	CIP #: 6054767 & 6054768	Facility Type	On Urban and Suburban Arterial
City:	Manatee County	Number of Legs	4-leg
State:	Florida	1-Way/2-Way	2-way Intersecting 2-way
Date:	3/1/2024	# of Major Street Lanes (both directions)	5 or fewer
Analyst:	Kimley Horn	Major Street Approach Speed	Less than 50 mph

Crash Prediction Summary

SSI Score

Control Strategy	Crash Type	Opening Year	Design Year	Total Project Life Cycle	Crash Prediction Rank	AADT Within SPF Prediction Range?		Source of Prediction	Opening Year	Design Year	Rank
						(Open Year)	(Design Year)				
Traffic Signal	Total	6.41	17.31	246.00	3	Yes	Yes	Calibrated SPF	97	85	2
	Fatal & Injury	2.20	6.23	87.02							
Minor Road Stop	Total	3.79	8.66	130.85	1	Yes	No	Calibrated SPF	95	78	3
	Fatal & Injury	1.58	3.95	57.83							
2-lane Roundabout	Total	9.98	24.13	355.25	2	Yes	No	Uncalibrated SPF	99	97	1
	Fatal & Injury	1.77	4.69	66.86							

Florida Department of Transportation
Safety Performance for Intersection Control Evaluation Tool

Results

Summary of crash prediction results for each alternative

Project Information

Project Name:	Fort Hamer	Intersection Type	At-Grade Intersection
Intersection:	Fort Hamer Road & Mulholland Road	Opening Year	2030
Agency:	Manatee County	Design Year	2050
Project Reference:	CIP #: 6054767 & 6054768	Facility Type	On Urban and Suburban Arterial
City:	Manatee County	Number of Legs	3-leg
State:	Florida	1-Way/2-Way	2-way Intersecting 2-way
Date:	3/1/2024	# of Major Street Lanes (both directions)	5 or fewer
Analyst:	Kimley Horn	Major Street Approach Speed	Less than 50 mph

Crash Prediction Summary

SSI Score

Control Strategy	Crash Type	Opening Year	Design Year	Total Project Life Cycle	Crash Prediction Rank	AADT Within SPF Prediction Range?		Source of Prediction	Opening Year	Design Year	Rank
						(Open Year)	(Design Year)				
Traffic Signal	Total	5.02	8.61	142.40	3	Yes	Yes	Calibrated SPF	99	97	2
	Fatal & Injury	1.85	3.03	51.11							
2-lane Roundabout	Total	6.75	10.92	185.21	1	Yes	No	Uncalibrated SPF	99	99	1
	Fatal & Injury	1.19	2.11	34.40							
Continuous Green-T Intersection	Total	4.81	8.26	136.70	2	N/A	N/A	CMF	99	97	3
	Fatal & Injury	1.57	2.58	43.44							

Florida Department of Transportation
Safety Performance for Intersection Control Evaluation Tool

Results

Summary of crash prediction results for each alternative

Project Information

Project Name:	Ft. Hamer	Intersection Type	At-Grade Intersection
Intersection:	Fort Hamer Road & Old Tampa Road	Opening Year	2030
Agency:	Manatee County	Design Year	2050
Project Reference:	CIP #: 6054767 & 6054768	Facility Type	On Urban and Suburban Arterial
City:	Manatee County	Number of Legs	4-leg
State:	Florida	1-Way/2-Way	2-way Intersecting 2-way
Date:	3/1/2024	# of Major Street Lanes (both directions)	5 or fewer
Analyst:	Kimley Horn	Major Street Approach Speed	Less than 50 mph

Crash Prediction Summary

SSI Score

Control Strategy	Crash Type	Opening Year	Design Year	Total Project Life Cycle	Crash Prediction Rank	AADT Within SPF Prediction Range?		Source of Prediction	Opening Year	Design Year	Rank
						(Open Year)	(Design Year)				
Traffic Signal	Total	7.69	14.87	235.13	2	Yes	Yes	Calibrated SPF	93	82	2
	Fatal & Injury	2.60	5.21	81.31							
2-lane Roundabout	Total	13.27	24.75	397.65	1	Yes	No	Uncalibrated SPF	98	96	1
	Fatal & Injury	2.43	4.82	75.57							

Florida Department of Transportation
Safety Performance for Intersection Control Evaluation Tool

Results

Summary of crash prediction results for each alternative

Project Information

Project Name:	Ft. Hamer	Intersection Type	At-Grade Intersection
Intersection:	Fort Hamer Road & Golf Course Road	Opening Year	2030
Agency:	Manatee County	Design Year	2050
Project Reference:	CIP #: 6054767 & 6054768	Facility Type	On Urban and Suburban Arterial
City:	Manatee County	Number of Legs	3-leg
State:	Florida	1-Way/2-Way	2-way Intersecting 2-way
Date:	3/1/2024	# of Major Street Lanes (both directions)	5 or fewer
Analyst:	Kimley Horn	Major Street Approach Speed	Less than 50 mph

