INTERSECTION ANALYSIS

RWG CZ380 F7

for

Section 10270, S.R. 60 (Memorial Highway) at Kennedy Boulevard M.P. 1.237



GREINER, INC., TAMPA, FL

Prepared For:

FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT VII

Project No. 99007-1521 W.P.A. No. 7110017

Authorization No. 5 Assignment No. 2

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DSA CM No. 90026-F

May 1991



EXECUTIVE SUMMARY

This study examines the traffic operation and safety at the S.R. 60 (Memorial Highway)/Kennedy Boulevard intersection.

To improve the present operation of the intersection, we recommend the following:

- i) Alter the lane designation in Sherrill Street to an exclusive right lane and a shared left and through lane. This will reduce the number of times the Sherrill Street signal phase operates.
- ii) Modify existing traffic signal timings (currently implemented by the City of Tampa) to reflect the heavy left-turn movement from the north to the east.
- Modify the eastbound approach lane configuration to one left turn lane, two through lanes and a shared through and right lane, and alter the eastbound left turn signal control to protected/permitted operation. These changes will eliminate the existing eastbound left turn trap lane condition on the eastbound approach without detriment to the operation of the intersection.

These improvements are short-term relating to existing traffic volumes. Future traffic growth (including the construction of the Northwest Expressway) will result in the current geometry of this intersection becoming inadequate.

To ensure adequate operation of this intersection for the next ten years and beyond, we recommend that detailed consideration be given to the re-alignment of the intersection so that Memorial Highway (north) and Kennedy Boulevard (east) form the through legs of the intersection. This proposal is shown on the attached Plan.



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SECTION I

EXISTING CONDITIONS

The intersection of S.R. 60 (Memorial Highway) and Kennedy Boulevard is in the City of Tampa. Figure 1 shows the general location of the intersection. Kennedy Boulevard is an east-west arterial through the City of Tampa. S.R. 60 is a major inter-regional route, connecting Pinellas and Hillsborough Counties via the Courtney Campbell Causeway.

INTERSECTION GEOMETRY

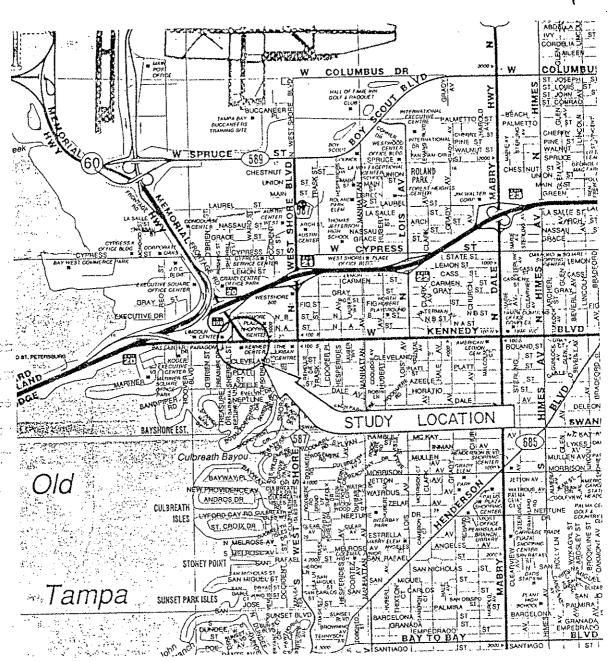
The intersection of S.R. 60 (Memorial Highway) and Kennedy Boulevard is presently signalized. The southern leg of the intersection, Sherrill Street, is a local street which also serves as an access point for a parking lot.

The three arterial road approaches to the intersection are divided. At its intersection with S.R. 60, Kennedy Boulevard has two through lanes in each direction, two left-turn lanes eastbound to S.R. 60 and a single westbound left-turn lane into Sherrill Street. The right-turn from Kennedy Boulevard on to Memorial Highway is provided by an exclusive right-turn lane located well in advance (425') of the main intersection. The Memorial Highway approach to the intersection consists of a right-turn lane, a left-turn lane and a shared left and through lane. Photographs of the intersection are included in Figure 2. A Condition Diagram for the intersection is shown in Figure 3.

The intersection is controlled by a traffic signal. The signal heads are suspended from a diagonal span wire supported by concrete strain poles on the northeast and southwest corners of the main intersection. Pedestrian signals operate on the north, west and south legs of the intersection.







SR 60 (MEMORIAL HIGHWAY) @ KENNEDY BLVD.

FIGURE 1 - LOCATION MAP

LOCATION: Section 10270, S.R. 60 (Memorial Highway) at Kennedy Boulevard., M.P. 1.237



PHOTO 1: East Approach of Kennedy Boulevard

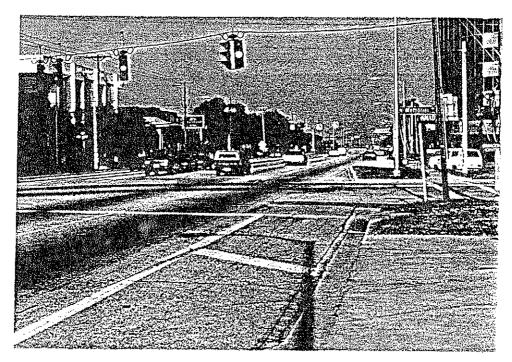


PHOTO 2: East Approach of Kennedy Boulevard

FIGURE 2 - PHOTOGRAPHS OF INTERSECTION (Page 1 of 3)



LOCATION: Section 10270, S.R. 60 (Memorial Highway) at Kennedy Boulevard), M.P. 1.237



PHOTO 3: West Approach of Kennedy Boulevard



PHOTO 4: South Approach of Sherrill Street

FIGURE 2 - PHOTOGRAPHS OF INTERSECTION (Page 2 of 3)



LOCATION: Section 10270, S.R. 60 (Memorial Highway) at Kennedy Boulevard), M.P. 1.237

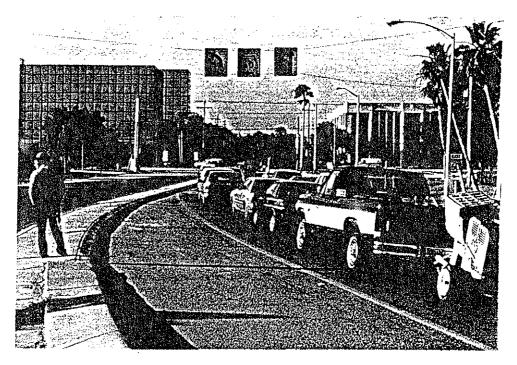


PHOTO 5: North Approach of Memorial Highway

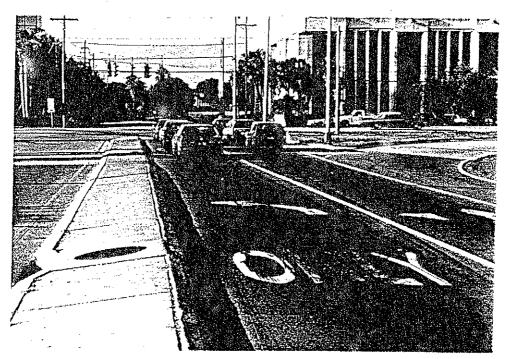


PHOTO 6: North Approach of Memorial Highway

FIGURE 2 - PHOTOGRAPHS OF INTERSECTION (Page 3 of 3)



FLORIDA DEPARTMENT OF TRANSPORTATION CONDITION DIAGRAM



LOCATION I.D. SECTION 10270, SR 60 (MEMORIA	L HWY.) AT KENNEDY BLVD., M.P. 1.23
COUNTY HILLSBOROUGH	CITY TAMPA
DRAWN BY c.c.c.	DATEMAY,1990
MEMORIA	REDUCE SPEED AHEAD
OFFICE BLDG. DRIVE WAY AND RIGHT LANE MUST TURN RIGHT AND AND AND AND AND AND AND AN	STOP ONE WAY WESTSHORE PLACE MERGE MERGE MANOCO GAS STATION
TO HERRILL ST KENNEDY AV	E. 417'
	B
KENNEDY BLVD. DEAD END OFFICE BLDG.	CHE SO EAST HE RR KENNEDY CENTER OFFICE BLDG. ST.
SYMBOLS	
TREES STREET LIGHT OO SHRUBS OF POWER POLE HEDGE OF TELEPHONE POLE COMBINATION POLE TRAFFIC SIGNAL FOR THE CONTROLLER CABI CONTROLLER CAB	POLE D TRAFFIC SIGNAL HEAD PEDESTRIAN SIG. HEAD

P:\90026\STUDIES.DGN MAY 31,1991 11:00 PRODUCED BY CADD SYSTEM

TRAFFIC VOLUMES

DSA undertook an eight-hour turning movement count at the intersection in March 1990. The turning movement count included truck volumes and pedestrian and bicycle volumes.

Weather was clear and no accidents nor disturbances were noted which would detract from the validity of the data. The count data is included in Appendix A. Table 1 summarizes the eight-hour turning movement count.

ACCIDENT HISTORY

Detailed accident data for the years 1988 and 1989 was obtained from the City of Tampa.

Accident summary data for the years 1987-1988 was supplied by FDOT. Table 2 summarizes the accident data for the years 1987-1989.

TABLE 1



FLORIDA DEPARTMENT OF TRANSPORTATION SUMMARY OF VEHICLE MOVEMENTS

Location: Section 10270, S.R. 60 (Memorial Highway) at Kennedy Boulevard, M.P. 1.237

County: Hillsborough

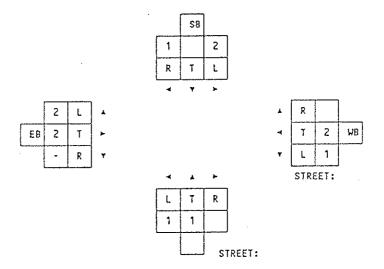
City: Tampa

Date: 03-28-90

Weather: Clear

Road Conditions: Dry

Remarks:



VEHICLE MOVEMENTS

TIME		NORTH	BOUND			SOUTH	BOUND			EAST	BOUND			WEST	BOUND	
BEGIN - END	T	R	T-R	L	т	R	T+R	L	T	Ŕ	T-R	L	Т	R	T-R	L
7:00 a.m 8:00 a.m.	5	2		2	7	160		1,257	308	7		45	573	2		35
8:00 a.m 9:00 a.m.	1	5	1	2	3	193		1,201	389	11		52	809	4		52
9:00 a.m 10:00 a.m.	2	7		4	3	92		857	410	7		52	471	2		33
11:00 a.m 12:00 p.m.	11	14		10	2	38		994	612	3		114	442	5		46
12:00 p.m 1:00 p.m.	14	17		4	2	46		974	696	7		115	646	5		51
3:00 p.m 4:00 p.m.	16	10		6	7	24		961	480	9		105	427	7		21
4:00 p.m 5:00 p.m.	23	8		2	6	30		1,144	673	3		197	536	.9		21
5:00 p.m 6:00 p.m.	27	6		9	22	44		1,416	792	1		261	666	16		11
TOTAL	99	69		39	52	627		8,804	4,360	48		941	4,570	50		270
PERCENT OF APPROACH	48	33		19	1	7		92	82	1		17	93	1		6
		<u> </u>				<u> </u>										
	 	 									 					

TABLE 2



FLORIDA DEPARTMENT OF TRANSPORTATION

ACCIDENT SUMMARY

Section: 10270

State Route: S.R. 60 (Memorial Highway)

Intersecting Route: Kennedy Boulevard M.P.: 1.237

Engineer: Jeff Page

Study Period - From: 01-01-87

To: 12-31-89

City: Tampa

NO.	DATE	DAY	TIME	TYPE	FATAL	INJURY	PROPERTY DAMAGE	DAY/ NIGHT	WET/ DRY	CONTRIBUTING CAUSE
1	10/03/87	Friday	1500	Rearend		Х		Day	Dry	
2	04/12/88	Tuesday	1235	Rearend			X	Day	Wet	Careless Driving
3	12/19/88	Friday	1830	Sideswipe		Х		Night	Dry	improper Turn
4	06/06/89	Tuesday	1220	Rearend			Х	Day	Wet	Careless Driving
5	08/18/89	Friday	1005	Sideswipe			×	Day	Dry	Disregarded Signa
6	08/22/89	Tuesday	1850	Rearend		×		Day	Wet	Careless Driving
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TOTAL NUMBER	FATAL	INJURY	PROPERTY DAMAGE	ANGLE	LEFT TURN	RIGHT TURN	REAREND	SIDESWIPE	OTHER
6		3	3		<u> </u>		4	2	
<u> </u>		50	50				66	33	

	ONE ONE	PEDESTRIAN/ BIKE	DAY	NIGHT	WET	DRY	EXCESS SPEED	F.T.Y. R/₩	D.U.1.
NUMBER			5	1	3	3			
*			83	17	50	50			
	<u> </u>	<u>j</u>	<u> </u>	<u> </u>		<u> </u>	····		

SECTION II

INTERSECTION ASSESSMENT

In considering the traffic operation and safety of this intersection a number of different factors were included in the analysis. This analysis includes both current operation and possible future geometric improvements.

QUALITATIVE ASSESSMENT

The intersection was observed during morning and evening peak periods by a qualified Engineer of DSA.

Based upon these inspections, the following comments are relative to the operation of the intersection:

- i) Pavement on each of the approaches is in good condition.
- ii) All signal displays are well located and operate satisfactorily.
- iii) Advance direction signing is well located and in good condition. However, most of the pavement markings at the intersection are worn and faded and require maintenance.
- iv) The current four-phase traffic signal operation is appropriate for the intersection. The four phases are:
 - 1. Eastbound left and through traffic.
 - 2. Eastbound and westbound through traffic.
 - 3. Southbound traffic.
 - 4. Northbound traffic.



The left-turn from Kennedy Boulevard into Memorial Highway (west to north) is controlled by green, yellow and red turn arrows. The left-turn from Kennedy Boulevard into Sherrill Street (east to south) does not have any turn arrows and is a permissive movement during the main street phase.

- vi) S.R. 60 just north of the intersection curves to the west. Traffic queued in S.R. 60, waiting to travel southbound, often extended back some 400' to the curve.
- vii) The green signal display for Sherrill Street (the northbound signal phase) occasionally operated even through there was no traffic waiting to enter the intersection.