Crash Prediction Summary

SSI Score

Control Strategy	Crash Type	Opening Year	Design Year	Total Project Life Cycle	Crash Prediction Rank	AADT Within SPF Prediction Range?		Source of Prediction	Opening Year	Design Year	Rank
						(Open Year)	(Design Year)				
Traffic Signal	Total	5.25	11.50	174.71	3	Yes	Yes	Calibrated SPF	98	93	2
	Fatal & Injury	1.86	3.82	59.42							
2-lane Roundabout	Total	7.01	13.70	216.75	1	Yes	No	Uncalibrated SPF	99	98	1
	Fatal & Injury	1.25	2.75	41.53							
Continuous Green-T Intersection	Total	5.04	11.04	167.72	2	N/A	N/A	CMF	98	92	3
	Fatal & Injury	1.58	3.25	50.51							

Florida Department of Transportation
Safety Performance for Intersection Control Evaluation Tool

Results

Summary of crash prediction results for each alternative

Project Information

Project Name:	Ft. Hamer	Intersection Type	At-Grade Intersection
Intersection:	Fort Hamer Road & US 301	Opening Year	2030
Agency:	Manatee County	Design Year	2050
Project Reference:	CIP #: 6054767 & 6054768	Facility Type	On Urban and Suburban Arterial
City:	Manatee County	Number of Legs	4-leg
State:	Florida	1-Way/2-Way	2-way Intersecting 2-way
Date:	3/1/2024	# of Major Street Lanes (both directions)	5 or fewer
Analyst:	Kimley Horn	Major Street Approach Speed	50+ mph

Crash Prediction Summary

SSI Score

Control Strategy	Crash Type	Opening Year	Design Year	Total Project Life Cycle	Crash Prediction Rank	AADT Within SPF Prediction Range?		Source of Prediction	Opening Year	Design Year	Rank
						(Open Year)	(Design Year)				
Traffic Signal	Total	8.01	19.01	280.63	4	Yes	No	Uncalibrated SPF	86	54	1
	Fatal & Injury	2.69	5.96	90.33							
Displaced Left Turn (DLT)	Total	7.05	16.73	246.95	2	N/A	N/A	CMF	75	31	6
	Fatal & Injury	2.37	5.24	79.49							
Median U-Turn (MUT)	Total	5.05	11.98	176.80	1	N/A	N/A	CMF	82	44	5
	Fatal & Injury	2.04	4.53	68.65							
Signalized RCUT	Total	7.34	21.79	297.08	3	No	No	Uncalibrated SPF	84	48	4
	Fatal & Injury	1.90	6.16	81.49							
Signalized Thru-Cut	Total	No SPF	No SPF	No SPF	--	N/A	N/A	N/A	84	48	3
	Fatal & Injury	No SPF	No SPF	No SPF							
Bowtie	Total	No SPF	No SPF	No SPF	--	N/A	N/A	N/A	86	54	2
	Fatal & Injury	No SPF	No SPF	No SPF							


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CMF / CRF DETAILS

CMF ID: 7571

CONVERT 2 LANE ROADWAY TO 4 LANE DIVIDED ROADWAY

DESCRIPTION: CONVERSION OF URBAN AND RURAL TWO-LANE ROADWAYS TO FOUR-LANE DIVIDED ROADWAYS

PRIOR CONDITION: 2 LANE ROADWAY

CATEGORY: ROADWAY

STUDY: [EVALUATION OF THE SAFETY EFFECTIVENESS OF THE CONVERSION OF TWO-LANE ROADWAYS TO FOUR-LANE DIVIDED ROADWAYS: BAYESIAN VS. EMPIRICAL BAYES, AHMED ET AL., 2015](#)

Star Quality Rating: [VIEW SCORE DETAILS]

Rating Points Total: 125

Crash Modification Factor (CMF)

Value: 0.549

Adjusted Standard Error:

Unadjusted Standard Error: 0.082

Crash Reduction Factor (CRF)

Value: 45.13 (This value indicates a decrease in crashes)

Adjusted Standard Error:

Unadjusted Standard Error: 8.24

Applicability

Crash Type: All

Crash Severity: K (fatal),A (serious injury),B (minor injury),C (possible injury)

Roadway Types: Not specified

Street Type:

Minimum Number of Lanes: 2

Maximum Number of Lanes: 2

Number of Lanes Direction:

Number of Lanes Comment:

Crash Weather: Not specified

Road Division Type: Undivided

Minimum Speed Limit:

Maximum Speed Limit:

Speed Unit:	
Speed Limit Comment:	
Area Type:	Rural
Traffic Volume:	
Average Traffic Volume:	9539 Annual Average Daily Traffic (AADT)
Time of Day:	All
<i>If countermeasure is intersection-based</i>	
Intersection Type:	
Intersection Geometry:	
Traffic Control:	
Major Road Traffic Volume:	
Minor Road Traffic Volume:	
Average Major Road Volume :	
Average Minor Road Volume :	
Development Details	
Date Range of Data Used:	2002 to 2012
Municipality:	
State:	FL
Country:	USA
Type of Methodology Used:	Before/after using empirical Bayes or full Bayes
Sample Size (crashes):	82 crashes before, 72 crashes after
Other Details	
Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Nov 01, 2015
Comments:	

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CMF / CRF DETAILS

CMF ID: 2375

INSTALL CURB AND GUTTER

DESCRIPTION: INSTALL AASHTO TYPE B CURB ALONG THE OUTSIDE (RIGHT) SHOULDER OF FOUR-LANE SUBURBAN ROADWAYS.