Sherrill Street approach lanes are currently designated as an exclusive left-turn lane and a shared through and right lane. The incidence of the northbound phase being needlessly called might be reduced if the lane designation was altered to an exclusive right and a shared left and through. The right turn lane could then operate with a delay detector, thus eliminating right-turn traffic calling the northbound phase unless it has been substantially delayed.

- viii) Kennedy Boulevard traffic cleared every cycle, however, delays were experienced for traffic southbound on Memorial Highway.
- ix) Extra pavement exists on the westbound approach of Kennedy Boulevard such that an additional through lane could be provided. Modification would be required to the S.R. 60 right turn island so that the additional lane could continue through the intersection (see photo 2 of Figure 2). This option is considered further in Section III Geometric Improvements.

ACCIDENT ANALYSIS

In addition to the Accident Summary Data in Table 2 (Section I, Page I-9) a Collision Diagram has been prepared for the intersection. Figure 4 is the Collision Diagram for the intersection covering the years 1988 and 1989.



Four of the five accidents shown in the Collision Diagram occurred on the eastern approach of Kennedy Boulevard and three of the five were rear-end collisions. Two of the five accidents in the two year period shown in the Collision Diagram involved personal injury. All five of the accidents are of a type commonly found at signalized intersections.

TRAFFIC SIGNAL OPERATION

The current signal operation is four-phase within an interconnected system along Kennedy Boulevard. Cycle length in both the AM peak period and the PM peak period is 136 seconds. The current timings, level of service and average delay per vehicle are shown in Table 3.

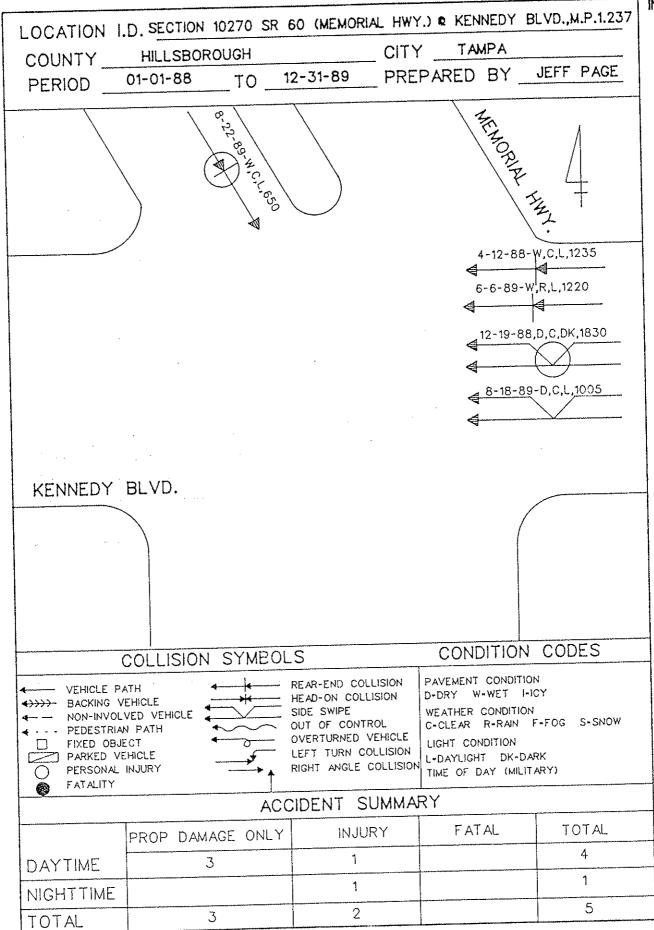
TABLE 3 - CURRENT TRAFFIC SIGNAL OPERATION

	PES	CENT O	CYCLE	(1)		LEVEL OF SERVICE (3)	AVG. DELAY SEC./VEH. (3)
	8.2	32.8	47.8	11.2	AM PEAK	D	26.7
PHASE (2)	1	2	3	4			
	18.1	23.9	47.0	11.0	PM PEAK	F	72.1

NOTE: (1) Data provided by City of Tampa.
(2) For phase descriptions see page II-1.
(3) As calculated by Highway Capacity Manual Software (data sheets included in Appendix B).

FLORIDA DEPARTMENT OF TRANSPORTATION COLLISION DIAGRAM

GROUP INC.



A number of modifications could be made to the present traffic signal operation and these are discussed below.

- Phasing: The only possible changes that could be made to the existing phasing a) are:
 - Control the left turn from Kennedy onto Sherrill Street. This would i) ordinarily be considered for safety reasons, and would reduce the capacity of the intersection. No safety problem has been identified for the turn and consequently this change is not recommended.
 - ii) Operate the north-south legs as leading concurrent left turns followed by concurrent through movements. This would require an additional lane on the northern approach, and designating one of the southern approach lanes an exclusive left lane. Both alterations could be made within existing right-of-way (although at significant cost on the northern approach) but are not likely to improve capacity nor safety and are therefore not recommended.

Based upon existing traffic volumes and accident history, the present four-phase operation at this location is the most appropriate.

b) Signal Timing: Modification of the existing PM period signal timings would result in substantial improvement to the operation of the intersection. Using the Highway Capacity Manual, a Level of Service D with an average delay of 36.7 seconds per vehicle was achieved. (The appropriate data sheets are included in Appendix B).

The City of Tampa is presently installing revised signal timings at this intersection. and consequently this matter has not been pursued further here.

c) Lane Designation: The eastbound approach of Kennedy Boulevard currently has two through lanes and two left turn lanes at the Memorial Highway intersection.



These lanes originate from three approach lanes, resulting in an eastbound through lane on the Kennedy Boulevard approach becoming a left turn trap lane at the Memorial Highway intersection. Although this trap lane condition is well signed on the Kennedy Boulevard approach, the left turn volumes and the intersection's accident history suggest that the trap lane condition could be avoided by converting the eastbound approach to three through lanes and one left turn lane, with the left turn operating protected/permitted rather than the current restricted only. Using the Highway Capacity Manual Software, no change to the intersection's Level of Service nor average vehicle delay was found. (The appropriate data sheets are included in Appendix B).

c) Signal Linking: This site is part of a signal interconnect system along Kennedy Boulevard.

The Memorial Highway approach to the intersection carries as much traffic as both Kennedy Boulevard approaches combined. Special attention to the signal interconnect plans needs to be made to ensure that Memorial Highway traffic is not being disadvantaged to provide "progression" to Kennedy Boulevard.

SECTION III

GEOMETRIC IMPROVEMENTS

Data supplied by the Florida Department of Transportation shows a projected 10 year traffic growth of 55.6% at this intersection. Table 4 shows the projected turning movement volumes for the year 2000. (The proposed Northwest Expressway will terminate at I-275, just north of this intersection.)

To accommodate this proposed traffic growth, alternative geometric improvements were investigated. Two alternatives were considered within the existing right-of-way. A third alternative considered involves realignment of the intersection by acquiring the Amoco gas station on the northeast corner.

NO RIGHT-OF-WAY ACQUISITION

Within the existing right-of-way at this intersection, two alternative geometric improvements could be implemented:

- i) Provide three through lanes in the westbound direction of Kennedy Boulevard.
- ii) Provide three left-turn lanes from Memorial Highway into Kennedy Boulevard (southbound to eastbound).

Because of the constraints imposed by the existing right-of-way, these two improvements are mutually exclusive.

i) Three Through Lanes Westbound on Kennedy Boulevard

Existing pavement on the westbound approach and westbound departure of Kennedy Boulevard is able to accommodate three through lanes. Lane widths would be 11', which matches the existing widths on the eastbound approach of Kennedy Boulevard.



TABLE 4



FLORIDA DEPARTMENT OF TRANSPORTATION SUMMARY OF VEHICLE MOVEMENTS (YEAR 2000)

Location: Section 10270, S.R. 60 (Memorial Highway) at Kennedy Boulevard, M.P. 1.237

County: Hillsborough

City: Tampa

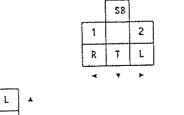
Date: Projected

Weather:

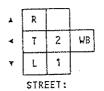
Road Conditions:

Yr. 2000 Vols.

Remarks:







4		-
L	ī	R
1	1	
		STI

REET:

VEHICLE MOVEMENTS

TIME	<u> </u>	HORTHE	SOUND			SOUTHE	OUND			EAST	SOUND			WEST	BOUND	
BEGIN - END	T	R	T-R		T	R	7-R		Т	R	T-R	L.	7	Ŕ	T-R	L
7:00 a.m 8:00 a.m.	8	3		3	11	249		1,956	479	11		70	892	3		ľ,
	2	8		3	5	300	<u> </u>	1,869	605	16		81	1,259	6		ងា
9:00 a.m 9:00 a.m.	3	10		6	5	143		1,333	638	11		81	733	3		, s 1
				45	3	59		1,547	052	5		177	688	8		77
11:00 a.m 12:01 p.m.	16	21		15					} -			179	1,005	8	<u> </u> 	 .
12:00 p.m 1:00 p.m.	21	25		6	3	72		1,516	1,083	13	<u> </u>	1/7	1,005		-	
3:00 p.m 4:00 p.m.	24	15		9	11	37		1,495	747	16		163	664	11		7.
4:00 p.m 5:00 p.m.	35	12		3	9	47		1,780	1,047	5		307	834	14	ļ	<u> </u>
5:00 p.m 6:00 p.m.	41	9		14	34	68		2,203	1,232	2	-	406	1,036	25		1
JATOT	150	118		59	81	975		13699	6,783	75		1,464		78		420
PERCENT OF APPROACH	48	33		19	1	7		92	82	1		17	93	1		
																-
	1											<u> </u>	<u> </u>		1	

Modifications to the existing traffic island on the northwest corner and possibly on the northeast corner would be required.

Figure 5 shows the possible improvement. Photograph 2 of Figure 2 (Page I-3) shows the area of this improvement.

The addition of the third through lane westbound on Kennedy Boulevard would enable modification to signal timings to reduce the time given to Kennedy Boulevard relative to the time given to Memorial Highway.

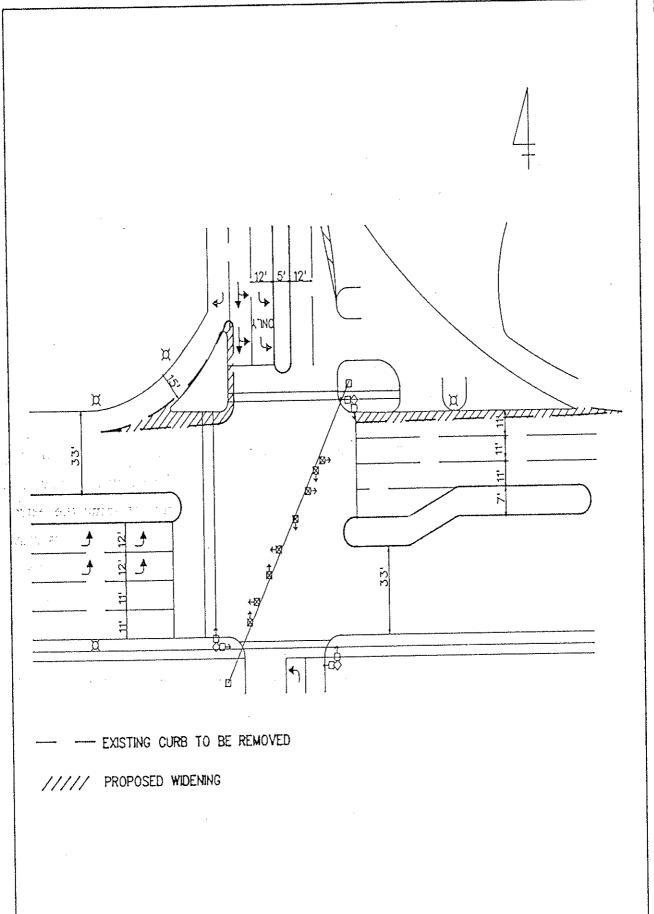
Other aspects relating to this improvement are:

- * Problems could be experienced with the merge between westbound Kennedy Boulevard traffic and traffic turning right from Memorial Highway into Kennedy Boulevard.
- * Any short-term reductions in delay at the intersection due to the provision of the extra lane would only be achieved by reducing the green time available to Kennedy Boulevard and assigning the extra green time to Memorial Highway. Such timing re-adjustments may have an impact on the signal progression currently operating on Kennedy Boulevard.



S.R. 60 (MEMORIAL HWY.) AT KENNEDY BLVD. THREE THROUGH LANES WESTBOUND





ii) Three Left-Turn Lanes - Memorial Highway to Kennedy Boulevard

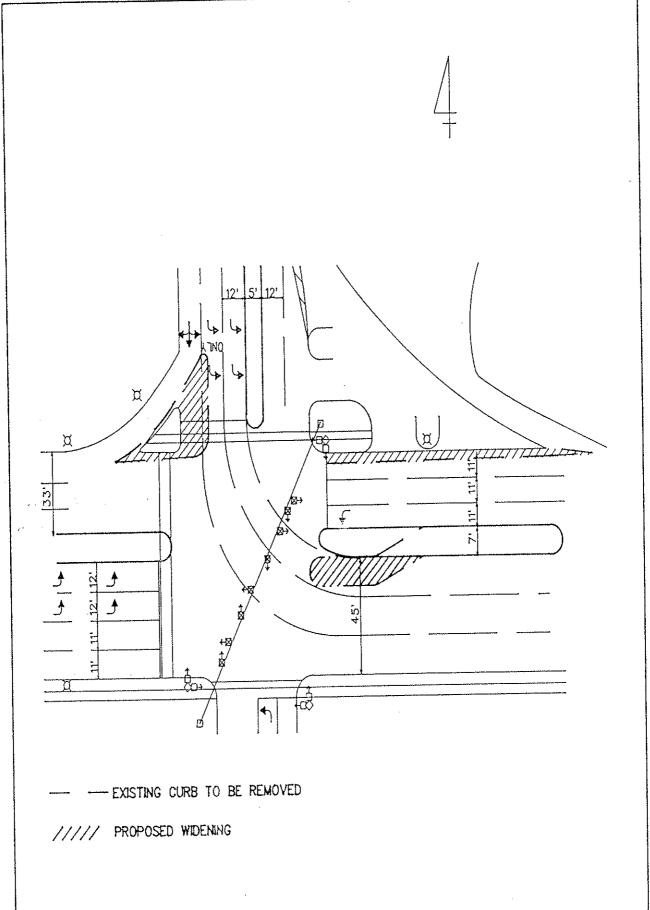
Three left-turn lanes from Memorial Highway into Kennedy Boulevard could be provided by designating the existing right-turn lane as a shared left, through and right lane. This would require modification to the traffic island on the northwest corner of the intersection, and relocation of the median in the eastern leg of Kennedy Boulevard to widen the departure side to accommodate the three left-turn lanes. Figure 6 shows the possible improvement.

Aspects relating to the improvement are:

- * Green time breakdown between Kennedy Boulevard and Memorial Highway would assist signal progression along Kennedy Boulevard.
- * The through movement on Kennedy Boulevard westbound would be offset through the intersection (by one lane width). The impact of this offset is not likely to be significant.
- * The through movement from Memorial Highway to Sherrill Street would require an S-maneuver within the intersection. As this is a low volume maneuver, it is not considered a major problem.
- * The exclusive right-turn lane from Memorial Highway into Kennedy Boulevard would be lost. It could be retained at substantial additional cost, possibly even requiring right-of-way acquisition.
- * Utilization of the third left-turn lane may not be high due to the curve in Memorial Highway some 400' north of the intersection.

S.R. 60 (MEMORIAL-HWY.) AT KENNEDY BLVD. THREE LEFT-TURN LANES





INTERSECTION REALIGNMENT

The acquisition of the Amoco Gas Station on the Northeast corner of the intersection would enable the complete re-alignment of the intersection so that Memorial Highway (north) and Kennedy Boulevard (east) form the through legs of the intersection.

Figure 7 is a layout of the proposed alignment.

This proposal would result in the existing west-bound right turn movement, which currently operates as an unsignalized movement utilizing the right-turn slip lane in advance of the Amoco service station, operating as a through movement under signalized control.

Approach count data for the intersection has been provided by FDOT, and this data is included in Appendix A. The right turn volumes westbound to northbound have been factored up to reflect the estimated year 2000 traffic volumes for this movement.

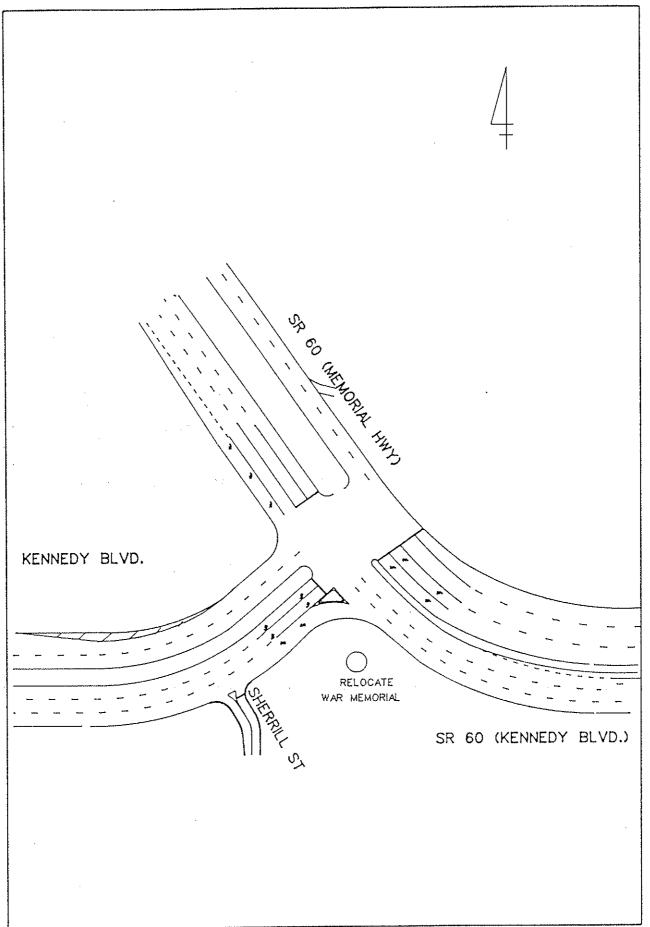
Table 5 shows the adjusted and re-alignment peak hour traffic volumes for the year 2000.

TABLE 5 - YEAR 2000 REALIGNED TRAFFIC VOLUMES

	E.	ASTBOU	ND	W	ESTBOU	ND	NO	RTHBOU	1D	SOUTHBOUND			
	L	T,	R	L	Т	R	L	ī	R	L	T	R	
AM PEAK	83		613				1,340	1,349			1,869	313	
PM PEAK	448		1,241				1,053	1,957	***		2,203	102	

S.R. 60 (MEMORIAL HWY.) AT KENNEDY BLVD. INTERSECTION RE-ALIGNMENT





Aspects relating to this proposal are:

- It reinforces the main traffic flow direction at the intersection.
- * Substantial intersection beautification would be possible. (The existing War Memorial north of the gas station could be relocated.)
- * Design speed through the intersection would be in the order of 30 mph.
 - The layout is consistent with proposed future widening of Memorial Highway to six lane divided under reconstructed I-275.

RECOMMENDATIONS

Table 6 shows the Levels of Service under year 2000 traffic volumes for the existing geometry, three through lanes westbound on Kennedy, three left turn lanes into Kennedy, and the intersection realignment option, as calculated using the Highway Capacity Manual Software.

TABLE 6 - LEVELS OF SERVICE, YEAR 2000

Projected Year 2000 Traffic	Level of	Service
Projected lear 2000 Erillo	AM Peak	PM Peak
Existing Geometry	*	*
Three Lanes Westbound	Е	*
Three Left Turn Lanes	Ε	F
Intersection Realignment	С	D

Note * = Delay cannot be calculated: LOS meaningless.

The appropriate Highway Capacity Manual data sheets are included in Appendix B.



This intersection will experience substantial traffic growth over the next 10 years. Without major construction being undertaken at the intersection, traffic delays will be extreme and safety is likely to be significantly reduced.

We recommend that the intersection realignment as proposed in this report be implemented as the most feasible option to ensure that this intersection operates satisfactorily into the future.

To improve the present operation of the intersection, we recommend the following short term improvements:

- i) Alter the lane designation in Sherrill Street to an exclusive right lane and a shared left and through lane. This will reduce the number of times the Sherrill Street signal phase operates.
- ii) Modify existing traffic signal timings (currently implemented by the City of Tampa) to reflect the heavy left-turn movement from the north to the east.
- iii) Modify the eastbound approach lane configuration to one left turn lane, two through lanes and a shared through and right lane, and alter the eastbound left turn signal control to protected/permitted operation.



APPENDIX A

COUNT DATA

- 8 Hour Turning Movement Count
- 8 Hour Pedestrian and Bicycle Count
- FDOT Traffic Data



REFERENCE: 90026-F1 TMC1

INTERSECTION OF SEC.10270 SR 60 (MEMORIAL HWY) AND € KENNEDY BLVD M.P. 1.237

NAME OF COUNTER: DARRIN/SHARON

WEATHER: CLEAR

DATE: 3 / 28 / 90

FILENAME: 60KEN

WEATHER: CLEAR				
PERIOD NORTH BOUND BEGIN TRKS LT THRU RT	SOUTH BOUND TRKS LT THRU RT	EAST BOUND TRKS LT THRU RT	HEST BOUND TRKS LT THRU RT	VEHICLE TRKS TOTAL TOTAL
	1 279 3 30	1 9 68 0	0 6 71 0	466 2
07:00 0 0 0 0 07:15 0 1 3 0	0 303 1 43	0 11 66 1	1 5 127 0	561 1
07:30 0 1 1 0	0 370 2 49	0 10 78 3	0 10 159 2	685 0
07:45 0 0 1 2	1 305 1 38	0 15 96 3	0 14 216 0 1 35 573 2	691 1 2403 4
HR TOTAL 0 2 5 2	2 1257 7 160	1 45 308 7	1 35 573 2	
08:00 0 0 0	2 307 1 54	0 12 91 3	0 13 183 0	664 2 693 4
08:15 0 2 0 1	0 257 2 46	0 16 112 3	4 17 236 1 2 13 211 2	687 3
08:30 0 0 0 3	1 300 0 37	0 14 105 2	2 13 211 2 1 7 179 1	678 3
08:45 0 0 1 1	0 337 0 56	2 10 81 3	7 52 809 4	2722 12
HR TOTAL 0 2 1 5	3 1201 3 193	2 52 389 11	7 02 007	
07:00 0 0 0 2	1 202 0 30	0 10 96 1	0 13 141 0 1 8 124 1	495 1 521 5
09:15 0 3 0 3	3 224 1 53	1 13 110 1		462 4
09:30 0 0 1 1	0 216 2 20	3 19 101 2	1 6 93 1	462 3
09:45 0 1 1 1	1 215 0 9	1 10 103 3 5 52 410 7	3 33 471 2	1940 13
HR TOTAL 0 4 2 7	5 857 3 92	5 52 410 7	J (10 171	- '
10:00 0 0 0	0 .0 0 0	0 0 0 0	0 0 0 0	0 0
10:15 0 0 0 0	0 0 0 0	0 0 0	0 0 0 0	0 0 0 0
10:30 0 0 0	0 0 0 0	0 0, 0 0	0 0 0 0	0
10:45 0 0 0 0	0 0 0	0 0 0 0	0 0 0 0	0 (
HR TOTAL 0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	•
11:00 0 0 2 4	1 210 1 9	3 20 124 1	1 10 97 0	478 5
11:00 0 0 2 4 11:15 0 2 1 5	5 259 1 3	0 28 146 1	1 11 117 4	578 6
11:30 0 7 4 2	2 230 0 10	0 39 178 1	0 9 108 0	588 2
11:45 0 1 4 3	4 295 0 16	1 27 164 0	4 16 120 1	647 9 2291 2'
HR TOTAL 0 10 11 14	12 994 2 38	4 114 612 3	6 46 442 5	2271 2
12:00 0' 0 3 3	1 242 0 13	0 37 203 2	2 8 126 3	640 3
12:15 0 2 3 6	2 244 0 8	1 23 146 3	0 11 162 1	609 3 674 3
17:30 0 1 5 3	- 2 235 - 2 13	1 33 188 2	0 4 187 1	
12:45 0 1 3 5	1 253 0 12	1 22 159 0	3 28 171 0	654 5 2577 14
HR TOTAL 0 4 14 17	6 974 2 46	3 115 696 7	5 51 646 5	2.017 AT
13:00 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0
13:15 0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0
13:30 0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	ó 0
13:45 0 0 0 0	0 0 0	0 0 0 0		0 0
HR TOTAL 0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	ν ν
14:00 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
14:15 0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0
14:30 0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0
14:45 0 0 0 0	0 0 0	0 0 0 0		•
HR TOTAL 0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	Y

REFERENCE: 90026-F1 TMC1

INTERSECTION OF SEC.10270 SR 60 (MEMORIAL HWY) AND @ KENNEDY BLVD M.P. 1.237

NAME OF COUNTER: DARRIN/SHARON

WEATHER: CLEAR

DATE: 3 / 28 / 90

FILENAME: 60KEN

PER10D	NORTH	BOUND	south	BOUND	EAST BOUND	WEST BOUNT)	VEHICLE	TRKS
BEGIN	TRKS LT	THRU RT	TRKS LT	THRU RT	TRKS LT THRU RT	TRKS LT THRU	RT	TOTAL	TOTAL
15:00	1 1	4 2	1 180	3 3	3 22 93 2	0 6 94	1	411	5
15:15	0 3	5 2	2 233	1 6	2 19 113 2	0 3 106	i	494	4
15:30	0 1	4 4	1 280	1 6	1 31 126 3	1 5 118	4	583	3
15:45	0 1	3 2	3 268	2 9	1 33 148 2	0 7 109	1	585	4
HR TOTAL	1	6 16	10 7 96	1 7 24	7 105 480 9	1 21 427	7	2073	16
16:00	0 0	3 3	1 238	2 6	1 45 134 3	0 / (70	,		_
16:15	0 0	6 1	1 184	2 6		0 6 132	1	573	4
16:30	0 1	10 4			0 40 172 0	0 10 154	6	581	1
16:45	0 1	=		1 5	1 75 177 0	0 2 137	2	768	1
		4 0	3 368	1 13	0 37 190 0	1 3 113	0	730	4
HR TOTAL	Õ	2 23	8 5 114	4 6 30	2 197 673 3	1 21 536	9	2652	8
17:00	0 3	11 2	0 399	0 13	0 97 286 0	0 5 121	6	943	0
17:15	0 5	9 ()	1 461	1 4	0 68 171 1	0 2 134	7	854	1
17:30	0 0	5 2	0 244	0 18	0 58 183 0	0 1 233	2	746	0
17:45	0 0	2 2	0 312	21 9	0 38 152 0	0 3 178	1	718	0
HR TOTAL	Ò	9 27	6 1 1416	3 22 44	0 261 792 1	0 11 686	16	3271	1
DAY TOTAL	1 3	39 99 E	9 41 8804	52 627	24 941 4360 48	24 270 4570	50	19929	90

REFERENCE: 90026-F1 TMC1

INTERSECTION OF SEC.10270 SR 60 (MEMORIAL HWY) AND 6 KENNEDY BLVD M.P. 1.237

NAME OF COUNTER: DARRIN/SHARON

WEATHER: CLEAR

FILENAME: 60KEN

DATE: 3 / 28 / 90

FOR THE PERIOD 07:00 - 10:00 THE PEAK HOUR IS 07:45 - 08:45

DIRECTION	PEAK HR FACTOR	LEFT	VOLUME THRU	S RIGHT	PERC LEFT	ENTS THRU	RIGHT
NORTH	0.75	2	1	6	22	11	67
SOUTH	0.86	1169	4	175	87	0	13
EAST	0.90	57	404	11	12	86	2
WEST	0.89	57	846	3	&	93	0

FOR THE PERIOD 11:00 - 13:00 THE PEAK HOUR IS 12:00 - 13:00

DIRECTION	PEAK HR FACTOR	LEFT	VOLUKE THRU	S RIGHT	PERC LEFT	ENTS THRU	RIGHT
NORTH SOUTH EAST WEST	0.80 0.96 0.85 0.88	4 974 115 51	14 2 656 646	17 46 7	11 75 14 7	40 0 85 92	49 5 1