PRIOR CONDITION: SUBURBAN FOUR-LANE FACILITIES WITHOUT CURB ON THE OUTSIDE (RIGHT) SHOULDER. ALL ROADS HAVE EITHER TWO-WAY LEFT-TURN LANES OR NON-TRAVERSABLE MEDIANS.

CATEGORY: SHOULDER TREATMENTS

STUDY: [COLLISION MODELS FOR MULTILANE HIGHWAY SEGMENTS TO EXAMINE THE SAFETY OF CURBS, BAEK AND HUMMER, 2008](#)

Star Quality Rating: [VIEW SCORE DETAILS]

Rating Points Total: 110

Crash Modification Factor (CMF)

Value: 0.89

Adjusted Standard Error:

Unadjusted Standard Error:

Crash Reduction Factor (CRF)

Value: 11 (This value indicates a decrease in crashes)

Adjusted Standard Error:

Unadjusted Standard Error:

Applicability

Crash Type: All

Crash Severity: All

Roadway Types: Not Specified

Street Type:

Minimum Number of Lanes: 4

Maximum Number of Lanes: 4

Number of Lanes Direction:

Number of Lanes Comment:

Crash Weather: Not specified

Road Division Type: Divided by Median

Minimum Speed Limit: 45

Maximum Speed Limit: 55

Speed Unit: mph

Speed Limit Comment:	
Area Type:	Suburban
Traffic Volume:	Minimum of 8333 to Maximum of 57138
Average Traffic Volume:	
Time of Day:	All
<i>If countermeasure is intersection-based</i>	
Intersection Type:	
Intersection Geometry:	
Traffic Control:	
Major Road Traffic Volume:	
Minor Road Traffic Volume:	
Average Major Road Volume :	
Average Minor Road Volume :	
Development Details	
Date Range of Data Used:	2001 to 2003
Municipality:	
State:	NC
Country:	
Type of Methodology Used:	Regression cross-section
Sample Size (crashes):	2274 crashes
Other Details	
Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Jan 01, 1970
Comments:	

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CMF / CRF DETAILS

CMF ID: 9250

INSTALL SHARED PATH

DESCRIPTION:

PRIOR CONDITION: NO SHARED PATH PRESENT

CATEGORY: BICYCLISTS

STUDY: [STATEWIDE ANALYSIS OF BICYCLE CRASHES, ALLURI ET AL., 2017](#)

Star Quality Rating: [\[VIEW SCORE DETAILS\]](#)

Rating Points Total: 50

Crash Modification Factor (CMF)

Value: 0.75

Adjusted Standard Error:

Unadjusted Standard Error:

Crash Reduction Factor (CRF)

Value: 25 (This value indicates a *decrease* in crashes)

Adjusted Standard Error:

Unadjusted Standard Error:

Applicability

Crash Type: Vehicle/bicycle

Crash Severity: All

Roadway Types: Principal Arterial Other

Street Type:

Minimum Number of Lanes: 6

Maximum Number of Lanes: 6

Number of Lanes Direction:

Number of Lanes Comment:

Crash Weather: Not specified

Road Division Type: Divided by Median

Minimum Speed Limit:

Maximum Speed Limit:

Speed Unit:

Speed Limit Comment:	
Area Type:	Urban
Traffic Volume:	Minimum of 5700 to Maximum of 98500 Annual Average Daily Traffic (AADT)
Average Traffic Volume:	42085 Annual Average Daily Traffic (AADT)
Time of Day:	Not specified
<i>If countermeasure is intersection-based</i>	
Intersection Type:	
Intersection Geometry:	
Traffic Control:	
Major Road Traffic Volume:	
Minor Road Traffic Volume:	
Average Major Road Volume :	
Average Minor Road Volume :	
Development Details	
Date Range of Data Used:	2011 to 2014
Municipality:	
State:	FL
Country:	
Type of Methodology Used:	Regression cross-section
Sample Size (crashes):	2049 crashes
Sample Size (miles):	1209 miles
Other Details	
Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Jun 17, 2018
Comments:	Minor arterial, major collector, and minor collector facility types were also included.