FOR THE PERIOD 15:00 - 18:00 THE PEAK HOUR IS 16:30 - 17:30

DIRECTION	PEAK HR FACTOR	LEFT	VOLUME THRU	S RIGHT	PERC	ENTS THRU	716HT
NORTH	0.80	 11	34	ь 6	22	67	12
SOUTH	0.87	1582	3	35	78	0	2
EAST	0.72	277	824	1	25	75	0.
WEST.	0.56	12	505	15	2	95	3

PEDESTRIAN AND BICYCLE COUNT

LOCATION: Section 10270, S.R. 60 (Memorial Highway) at Kennedy Boulevard, M.P. 1.237

WEATHER:

DATE: March 28, 1990

REMARKS:

	APPROACH CROSSING								
TIME	NORTHBOUND S		SOUT	SOUTHBOUND		EASTBOUND		WESTBOUND	
BEGIN - END	Peds	Bikes	Peds	Bikes	Peds	Bikes	Peds	Bikes	
7:00 a.m 10:00 a.m.	35	0	15	0	4	0	7	0	
11:00 a.m 1:00 p.m.	25	0	10	D	. 0	0	0	0	
3:00 p.m. ~ 6:00 p.m.	3	0	7	0	0	0	0	0	

Kezze DY 24- Hr Hose Count

:



Florida Department of Transportation District Seven - Traffic Operations

Volume by Lane Report

Count ratio : 2.00

: D0705003.PRN Data File

: 0000000000004 Station

Interval : 15 minutes Identification : 0000000000006

Start date : Jul 5, 90 Start time : 17:15 Stop time : 17:15 ։ յալ 6, 90 Stop date County : HILLS |City/Town : TAMPA

Location : SR 60 @ SHERRL ST

Lanes 1-2 are Eastbound - Lane 3 is Westbound

Thu - Jul 5, 90 Lane	1	2	3	Total
17:30	134	 4	O	138
17:45	191	Ö	Ö	191
18:00	138	0	Ô	138
		ames from point More tonic and read total battle battle	Notes there dends price totals	سا ليب على مد عدد جدم مدن مدن مده
Hour Totals	463	4	Ö	467
18:15	136	0	0	136
18:30	109	()	Q	109
18:45	107	0	Q	107
19:00	102	0	O	108
	decides before provide did boss del Pala all'ant de provide del boss de Pala	***** **** **** ****	disma broad today piras broad today toom to to a soon	<u> </u>
Hour Totals	454	O	O	454
19:15	96	o o	٥	94
19:30	74	0	0	74
19:45	47	O	Ö	47
20:00	59	(<u>^</u>)	Q	59
" "	1000 about 1000 page page	<u> </u>	derbox before derbox between an one broads before about transfe broads	
four Totals	276	Ò	Ō	274
0:15	73	O	0	73
?O:30	45	O.	O	45
20:45	53	Ò	0	53
21:00	51	Q	Q	51
	Show the body dead from	tree from bline trust break	page higher makes makes there	
our Totals	222	Ç	, O	222
21:15	44	Ö	0	<u> </u>
21:30	28	Q	Q	28
1:45	23	Ŏ	O	23
22:00	62	0	Ō	62
	Broke agging danket belove broket	baselin baselin strate routes drawns topics topics topics passed topics	denomination of the devil about	where drawn dense grapes make grapes
iour Totals	157	O	O	157
22:15	6 5	O	0	45
22:30	41	O	O	41
22 : 45	30	O	Q	30
23:00	34	O	O	34
	appear parties angle major annus	Short works about the server paint and the server paint are server.		
Your Totals	170	O	0	170
23:15	27	0	O	29



Data File : D0705003.PRN Station : 000000000004 Identification : 0000000000006

anes 1-2 are castot hu - Jul 5, 90		2	3	Total
ane	1			,
3:30	39	O.	О О	39 42
.5:45 :45	42	Q	0	37
24:00	37	O	-	
		(°)	==== O	147
lour Totals	147	Ų	•	
Fri - Jul 6, 90		<i>(</i> 2)	0	15
00:15	15	0	Ô	17
00:30	17	•	ő	15
00:45	15	Ó A	0	9
01:00	7	0		
	product drawn price common months		0	56
Hour Totals	56	Ō	V	
e de	7	0	0	9
01:15	•	ŏ	Ō	5
01:30	5	Ö	Ö	13
01:45	13	Ŏ	Ō	11
02:00	1 1	<u>_</u> ,		
		0	· O	38
Hour Totals	38	•		
o2:15	11	O	O O	11
02:30	4	O	Ō	9
02:45	9	0	O .	7 5
03:00	5	Ŏ	٥	
			pure balas arms made mem pure pass arms paper ment	29
Hour Totals	29	0	O	ごブ
I BUILD I III DONTO		.w.	0	3
03:15	3	Ö	0	2
03:30	2	O	0	8
03:45	8	0	Ŏ	3
04:00	3	Ō	====	
			0	16
Hour Totals	16	0	Ç	
04:15	5	Ō	O	5
	3	Q.	O .	3
04:30	3	Ŏ	0	3
04:45	5	O	Ō	5
05:00	From Makes Street School of the Street School of th		,	===== 16
Hour Totals	16	O	O	1.0
	n	Ö	Ŏ	日
05:15	S 7	Ŏ	O	7
05:30 05:45 *******		, T.	0	5

Page

Florida Department of Transportation District Seven - Traffic Operations

Volume by Lane Report

: D0705003.FRN Station : 0000000000004

Identification : 00 ************		and the same and t	n an	
Tanes 1-2 are Eastl				
Fri - Jul 6, 90	<u> </u>	1971 APPER ABOVE STORE ABOVE ABOVER ABOVER ABOVER HOUSE PRIME SERVER GOVERN WEIGHT ABOVER		
Lane	1	2	3	Total
06:00	1 1	<u> </u>	(C)	1 1
	File has been and		Prior 244-2 State	dered balls rates asses same pour
Hour Totals	31	0	۰.	31
04:15	15	O	0	15
p6:30	26	Ö	Ŏ	26
þ6:45	32	Ö	0	32
07:00	52	Q	Ŏ	52
	the state of a maje being	provide the second beauty below the second s		der in could make bride drop but the
Hour Totals	125	O	Ŏ	125
_07:15	69	Ŏ	O	69
07:30	83	Ō	Ō	83
.lb7:45	77	O	O	99
08:00	130	0	Ö	130
	What from soled paner server	Note have about the second		the state of the state of the same
Hour Totals	381	O	O	381
08:15	95	O	O	95
08:30	136	Ō	O	136
b8:45	123	Ó	٥	123
_09:00	123	Q	O	123
		dring house above system grape to bee death proved deather grape		the state and the state state
Hour Totals	477	Ö	0	477
109:15	118	0	O	118
07:30	123	0	. Ō	123
09:45	123	Q	О	123
10:00	147	0	Ō	147
	ment divine prome drawn warms	most water mad of the beauti	prings them pulpe draft when	dred their new ferr new Land
Hour Totals	511	0	O	511
10:15	155	0	O ·	155
10:30	125	0	O	125
10:45	130	O	Õ	130
11:00	136	Ö	O	136
	MATERIAL AND STORE STORE STORES OF THE STORE		decay paper broom away galay	1012 2012 2022 2022 2022
'Hour Totals	546	0	O	546
11:15	134	Ó	Q	134
11:30	178	O -	O	. 178
11:45 12:00	200	Ŏ	Ó	200
	211	Q	0	211
Hour Totals			both service primer beauty street	
recurred Country	723	O	0	723

Page

: D0705003.FRN Data File : 0000000000004

Lanes 1-2 are Eastbound - Lane 3 is Westbound

ri - Jul 6, 90	1	2	3	Total
ane 			Ŏ	208
2:15	208	. <u>Q</u>	Ō.	183
	183	O -	Ó	202
2:30 	202	Ō	Ŏ	187
2:45	187	O		
3:00			0	780
lour Totals	780	0		181
	181	Ö	Ō	158
.3:15	158	O	" O	131
.3:30	131	O.	O	147
[3:45	147	O	Q	
[4:00				
	617	O	0	617
1000		O	O	143
14:15	143	0	Ó	144
14:30	144		Ö	160
14:45	160	0	Ö	141
14:40 15:00	141	0		
		Spine hame broke burds arred about these plans store.	0	588
Hour Totals	588	Ö	''	
HOM! (DOST -		-	O	125
J C . 4 E	125	Ō	ő	139
15:15	139	O .	Ö	167
15:30	167	Q.	Ö	175
15:45	175	O.		Marco Spring same spring them with
16:00		=====	0	606
	606	0	Q	
Hour Totals				179
	179	()	0	192
16:15	192	Q	O O	223
16:30	223	Ŏ	Ō	267
16:45	267	Ŏ	О	And the same same same
17:00				861
	861	٥	0	OO 1
Hour Totals	COT			+ 1. /.
	144	Ŏ	0 .	144
17:15	144	And and and and	white them been plant with	
THE STATE OF THE PARTY HAVE NOT		4	Ŏ	8438
Grand Totals	8434	•	0.0	
Grand lotals Percentages ************************************	1 QQ . Q		*****	长米米米米米米米米米米米米米米米



Page

Florida Department of Transportation District Seven - Traffic Operations

Volume by Lane Report

Data File : D0705001.PRN ±00000000000 |Station Count ratio : 2.00

|Identification : 0000000000005 Interval : 15 minutes Start time : 17:00 Start date : Jul 5, 90

: Jul 6, 90 Stop time : 17:00 |Stop date City/Town : TAMPA County : HILLS

: SR 60 @ SHERRL ST Location

Lane 1 is Fastbound - Lane 2 is Wostbound

Thu - Jul 5, 90			
Lane	1	2	Total
		Sector Sector Sector Sector Sector	PROFE BOOK ASSES THOSE BOOK PARE.
17:15	162	Ф	162
717:30	156	0	156
17:45	123	Ö	123
18:00	115	(_)	115
	=====		
Hour Totals	556	O	556
18:15	104	O	104
118:30	101	O	101
18:45	84	O	84
19:00	67	Ō	67
	begins during spyron nations springs belond devices debins has been become	phone have broke broke blow	4000 0000 black draw draw prom paying 4000 04000 drafts broad fronts arrest
Hour Totals	356	O	356
19:15	58	Ó	58
19:30	83	O.	83
119:45	64	O	64
20:00	85	O	85
	Albeit of the American State of American		
Hour Totals	290	O.	290
,20:15	72	Ö	72
20:30	47	Ō	4'7
120:45	57	Ö	57
_21:00	42	()	42
	And the case per per	bline total blanc brief senset	
Hour Totals	218	0	218
81:15	94	Ö	94
21:30	54	Ö	54
21:45	£, £,	()	44
22:00	37	O	37
The state of the s	Section and Addition and Applied	dedre men yener myse mage delve seene seem ståre desse	MATTER STATE STATE STATE SPECIAL STATES
'Hour Totals	229	O	229
22:15	34	0	34
22:30	29	Ö	29
22:45	33	O	33
23:00	32	Ō	32
	droved states from states string and paper years have drove	process special special regions region of the special special special special regions regions.	parties many manus among angus nightly growt blows bronn about briefs dates
Hour Totals	128	<u>()</u>	128

 $bar{8} imes i$

Page

Data File : D0705001.PRN station : 00000000002 Identification: 000000000005

entification : 000 *********************************				والرابق فطنت بيسم ومليل ليدين ولينا سيدر وميا وسيار ولينا منتن سنده المدار بيان مودو فديار بيا
nu - Jul 5, 90			Total	
ane	1	2	1 C 0 C 4	
3:15	32	0	32	
(3:30 (3:10	29	()	29	
(3:45	22	O	22	
24:00	24	() =====	24	
e=====================================	107	0	107	
Fri - Jul 6, 90	13	0	13	
00:15	16	Ö	16	
00:30		Õ	14	
00:45	14	Ó	14	
01:00	14			
 	57	٥	57	
rod . 4 Kili	10	Ö	10	
01:15	15	Ö	15	
01:30	4	O	4	
01:45	7	()	7	
02:00	, , , , , , , , , , , , , , , , , , ,			
	36	0	36	
Hour Totals			,	
02:15	6	0	6 6	
02:30	6	O .	3	
02:45	3	Ō	3	
00:80	3	Ō		
		prod 1004	18	
Hour Totals	18	٥	70	
03:15	L _j	O	. 4	
03:30	3	0	3	
03:45	- 5	0	5	
	4	O	4	
04:00	#====	State Andre game more ton-	Series and Series and Many many	
Hour Totals	16	O	16	
51.4 T	5	0	5	
04:15	2	O	2	
04:30	7	O	7	
04:45	5	Ō	5	
05:00	April proces proces proces proces process process process			
Hour Totals	19	0	19	
one en la	L _ž	Q	۷+	
05:15 05:30 **********		25	3	

Data File : D0705001.PRN
Station : 000000000002
Identification : 000000000005

Lane 1 is Eastbound			
Fri - Jul 6, 90	and note that have shop his a type before and the same same some some		
lane	1	2	Total
05:45	12	0	12
06:00	10	Õ	10
	many many forms price from	Attended to the second	
Hour Totals	29	0	29
ρ6:15	12	O	12
P6:30	25	0	26
D6:45	38	Ŏ	38
	79	0	79
		mand many passes before about	Power Series 10000 00000 00000 00000
Hour Totals	155	0	155
797:15	81	O	81
07:30	116	Q	116
07:45	148	Q	148
-p8:00	i71	O	171
	Chief from more man	#== \$1/40	print the tree field have been
Hour Totals	516	O	516
08:15	157	O	157
08:30	247	Q	247
08:45	181	Ō	181
09:00	136	Ö	136
	afficie from more many graph	desire dates delet more many	
Hour Totals	721	0	721
09:15	123	O.	123
07:30	137	Õ	137
09:45	125	Q	126
10:00	84	Ō	84
		Anne from New come come	The Mark Street Street and the
Hour Totals	470	0	470
10:15	111	Ö	111
10:30	119	<u>()</u> .	119
10:45	117	0	117
11:00	93	O	93
	beren prior blves derve menne samm drive derve priori spray	Minds State State State State Node pant page State State	block with large place of the years white high Diving mone squar place
Hour Totals	440	Ó	440
11:15	105	O	106
11:30	109	O	109
11:45	128	Ŏ.	128
.12:00	134	Q.	134
	And here been man man		the same state that the party party
Hour Totals	477	Ō	477