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CMF / CRF DETAILS

CMF ID: 209

CONVERSION OF SIGNALIZED INTERSECTION INTO SINGLE- OR MULTI-LANE ROUNDABOUT

DESCRIPTION:

PRIOR CONDITION: *NO PRIOR CONDITION(S)*

CATEGORY: INTERSECTION GEOMETRY

STUDY: [OBSERVATIONAL BEFORE-AFTER STUDY OF THE SAFETY EFFECT OF U.S. ROUNDABOUT CONVERSIONS USING THE EMPIRICAL BAYES METHOD, PERSAUD ET AL., 2001](#)Star Quality Rating: [\[VIEW SCORE DETAILS\]](#)

Rating Points Total: 130

Crash Modification Factor (CMF)

Value: 0.65

Adjusted Standard Error: 0.16

Unadjusted Standard Error: 0.09

Crash Reduction Factor (CRF)

Value: 35 *(This value indicates a decrease in crashes)*

Adjusted Standard Error: 16

Unadjusted Standard Error: 9

Applicability

Crash Type: All

Crash Severity: All

Roadway Types: Not specified

Street Type:

Minimum Number of Lanes:

Maximum Number of Lanes:

Number of Lanes Direction:

Number of Lanes Comment:

Crash Weather: Not specified

Road Division Type:

Minimum Speed Limit:

Maximum Speed Limit:

Speed Unit:

Speed Limit Comment:	
Area Type:	Urban
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	
<i>If countermeasure is intersection-based</i>	
Intersection Type:	Roadway/roadway (not interchange related)
Intersection Geometry:	Not specified
Traffic Control:	Stop-controlled
Major Road Traffic Volume:	
Minor Road Traffic Volume:	
Average Major Road Volume :	
Average Minor Road Volume :	
Development Details	
Date Range of Data Used:	
Municipality:	
State:	
Country:	
Type of Methodology Used:	Before/after using empirical Bayes or full Bayes
Other Details	
Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Dec 01, 2009
Comments:	

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CMF / CRF DETAILS

CMF ID: 4876

CONVERSION OF STOP-CONTROLLED INTERSECTION TO ROUNDABOUT

DESCRIPTION: CONVERSION OF STOP-CONTROLLED INTERSECTION TO ROUNDABOUT

PRIOR CONDITION: STOP-CONTROLLED INTERSECTION NOT AT AN INTERCHANGE

CATEGORY: INTERSECTION GEOMETRY

STUDY: [EVALUATING THE PERFORMANCE AND SAFETY EFFECTIVENESS OF ROUNDABOUTS., 2011](#)

Star Quality Rating: [VIEW SCORE DETAILS]

Rating Points Total: 125

Crash Modification Factor (CMF)

Value: 0.581

Adjusted Standard Error:

Unadjusted Standard Error: 0.13

Crash Reduction Factor (CRF)

Value: 41.9 (This value indicates a decrease in crashes)

Adjusted Standard Error:

Unadjusted Standard Error: 13

Applicability

Crash Type: All

Crash Severity: A (serious injury),B (minor injury),C (possible injury)

Roadway Types: All

Street Type:

Minimum Number of Lanes:

Maximum Number of Lanes:

Number of Lanes Direction:

Number of Lanes Comment:

Crash Weather: Not specified

Road Division Type:

Minimum Speed Limit:

Maximum Speed Limit:

Speed Unit:

Speed Limit Comment:	
Area Type:	All
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	All
<i>If countermeasure is intersection-based</i>	
Intersection Type:	
Intersection Geometry:	No values chosen.
Traffic Control:	Roundabout
Major Road Traffic Volume:	Minimum of 1000 to Maximum of 26366 Annual Average Daily Traffic (AADT)
Minor Road Traffic Volume:	Minimum of 500 to Maximum of 13750 Annual Average Daily Traffic (AADT)
Average Major Road Volume :	11181 Annual Average Daily Traffic (AADT)
Average Minor Road Volume :	5600 Annual Average Daily Traffic (AADT)
Development Details	
Date Range of Data Used:	2001 to 2010
Municipality:	
State:	MI
Country:	
Type of Methodology Used:	Before/after using empirical Bayes or full Bayes
Sample Size (crashes):	29 crashes after
Other Details	
Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	May 01, 2013
Comments:	At NON-interchange locations ONLY

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No Build - Upper Manatee River Road to Rive Isle Run

Highway Safety Software Urban Segment Report

Project Information

Analyst	KHA	Date	10/3/2024
Jurisdiction	Manatee County	Analysis Year	2050
Project Description	No Build	Section Number	1

Input Data

Segment Type	Two-Lane Undivided Segment (2U)		
Length of Segment (mi)	0.900	AADT (veh/day)	27600
Median Width (ft)	15	Lighting	Yes
Type of On-Street Parking	None	On-Street Parking Curb Length (mi)	-
Auto. Speed Enforcement	No	Posted Speed (mi/h)	45
Roadside Fixed Object Density (obj./mi)	-	Roadside Fixed Object Offset (ft)	-
# Major Commercial Driveways	0	# Minor Commercial Driveways	0
# Major Industrial/Insti. Driveways	0	# Minor Industrial/Insti. Driveways	0
# Major Residential Driveways	1	# Minor Residential Driveways	0
# Other Driveways	0	Calibration Factor	1.00

Crash Modification Factors

On-Street Parking - CMF1	1.000	Lighting - CMF4	0.932
Roadside Fixed Objects - CMF2	1.000	Auto. Speed Enforcement - CMF5	1.000
Median Width - CMF3	1.000	Combined CMF	0.932

Predicted Roadway Section Crashes

Crash Severity	Predicted Crash Frequency	Crash Rate (crashes/mi/year)
Fatal and Injury (FI)	1.997	2.218
Property Damage Only (PDO)	5.239	5.822
Total	7.236	8.040

Expected Roadway Section Crashes

Crash Severity	Expected Crash Frequency	Expected Crash Rate (crashes/mi/year)
Fatal and Injury (FI)	0.853	0.948
Property Damage Only (PDO)	2.239	2.488
Total	3.092	3.436

Economic Analysis (Expected Crashes)

Crash Severity	Per Crash Societal Crash Cost	Expected Annual Crashes	Total Societal Crash Cost
Fatal and Injury (FI)	\$158,200.00	0.853	\$134,965.50
Property Damage Only (PDO)	\$7,400.00	2.239	\$16,567.62
Total	-	3.092	\$151,533.13

No Build - Rive Isle Run to Mulholland Road

Highway Safety Software Urban Segment Report

Project Information

Analyst	KHA	Date	10/3/2024
Jurisdiction	Manatee County	Analysis Year	2050
Project Description	No Build	Section Number	2

Input Data

Segment Type	Two-Lane Undivided Segment (2U)		
Length of Segment (mi)	0.600	AADT (veh/day)	27300
Median Width (ft)	15	Lighting	Yes
Type of On-Street Parking	None	On-Street Parking Curb Length (mi)	-
Auto. Speed Enforcement	No	Posted Speed (mi/h)	45
Roadside Fixed Object Density (obj./mi)	-	Roadside Fixed Object Offset (ft)	-
# Major Commercial Driveways	0	# Minor Commercial Driveways	0
# Major Industrial/Insti. Driveways	0	# Minor Industrial/Insti. Driveways	0
# Major Residential Driveways	0	# Minor Residential Driveways	7
# Other Driveways	0	Calibration Factor	1.00

Crash Modification Factors

On-Street Parking - CMF1	1.000	Lighting - CMF4	0.932
Roadside Fixed Objects - CMF2	1.000	Auto. Speed Enforcement - CMF5	1.000
Median Width - CMF3	1.000	Combined CMF	0.932

Predicted Roadway Section Crashes

Crash Severity	Predicted Crash Frequency	Crash Rate (crashes/mi/year)
Fatal and Injury (FI)	1.341	2.235
Property Damage Only (PDO)	3.502	5.836
Total	4.843	8.071

Expected Roadway Section Crashes

Crash Severity	Expected Crash Frequency	Expected Crash Rate (crashes/mi/year)
Fatal and Injury (FI)	0.896	1.493
Property Damage Only (PDO)	2.339	3.899
Total	3.235	5.392

Economic Analysis (Expected Crashes)

Crash Severity	Per Crash Societal Crash Cost	Expected Annual Crashes	Total Societal Crash Cost
Fatal and Injury (FI)	\$158,200.00	0.896	\$141,730.47
Property Damage Only (PDO)	\$7,400.00	2.339	\$17,309.38
Total	-	3.235	\$159,039.85

Highway Safety Software Urban Segment Report

Project Information

Analyst	KHA	Date	10/3/2024
Jurisdiction	Manatee County	Analysis Year	2050
Project Description	No Build	Section Number	3

Input Data

Segment Type	Two-Lane Undivided Segment (2U)		
Length of Segment (mi)	0.900	AADT (veh/day)	28000
Median Width (ft)	15	Lighting	No
Type of On-Street Parking	None	On-Street Parking Curb Length (mi)	-
Auto. Speed Enforcement	No	Posted Speed (mi/h)	45
Roadside Fixed Object Density (obj./mi)	-	Roadside Fixed Object Offset (ft)	-
# Major Commercial Driveways	0	# Minor Commercial Driveways	0
# Major Industrial/Insti. Driveways	2	# Minor Industrial/Insti. Driveways	0
# Major Residential Driveways	2	# Minor Residential Driveways	4
# Other Driveways	0	Calibration Factor	1.00

Crash Modification Factors

On-Street Parking - CMF1	1.000	Lighting - CMF4	1.000
Roadside Fixed Objects - CMF2	1.000	Auto. Speed Enforcement - CMF5	1.000
Median Width - CMF3	1.000	Combined CMF	1.000

Predicted Roadway Section Crashes

Crash Severity	Predicted Crash Frequency	Crash Rate (crashes/mi/year)
Fatal and Injury (FI)	2.495	2.772
Property Damage Only (PDO)	6.367	7.075
Total	8.862	9.846

Expected Roadway Section Crashes

Crash Severity	Expected Crash Frequency	Expected Crash Rate (crashes/mi/year)
Fatal and Injury (FI)	1.502	1.668
Property Damage Only (PDO)	3.832	4.258
Total	5.334	5.927

Economic Analysis (Expected Crashes)

Crash Severity	Per Crash Societal Crash Cost	Expected Annual Crashes	Total Societal Crash Cost
Fatal and Injury (FI)	\$158,200.00	1.502	\$237,548.98
Property Damage Only (PDO)	\$7,400.00	3.832	\$28,359.95
Total	-	5.334	\$265,908.93