Data File : D0705001.PRN : 000000000000 Station Identification : 000000000005

ane 1 is Eastbound				
Fri - Jul 6, 90		æ	Total	
ane	1		2 C. O C. A	
12:15	163	Ö	163	
12:30	177	Ō	177	
12:45	165	Ö	166	
13:00	2.15	O.	215	
*********		pates have been deem offer		
Hour Totals	721	O	721	
13:15	219	0	. 219	
13:30	200	O	200	
13:45	172	O	172	
14:00	167	Ō	167	
	seem book torm broke man			
dour Totals	758	Ō	758	
14:15	134	o ·	134	
14:30	137	O	137	
14:45	130	Ō	130	
15:00	. 141	Õ	141	
Hour Tota ls	544	0	544	
15:15	110	O	110	
15:30	117	0	117	
15:45	127	O	129	
16:00	135	O	135	
	Cords Darge wrom depth		=====	
Hour Totals	471	Ö	491	
4 / - 1 55.	130	O	130	
16:15 16:30	115	Q	115	
16:45	186	O	186	
17:00	134	Ō	134	
			butter spired games man below butter taken butter passes have were	
Hour Totals	565	0	565	
	and the state of t		with Mark State State Control	
Grand Totals	7917	Q	7917	
Percentages	4 (2)(2) (2)	O.O		



Data File : D0711001.PRN

Station : 00000000001 Count ratio : 2.00 Identification : 000000000005 Interval : 15 minutes

start date : Jul 11, 90 Start time : 16:00 This data -: Jul 12, 70 Stop time : 16:00 City/Town : TAMPA County : HILLS

Location * KENNEDY & SR 60 NB

lames 1-1 are Westbound

Wed - Jul 11, 90				
Lane	1	Total		
16:15	271	271		
114:30	305	305		
,16:45	294	294		
17:00	280	280		
Hour Totals	1147	1147		
17:15	354	956		
17:30	330	330		
17:45	267	267		
18:00	305	305		
		STATE STATE WHEN ARREST TOPOG STATE OWNERS STATE WHEN ARREST TOPOG STATE		
Hour Totals	1258	1258		
i8:15	258	258		
18:30	210	210		
18:45	169	169		
19:00	193	193		
100 to 10	these server from dente block	deline party where their team about		
Hour Totals	830	830	•	
19:15	147	147		
17:30	148	148		
19:45	120	120		
20:00	141	141		
	proves across service beauti morning.	have drown mean carm more carms panes to but \$1400 delate Service Street		
Hour Totals	554	554		
20:15	118	118	• •	
20:30	120	120	•	
20:45	119	119		
21;00	138	138		
======================================	495		,	
unni inpate	470	495		
21:15	146	146		
21:30	138	138		
21:45	103	103		
22:00	91	71		
	spike boost barn seems south			
Hour Totals	478	478		

Florida Department of Transportation

District Seven - Traffic Operations Volume by Lane Report

Data File : D0711001.PRN : 00000000000001 Station

anes 1-1 are Westbo	water before storm power larger power water speed water paper plant larger within paper.			
ed - Jul 11, 90				
ane	1	Total		
NAME AND DESCRIPTION OF THE PARTY OF THE PAR	111	111		
2:15	83			
2:30	100	100		
2 x 45		80		
(2 : OO	80 ====	Annual Angles Annual An		
errerrerre our Totals	374	374		
	77	77		
23:15	7 / 57	57		
23:30		48		
23:45	<u> 6</u> 8	76		
24:00	76	,		
	phone device device secure beautiful phone device device secure secure.	المار المراد المار ا - المار	-	
dour Totals	278	278 		
Thu - Jul 12, 90		b		
00:15	56	56		
	39	37		
00:30	30	30		
00:45	28	28		
01:00	c.c = = = = =	NAME OF THE PARTY NAME OF THE		
	153	153		
Hour Totals	100	Jane Sande Sande		
01:15	16	16		
01:30	16	16		
	Ž٥	20		
01:45	23	23		
02:00				
The later was broken to the same when the same was puts and the same was puts and	75	75		
Hour Totals	, ,			
02:15	14	14		
OZ:30	11	1 i		
02:45	14	14		
	12	12		
03:00	mand then make been maked	where comme telept) make special from		
Hour Totals	51	51		
	8	8		
03:15	6	6		
03:30	5	<u>=</u>		
03:45		- 0		4 · 1
04:00	=====	place area who we is seen and		
Hour Totals	27	27		
	· ·····	7		
04:15 04:30 ********	7 4	/1		

Data File : D0711001.PRN

Station : 00000000000001 [Identification : 000000000005

Lanes 1-1 are Westbound

Hour Totals

Thu - Jul 12, 90			
Lane	1	Total	
104:45		7	
05:00	19	19	
	arrich dysm three hards based doubt derme lange and by gramm		
Mour Totals	37	37	
05:15	14	14	
102:30	23	23	
05 i 45	20	≘ o	
106:00	37	39	
	about recent mans prince paper \$10000 broken broken playing harmed	the many little area man as a	
Hour Totals	96	76	
06:15	50	50	
06:30	80	80	
06:45	72	92	
07:00	122	122	
		about trades parted from under december and asset comes	
Hour Totals	344	344	
07:15	133	133	
07:30	204	204	
07:45	237	237	
08:00	293	293	
	saled Switch forms arrow board sales things sales above loss of		
Hour Totals	867	867	
08:15	204	204	
08:30	227	227	
08:45	157	157	
09:00	160	160	
		posts posts trans-special cores posts	
Hour Totals	748	748	
09:15	136	136	
09:30	122	122	
09:45	114	114	
10:00	128	128	
		MANY APPLICATION STATE STATE STATE	
Hour Totals	500	500	
10:15	119	119	
10:30	136	136	
10:45	149	149	
11:00	187	187	
	name owner more from White	feeth area more ann. mass page total trace area dim a firm wrom.	

591

591



Data File : D0711001.PRN : 0000000000001 Station

Identification : 000000000005

hu - Jul 12, 90 ane	1	Total	
فيتم متود وين فيت المدد شيخ متت متت متا الادد	164	164	
.1 : 15	179	179	
.1:30	184	184	
1:45	182	182	
(2:00	100	plan species arrange and prints between the plants are prints arrange and plants are pla	
	709	709	
Hour Totals	707	,	•
12:15	211	211	
	215	215	
12:30	213	213	
12:45	235	235	
13:00			
cassessesses Hour Totals	874	874	
1 The most construction		228	
13:15	228		
13:30	228	228	
13:45	202	202	
14:00	202	202	
		youth pears where you won't pear to be	
Hour Totals	840	260	•
4 / 4 E	223	223	
14:15	213	213	
14:30	235	235	
14:45	204	204	
15:00			
Hour Totals	875	975	
income secondary		246	
15:15	210	210	
15:80	202	202	
15:45	229	229	•
16:00	243	243	
		===== 884	
Hour Totals	884	⇔	
and the control of th			
Grand Totals	13107	13107	
	_		**************************************



Florida Department of Transportation District Seven - Traffic Operations

Volume by Lane Report

Fage Data File : D0705002.PRN Count ratio : 2.00 Station E00000000000 Identification: 000000000000 Interval : 15 minutes Start date : Jul 5. 90 Start time : 17:15 |Stop date : Jul 6, 90 Stop time : 17:15 : TAMPA City/Town County : HILLS Location : SR 60 9 SHERRL Lane 1 is Southbound - Lane 2 is Northbound Thu - Jul 5, 90

Thane	1	2	Total		
	****** ***** ***** ******				
17:30	490	· O	49¢		
117:45	332	Ō	332		
18:00	359	Ō	359		
	state of the same same one	drops make their state place	terror bland folial mater amed one as to pur frame people cords from a result		
Hour Totals	1181	O ·	1181		
18:15	343	O	343		
18:30	325	Q	325		
18:45	293	Ō	293		
1 19:00	290	Q	290		
	19-90 brahl birky James gangk 1994 birki biran kalind banga	depth which before many around	manus manung berein berein biranja panapa branist berein dooring pantas biranja	•	•
Hour Totals	1251	Q	1251		
19:15	232	O	232		
19:30	215	Ó	215		
19:45	209	O	209		
20:00	192	O	192		
		The three time term with	from house docks strain being proces		
Hour Totals	848	0	848		
`E0:15	214	0	214		
120:30	182	Ō	182		
20:45	194	0	194		
121:00	185	O	185		
tint nin att for her has not one and his big day not the his	Mante plant passed Arrows bridge Monte Stand passes barries pump	Artes from drone area more			
Hour Totals	775	Ō	775		
21:15	174	0	174		
21:30	159	Ö	159		
21:45	147	O	147		
22:00	146	O	146		
		denser dendel berle menne romer pombe diven disert die re menne	depth deade name junes prips depth		
'Mour Totals	626	O	626		
22;15	156	Ŏ	156		
22:30	133	Q	133		
22:45	141	O	141		
23:00	100	Ŏ	100		
	NAME AND ADDRESS A	AND AND THE THE PART	make their pure proof them in a		
Hour Totals	530	O	530		
23:15	1 1 1	o	111		
**************************************	***********	****** * ****	**********	*****	****



Data File : D0705002.PRN : 0000000000000 Station Identification : 0000000000007

alle I I School I School				
hu - Jul 5, 90 .ane	1	2	Total	
	 81	O	81	
33:30	69	Ō	69	·
23:45	93	Ō	93	
24:00 		dentity haven been grown special	hand been speed per and been	
our Totals	354	Ο·	354	
Fri - Jul 6, 90			57	
00:15	57	Ö	47	
)0:30	47	Ō		
00:45	67	0	69	
01:00	37	0	37	
			===== 210	
Hour Totals	210	O		
01:15	42	0	42	
01:30	39	O	39	
01:45	34	Ŏ.	34	
02:00	20	O	20	
ve:vv :::::::::::::::::::::::::::::::::	======================================		made broken dervise beliefe menne minter	
Hour Totals	135	0	135	
orn, em	· 5	. 0	5	
02:15	15	0	15	
02:30	17	Q	17	
02:45	11	Ô	1 1	
03:00	# *		About spinion makes about house desire	
	48	0	48	
Hour Totals	1 1 1			
03:15	9	O	9	
03:30	9	Q	9	
03:45	19	O	19	
04:00	i i	O	11	
		Spine was drawn provide to 400	derest between the transport of the state of	
Hour Totals	48	O	48	
(A) (1) (1) (1)	7	O	7	
04:15	zó	Ö	20	
04:30	18	Ô	. 18	
04:45	25	Ö	25	
05:00			provide beginner to the control of t	
Hour Totals	70	0	70	
/% Em _ 4 Em	16	Ō	16	
05:15	39 · ·	Ö	39	
05:30 05:45 ********	r~ (3)	ò	52	



Volume by Lane Report Page 3

Data File : D0705002.PRN
Station : 000000000003
Identification : 000000000007

Fri - Jul 6, 90	4	,	· ·
	1	` 2	Total
06:00	56	O	56
		***************************************	**** **** **** *** *** ****
Hour Totals	163	O	163
06:15	114	Ŏ	114
P6:80	1 <i>7</i> 7	Ó	177
p6:45	250	Q	250
07:00	326	O.	324
		durant priest briefs brands devoks to 644 femore spann payon mydrof	
our Totals	867	O	867
07:15	346	O	346
P7:30	427	Ŏ	427
D7:45	476	0	476
68:00	392	Ŏ	392
		from the same and the	
iour Totals	1641	O	1641
P8:15	. 371	0	371
P8:30	427	Ō	427
D8:45	413	Ŏ	413
27:00	432	O	432
= 12 12 22 12 12 12 12 12 12 12 12 12 12		makes broke passen passen based.	total print book turn dann print
dour Totals	1643	0	1643
99:15	277	0	277
99:30	316	Ō	316
09:45	354	Q	354
LO:00	323	Ō	323
	had an array from prime a man.	the for the mane amount tipes	
four Totals	1270	0	1270
0:15	289	0	289
0:30	312	Q	312
0:45	275	0	295
1:00	299	Q	279
	from many thing many time		
our Totals	1175	Ó	1195
1:15	291	0	291
1:30	320	0	320
1:45	374	Q	374
2:00	337	O	339
The state of the s	NAME OF THE PARTY NAME AND ADDRESS.	MAAA GOAN GARA MAAA MAAA MAAA MAAA MAAA MAAA MAAA	Anna Made gaste mane them leaded
our Totals	1324	(j)	1324



Data File : D0705002.PRN : 0000000000000 Station Identification : 0000000000007

	- Lane 2 1s			
7:1 ~ Jul 6, 9 0	1	2	Total	
	383		383	
2:15	390	Ô	370	
1.0	437	Ö	437	
	341	Q.	341	
	The state of the s	number oping address names officer	productive state and a special feature was been a special and a special specia	
iour Totals	1551	0	in the second second	
	377	Q	377	
.3:15	325	Q	325	
13:30	311	0	311	
13:45	272	O	292	
14:00 		======	1000 June 1100 J	
Hour Totals	1305	Ō	1305	
	268	Ŏ	268	
14:15	331	Ö	331	•
14:30	271	Ö	271	
14:45	310	Ō	310	
15:00				
======================================	1180	Ō	1180	
	297	0	297	
15:15	328	ō	328	
15:30	456	Ô	456	
15:45	324	Ö	324	
16:00				
m=====================================	1405	O	1405	
	317	O	317	
16:15	317	O	317	
16:30 16:45	358	O	358	
16:40 17:00	359	Ó	359	
######################################	Print	grand makes shortly (seven Mindle) gas as sever device device Mindle	many later many those many	
Hour Totals	1351	0	1351	
17:15	405	Ō	405	
Grand Totals	21376	, <u>O</u>	21376	
Percentages *******	100.0	0.0		