No Build - Old Tampa Road to Golf Course Road

Highway Safety Software Urban Segment Report

Project Information

Analyst	KHA	Date	10/3/2024
Jurisdiction	Manatee County	Analysis Year	2050
Project Description	No Build	Section Number	4

Input Data

Segment Type	Two-Lane Undivided Segment (2U)		
Length of Segment (mi)	0.600	AADT (veh/day)	22300
Median Width (ft)	15	Lighting	No
Type of On-Street Parking	None	On-Street Parking Curb Length (mi)	-
Auto. Speed Enforcement	No	Posted Speed (mi/h)	45
Roadside Fixed Object Density (obj./mi)	-	Roadside Fixed Object Offset (ft)	-
# Major Commercial Driveways	0	# Minor Commercial Driveways	0
# Major Industrial/Insti. Driveways	0	# Minor Industrial/Insti. Driveways	0
# Major Residential Driveways	1	# Minor Residential Driveways	0
# Other Driveways	0	Calibration Factor	1.00

Crash Modification Factors

On-Street Parking - CMF1	1.000	Lighting - CMF4	1.000
Roadside Fixed Objects - CMF2	1.000	Auto. Speed Enforcement - CMF5	1.000
Median Width - CMF3	1.000	Combined CMF	1.000

Predicted Roadway Section Crashes

Crash Severity	Predicted Crash Frequency	Crash Rate (crashes/mi/year)
Fatal and Injury (FI)	1.053	1.755
Property Damage Only (PDO)	2.766	4.610
Total	3.820	6.366

Expected Roadway Section Crashes

Crash Severity	Expected Crash Frequency	Expected Crash Rate (crashes/mi/year)
Fatal and Injury (FI)	0.649	1.081
Property Damage Only (PDO)	1.703	2.839
Total	2.352	3.920

Economic Analysis (Expected Crashes)

Crash Severity	Per Crash Societal Crash Cost	Expected Annual Crashes	Total Societal Crash Cost
Fatal and Injury (FI)	\$158,200.00	0.649	\$102,609.83
Property Damage Only (PDO)	\$7,400.00	1.703	\$12,605.10
Total	-	2.352	\$115,214.93

Highway Safety Software Urban Segment Report

Project Information

Analyst	KHA	Date	10/3/2024
Jurisdiction	Manatee County	Analysis Year	2050
Project Description	No Build	Section Number	5

Input Data

Segment Type	Two-Lane Undivided Segment (2U)		
Length of Segment (mi)	0.800	AADT (veh/day)	27400
Median Width (ft)	15	Lighting	No
Type of On-Street Parking	None	On-Street Parking Curb Length (mi)	-
Auto. Speed Enforcement	No	Posted Speed (mi/h)	45
Roadside Fixed Object Density (obj./mi)	-	Roadside Fixed Object Offset (ft)	-
# Major Commercial Driveways	0	# Minor Commercial Driveways	0
# Major Industrial/Insti. Driveways	0	# Minor Industrial/Insti. Driveways	1
# Major Residential Driveways	3	# Minor Residential Driveways	5
# Other Driveways	0	Calibration Factor	1.00

Crash Modification Factors

On-Street Parking - CMF1	1.000	Lighting - CMF4	1.000
Roadside Fixed Objects - CMF2	1.000	Auto. Speed Enforcement - CMF5	1.000
Median Width - CMF3	1.000	Combined CMF	1.000

Predicted Roadway Section Crashes

Crash Severity	Predicted Crash Frequency	Crash Rate (crashes/mi/year)
Fatal and Injury (FI)	2.053	2.566
Property Damage Only (PDO)	5.290	6.612
Total	7.343	9.178

Expected Roadway Section Crashes

Crash Severity	Expected Crash Frequency	Expected Crash Rate (crashes/mi/year)
Fatal and Injury (FI)	0.990	1.238
Property Damage Only (PDO)	2.551	3.189
Total	3.541	4.426

Economic Analysis (Expected Crashes)

Crash Severity	Per Crash Societal Crash Cost	Expected Annual Crashes	Total Societal Crash Cost
Fatal and Injury (FI)	\$158,200.00	0.990	\$156,627.91
Property Damage Only (PDO)	\$7,400.00	2.551	\$18,876.94
Total	-	3.541	\$175,504.84

Highway Safety Software Urban Segment Report

Project Information

Analyst	KHA	Date	10/3/2024
Jurisdiction	Manatee County	Analysis Year	2050
Project Description	Build - Preferred Alternative	Section Number	1

Input Data

Segment Type	Four-Lane Divided Segment (4D)		
Length of Segment (mi)	0.900	AADT (veh/day)	43000
Median Width (ft)	22	Lighting	Yes
Type of On-Street Parking	None	On-Street Parking Curb Length (mi)	-
Auto. Speed Enforcement	No	Posted Speed (mi/h)	45
Roadside Fixed Object Density (obj./mi)	-	Roadside Fixed Object Offset (ft)	-
# Major Commercial Driveways	0	# Minor Commercial Driveways	0
# Major Industrial/Insti. Driveways	0	# Minor Industrial/Insti. Driveways	0
# Major Residential Driveways	1	# Minor Residential Driveways	0
# Other Driveways	0	Calibration Factor	1.00