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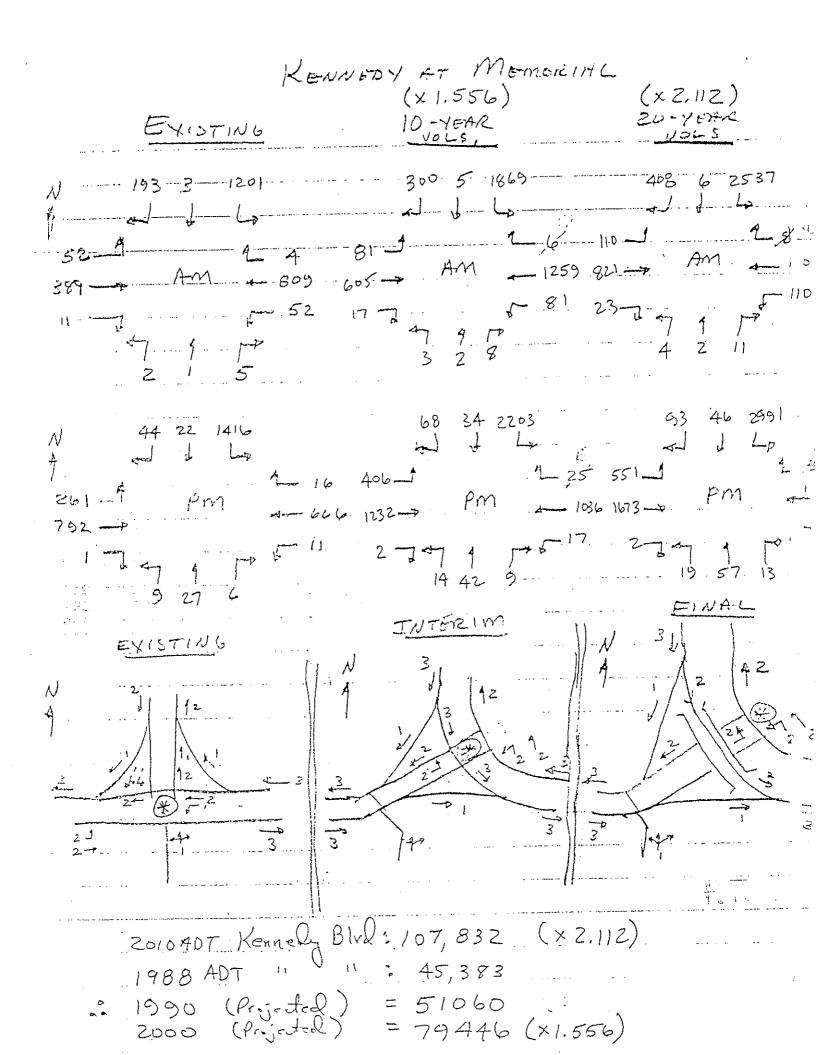
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59

45

SITE REFERENCE 00000002 ANALYSIS FOR WEEK ENDING SUN 8 JULY 199 ISR 60 @ SHERREL ST SOUTHLEG CHANNEL 1 AXLES/ INT PERIOD MON TUES WED THURS FRI SAT SUN 5/DAY 7/DAY 2 ENDING 3 4 7 6 8 (AV) (AV) 1.00 --- 1 -- 1 ---- 1 -- 1 0 0 1 Ö Õ 2.00 --- 1 --- 1 --- 1 -- 1 0 2 Ö 1 Ö 113.00 -- 1 -1-1() -1 1 O 0 0 4.00 --- 1 -1Ö \bigcirc -1 -1() () ·-- 1 2 5.00 ·-- 1 -- 1 -- i 1 Ŏ 1 6.00 -1 -- 1 --- 1 -- 1 () () () 0 7:00 --- 1 -12 -1--- 1 1 1 2 8,00 -- 1 -- 1 8 --- 1 -1 1 -- 1 8 6 9.00 -- 1 -- 1 -1 -1 4 14 - i 14 11 -- 1 10.00 -- 1 -- 1 -- 1 10 3 -110 8 11.00 --- 1 -- 1 -- 1 -- 1 19 6 -- 1 19 12.00 -1 -- 1 -- 1 -- 1 35 8 -- 1 35 27 13.00 -- 1 --- 1 -- 1 -- 1 26 6 -126 20 14.00 -- 1 -1 -- 1 -- 1 28 6 -1 28 22 15.00 -- 1 --- 1 -- 1 -- 1 14 --- 1 14 12 16.00 -1 -- 1 - 1 --- 1 -- 1 22 9 22 18 17.00 --- 1 -1--- 1 -- 1 44 6 -144 33 18.00 -- 1 -- 1 --- 1 21 43 3 -132 24 19.00 -- 1 --- 1 - 1 14 15 2 - 1 15 11 20.00 -- 1 -- 1 --- 1 8 4 1 -- 1 5 6 21.00 --- 1 -- 1 -- 1 3 1 Ō -- 1 2 1 22.00 -i -1 -1 1 --- 1 6 23.00 -1 2 () -1 -- 1 4 -- 1 3 24.00 -1 2. --- 1 --- 1 -- 1 12 19.00 -1 - 1 -1-1278 60 -- 1 278 216 -- 1 16 22,00 -1 -- 1 ~1 289 63 -- 1 289 224 18 24.00 --- 1 --- 1 -1 -- 1 294 67 -- 1 294 229 24 24,00 --- 1 --- 1 --- 1 -- 1 295 73 --- 1 295 232 7.30 0.15 -- 1 -1 3 () -- 1 -1 ()3 Ξ 0.15 7.45 --- 1 -- 1 -- 1 --- 1 1 \odot () 1 1 0.15 8,00 --- 1 - 1 -- 1 -1 2 1 -- 1 2 0.15 8,15 -- 1 --- 1 -1 -- 1 3 Ξ - 1 3 3 0.15 8.30 -- 1 - 1 -- 1 2 1 2 --- 1 --- 1 0.15 8.45 -- 1 -1 -13 -1 i -- 1 3 ₽ -1 0.15. 9.00 -- 1 -- 1 -1 6 . 0 6 -10.15 9.15 -- 1 -1 -- 1 -- 1 0 1 **-1** Ö 0.15 7.30 -1~- 1 -- 1 **~** 1 5 0.15 16.30 -- 1 -1-- 1 -- 1 8 4 -- 1 8 7 0.15 16.45 -1 --- 1 \circ --- 1 -1 17 -- 1 17 12 0.15 17.00 ---- [--- 1 -- 1 -114 2 -- 1 14 11 0.15 17.15 -1 -- 1 -- 1 1 19 Ö - 1 7 10 0.15 17.30 -1 9 2 -- 1 -- i 8 --- 1 9 0.15 17.45 -1-- 1 7 12 1 --- 1 10 0.15 18,00 -- 1 5 - 1 -- 1 Ö -- 1 3 0.15 18.15 -1 --- 1 -- 1 3 10 1 --- 1 9 0.15 18.30 2 -1 -- 1 -1 -1 1 AM PEAK HR -- 1 -- 1 - 1 -1 12.00 11.30 -- 1 PEAK FLOW ~- 1 -- 1 --- 1 35 \rightarrow -135 27 -- 1



APPENDIX B
HIGHWAY CAPACITY MANUAL DATA SHEETS



THE CARLO CLOSE COLD TO THE AREA COLD AND

The Control of the Co

TITER SECTION, KENNEDY ROULEHAND E.E.AO (HEMORIAL MIGHWAY)

TERRITOR STREET

SANGER BERNE

 $\frac{2 \left(\frac{1}{2} \right)^2}{2 \left(\frac{1}{2} \right)^2} \frac{\partial \theta}{\partial \theta} \frac{\partial \theta}{\partial \theta} \frac{\partial \theta}{\partial \theta} = \frac{\partial \theta}{\partial \theta} \left(\frac{\partial \theta}{\partial \theta} \right) \left(\frac{\partial \theta}{$

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COMPANY REPORT

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		: A	0.27		C.,OE			7 _{p. 33} 3	2.3					
		-11-	1.17		() , 45				; -		i II i			1 -
			e e e e e e e e e e e e e e e e e e e		17 m 24 70		111							
		₹	0.00		0.95				1~}					

SUMMARY REPORT

INTERSECTION. . KENNEDY BOULEVARD/S.R. 60 (MEMORIAL HIGHWAY)

ANA DAT TIM	LYST E		AM F					·			10nwh	1)			
			VOLUME	 :s	:						EOMETI	 R'Y		~~ .~~	
	E	B	WB .	NB	SB:		EB			WB		NE			SB
	5			2 1		L,	12.0) <u>L</u>		12.0	L	12.	0 1	_	12.0
	40		46	1	4 :	Ļ_	12.0			12.0	TR	12.		T	12.0
RT	1.	1	Ō	6 : O	1.75 :	T	12.0			12.0		12.		₹'	12.0
RR		12.0	. 0	O		TR	12.0			12.0		12.			12.0
					:		12.0			12.0		12.			12.0
					<u> </u>		12.0) 		12.0		12.	()		12.0
						ADJU	STMEN	IT FA	стол	RS					
				AD,				FHF	F	-EDS	F'E]	D. BUT	- f	ARR.	TYPE
				1\Y		N					YZN	min	T		
EB			2.00) N	0		0			20	Y	22	.8		4
WB		0.00	2.00) N	0		0	0.90		20	Y	22	.8		4
NB SB		0.00 0.00	2.00) N	0 0 0		O A	0.90		20	Y Y	28			3
		 	را ایا به که د. د. د. سه سه سه د. د. د.	, IA			(,)	0.90				28			3
					S	I GNAL	SETT	INGS			C)	YCLE L	ENGT	⊣ =	136.0
		FΗ	-1 F	'H-2	FH-3	FH	-4			Fil		PH-2			
EB								NB				X			
	TH			X					TH			X			
	RT PD		X	X					RT			Х			
WB	LT			X				SB	F'D LT		Χ				
.,	TH			X				0.0	TH		X				
	RT			••					RT			Х			
	FD								PD						
GRE		6	.0 3	9.0 6.0	0.0	O	.0	GRE	ΕN	6	5,0	4.0	Ο,	, Q	0.0
YELI	_OW	4	.0	6.0	O.O	Q	.0	YELI	LOW	(5.0	6.0	O.	O	0.0
					J	LEVE	L OF	SEEU							
	LAI	VE GR	P. V	'/C	G/C					35	APP.	DELAY	Ω	YE'E'	1 05
EB		L	o.		0.051		48.	3	E	-	16	3.3	•		C
		TR			0.382		14.		E						
MB		L			0.309				r)	Ξi	8			D
		T	٥.	897	0.309	>	32.	1.	Γ)					

			LE'	VEL OF SERV	VICE		
	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	AFF. LOS
EB	L.	0.394	0.051	48.3	E	18.3	С
	TR	0.355	0.382	14.2	B		
MB	L	0.257	0.309	27.0	α	31.8	a
	Т	0.897	0.309	32.1	D		
NB		0.026	0.051	46.6	E	41.3	E
	TR	0.097	0.051	39.7	D		•
SB	L	0.767	0.500	23.9	C	20.5	C
	LT	0.770	0.500	20.5	C		
	Ŕ	0.077	0.956	0.1	Α		

INTERSECTION: Delay = 24.1 (sec/veh) V/C = 1.169 LOS = C

THE ACM'S RIGNALIZED INTERSEUTIONS

- REPORT

TERSECTION . KENNEDY BOULE ARD/E.R. 50 (MEMORIAL HISHWAY)

TYPE. ... OTHER

TLYST:DSA

**					244 Jun 1100 Bld P	;					GEC	METRY			
		7	WB 21 201 201 0	11 34 6	(3) Sur (EB 10.0 10.0 10.0 12.0 12.0	-	5, 273 5, 273 6, 273 6, 273 6, 273 7, 273 7, 273	,0 ,0 ,0	(NB 12.0 12.0 12.0 12.0	L LT R	88 12.0 12.0 12.0 12.0 12.0
			··					JSTYEH	or state	e en seur et et et en en en er er					
		RATE		HV	ice MNY	PKS No	EUL		FLAF	the state of the s	8	PED. Y/K	EUT.		angan ng pa manan nagar na na n
	-	(%) 0.00		(%) 2,00	N	()		O	0.90 0.90	مبر المار مع نات		Y Y	17.5 17.5		4 4
	• •	0.00 0.00 0.00		2.00 2.00 2.00	N	0 0 0		Ō	0.90	ر ش	20				
	. prysu g. m.a. ban- u			and the Richman H		non ann aim aine a	GNA	L SET	FINGS	anget wase, while never diffe of t			GLE LEP		
1: 1		pare [im]	- 1	. FH	-52	FH-3		-j 4			: ": : :	erro de	111-12 X	7 M - II	The second
			Χ						ME	LT TH			A X		
	TH T		X	,						RT PD			X,		
	P.)				<				SE	L 1					
	TH RT			Ş	ζ ,					TH RT FD		Х	Σ		
	ZM ZM ZMD	1	1.) 26) 6	.0	0,0		o.o o.o	ore Yel	EN		1.0 0	2.0 6.0	0.0),),(
								EL OF		an graphic .		to arem name tober that bush b		***************************************	
) 1	ANE C	SF.F			$\mathbb{G} \cdot \mathbb{C}$		TEL	AY			AFF.		$F_i F^* F^*$	part and such
		: 		Ž. p Ž.		0.32		7 W.C		F		Ç., 6-p	er sirife		tur.
		TR.				0.52 0.03		ia ci Tal		Ď		29	. 3		7)
		4-4-		0.7		And the second		29		ow.					
		Ĺ.,		0.1		0.03	7	<i>C.</i> (2)		1.2		ph 75	, 6s		
		1 1 3		0,6		0.00				per s W - Vene erbs, d - d -			54 5		gr.
		i		0.5		0.57		روطار روده الرابع المقام الرواء المقارد الرواء المقارد		2/ 2.** 5		ati, sak	1 10		a.c.
		LT		0.9 0.0		0.57 0.90		دند ن		(A)					

TIBECTION: Delay = 36.7 (sec/veh) 7/0 = 1.402 LOS = D

SUMMARY REPORT

INTERSECTION. KENNEDY BOULEVARD/MEMORIAL HIGHWAY

AREA TYPE....OTHER ANALYST.....DSA

DATE.....