Crash Modification Factors

On-Street Parking - CMF1	1.000	Lighting - CMF4	0.914
Roadside Fixed Objects - CMF2	1.000	Auto. Speed Enforcement - CMF5	1.000
Median Width - CMF3	0.990	Combined CMF	0.905

Predicted Roadway Section Crashes

Crash Severity	Predicted Crash Frequency	Crash Rate (crashes/mi/year)
Fatal and Injury (FI)	2.252	2.502
Property Damage Only (PDO)	5.907	6.564
Total	8.159	9.066

Expected Roadway Section Crashes

Crash Severity	Expected Crash Frequency	Expected Crash Rate (crashes/mi/year)
Fatal and Injury (FI)	0.742	0.825
Property Damage Only (PDO)	1.947	2.163
Total	2.689	2.988

Economic Analysis (Expected Crashes)

Crash Severity	Per Crash Societal Crash Cost	Expected Annual Crashes	Total Societal Crash Cost
Fatal and Injury (FI)	\$158,200.00	0.742	\$117,403.30
Property Damage Only (PDO)	\$7,400.00	1.947	\$14,406.92
Total	-	2.689	\$131,810.22

Build - Rive Isle Run to Mulholland Road

Highway Safety Software Urban Segment Report

Project Information

Analyst	KHA	Date	10/3/2024
Jurisdiction	Manatee County	Analysis Year	2050
Project Description	Build - Preferred Alternative	Section Number	2

Input Data

Segment Type	Four-Lane Divided Segment (4D)		
Length of Segment (mi)	0.600	AADT (veh/day)	32000
Median Width (ft)	22	Lighting	Yes
Type of On-Street Parking	None	On-Street Parking Curb Length (mi)	-
Auto. Speed Enforcement	No	Posted Speed (mi/h)	40
Roadside Fixed Object Density (obj./mi)	-	Roadside Fixed Object Offset (ft)	-
# Major Commercial Driveways	0	# Minor Commercial Driveways	0
# Major Industrial/Insti. Driveways	0	# Minor Industrial/Insti. Driveways	0
# Major Residential Driveways	0	# Minor Residential Driveways	7
# Other Driveways	0	Calibration Factor	1.00

Crash Modification Factors

On-Street Parking - CMF1	1.000	Lighting - CMF4	0.914
Roadside Fixed Objects - CMF2	1.000	Auto. Speed Enforcement - CMF5	1.000
Median Width - CMF3	1.000	Combined CMF	0.914

Predicted Roadway Section Crashes

Crash Severity	Predicted Crash Frequency	Crash Rate (crashes/mi/year)
Fatal and Injury (FI)	1.058	1.764
Property Damage Only (PDO)	2.748	4.580
Total	3.807	6.345

Expected Roadway Section Crashes

Crash Severity	Expected Crash Frequency	Expected Crash Rate (crashes/mi/year)
Fatal and Injury (FI)	0.759	1.265
Property Damage Only (PDO)	1.970	3.284
Total	2.729	4.548

Economic Analysis (Expected Crashes)

Crash Severity	Per Crash Societal Crash Cost	Expected Annual Crashes	Total Societal Crash Cost
Fatal and Injury (FI)	\$158,200.00	0.759	\$120,038.42
Property Damage Only (PDO)	\$7,400.00	1.970	\$14,579.65
Total	-	2.729	\$134,618.08

Highway Safety Software Urban Segment Report

Project Information

Analyst	KHA	Date	10/3/2024
Jurisdiction	Manatee County	Analysis Year	2050
Project Description	Build - Preferred Alternative	Section Number	3

Input Data

Segment Type	Four-Lane Divided Segment (4D)		
Length of Segment (mi)	0.900	AADT (veh/day)	33000
Median Width (ft)	22	Lighting	No
Type of On-Street Parking	None	On-Street Parking Curb Length (mi)	-
Auto. Speed Enforcement	No	Posted Speed (mi/h)	40
Roadside Fixed Object Density (obj./mi)	-	Roadside Fixed Object Offset (ft)	-
# Major Commercial Driveways	0	# Minor Commercial Driveways	0
# Major Industrial/Insti. Driveways	2	# Minor Industrial/Insti. Driveways	0
# Major Residential Driveways	2	# Minor Residential Driveways	4
# Other Driveways	0	Calibration Factor	1.00

Crash Modification Factors

On-Street Parking - CMF1	1.000	Lighting - CMF4	1.000
Roadside Fixed Objects - CMF2	1.000	Auto. Speed Enforcement - CMF5	1.000
Median Width - CMF3	1.000	Combined CMF	1.000

Predicted Roadway Section Crashes

Crash Severity	Predicted Crash Frequency	Crash Rate (crashes/mi/year)
Fatal and Injury (FI)	1.869	2.077
Property Damage Only (PDO)	4.840	5.378
Total	6.709	7.455