TIME....AM Feak

COMMENT.....Existing Traffic - 1 Eastbound Left Turn Lane

									,					
		VOLU	IMES		:		GEOMETRY							
	EB	MB	ИB	SR	;		EB		WE		NB		SB	
L T	57	57	2	1169	:	<u>L</u>	12.0	L.	12.0	L	12.0	L	12.0	
TH	404	846	1	4	:	L_	12.0	Т	12.0	TR	12.0	LT	12.0	
RT	11	O	6	175	*	T	12.0	T	12.0		12.0	R	12.0	
RR	2	O	O	75	;	TR	12.0		12.0		12.0		12.0	
					:		12.0		12.0		12.0		12.0	
					:		12.0		12.0		12.0		12.0	
		·····	. — — —											
													,	

					ADJUSTM	ENT FAC	rors			
	GRADE	HV	ADJ	PKG	BUSES	FHF	PEDS	PED.	BUT.	ARR, TYF
	(%)	(%)	Y/N	Nm	Nb			YZN	min T	
EB	0.00	2.00	Ν	0	Ŏ	0.90	20	Υ	17.5	4
MB	0.00	2.00	N	O	O	0.90	20	Y	17.5	4
NB	0.00	2.00	Ν	Q	O	0.90	20	Y	23.5	3
SB	0,00	2.00	N	0	O	0.90	20	Υ	23,5	3

				SI	SNAL SET	TINGS	;		CYCLE LE	ENGTH =	136.0
		F'H-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	FH-4
EB	LT	X	X			NB	LT		Х		
	TH	X	X				TH		X		
	RT	X	X				RT		X		
	E,D						F'D				
MB	LT		X			SB	LT	X			
	TH		X				TH	×			
	RT						RT	X	X		
	FD						F'D				
GRE	EΝ	6.0	39.0	0.0	0.0	GRE	EN	65.0	5.0	0.0	0.0
YELI	LOM	4.0	6.0	0.0	0.0	YEL	LOW	6.0	5.0	0.0	0.0

			LE	VEL OF SERV	VICE		
	LANE GRP.	V/C	G/C	DELAY	LOS	APP DELAY	APP. LOS
ΕB	L.	0.226	0.382	21.7	С	15.1	С
	TR	0.355	0.382	14.2	B		
WB	L	0.257	0.309	27.0	D	31.8	D
	T	0.897	0.309	32.1	D		
NB	L.	0.026	0.051	46.6	E	41.3	E
	TR	0.097	0.051	39.7	α		
SB	L	0.770	0.500	24.0	C	21.0	C
	LT .	0.768	0.500	20.4	С		
	R	0.118	0.625	6.7	B		

INTERSECTION:

Delay = 23.7 (sec/veh) V/C = 1.138

LOS = C

SUMMARY REPORT

INTERSECTION. . KENNEDY BOULEVARD/MEMORIAL HIGHWAY

VOLUMES		ANA DATI		D	'SA 'M Peak	g Traffic	: — 1 E <i>a</i>	stbour	nd Lef	t Turn L	ane		· · · · · · · · · · · · · · · · · · ·
EB WB NB SB: EB WB NB SB: EB L1 2.0 L 12.0 L 12.0 L 17.0 L					LIMES					GEOMETE	 Y		
BRADE		TH RT	277 824 1	WB 12 505 0	NB 11 34 6	1582 : 1 3 : 7 35 : 7 25 : 7	12. T 12. T 12. TR 12.	0 L 0 T 0 T 0 0	12 12 12 12 12	.0 L .0 TR .0	NB 12.0 12.0 12.0 12.0 12.0	LT R	17.0 1: 12.: 12.0
(%) (%) Y/N Nm Nb Y/N min T EB 0.00 2.00 N 0 0 0.90 20 Y 17.5 4 WB 0.00 2.00 N 0 0 0.90 20 Y 17.5 4 NB 0.00 2.00 N 0 0 0.90 20 Y 23.5 3 SB 0.00 2.00 N 0 0 0.90 20 Y 23.5 3 SB 0.00 2.00 N 0 0 0.90 20 Y 23.5 3 SIGNAL SETTINGS CYCLE LENGTH = 13 EB LT X X NB LT X TH X X X TH X X TH X X X TH X X X TH X X X TH X X X TH X X X TH X TH X X X X						······································	ETTEULGA BMTRULGA	NT FAC	CTORS				
NB			(% 0.0) (00 2	7%) 1.00	ADJ FKG Y/N Nm N O	BUSES Nb O	PHF 0.90	PED:	Y/N 0 Y	min T 17.5	- ì	4
EB LT X X NB LT X NB LT X TH X X T	: ::	NB	Ö "	00 2	2,00	N O	O	0.90	20	9 Y	23,5	i	3
WB LT X SB LT X TH X RT RT X X PD PD GREEN 13.0 24.0 0.0 0.0 GREEN 73.0 5.0 0.0 YELLOW 4.0 6.0 0.0 0.0 YELLOW 6.0 5.0 0.0 0.0 LEVEL OF SERVICE LANE GRP. V/C G/C DELAY LOS AFP. DELAY AFP. LOS EB L 1.163 0.324 155.5 F 50.4 E TR 0.583 0.324 18.3 C WB L 0.193 0.199 34.7 D 35.6 D NB L 0.140 0.051 46.9 E 43.8 E TR 0.471 0.051 42.9 E			LT TH RT	X	X X				LT TH RT		РН-2 Х Х		
GREEN 13.0 24.0 0.0 0.0 GREEN 73.0 5.0 0.0 YELLOW 4.0 6.0 0.0 0.0 YELLOW 6.0 5.0 0.0 0.0 LEVEL OF SERVICE LANE GRP. V/C G/C DELAY LOS APP. DELAY APP. LOS EB L 1.163 0.324 155.5 F 50.4 E TR 0.583 0.324 18.3 C WB L 0.193 0.199 34.7 D 35.6 D NB L 0.833 0.199 35.6 D NB L 0.140 0.051 46.9 E 43.8 E TR 0.471 0.051 42.9 E		MB	LT TH RT					ae	LT TH RT	X	x		
LANE GRP. V/C G/C DELAY LOS APP. DELAY APP. LOS EB L 1.163 0.324 155.5 F 50.4 E TR 0.583 0.324 18.3 C WB L 0.193 0.199 34.7 D 35.6 D T 0.833 0.199 35.6 D NB L 0.140 0.051 46.9 E 43.8 E TR 0.471 0.051 42.9 E			EN						ΞN				0.0
WB L 0.193 0.199 34.7 D 35.6 D T 0.833 0.199 35.6 D NB L 0.140 0.051 46.9 E 43.8 E TR 0.471 0.051 42.9 E	-	EB				G/C 0.324	DEL	-AY	LOS F			AFF	
NB L 0.140 0.051 46.9 E 43.8 E TR 0.471 0.051 42.9 E		ЯW	L		0.193	0.199	34	1.7	D	35	.6		D
			<u>_</u>	R	0.140 0.471	0.051 0.051	4 6 4 1	5.9 2.9	E				

32.1 27.0 0.931 0.559 0.928 0.559 SB \mathbf{p} LT 0.010 0.735 3.1

INTERSECTION:

.... HE

Delay = 38.0 (sec/veh) V/C = 1.445 LOS = D

SUMMARY REPORT

INTERSECTION..KENNEDY BOULEVARD/MEMORIAL HIGHWAY

AREA TYPE....OTHER ANALYST.....DSA

DAT TIM	TE ME			R 20 TING)00- 3 GE	·AM I	PEAK TRY								
TH	EE 81 605	B V 1 8 5 125		NB NB	186	9:	L L	EB 12. 12.	.O L		GE WB 12.0 12.0		NB 12.0 12.0) L) LT	SB 12.0 12.0
)	0	0	15	0:	TR	12. 12. 12.	. O . O		12.0 12.0 12.0		12.0 12.0 12.0))	12.0 12.0 12.0 12.0
	(0 0	(%) 0.00 0.00	HV (%) 2.00 2.00 2.00 2.00	, Y 1 1 1	N N N	PKG	BU	0 0 0 0 9E8	0.95	þ	EDS	Y / N / Y	min 17. 17.	5 5 5	4 4
`	LT TH RT PD LT TH RT PD	PH- X X X		H-2 X X X	P.F	SI 4-3	GNAL F†	- 4	TINGS NB SB	LT TH RT PD LT		-1 { {		NGTH = FH-3	
GREE YELL		4.: 4.:	0 39 0 &),O	0 0).O	C).O	GREE YELL	EN _OW	65. 6.	0	5.0 5.0	0.0	0.0
EB WB NB SB		E GRP L TR L T L TR L LT R	. V/ 0.5 0.5 0.5 1.2 0.0 0.1 1.1	330 307 311 364 336 30 45 62	0. 0. 0. 0. 0.	3/C .051 .382 .309 .309 .051 .051		DEL: 50 15. 31.	.355 * 6880	CE	5 A	APP. I 19. 41.	. 4	APP.	LOS C * E

INTERSECTION:

Delay = * (sec/veh) V/C = 1.734

LOS = *

SUMMARY REPORT

INTERSECTION..KENNEDY BOULEVARD/MEMORIAL HIGHWAY

AREA TYPE....OTHER

ANALYST....DSA

DATE.....

1. 4. 4. 4.

1.020 TIME.....YEAR 2000 - PM PEAK COMMENT.....EXISTING GEOMETRY

(L) (L) 1) / tam / T												20 POST DOM: DO
LT	EB 406 1232 2	VOLL WB 17 1036		SB 2203 34 68	:		EB 12.0 12.0 12.0	L T	GE(WB 12.0 12.0	L TR	NB 12.0 12.0 12.0	L LT R	SB 17.0 11.4 12.4
RT	0	·Q	7 O	34	-	TR	12.0 12.0 12.0		12.0 12.0 12.0		12.0 12.0 12.0		12.€ 1 1

					ADJUSTME	ENT FACT	rors			
	GRADE	ΗV	ADJ	PKG	BUSES	PHF	PEDS	PED.	BUT.	ARR. T
	(%)	(%)	Y/N	Nm	NЬ			ANN	min T	0
EB	0.00	2.00	N	Q.	0	0.95	20	Y	17.5	~}
WE	0.00	2.00	N	0	Ö	0.95	20	Υ	17.5	4
NB NB	0.00	2.00	N	O	0	0.95	20	Y	23.5	3
SB	. 0.00	2.00	N	0	0	0.95	20	Υ	23.5	ث
מכ	C) 2 (2)	and a sur-sur-								

· · · · · · · · · · · · · · · · · · ·					SNAL SET	TINGS	;	(CYCLE LE	ENGTH =	13
#11						1 7 14 (1)	r		PH-2	PH-3	FH-
-11		- PH-1	PH-2	PH-3	FH-4			FH-1	rm-z	1)) 🛶	1 7 7
		111 -	, , , , , , , , , , , , , , , , , , , ,			NB	L_7"		Х		
EB	LT	Ä					TH		Х		
	TH	Х	Х						Ÿ		
	RT	X	Χ				RT		^		
		^					FD				
	PD		.,			SB	L.T	X			
ME	LT		Х			اسد اب		X			
	TH		X				TH				
							RΤ	X	Х		
	於丁						F'nD				
	FD			_		~		74.0	5.0	0.0	
GRE	FN	12.0	24.0	0.0	0.0		EEN	•			e
		4.0	6.0	0.0	0.0	YEL	_LOW	6.O	5.0	0.0	٢.,
YEL	LOW	~7 × V-2	CD # '-'								

			LE!	VEL OF SERV	/ICE		
	LANE GRP.	V/C	G/C	DELAY	LOS	AFF. DELAY	AFP. LUE
EB	L	1.432	0.096	*	*:	*	*
<u>⊢</u>	TR	1.210	0.316	*	*	al.	*
MB	L.	0.341	0.199	37.1	D	*	^
F1 X2	Ť	1.618	0.199	*	*	a = 0	E
NB	Ĺ	0.169	0.051	47.0	E	47.0	ш.
1	TR	0.601	0.051	47.0	E	sh.	₩
SB	L	1.227	0.586	*	*:	*	η.
-	LT	1.224	0.566	*	*		
	R	0.032	0.735	3.2	A		
INTE	ERSECTION:	Del	ay = * (se	ec/veh)	V/C	= 2.025 LO	S = *

SUMMARY REPORT

INTERSECTION..KENNEDY BOULEVARD/MEMORIAL HIGHWAY

AREA TYPE....OTHER

			VOLUMES	:				GEOME:	 ГRY		
LT	E. 8.	1. 8	31 3	1869 :	L 1	2.0 L	WE 12	3 2.0 L	NB 12.0	<u> </u>	SB 12.(
TH RT ER	60 1	7	59 2 0 8	5 : 300 :	T 1:	2.0 T	1.2	0.0	12.0	LT R	12.0 12.0
				150		2.0	12	2.0 2.0	12.0 12.0 12.0		12.0 12.0 12.0
						MENT FA		·	** *** *** ****	**** *** *** *** ***	
		RADE (%)	HV (%)	ADJ FKG		PHF	FED		ED. BUT.		TYFE
EB				Y/N Nm N O	О	0.95	2	4NY Y O'	√ min 22.	T ė	4
MB		0.00	2.00	N O	O	0.95	2	Y O	22.		4
SB NB	(0.00		N 0		0.95 0.95	2	0 Y	31.	8	3 3
	·				I IGNAL SI				31.		
				2 PH-3					YCLE LE FH-2		
EB	LT TH	X				NB	LT		X		•
	RT	X					TH RT		X X		
	F'D						PD		^		
ΝB	L.T TH		X X			SB		X			
	FT		^				TH RT	X X	X		
·-, ,, ,	PD TN	p					PD				
	EN LOW) 0.0) 0.0	0.0	GREE	EN-	72.0	5.0	0.0	0.0
		5. 4.	0 33.0 0 6.0	0.0	0.0 0.0 LEVEL 0	YELL	_OW	72.0 6.0	5.0 5.0	0.0	
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		E GRE			Ba	LAY	LOS	APP.	DELAY	AFF	. Los
ΞB		L TR	0.619 0.585			3.9	E		2.3		C
ήE		L	0.671			8.1 2.5	C E	4	9.5		E
C17">		7	1.030	0.265	5 = =	0.3	E				k
ИB		L	0.036	0.051	. 4	6.6	Ε	4	1.4		E
		TR	0.130	0.051		9.8	a	•	J		E

			LE'	AFF OF REKAI	I CE		
•	LANE GRP.	VZC	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L	0.619	0.044	53.9	E	22.3	C
	TR	0.585	0.331	18.1	C		_
ME	L.	0.671	0.265	42.5	E	49.9	E
	T	1.030	0.265	50.3	E		
NB	L.	0.036	0.051	46.6	Ε	41.4	E
	TR	0.130	0.051	39.8	D		-
SB	L., .	1.054	0.551	62.9	F	54.7	E
	LT	1.056	0.551	54.3	E		Acc
	Ft	0.156	0.669	5.4	E		
					· · · · · · · · · · · · · · · · · · ·	a principal manual principal manual manual principal principal principal manual	