Expected Roadway Section Crashes

Crash Severity	Expected Crash Frequency	Expected Crash Rate (crashes/mi/year)
Fatal and Injury (FI)	1.151	1.279
Property Damage Only (PDO)	2.979	3.310
Total	4.130	4.589

Economic Analysis (Expected Crashes)

Crash Severity	Per Crash Societal Crash Cost	Expected Annual Crashes	Total Societal Crash Cost
Fatal and Injury (FI)	\$158,200.00	1.151	\$182,048.40
Property Damage Only (PDO)	\$7,400.00	2.979	\$22,046.46
Total	-	4.130	\$204,094.86

Highway Safety Software Urban Segment Report

Project Information

Analyst	KHA	Date	10/3/2024
Jurisdiction	Manatee County	Analysis Year	2050
Project Description	Build - Preferred Alternative	Section Number	4

Input Data

Segment Type	Four-Lane Divided Segment (4D)		
Length of Segment (mi)	0.600	AADT (veh/day)	31000
Median Width (ft)	22	Lighting	No
Type of On-Street Parking	None	On-Street Parking Curb Length (mi)	-
Auto. Speed Enforcement	No	Posted Speed (mi/h)	40
Roadside Fixed Object Density (obj./mi)	-	Roadside Fixed Object Offset (ft)	-
# Major Commercial Driveways	0	# Minor Commercial Driveways	0
# Major Industrial/Insti. Driveways	0	# Minor Industrial/Insti. Driveways	0
# Major Residential Driveways	1	# Minor Residential Driveways	0
# Other Driveways	0	Calibration Factor	1.00

Crash Modification Factors

On-Street Parking - CMF1	1.000	Lighting - CMF4	1.000
Roadside Fixed Objects - CMF2	1.000	Auto. Speed Enforcement - CMF5	1.000
Median Width - CMF3	1.000	Combined CMF	1.000

Predicted Roadway Section Crashes

Crash Severity	Predicted Crash Frequency	Crash Rate (crashes/mi/year)
Fatal and Injury (FI)	1.112	1.853
Property Damage Only (PDO)	2.885	4.809
Total	3.997	6.662

Expected Roadway Section Crashes

Crash Severity	Expected Crash Frequency	Expected Crash Rate (crashes/mi/year)
Fatal and Injury (FI)	0.547	0.912
Property Damage Only (PDO)	1.420	2.366
Total	1.967	3.278

Economic Analysis (Expected Crashes)

Crash Severity	Per Crash Societal Crash Cost	Expected Annual Crashes	Total Societal Crash Cost
Fatal and Injury (FI)	\$158,200.00	0.547	\$86,552.63
Property Damage Only (PDO)	\$7,400.00	1.420	\$10,507.19
Total	-	1.967	\$97,059.83

Highway Safety Software Urban Segment Report

Project Information

Analyst	KHA	Date	10/3/2024
Jurisdiction	Manatee County	Analysis Year	2050
Project Description	Build - Preferred Alternative	Section Number	5

Input Data

Segment Type	Four-Lane Divided Segment (4D)		
Length of Segment (mi)	0.800	AADT (veh/day)	37000
Median Width (ft)	22	Lighting	No
Type of On-Street Parking	None	On-Street Parking Curb Length (mi)	-
Auto. Speed Enforcement	No	Posted Speed (mi/h)	40
Roadside Fixed Object Density (obj./mi)	-	Roadside Fixed Object Offset (ft)	-
# Major Commercial Driveways	0	# Minor Commercial Driveways	0
# Major Industrial/Insti. Driveways	0	# Minor Industrial/Insti. Driveways	1
# Major Residential Driveways	3	# Minor Residential Driveways	5
# Other Driveways	0	Calibration Factor	1.00

Crash Modification Factors

On-Street Parking - CMF1	1.000	Lighting - CMF4	1.000
Roadside Fixed Objects - CMF2	1.000	Auto. Speed Enforcement - CMF5	1.000
Median Width - CMF3	1.000	Combined CMF	1.000

Predicted Roadway Section Crashes

Crash Severity	Predicted Crash Frequency	Crash Rate (crashes/mi/year)
Fatal and Injury (FI)	1.885	2.357
Property Damage Only (PDO)	4.904	6.130
Total	6.790	8.487

Expected Roadway Section Crashes

Crash Severity	Expected Crash Frequency	Expected Crash Rate (crashes/mi/year)
Fatal and Injury (FI)	0.761	0.952
Property Damage Only (PDO)	1.981	2.476
Total	2.742	3.428

Economic Analysis (Expected Crashes)

Crash Severity	Per Crash Societal Crash Cost	Expected Annual Crashes	Total Societal Crash Cost
Fatal and Injury (FI)	\$158,200.00	0.761	\$120,448.25
Property Damage Only (PDO)	\$7,400.00	1.981	\$14,656.68
Total	-	2.742	\$135,104.94



Fort Hamer Road PD&E Study

County Project Manager: Tony Russo, P.E.
Manatee County Public Works
1022 26th Avenue East
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