INTERSECTION:

Delay = 47.3 (sec/veh) V/C = 1.605

LOS = E

SUMMARY REPORT

INTERSECTION..KENNEDY BOULEVARD/MEMORIAL HIGHWAY

AREA TYPE....OTHER

ANALYST.....DSA

DATE

		VOL.	UMES		•			GE	OMETRY			
	EB	MB	NB	ć	3B :	EI	3	MB		NB		SB
LT	406	17	14	220)I :	L 13	2.0 L	12.0	L	12.0		1~
TH	1232	1036	42		34 :		T 0.5	12.0	TR	12.0	LT	1.
RT	2	Ö	9		68 :		2.0 T	12.0		12.0	R	12
RR	Ö	Ö	Ó		34 :		2.0 T	12.0		12.0		1.2
1373	•	•	-	_			2.0	12.0		12.0		1
					;		2.0	12.0		12.0		1
	name saver soon some plant from	*** *** *** *** ***				 1TRULGA	1ENT FA	CTORS			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
**	GRA	DE	HV	ADJ	FKG	BUSES	PHF		FED.	BUT.	ARR.	T
	(%		(%)	YZN	Nm	Nb			Y/N	T nim		
EB	-	· ·	2,00	N	Ö	Ō	0.95	20	Υ	17.5		4
MB			2.00	N	Õ	ó	0.95		Y	17.5		4
NB	0,		2.00	N	Ó	Ó	0.95		Υ	26.5		3
SB			2.00	N	Ŏ	Ö	0.95		Y	26.5		3

	1 .			SI	SNAL SET	TINGS	;		CYCLE LE	ENGTH =	13.
. *.		PH-1	PH-2	PH-3	FH-4			PH-1	PH-2	PH-3	FH
EB	LT	Χ				NB	LT		X		
	TH	Х	X				TH		X		
	RT	X	X				RT		X		
	FD	-					FΩ				
WB	LT		Х			SB	LT	X			
	TH		X				TH	X			
	RT						RT	X	X		
	PD						F'D				
GRE		15.0	19.0	0.0	0.0	GRE	EN	76.0	5.0	0.0	٠,
	LOW	4.0	6.0	0.0	0.0	YEL	LOW.	6.0	5.0	0.0	O,

			LE'	VEL OF SERV	/ICE		
	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L	1.163	0.118	148.9	F	*	*
	TR	1.269	0.301	*	*		
WE	L	0.341	0.162	39.9	D	*	*.
	• [1.387	0.162	*	*		
NB	L.	0.169	0.051	47.0	E	47.0	E
	TR	0.601	0,051	47.0	E		
SB	L	1.196	0.581	138.0	F	124.9	F
	LT	1.193	0.581	115.6	F		
	R	0.030	0.772	2.3	A		
				··· · · · ·-			

INTERSECTION: Delay = * (sec/veh)

V/C = 1.896 LOS = *

SUMMARY REPORT

INTERSECTION..KENNEDY BOULEVARD/MEMORIAL HIGHWAY

AREA TYPE....OTHER ANALYST.....DSA

CO1	TE ME MMENT.		. YEAR	2000-; ATIVE	AM P 2:T	'EAK HREE LEI	FT TURI	V LANES	5			<u></u>
			OLUMES		;				GEOMET	FY		
,	EB		B NB	53	: E	EB		표되		KD©/		SB
L I	81	1050		186°	? : ! 	L 12 L 12	.O L	12.	O L	12.0) L	
l⊓ ⊏T	693 17	120	기 고 ^ = =================================	: "स्ट्रा	j : !	L 12 T 12.	.0 T	12.	O TR	12.0) L	
RR	, ,	. () o	<u>さい</u> 。 1 覧	.} ∴	T 12.	*O 1	lk.	. O . O	12.0	LTR	
,	-	•		AL SETT.	: :	18 12. 12.		12.			.	12.0
					:	12		12.		12.0 12.0		12.0 12.0
··· —				~~ ·		ADJUSTME	ENT CAL				. Tardi Shire Salah Sayar yang paga pa	
	GR	ADE	HV -	ADJ F		BUSES			FE:	D. BUT.	ABR.	. TYPE
	(7 . }	(%)	Y/N	Nim	NH			Y/N	min	T	. 112 =
	O	, OO	2.00	N	0	0	0.95	20) Y	17.	5	4
MB	0	.00	2.00	N	0	Q	0.95	20	Y	17. 17.	5	4
NB	0 0	.00	2.00	И	Ŏ	0 0	0,95	20) Y	23.	5	3
SB 		.OO 	2.00	N	O 	O	0.95	20	Υ	23.	5	3
\$					SIG	GNAL SET	TTINGS			YCLE LE	 NGTH =	136.0
		FH-1		2 PH	1-3	FH-4			FH-1	FH-2	PH-3	FIM
EB		X					NB	LT		X		
	TH	X						TH		Х		
	RT FD	Х	X					RT		X		
WB	LT		Х					PD L T	O			
T 1 A-	TH		X				SB	L I TH	X X			
	RΤ		, ,					RT	X	Х		
	F.D							PD				
GREE		3.0	42.0) o	. O	0.0	GREE	N .	65. 0	5.0	0.0	0.0
YELL	_OM	4.0	6.0) O	.0	0.0	YELL	ΩW	6.0	5.0	0.0	0.0
			* **** *** *** ***	***************************************	, <u>, , , , , , , , , , , , , , , , , , </u>	EUEL OE				~	··· ··· ··· ··· ··· ··· ··· ···	***************************************
	LANE	GRP.	Λ\C	G	/C	DEL	AY	LOS	AFF.	DELAY	APP.	LOS
EB	~	-	للاستدار والد) (₁ / ₂ / ₂)	いん フ	98	1.8 5.3	F	24	F. 9	-	C
			0.507			15	- - 3	C				
1.1Y5	L.		0.456			28			100	1.4	i	F
MB	7	•	1 1/0/5	/		4 .**.	_					
		•	1.180		331	104	.8 ,	F				
NB	L.		1.180 0.036 0.130	0.0	051	104 46 39	6	F E D	41	. 4	!	E

			L.E.	VEL UH SEKV	'ICE		
	LANE GRP.	VZC	G/C	DELAY	LOS	AFF. DELAY	APP. LOS
EB	L	0.928	0.029	98.8	F	24.9	C
	TR	0.507	0.382	15.3	C		1447
WB	L	0.456	0.331	28.5	D	100.4	F
	T	1.180	0.331	104.8	F		•
NB	L.	0.036	0.051	46.6	E	41.4	F
	TR	0.130	0.051	39.8	α		
SB	L	0.842	0.500	25.3	D	30.1	n
	LTR	0.980	0.500	38.4	D		~ .
		··· · ··· ··· ··· ··· ··· ···	····				

INTERSECTION:

Delay = 52.5 (sec/veh) V/C = 1.458

LOS = E

SUMMARY REPORT

INTERSECTION. KENNEDY BOULEVARD/MEMORIAL HIGHWAY

AREA TYPE....OTHER

ANALYST DSA

DATE			DSA YEAR 200 ALTERNAT			E LEFT	TURN	LANES	. <u> </u>		ang anggal panna 18 kan 1882 at Amp	.
TH RT	E 40 123	E WB 6 17 52 1036 2 0	14 42 9	34 : 68 : 34 :	L L T	EB 12.0 12.0 12.0 12.0 12.0	L T T	WB 12.0 12.0	L TR	NB 12.0 12.0	L L LTR	SB 17.0 12. 12.0 1
NB NB		(%) 0.00 0.00 0.00	HV (%) 2.00 2.00 2.00 2.00		BUS N N);	b 0 0. 0 0.	.95 .95	PEDS 20 20 20	57.761	min T 17.5 17.5 23.5		4 4 3 3
EB	LT TH RT PD LT TH RT PD	FH-1 X X X	X			1	NGS VB LT TH RT PD SB LT TH RT	P}	⊣-1 F	CLE LENG PH-2 F X X X X		
GRE YEL	EΝ	17.0 4.0	36.0	0.0 0.0) O	.0 (BREEN	5.	7.0 5.0	5.0	0.0	0.:
EB 	L- <i>f</i>	ANE GRP. L TR	. V/C 1.034 0.867	0.13 0.4	0 32 41	88.0 23.4	L	.08 F C	39.	, 4	APF.	D
NB NB		L T L TR L LTR	0.341 1.120 0.169 0.601 1.139	0.28 0.08 0.08 0.4	37 51 51 41	30.7 80.9 47.0 47.0 103.5 77.1		D E E F	80. 47. 94.	, O		E F

INTERSECTION: Delay = 72.9 (sec/veh) V/C = 1.586 LOS = F

SUMMARY REPORT

INTERSECTION..KENNEDY BOULEVARD/MEMORIAL HIGHWAY

AREA TYPE....OTHER ANALYST.....DSA

DATE.....

	1E							CTION	RE-	AL I GNN	1ENT			
		VOL	UMES		2					GE	COMETRY	· · ·		
	EB	WB	NB		SB:		EB			WB		NB		SB
LT		Q	1340		0:	L.	12.	. O L		12.0	L	12.0	T	12.0
TH			1349	18	69 :	L_	12			12.0	L	12.0	T	12.0
ŔΤ			()		13 :		12,		7	12.0	T	12.0	Т	12.0
尺尺	307	O	O	1	53 :		12.	.0.7			T		R	12.0
					:		12.	. O		12.0		12.0		12.0
			•		;		12.	.0		12.0		12.0		12.0
						AD	JUSTME	INT FA	ACTO!	 RS				
	GRADE	ļ	ΗV	ADJ	FKG			F'HF			PED.	BUT.	ARR	TYPE
	(%)	(:					Иb				Y/N		, ,, ,, ,,	, , , , , , , ,
EB	0.00	2	.00	N	O		0	0.95	i	20		26.5		3
MB	0.00	2	.00	N	0		Ó	0.95	i	20	Y	26.5		Ī
NB	0.00		, OO	Ν	()		\circ	0.95	i	20	Y	11.5		3
SB	0.00	2	.00	N	0		O	0.95		20		11.5		3
	F)	 1	 PH-2	 ?	S1 3H-3	GNA F	 AL SET 'H-4	TINGS	. have drawn drawn to	 FH	CYC	 LE LENG H-2 F	: :TH = :H-3	136.0 PH-4
EB	L.T	X												, .
	J.H	X							TH		Χ	X		
	RT	X							RT					
	PD								FID					
되되	LT							SB	LΤ					
	TH								TH			Y		

				٠. ۲. ش	CIANC DEI	ELETTA COLO	,		LILLE L	FIME IH =	$-1.56 \cdot 0$
		F'H-1	PH-2	PH-3	F'H-4			PH-1	PH-2	PHHS	FH-4
EB	L 7	X				NB	LT	Х			
	7~1-1	X					TH	Х	Х		
	RT	X					RT				
	F.D						FD				
되되	LT					SB	LT				
	ΤH						TH		X		
	RT						RT		X		
	E,D						F'D		^		
GREE	ΞN	4.0	0.0	0.0	0.0	GRE		60.0	56.0	0.0	0.0
YELL	_OW	6.0	0.0	0.0	0.0		LOW	4.0	6.0	0.0	0.0
**** **** ****	·· ···· ·		~								

		•	LE	VEL OF SERV	/ICE		
	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP, LOS
EB	L	0.667	0.051	55.9	E	12.5	B
	F۲	0.223	0.956	0.1	A		Ana.
NB	L	1.007	0.449	48.3	E	24.5	r:
	T	0.463	0.904	0.8	A		\
SB	Т	0.933	0.434	28.5	D	27.4	r)
	F;	0.229	0.485	13.1	₿		*
	* ***						

INTERSECTION:

Delay = 24.8 (sec/veh) V/C = 1.145 LOS = C

SUMMARY REPORT

INTERSECTION..KENNEDY BOULEVARD/MEMORIAL HIGHWAY

AREA TYPE....OTHER

ANALYST.....DSA

DATE

			.UMES		=				GEO	OMETRY			· · · · ·
. ~	EB	MB	ИB		B :		EB		MB		ΝÐ		SB
	448		1053	(L	12.0		12.0	T	
TH	0		1957				12.0		12.0		12.0	T	
RT	1241	Q	O.	10:	2:		12.0		12.0		12.0	Τ	1
代尺	621	Q	Ö	5.	1 :		2.0		12.0	T	12.0	R	7*** *
					;		12.0		12.0		12.0		
*****							.2.0		12.0		12.0		1 :
						ADJUST	MENT F	ACTO	 RS			· ····	
	GRADI			ADJ P	PKG	BUSES			PEDS	PED.	BUT.	ARR	- i Y .
					Νm	Иb				Y/N			
EB	0.00				\circ		0.9				26.5		J
ME	0.00			N	O	O	0.9	5	20	Υ	26.5		3
NB	0.00			N	0	O	0.99	5	20 .	Y	11.5		3
SB	0.00) ()	.00	N	O	0	0.93	5	20	Υ	11.5		3
•					SI	GNAL S	ETTINGS	 3		CYC	LE LEN	 GTH ≈	134
		H-1	PH-2	P)	 -3	PH-4			FH-		H-2		EH.
EB :		X					NB	LT				· · · · -	• •
	TH							TH	X		Х		
	RT	Χ						RT					
	F'D							PD					
MB	LT						SB	LT					
	TH							TH			X		
	RT							RT			X		
	PD							FD					
GREE		(O.O	0.0	Çi		0.0		EN	43.	0 6	0.0	0.0	Q.
YELL	.니어	5.0	0.0	Ç	.0	0.0	YEL	LOW	ⅎ.	r)	5.0	0.0	ť"

		····					
		•	LE	VEL OF SERV	VICE		
	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L.	1.080	0.162	103.3	F	43.5	F
	R	0.446	0.956	0.3	A	7 our H buy	_
ИВ	L	1.058	0.316	74.8	F	29.3	n
	Т	0.721	0.794	4.9	Α	America (E Touy)	L)
SB	T	0.989	0.456	33.8	D	33.2	ח
	R	0.056	0.618	6.7	B	. "PAT" PAT" M whom	D

INTERSECTION:

Delay = 33.1 (sec/veh) V/C = 1.298

LOS = D